

CHAPTER 5

Archeological and Historic Resources



CHAPTER 3

Like its counterpart east of New Salem, the western section of the Route 122 Scenic Byway is steeped in local history. With the retreat of the glaciers 12,000 years ago, Native Americans (primarily Nipmucs) began to occupy the area. They hunted, fished, and traded in the Swift and Millers River Valleys and the lowlands in the vicinity of North Spectacle Pond, South Spectacle Pond, Bassett Pond, and adjacent to Blackington Swamp. They cultivated the floodplains and created foot paths throughout north central New England. One such pathway was an north-south trail likely from the Millers River in Orange south to Bear's Den (North New Salem) , possibly at Blackington Road to Brown's Hill to Spectacle and North Spectacle Ponds. Today, Route 122 travels a similar path to the historic Native American trail and is one of the most scenic portions of the Byway which runs from Orange Center to the City of Worcester.

This chapter provides insight into the development of the area prior to, during and after the creation of Quabbin Reservoir and the construction of Route 122. It is intended to help tell the story of the Byway and aid communities in determining how best to use and develop the Route 122 Scenic Byway.

Archaeological Resources **Native American Use of Area**

Native American residents of the region included members of three tribes: the Pocumtucks from the Connecticut Valley at Deerfield, just south of Greenfield; the Squakeags, the southernmost group of the Western Abenaki from Northfield north of Gill and Erving, and the Nipmucs who were in Central Massachusetts near Worcester. Of the three tribes the Nipmucs probably hunted, fished and cultivated lands in the Swift River Valley and the area of North Spectacle Pond, South Spectacle Pond, Bassett Pond and adjacent to Blackington Swamp. The Squakeags did the same along the Millers River.

No information about prehistoric sites and artifacts is available and, today, much of the land where Native Americans may have settled (Swift River Valley) is beneath the waters of the Quabbin Reservoir.

Architectural and Industrial Resources

This portion of the chapter identifies important locations and properties in each town within the mile-wide Route 122 Scenic Byway study area (1/2 mile on each side of the Byway). Tables with the significant historic areas and properties in each community are included in the appendices. Properties listed in the chapter and the appendices are designated according to the definitions in the State Register of Historic Places, 2006, which are defined as follows:

NRIND	National Register of Individual Property
NRDIS	National Register District
NRMRA	National Register Multiple Resource Area (refers to community-wide or area-wide designation that includes nomination of both individual and district properties).
NRAD	National Register Archeological District

History of the Communities along the Scenic Byway European Settlement to the Present

The two towns in Franklin County – Orange and New Salem – along the western portion of the Route 122 Scenic Byway have interesting histories that are interwoven and help present a unique and fascinating story of the Byway and north-central Massachusetts. Their stories are intertwined with the Millers and Swift Rivers, which were the focal point for settlement, agriculture and industrial development.

Native Americans – Pocumtucks, Squakeags and Nipmucs – established trails throughout north central Massachusetts along waterways and near ponds where access to fish and wildlife provided food and clothing for their tribes. Later, Europeans settled the land and established communities along the rivers because of the hydropower for their mills, good farm soils, and forest resources in the region. In modern times, the rivers, forests, working lands, and mountains still sustain the communities of Orange and New Salem by providing scenic, recreational, and tourist opportunities.

This section discusses the significant events and remarkable historic structures that reflect the region's development and shaped the communities along the Byway.

Franklin County *Orange*

The Route 122 Scenic Byway, known in town as South Main Street, begins/ends in Orange Center forming a T-intersection at Route 2A (the Mohawk Trail Scenic Byway) near the Millers River. It runs south from Orange Center and the Millers River through the Town of Orange to New Salem and then to Worcester County through the towns of Petersham, Barre, Rutland and Paxton ending at the city limits of Worcester.

Historically, Orange has always played a significant role in Franklin County as its eastern employment and population center. This is because of the town's location on the Millers River, its extensive forest resources, and the establishment and modernization of its trails, roadways and rail lines.

Prior to the 1600s, native occupation probably occurred primarily in the lowlands adjacent to the Millers River, particularly in the vicinity of the villages of West Orange and Orange Center. Due to the terrain of the area, which is generally hilly with some lowlands, native horticulture was limited to the Millers River floodplain which also served as hunting and fishing grounds.

By the early 17th Century, Orange probably still had a moderate sized native population since colonial settlement did not occur until the mid-18th Century. The town may have been the rough dividing point between the territories of the Pocumtuck of the Connecticut River Valley and the Nipmucs of

central and central western Massachusetts. Also, the Squakeags (the southern most group of Abenaki) traded and visited the area. All of the tribes intermarried and shared the Algonquin language family.

The lack of early settlement is thought to be due to both the large supply of higher quality farmland in the Connecticut River Valley and the continued use of resources by Native American communities, which they defended vigorously. The primary east-west trail was along the Millers River with the north-south route traversing the lands between Lake Mattawa and Tully Pond via an Orange Center fordway.

Orange and neighboring towns were first settled by Europeans during the Colonial Period between 1675 and 1775. Settlers practiced subsistence farming, grazing and hay production. The average farmstead was one hundred acres and included a house, barn, small garden, and orchard. Some eighty percent (80%) of the forested land was cleared for pastures and fields. Homes tended to be dispersed across the hilly terrain and along waterways, following the natural lay of the land, forming village centers like North Orange, Tully, and West Orange.

