

Archaeological and Historic Resources

CHAPTER 5

Connecticut River Scenic Byway

Historical Overview

The Connecticut River Scenic Byway is steeped in local and regional history. The development of the Connecticut River Valley was shaped by the river, the geography, and the geology of the area. The fertile agricultural lands and river resources were significant to the occupation and growth of the area. The architecture and landscapes that exist today provide evidence of this rich history.

This chapter provides an overview of these resources. The chapter includes a brief summary of the history in each town, and a discussion of the current status of historic preservation at the municipal level. Additionally, the chapter is intended to tell the story of the Byway, and to provide insight to shape a future vision for the Byway.

The Connecticut River is New England's longest river. It originates near the Canadian border and flows south 280 miles along the New Hampshire/Vermont border, through Massachusetts and Connecticut. It empties into the Long Island Sound at Old Saybrook, Connecticut. The geography of the Connecticut River and its tributaries influenced the history and development of the area.

The Deerfield River and the Millers River are tributaries to the Connecticut River located in or near the Byway area. All of these rivers served as important transportation corridors. The Connecticut River provided a north south route, and the Deerfield and Millers Rivers provided an east west route. People and goods moved along these routes. Historically, narrows, rapids, and falls of the rivers were places where fish were caught by Native Americans and later European settlers. Significant waterfalls within and near the study area include Millers Falls, Turners Falls, and Holyoke. The waterfalls were significant locations for fishing early in history, and industrial development later, because they served as sources of power.¹

The geology of the Connecticut River Valley, and particularly the broad lowland and the abrupt mountain ranges that rise in several locations, resulted in increased alluvial deposits and the creation of extensive floodplains in Hadley and Deerfield. These flat terraces of flood deposited sediments, provide some of the finest agricultural land in New England, and have attracted

¹ Historical and Archaeological Resources of the Connecticut River Valley, Massachusetts Historical Commission, February 1984.

agricultural settlement since prehistoric times. There are extensive floodplains in Northfield, Deerfield and Hadley.²



The section of Byway on Route 63 in Northfield.

Today, the history of the Connecticut River Valley is reflected in the buildings, structures, and landscapes that survive from various eras. The existence of these resources plays a significant role in understanding the history of the area. It is important to continue to document and preserve important assets.

The Franklin County section of the Byway travels on Route 63 from the New Hampshire/Massachusetts border in Northfield through Erving and onto Route 47 south of Montague Center. The Byway then travels on Route 47 in Montague and Sunderland to the Sunderland/Hadley town line where it enters Hampshire County. In Franklin County, the Byway route travels through or near the historic villages of Northfield, Millers Fall, Montague Center and Sunderland.

The Hampshire County portion of the Byway begins at the Sunderland/Hadley town line and passes south through the town of Hadley and its villages of North Hadley, Hadley Center, and Hockanum, terminating at the town center in South Hadley. Hadley and South Hadley have an intertwined history, with shared populations, roads, agricultural practices, and architectural styles.

Additionally, the northern terminus of the proposed Hatfield portion of the Byway is at the Whately/Hatfield town line on River Road. The proposed route passes south through the Town

² Historical and Archaeological Resources of the Connecticut River Valley, Massachusetts Historical Commission, February 1984.

of Hatfield on River Road, Main Street, Maple Street and Elm Street. It terminates at the border of Hatfield/Northampton at the Interstate 91 overpass. Located on the west side of the Connecticut River, the town has a similar pattern of agriculture and architecture to those of Hadley and South Hadley.

Archaeological Resources in the Greater Connecticut River Valley

Native American Use of Area

The Connecticut River valley is rich in archaeological resources. There are many sites of significance in the Byway area. The Massachusetts Historical Commission (MHC) provided an overview of research completed in *Historic and Archaeological Resources of the Connecticut River Valley* (1984). The area studied in this report covers a broader 69 town region. Much of the discussion about the archaeology focuses on the seven towns that comprise the Byway area, and are located next to the Connecticut River. The report states that, although there has been artifact collecting, site surveys, excavations and problem-oriented investigations, there is only a small body of published information. Although the Connecticut River Valley is rich in archaeological resources there is not a lot of published information. There are many known sites that have been correlated with the existence of certain land forms and soil types. Research indicates that archaeological sites are densest on the alluvial terraces of the Connecticut River Valley, in its tributary rivers and brooks, and on the bluffs overlooking the terraces.