The early economy of Orange was farming. Generally, everything was made in the home: cloth, woolens, soap, cheese, honey and sausages. Maple sugar production was introduced by the Native Americans and continued by the colonists, who planted sugar maples along the edges of roads that were widened to accommodate wagons and coaches traveling to surrounding towns. The only documented industrial facilities at the time was a sawmill and a tannery established by Nathan Goddard in c.1760. Settlement in Orange was an outgrowth of settlement in

Athol and local settlers relied heavily on Athol for supplies because of Orange's limited economic base.

In 1783, Orange was formed from portions of Athol, Royalston, Warwick, New Salem and Erving. The Town's first meetinghouse was established in North Orange. In 1790, the first dam was built on the Millers River attracting new settlement and industries to Orange Center. A bucket mill, sawmill and gristmill were the first of several prosperous industries, while agriculture remained the predominant land use. Eventually, commercial and industrial employment in Orange Center transformed the social, economic, and physical shape of the Town, which incorporated in 1810.

Agricultural land was abandoned in the outlying areas, while new houses were built in clusters along the Millers River and its tributaries where small dams and mills were established, like the Putnam Mill on Moss Brook. A gridiron street system was adopted for Orange Center and neighborhoods developed. Civic and institutional buildings were erected as the population grew. Stagecoach lines carried mail and passengers around town and tollhouses dotted the landscape. New roads and turnpikes linked the town to the region for trade opportunities.

Early manufacturing in Orange included a scythe shop (1803), and forest products from nearby land included pails, bedsteads, and boxes. Also, cloth, woolens, hides, bricks, earthenware, caned chairs, and iron works such as fireplace fixtures and candlesticks were manufactured. Factories requiring raw materials were built directly on the river's edge and the need for new transportation systems increased. Roadways extended throughout the growing town.

During the 1840s (Early Industrial Period, 1830-1870), the railroad was developed and Orange Center became the town's geographic, civic and commercial center. Several rail lines connected Orange to other regions. The major east-west rail link from Boston to Mechanicsville, Troy and Albany, New York, passed through Orange Center. A trolley line between Orange and Athol connected passengers to the "Rabbit Railroad" in New Salem to Springfield. Finally, the Vermont and Massachusetts Railroad at Millers Falls traveled to Brattleboro with a branch to Greenfield. Depots were established along the Mohawk Trail at Orange Center and West Orange. With its proximity to Greenfield, Orange became a major hub for the distribution and trade of raw materials and locally manufactured goods from the Connecticut River Valley.

Rapid industrial development followed the opening of regional railroads in 1848 and later, during the Civil War (1863), sewing machine factories flourished. New industries in Orange Center included the woodworking and furniture industry and various machine shops. In the 1840's, palm-leaf hats were manufactured, and in 1845, a third of all the boots and shoes produced in Franklin County were made in Orange. In 1865, chair manufacturing employed one hundred men



Historic Postcard of the New Home sewing Machine Company

and women and represented the dominant manufacturing industry.

Some smaller mills were absorbed by larger industries, like the New Home Sewing Machine Company, which built a large mill complex on the site of an abandoned wooden pail factory in 1867. Company founder John Wheeler was regarded as the Town's most prominent industrialist once the machines became a home necessity. Also, an affluent residential district developed along Prospect



South Main Street looking north.

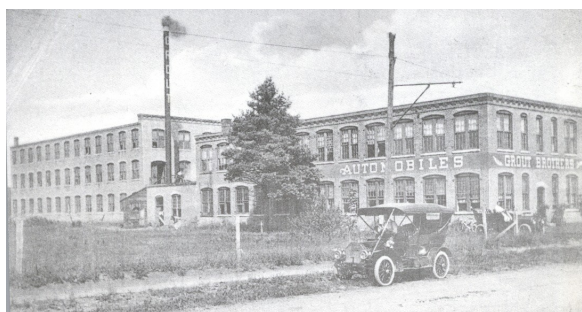
Street with a commercial district along East Main Street.

Between 1870 and 1915 (Late Industrial Period), Orange grew by 157% to a total of 5,379 due to the expansion of the New Home Sewing Machine, Rodney Hunt, and Chase Turbine companies. Orange Center continued to be the center of economic and civic activity. The commercial district remained along East Main Street with multiple story blocks on North-South Main Streets. The civic focus centered on Prospect Street. Later in the period, considerable expansion of industry arose along East and West River Streets with residential development on South Main and Walnut Hill Streets. North of the river, a more modest residential district developed on Mechanic Street and West Main with a secondary village at West Orange.

For most of the period, Orange's manufacturing economy was dominated by

the New Home Sewing Machine Company, Rodney Hunt Machine Company (founded 1873), Chase Turbine, and a cluster of furniture manufacturers. In the late 1880s, Orange began to attract new industries – a modern box factory, a shoe factory (1887), the Leavitt Machine Company (1890), Whitman Grocery Company (1894) which made Tapioca, and two tool plants, (1903 and 1908).

The Grout Automobile Company, reputed to be the first automobile plant in America, was established in 1899 and produced one car a day. This early steam-powered machine was road tested on inclines like Walnut Hill and upper Mechanic Street, and reached speeds of thirty (30) miles per hour. It received a gold medal award for steam engine design at the Philadelphia Automobile show.