The MHC report provides general archeological information on research completed and artifacts that were identified during the Paleoindian (ca. 12,000-9,000 B.P.), Archaic (ca. 9,000-3,000 B.P.) and the Woodlands (ca. 3,000-500 B.P.) periods. There are sites within the project area that date to the Paleoindian period. Artifacts from this era were located in Montague, Sunderland and Hadley. There were limited artifacts from the Early Archaic period that was attributed to changes in climate and other environmental factors during that time. Sites of the Middle Archaic period are somewhat more numerous, and identified in the towns of Northfield and Hadley on the Byway. Late Archaic period artifacts and sites are somewhat better reported in research literature. Late Archaic components occur in locations near falls, on the banks of large and small streams, on floodplain terraces, on the lake bottom soils and in upland locations. The artifacts have been associated with activities such as fishing and quarrying. Sites from the Woodland period are the best documented. Overall, settlement areas throughout much of prehistory would have been situated in the lowlands, particularly near falls and rapids. This information is important to understanding the archaeological significance of the Connecticut River Valley.

Architectural Resources

The chapter identifies important locations and properties in each town within the Connecticut River 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 Appendix. Properties listed in the chapter and Appendix are designated according to the definitions in the State Register of Historic Places, 2015, which use the following acronyms:

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

The towns along the Connecticut River Scenic Byway have interesting histories that are interwoven, and present the story of the Byway and western Massachusetts. The river as a transportation route and source of food was instrumental to the early history of the area. The following section contains a brief history of the towns along the Byway.

Franklin County

Northfield

Northfield, originally the Squakeg Plantation, was established on the east side of the Connecticut River in 1671. The settlement was abandoned during King Philip's war and reestablished in 1685. Additional lands were granted south of the present day Gill town line. The settlement was abandoned again in 1689, during King William's War, and resettled in 1714 as the town of Northfield. Main Street, the primary north south axis was established, and new house lots were developed between Mill Brook and Maple Street. The final resettling of the town in 1714, led to an expansion from its original layout to the north and the south. During this time Northfield's Main Street settlement was protected from the native populations by several defensive structures and a garrison of provincial soldiers.



The Ebenezer White Tavern (1784) on Main Street in Northfield.



An historic home on the Byway in Northfield.

Shortly after 1760, the settlement expanded both north and south from the Main Street node along what is now Route 63. The Colonial economy in Northfield underwent considerable development from 1675 to 1775. Crop and livestock production was the mainstay, and varied industrial development was conducted by local mills. Several homes from this period have survived in Northfield. Most of the structures are center chimney plan, two-storied structures. During the Federal Period (1790-1830) the civic and educational focus remained along Main Street, the present day Northfield Center. Farming remained the primary activity

along the Connecticut River meadows. Northfield had developed a prosperous agricultural and river-trade economy, with five grist mills in operation by 1830. Many houses and cottages from this period still remain in Northfield. The houses are largely center hall plan, and the cottages are predominately center chimney designs. A number of double pile plan houses, the size of which was a reflection of the town's prosperity, were built in the 1780's and have survived.

During the Early Industrial period (1830-1870) the railroad fueled the economy and growth. The north-south regional railroad connection with Vermont was established. Tobacco farming was introduced in the lowlands as commercial agriculture, and a limited number of upland dairy farms were established. The opening of the regional railroad lines gave Northfield's agricultural products a new market. Main Street continued to be the local civic and commercial center. In addition, a secondary focus developed on North Main Street above Mill Brook. Major new residential construction occurred along Main Street and lower sections of Route 63. Greek Revival and Italianate houses were common in Northfield at this time. The predominant style at this time was the side hall two-story house, and is considered a sign of the town's architectural maturity. In outlying sections cottages were still more common. Side hall and center hall designs were equally popular for cottages as well.