Historic Postcard of the Grout Automobile Company

By the Early Modern Period (1915-1940), the Town's major growth had passed even though there were spurts of economic development in the late 1920s and 1930s. Thousands of acres of abandoned farmland in town had reforested naturally. The Orange State Forest was set aside for hunting and recreation on three tracts of land at the Town's western edge. Public parks like Butterfield Park were integrated into residential neighborhoods to alleviate the density of worker housing.

Interest in the rural landscape grew and people were attracted to places like Orange for recreation. The railroads and newly established auto routes such as the Mohawk Trail and Route 122 showed off the natural beauty and architectural quality of the town.

Transportation modes shifted. The Athol-Orange trolley line was abandoned (1925) and county highways became regional auto roads. The primary east-west axis became Route 2 (now Route 2A and Mohawk Trail) through Orange Center to West Orange. The primary north-south highway was Route 122 following South Main Street. Orange Municipal Airport was located along East River Street at "The Plains" in 1935.

By the mid-1920s, agriculture was no longer a primary industry. Orange's growth and economic stability depended on manufacturing like Rodney Hunt. Later in the 1920s and '30s, the Minute Tapioca Company was a leading employer manufacturing the dessert food for worldwide distribution. Another important firm was NRG Industries (formerly the Orange Foundry), which produced rough iron castings and wood burning stoves.

After the 1940s, manufacturing began to decline from its highpoint earlier in the century. As roadways and auto travel competed with the rail system, small, regional industries gave way to larger, centrally located plants in other parts of the country. As regional highways were expanded and improved, trucking moved goods more efficiently over long distances and automobiles became the primary mode of travel to commute to new job centers and for vacationing. Passenger rail service in Orange ended in the late 1950s. Orange Center expanded for a time, and soon housing began to spread to subdivisions on

former agricultural land.

Significant Architecture and Special Places in Orange

Downtown Orange has the vestiges of a historic mill town. Mills, commercial structures and residential neighborhoods are located on both sides of the Millers River on South Main Street (Route 122), which crosses the Millers River and intersects with the Mohawk Trail (Route 2A) in the town center.

Travelers will discover examples of all types of commercial, institutional and residential architecture. The Eastern Star Home (now a private residence), the Wheeler Memorial

Library (1912), Putnam Opera House (1877), and the Minute Tapioca factory are all located directly on the Route 2A which intersects with the Route 122 Byway.

Sites of interest just off the Route 122 Scenic Byway include the Fire Station on Water Street and the World War I Memorial Park on the north side of the Millers River.

Across the Millers River on South Main Street (Route 122) Orange's town center is surrounded by residential neighborhoods. The New Home Sewing Machine complex (three and four-story brick buildings built in 1885), the Butterfield School, originally the Orange High School, and the Congregational Church are located in this neighborhood.

TABLE 5-2
National Register of Historic Places and Districts in the Orange Study Area

Designation	Name of Feature	Location	Date Built
NRDIS (4/27/1989)	Orange Center Historic District		
NRDIS	Orange Universalist Church	31 North Main St.	1833
NRDIS	Whipple Block	2 West Main St.	1844
NRDIS	Orange Town Hall	6 Prospect St.	1868
NRDIS	Putnam Opera House Hall	7-9 West Main St.	1877
NRDIS	Orange National Bank	12 North Main St.	1881
NRDIS	New Home Sewing Machine Company Foundry	West River Street	1883
NRDIS	Mattawa Block	17-21 West Main St.	1888
NRDIS	New Home Sewing Machine Co. Storehouse	West River Street	1892
NRDIS	Central Congregational Church	93 South Main St.	1892
NRDIS	Orange Masonic Block	9-13 South Main St.	1892
NRDIS	Central School	32 North Main St.	1894
NRDIS	Central School	32 North Main St	1894
NRDIS	New Home Sewing Machine Co. Tumblers Bldg.	West River St.	1898
NRDIS	Wheeler Mansion		1910
NRDIS	Orange War Memorial Park Peace Monument – "It Shall Not Be Again"	South Main St.	1932 1934

New Salem²

Route 122 enters New Salem from Orange in the north, heads south and then southeast as it traces the northern edge of the Quabbin Reservoir before it enters Petersham.

From about 4,000 BC, Pocumtucks and Nipmucs inhabited the Swift River Valley in New Salem. Abundant game including deer, birds, rabbits and squirrels and fish; crops from the rich soils; and forests abundant with nuts, berries and bulbs for gathering provided a steady food supply.³

Conflicts such as King Philip's War (1675-1676) between European colonists and Native Americans defined the early part of the Colonial Period (1675-1775). Battles occurred in Connecticut Valley towns such as Deerfield, Northfield and Montague, within 20 miles of New Salem. Later, "practically every able-bodied man in New Salem was called on to participate in the fighting," of the French and Indian War (1754-1763).⁴

In its earliest days after colonial settlement, New Salem was a poor, isolated small town. Poor soil and the threat of Indian attacks kept the population relatively small. Roughly 300 colonists, mainly subsistence farmers who emigrated from the eastern Massachusetts towns of Danvers, Peabody and Salem, lived there in 1760.⁵

In 1795, its economy changed with the establishment of the New Salem Academy. Located in the town center, New Salem Academy was established through public subscription and a grant of public land from the state legislature.



New Salem Academy Building

The Academy was a private preparatory school that provided quality secondary education for residents of New Salem and surrounding towns. With the Academy, New Salem became a center for educational and cultural life. Then, New Salem encompassed several villages, including areas that are now part of South Athol and the section of Orange that extends to the Millers River.

In the late 1700s and early 1800s, Federal Period (1775-1830), New Salem was on the forefront of the liberal Unitarian and Universalist movements. Early ministers of its First Church were seen as following the Arminian notion of Christianity, as opposed to a Calvinist view. This stance, seeing salvation as determined by human choice and deeds, rather than predestination, set it apart from the Great Awakening revivalist

2. Portions of this history were adapted from the *New Salem Open Space and Recreation Plan*, 2004, prepared by the Massachusetts Watershed Coalition.

3. Friends of Quabbin website accessed 12/13/10. www.foquabbin.org.

4. Harris, Mark W. *Among the Dry Bones: Liberal Religion in New Salem*, p. 16. 1981.

5. *Ibid*, p. 6

6. *Ibid*, p. 73

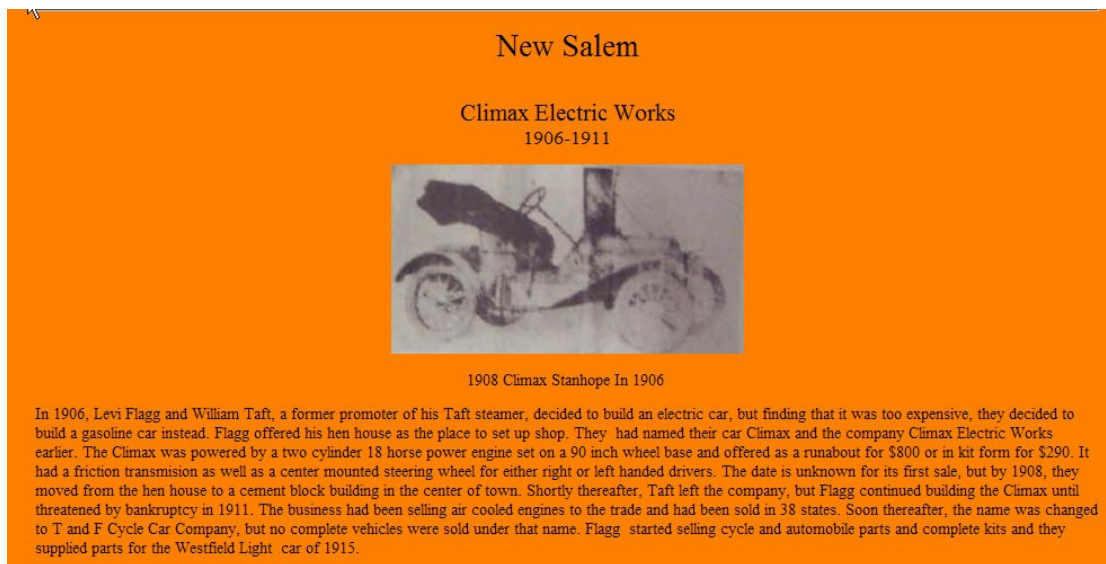
movement in Northampton.⁶

New Salem residents had a revolutionary streak. They approved of independence from England and removed the first minister of the First Church, Samuel Kendall, for his allegiance to the crown.⁷ Also, eighty-seven men from New Salem marched with Daniel Shays of neighboring Pelham to Springfield during Shay's Rebellion to protest high taxes that were causing rural farm-owners to lose their land, property and homes.⁸

New Salem prospered in farming, trades, lumber and cottage industries in the early 1800s during the Early Industrial Period (1830-1870). The town became well known for the production of palm leaf hats and butter, and for supplying ferns and laurel to florists throughout North America. These jobs brought new people to town and the population rose to an all-time high of 2,145.

Over the next hundred years, the population of New Salem fell for various reasons. From

1822 to 1837, parts of New Salem were annexed by Orange, Prescott and Athol, so that the population was reduced to 1,305 in 1840. By the 1860s, people had left New Salem for land out West and for industrial work in urban areas. As railroads became important (Late Industrial Period, 1870-1915), the construction of the Vermont and Massachusetts Railroad by-passed New Salem and focused on the mills and population centers of Athol and Orange, further reducing the viability of local businesses in New Salem. The Athol and Enfield Railroad, affectionately known as the Rabbit Run Railroad, connected to east-west rail lines at its north and south ends in Athol and Springfield from 1871 to 1935, allowing New Salem to export raw materials to a chair factory in Orange, among other industrial uses. The railroad depot, in the eastern edge of town, was near the prosperous village of Millington, home to a grist mill, a saw mill, a hotel, a brick village school, and a combination store and post office.⁹ The



7. Ibid, p. 24.

8. Ibid, p. 65.

9. Greene, J.R. *Quabbin's Railroad: The Rabbit, Volume I, The Independent Years, 1869-1880*, p. 56. 2002.

10. Ibid.

11. Friends of Quabbin website accessed 12/13/10. www.foquabbin.org.

tracks crossed the Byway just east of North Spectacle and South Spectacle Ponds. The New Salem Academy also gave the 47-mile-long railroad steady business.¹⁰ By 1900, the population declined to 809, and New Salem gradually reverted to a small farming community.

(Need to add a paragraph about modern historical facts about New Salem other than Quabbin Reservoir. What was going on in New Salem economically during this time? How vibrant/innovative were the communities? Didn't New Salem manufacture the 1st electric car?)

The Quabbin Reservoir, built in the 1930s (Early Modern Period, 1915-1940) by the Metropolitan Water Commission, was the next major event to impact New Salem. The 39-square-mile reservoir is replenished by a watershed area of approximately 80,000 acres (part of the Swift River watershed), and is the major water supply for communities in the Greater Boston area. The towns of Dana, Prescott, Enfield and Greenwich were taken for its creation, and some of the land once in Prescott was annexed to New Salem. Populations of the four communities fell from 3,250 in 1830 to 1,119 in 1935 as preparations were being made to flood the lands.¹¹ The area was chosen, in part, because it met three criteria the state set for its water supply: public ownership of the water supply, use of upland reservoirs with gravity-fed systems and use of watershed protection rather than filtration to ensure pure drinking water.

Despite bitter opposition by residents of the four towns, who took their case to the Massachusetts Supreme Judicial Court and lost, the project went forward. Residents attended a farewell ball in the Enfield Town Hall on April 27, 1938.¹² After residents left their homes, businesses and farms, workers felled, bulldozed or burned trees leveled more than 1,000 structures and re-interred more than 7,000 remains in a new cemetery.¹³

Engineers dammed three branches of the Swift River and a low spot through which Beaver Brook would have provided an outlet. Winsor Dam (named for the chief engineer for the Metropolitan Water District at the time of the project) and Goodnough Dike created a pool of more than 400 billion gallons. It took nearly seven years for the reservoir to fill. Water leaves the reservoir, traveling east, through the Quabbin Aqueduct to the Wachusett Reservoir in Worcester and then further east to users in the Greater Boston area, propelled by gravity and siphoning action. Quabbin Reservoir is part of a larger water supply system run by the Metropolitan Water Resources Authority that provides 215 million gallons of water per day to 51 towns and cities mostly in eastern Massachusetts.¹⁴

Farms originally acquired for the reservoir included outlying parcels, and the state has continued to purchase property to protect water quality around the Reservoir. At present, two-thirds of the land in New Salem

12. Green. J.R. *Historic Quabbin Hikes*. p. 12. 1994

13. Friends of Quabbin website accessed 12/27/10. www.foquabbin.org.

14. Arlington, Bedford, Belmont, Boston, Brookline, Cambridge, Canton, Chelsea, Chicopee, Clinton, Dedham, Everett, Framingham, Leominster, Lexington, Lynn, Lynnfield Water District, Malden, Marblehead, Marlborough, Medford, Melrose, Milton, Nahant, Needham, Newton, Northborough, Norwood, Peabody, Quincy, Reading, Revere, Saugus, Somerville, Southborough, Stoneham, Stoughton, Swampscott, Wakefield, Waltham, Watertown, Wellesley, Weston, Westwood, Wilbraham, Wilmington, Winchester, Winthrop, Woburn, Worcester

15. Green. J.R. *Historic Quabbin Hikes*. p. 14. 1994

16. Friends of Quabbin website accessed 12/27/10. www.foquabbin.org.

has been acquired by the state to protect the waters of the Quabbin.¹⁵ Limited recreation activity (hiking and fishing with small watercrafts and outboard motorboats) is allowed in portions of the Quabbin. Few people visit the woods' interior where wildlife flourishes and remnants and historic artifacts of the four towns exist. Deer, foxes and bears roam the forests. Bird-watchers have counted 52 bald eagles at the Quabbin. Pairs were introduced there in 1982 and a camera records the daily activities of a nesting pair and their eaglets. The Quabbin and the forest that surrounds it are home to 50 species of mammals, 27 species of fish, 19 amphibian species and 15 reptile species.¹⁶ The presence of the Quabbin has had a significant affect on New Salem and the other towns in the North Quabbin Region along Route 122. Apart from the taking of the towns of Dana, Enfield, Greenwich, and Prescott, the loss of homes, main streets, businesses and farms by residents of towns, and the relocation of over 3,000 people, the creation of the Quabbin Reservoir reshaped and greatly reduced the developable lands in New Salem. Three streets lead from the Town Common to gates to the Quabbin, reminders of the former towns that now lie underwater. The Swift River Valley Historical Museum, which was founded in 1928 and is listed on the National Register of Historic Places, was taken along with many houses from the four towns. It is now the largest private collection of artifacts from the creation of the Quabbin Reservoir. Route 122 was built in the 1930s to provide access to the region.

Today, for the residents of the North Quabbin Region the existence of the reservoir both positively and negatively affects the economic prosperity of the

communities along the Route 122 Scenic Byway nearest the Commonwealth's "largest lake." Benefits provided by the Department of Conservation and Recreation (DCR)¹⁷ include: payments in lieu of taxes to Orange, New Salem, Petersham and Barre; public access to the reservoir for recreational activities; and educational and interpretive programs at its Visitor Center in Belchertown. The DCR manages the reservoir lands, which helps protect the waters of the Swift and Chicopee Rivers. Also, constructing the reservoir created an incredible "wilderness" in central Massachusetts, which has allowed wildlife to thrive because of the re-establishment of habitat, wildlife corridors, and a freshwater lake.



New Salem Town Center.

The disadvantages of the existence of the Quabbin Reservoir to the towns along the

17. DCR owns and manages over 82,000 acres of land and water of Quabbin Reservoir.

18. Tamara and Jean I need you to list these.

Route 122 Scenic Byway include: the taking of active farm and forest lands, homes, and businesses in the Towns of New Salem and Petersham; the destruction of four towns – Dana, Enfield, Greenwich and Prescott – and a number of prosperous villages like Millington in New Salem; and the loss of the historic fabric of the region as factories, main streets, and homes were destroyed.¹⁸ Today, the public has limited access to and understanding of these resources and what was lost to rural residents to provide the eastern part of the State with fresh water.

Additionally, the Quabbin Reservoir and lands are a remarkable resources for helping the region develop its tourist economy, yet the State does little to work with the towns along Route 122 or the North Quabbin Region as a whole to market the area, develop interpretive programs about the environmental, historic, recreational and scenic value of the Quabbin Reservoir, or establish community/state educational and recreational programs that would benefit Quabbin, the towns and the Scenic Byway.¹⁹



Keystone Bridge 1886

Significant Architecture and Special Places in New Salem

New Salem Center is rich with architectural resources. It is located on the western side of the Quabbin Reservoir. It is a quintessential, quaint, New England town with its wide town common flanked by historic buildings. The New Salem Common Historic District begins at the junction of five roads: South Main Street, West Main Street, North Main Street, Wendell Road, and Millington Road. It extends from this junction, known as the “Five Corners,” south approximately 100 feet on South Main Street to beyond Lovers Lane at the Hillman Farm.

This 35-acre area, containing 35 historic structures or sites, was designated a National Register Historic District in 1978.²⁰ The town center lies about three miles southwest of the junction of the Route 122 Scenic Byway and Route 202/Daniel Shays Highway. Several buildings in New Salem Center were listed as “priority heritage landscapes” by townspeople:

The 1794 Meeting House, Town Hall (1939), the Town Common (1734), the Center Cemetery (circa 1737), the Old New Salem Academy Building (rebuilt in 1838), the Town Pound (now the remains of a building foundation and the former site for stray animals; built in 1737), playing fields (purchased from the former New Salem Academy by the Town in 1988), and several historic homes dating to the early 1800s.²¹

19. For instance, informational kiosks along Route 122; hikes to historic sites; and programs about the significance of the Quabbin beyond water supply to eastern MA, etc.

20. *Massachusetts Heritage Landscape Inventory Program: New Salem Reconnaissance Report*, p. 7. 2009.

21. *Ibid.* p. 7.

22. Preservation Massachusetts website, accessed 12/20/10. www.preservationmass.org/author/abaez/page/3/

23. *Ibid.* p. 36.

The Old Academy Building was nationally recognized with a National Park Service Save America's Treasures matching grant in 2005. It is the largest surviving example of a stack-plank or ribbon construction building in the country. Builders, replacing an earlier version that burned down in 1837, eschewed timber or balloon framing, instead literally stacking a series of planks one on top of the other and nailing them together where the planks overlapped.²²

“Priority heritage landscapes” that abut the Byway outside of the town center are the historic North New Salem Cemetery (1809) near the southern border of Orange, the railway of the former Rabbit Run Railroad (1871 to 1935), and the Keystone Bridge over the Middle Branch of the Millers River (1866), whose large granite stones were set by hand.²³



24. Massachusetts Cultural Resource Information System, accessed 12/20/10. www.mhc-macris.net/

TABLE 5-1*National Register of Historic Places and Districts in the New Salem Study Area*

Designation	Name of Feature	Location	Date Built
NRDIS (1978)	New Salem Common Historic District*		1794
NRDIS	Academy Hall-New Salem Academy Dormitory	Academy Drive	1871
NRDIS	New Salem Academy	Academy Drive	1908
NRDIS	New Salem Academy Automotive Shop	Academy Drive	1958
NRDIS	New Salem Old Academy Building	3 Academy Drive	1938
NRDIS	New Salem Town Common	Main Street	
NRDIS	Porter J. Eaton House	Old Main Street	1854
NRDIS	Jonathan Gregory House	Old Main Street	1820
NRDIS	Wilnah Marshall House	Old Main Street	1944
NRDIS	Carl E. Stowell Bungalow	Old Main Street	1922
NRDIS	William Knight House	South Main Street	1808
NRDIS	William H. White House	South Main Street	1843
NRDIS	Ferdinand Knappe Summer Cottage	South Main Street	1893
NRDIS	Center Grammar School	South Main Street	1816
NRDIS	Climax Electric Works	South Main Street	1909
NRDIS	New Salem Town Hall	South Main Street	1939
NRDIS	Frederick K. Allen, Law Office	South Main Street	1829
NRDIS	New Salem Congregational Church Parsonage	South Main Street	1901
NRDIS	Samuel C. Allen House	South Main Street	1809
NRDIS	Frederick H. Allen House	South Main Street	1811
NRDIS	Asaph Lyons House	South Main Street	1794
NRDIS	Noah Packard House	South Main Street	1876
NRDIS	Robert D. Cook House	South Main Street	1865
NRDIS	Rev. David Eastman House	South Main Street	1858
NRDIS	New Salem Old Town Hall	South Main Street	1839
NRDIS	Clarissa Cogswell House	South Main Street	1840
NRDIS	Willard Harris House	South Main Street	1871
NRDIS	Robert W. Henderson House	South Main Street	1975
NRDIS	Elwyn Leonard House	South Main Street	1973
NRDIS	Norman P. Rawson House	South Main Street	1969

TABLE 5-1 — Continued*National Register of Historic Places and Districts in the New Salem Study Area²⁴*

Designation	Name of Feature	Location	Date Built
NRDIS	Russell Shaw House	South Main Street	1968
NRDIS	Center Cemetery	South Main Street	1735
NRDIS	Lt. Col. William Stacy Memorial	South Main Street	1956
NRDIS	New Salem World War II Honor Roll	South Main Street	1953
NRDIS	New Salem Fort Marker	South Main Street	1903
NRDIS	New Salem World War I Honor Roll	South Main Street	1920
NRDIS	First Meeting House Site Marker	South Main Street	1903
NRDIS	New Salem Town Pound	South Main Street	1737
NRDIS	Town of New Salem Horse Sheds	South Main Street	1908
NRDIS	Center Congregational Church Horse Sheds	South Main Street	1890
NRDIS	New Salem 3 rd Central Congregational Church	22 South Main Street	1854
NRDIS	New Salem First Congregational Church	26 South Main Street	1794
NRDIS	Charles Roboteau House	67 South Main Street	1800
NRIND	Whitaker-Clary House	Elm Street	1816

* District encompasses 35 acres surrounding the Town Common in New Salem Center.

Historic Preservation Tools

Massachusetts Historical Commission “On the Road” Program

The Massachusetts Historical Commission (MHC) conducts a program called "On the Road" which is designed to assist Local Historical Commissions and Local Historic District Commissions. The Massachusetts Historical Commission's Director of Local Government Programs is available to visit communities, discuss local historic preservation issues, and offer ways to resolve problems.

Local Historical Commissions

A Local Historical Commission is the municipal agency responsible for ensuring

that preservation concerns are considered in community planning and development decisions. Local Historic Commissions are established by a vote of the town or city government. They serve as local preservation advocates and as an important resource for information about their community's cultural resources and preservation activities.

National Register of Historic Places Listing

The National Register of Historic Places documents and records the nation's important and irreplaceable buildings, sites, structures, objects, and districts worthy of protection. It is a listing of buildings, structures, sites, objects and districts significant in our nation's history, culture, architecture or archeology that are worthy of

preservation. It is a federal designation, administered by the Secretary of the Interior through the Massachusetts Historical Commission (MHC) as the State Historic Preservation office. Nominations to the National Register are generally initiated by the local historical commission, working in coordination with MHC. Nominations are then reviewed by the MHC State Review Board at a public meeting and forwarded to the National Park Service for review and approval.

Listing on the National Register of Historic Places recognizes the value of our nation's historical and cultural heritage and provides a basis for making informed planning and development decisions. A listing on the National Register places no constraints on what owners may do with their property when using private funding. The National Register is not a design review program; however, it does provide limited protection from state and federal actions. It is also an eligibility criteria for matching state and federal restoration and research grants, as well as certain federal tax benefits for certified rehabilitation projects.

State Register of Historic Places Listing

The State Register of Historic Places is a master list of designated historic properties in Massachusetts. Properties are listed on the State Register if they are: included in or determined eligible for listing in the National Register of Historic Places; within local historic districts; local, state, and national landmarks; state archaeological landmarks; or properties with preservation restrictions. The State Register serves as a guide for developers and state agencies in order to determine whether a state funded, permitted, or licensed project will affect historic

properties. The State Register review process ensures that listed properties will not inadvertently be harmed by activities supported by state agencies.

Local Historic Districts

A Local Historic District is established and administered by a community to protect the distinctive characteristics of important areas, and to encourage new structural designs that are compatible with the area's historic setting. Prior to the establishment of a local historic district, a District Study Committee is appointed to conduct a survey of the area and to prepare a preliminary report for local and state review. A final report reviewed and approved by the local governing body.

Once a local historic district is approved, a Local Historic District Commission is established. The Commission reviews all applications for exterior changes to structures within the district. This design review process assures that changes to properties will not detract from the district's historic character. The review criteria are determined locally and are specific to the historic district.

Corridor Protection Overlay District

Corridor protection bylaws offer another method of protecting a transportation corridor from inappropriate development. These bylaws are often implemented as an overlay district.

Preservation Restrictions

Preservation Restrictions protect historic and archaeological properties from changes that may be inappropriate. A Preservation Restriction (easement) on a property restricts present and future owners from

altering a specified portion of that building, structure, or site. A restriction can run for a few years or in perpetuity and may be included as part of the property deed. Preservation restrictions can be donated or purchased by a government body or private preservation organization and are enforced by the holder of the restriction.

Certified Local Government Program

The Certified Local Government Program is a unique partnership that provides a close integration of federal, state, and local preservation activities. Communities that have enacted historic preservation legislation are eligible to apply to the MHC for certification. By extending state and federal programs at the local level, the Certified Local Government program allows communities to participate directly in the review and approval of National Register nominations. Certified Local Governments are eligible to compete for at least 10 percent of the federal funds allocated to MHC.

Tax Credits

Federal Credits

Under the Federal Rehabilitation Tax Incentive Program, owners of property that are listed on the National Register or within a National Register Historic District are eligible in some instances to deduct a percentage of the cost of a major restoration project on their taxes. Eligible restoration work must follow the Secretary of the Interior's Standards. The program is administered through the Massachusetts Historical Commission (MHC). A 10% tax credit is also available for buildings that are not listed in the National Register but were built before 1936.

Massachusetts Historic Rehabilitation Tax Credit

The Massachusetts Historic Rehabilitation Tax Credit is a recent addition to the preservation toolkit. A certified rehabilitation project on an income-producing property is eligible to receive up to 20% of the cost of certified rehabilitation expenditures in state tax credits. There are restrictions, an annual cap, and selection criteria that ensure the funds are distributed to the projects that provide the most public benefit. The MHC certifies the projects and allocates available credits.

Grant Funding

Massachusetts Historical Commission Survey and Planning Grant Program

The goal of the Massachusetts Historical Commission's Survey and Planning Grant Program is to support efforts to identify and plan for the protection of the significant historic buildings, structures, archaeological sites and landscapes of the Commonwealth. The program is a federally funded, reimbursable, 60/40 matching grant program which supports historic preservation planning activities in communities throughout the state. Qualified applicants include all local historical commissions and local historic district commissions, Certified Local Governments, municipal planning and community development offices, regional planning agencies, state agencies, educational institutions, and private non-profit organizations. The types of projects eligible for funding include: the completion of cultural resource inventories; the nomination of significant properties to the National Register of Historic Places; the

completion of community-wide preservation plans; and the completion of other types of studies, reports, publications and projects that relate to the identification and protection of significant historic properties and sites.

Massachusetts Preservation Projects Fund

Through the Massachusetts Preservation Projects Fund, 50% matching grants are available to qualifying properties listed on the State Register to ensure their physical preservation. These funds are subject to availability through the State Budget process. When available, funding is available for the restoration, rehabilitation, stabilization, and documentation of historic and archaeological properties owned by municipalities or nonprofit organizations. The applicants also have the option of applying for up to 75% of the total project cost if they are willing to commit an additional 25% toward an endowment fund for long-range preservation and maintenance of the property. The types of projects funded under this program range from the acquisition of an endangered property, to the restoration of an historic building, to research projects such as historic structures reports, archaeological data recovery projects, or study of innovative preservation techniques.

The Community Preservation Act

The Community Preservation Act provides an opportunity for local communities to fund projects related to local historic sites. The Community Preservation Act is statewide enabling legislation to allow cities and towns to exercise control over local planning decisions. All of the decisions related to this program are local. Communities must vote by ballot to adopt the Community Preservation Act. Once adopted the local legislatures must appoint a committee to develop plans for the use of the funds. These plans are subject to local comment and approval. If residents do not feel the Community Preservation Act is working as they expected, they can repeal it. “The acquisition and preservation of historic buildings and landscapes” is one of the three core community concerns that the funding from the Community Preservation Act can be used to address. A minimum of 10% of the annual revenues of the fund must be used for each of the three core community concerns. The remaining 70% can be allocated for any combination of the allowed uses, or for land for recreational use. This gives each community the opportunity to determine its priorities, plan for its future, and have the funds to make those plans happen.

Issues and Recommendations

Issues

- Many of the historically important locations along the Byway lack historic markers.
- There is little information about bridges and historic mill structures for easy public reference.
- There are limited preservation programs and financial assistance available to help private, for-profit business owners maintain or restore their historic properties.
- There is no signage, tourist, or mapping programs that highlight the Byway and its history and promote its communities.

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- Some historic resources are in need of maintenance to increase their attractiveness to tourists.
 - Some of the historical data provided by Towns for MHC's Massachusetts Cultural Resource Information System (MACRIS) is incomplete and out-of-date.

Recommendations

- Encourage Communities to work with property owners to identify significant historic structures and develop plans to assist in their restoration and/or preservation.
- Construct informational kiosks at strategic locations to make more historical information available to the public. Several issues could be addressed in this manner, including the following:
 - Historic information pertinent to specific locations.
 - Maps and information about recreation opportunities in the area.
 - Information about the Quabbin Reservoir and its "lost communities."
 - Install individual historic markers at specific significant locations to benefit the public.
 - Install markers or signs for individual structures if historic significance along the Corridor such as bridges, houses, and cemeteries. Markers and signs should be uniform to allow for consistency throughout the Byway Corridor.
 - Implement a plaque program along the Byway in order to recognize the owners of historically significant Byway structures and also to educate the public about the architectural resources along the corridor.
- Help the local Historical Commissions to take the lead in sponsoring an educational meeting for the Massachusetts Historical Commission "On the Road" program. This meeting would provide information to Byway communities about tools and methods for preserving their historic resources. The information would target Byway communities and properties that are privately owned.
- Support the implementation of preservation restrictions or conservation restriction on historically significant structures along the Byway. Work with willing land owners to permanently protect important historic resources and landscapes.
- Work with Byway communities and property owners to develop new National Register of Historic Places, Districts or Sites or expand existing districts or sites.
- Identify potential National Historic District nominees and to develop the information needed for nomination packets and/or set funding needed to complete nomination paperwork.
- Work with willing property owners to seek grant funding to complete the National Register nomination packages for the properties that are worthy of recommendation.
- Work to protect and preserve important archeological sites along the Byway.
- Encourage local historical commissions to alert and educate property owners to the federal tax credits that are available for restoration work that occurs on properties listed on the National Register of Historic Places.
- Assist private owners to secure grant funding, tax incentive and other financial benefits for historic preservation.
- Encourage towns along the Scenic Byway Corridor to support active Historical Commissions to assist in the documentation and preservation of historical resources. The Commissions should seek grant funding or volunteer assistance to update the historical