During the Late Industrial Period (1870-1915) and early Modern period (1915-1940) the street system in Northfield was further expanded and the local highway system was improved for automobiles. With Main Street established as the civic and commercial district, North Main Street became an affluent residential district with the founding and development of the Northfield Mount Hermon School. Northfield Mount Hermon was founded by 19th-century evangelist Dwight Lyman Moody as two institutions: Northfield Seminary for Young Ladies in 1879 and Mount Hermon School for Boys in 1881. The schools aimed to educate young people who had limited access to education because they were poor. Moody hoped to create generations of committed Christians who would continue his evangelical efforts. The earliest buildings at Northfield-Mount Hermon were a series of brick Queen Anne and Victorian Gothic structures of the 1880s including East Hall (1880), Talcott Library (1888), Weston (1887), Holton (1885), and



Marquand (1884) Halls. Residential development continued in Northfield, at a slower rate. A majority of the houses and cottages of the period make use of the side hall plan and exhibit Queen Anne styling. Several two-story

The Captain Samuel Hunt residence and tavern located on Main Street.

commercial blocks were built along Main Street in Northfield Center. Agricultural production continued as the dominant land use in the Connecticut River lowlands. Northfield's historic character is largely intact today, and the lowlands continue to support agricultural uses.

During the Early Modern Period (1915-1940) Northfield's population grew moderately. Although residential construction dropped off considerably, a number of bungalow and Craftsman style cottages were built in town. On Main Street the construction of this period was infill and institutional. The Georgian Revival Town Hall was built in 1927.

Historic Districts/Sites

In Northfield, there are four structures and sites that are individually listed on the National Register. The structures and sites are the Alexander Simeon House (5/28/91), King Phillip's Hill (12/16/1981), the Northfield Center Cemetery (11/13/2004), and the Pine Street School (08/13/02). The Pine Street School also has a preservation restriction on it. Main Street in Northfield Center is also designated as a National Historic District from Moody Street south to the Route 10 intersection. This district retains the appearance of a 19th century village, with thirteen 18th Century and sixty-eight 19th Century buildings.



The Obadiah Dickinson House dates to 1785.

Significant Architecture and Special Places in Northfield

There are many significant historic structures located on the Byway in Northfield. There are



The Robert Lyman Cabinet Shop dates to 1870.



The Captain Richard Colton House dates to 1828.

many surviving houses from the Colonial Period (1675-1775). The Alexander House on lower Main Street dates to 1774, and features a half hip roof which was noted as the mark of a tavern (Massachusetts Historical Commission Reconnaissance Town Report, (1982). The Pomeroy House (1765) is the only extant center hall plan structure known from this period. The Pomeroy House incorporated double interior chimneys, a hip roof and entrance surround with

pediment. Other early houses are the Belding House (1763), the Hunt House (1765) and the Evans House (1759). Cottages from the early part of this period did not survive. The first meeting house was built in 1764. Another tavern also operated during this period and also still stands. It is the Stratton (1763).

There are a considerable number of houses from the Federal Period (1775-1830). The houses include many center hall plan examples with either double interior

or end chimneys, and a few rear-wall chimney houses. The large double pile plan houses built during this time reflect the town's prosperity. These include the Dickenson House (1785), Nevers (1811 Calvin Stearns), Blake White (1784) and Pomeroy Smith House. The Stearns-Field House (1828) is a house of note from this period. The institutional buildings of this time did not survive.

During the Early Industrial Period (1830-1870) major new construction continued to occur along Main Street. Today, Northfield center remains a well intact historic area.

Erving and the Village of Millers Falls (in Erving and Montague)

The Byway travels through the western corner of Erving on Route 63. The town's western and southern borders are delineated by the Connecticut and the Millers Rivers. The village of Millers Falls straddles the Millers River with the northern section in Erving and the southern section in Montague. Millers Falls is at the southern end of the Byway in Erving, and the northern end of the Montague section of the Byway. It is an important historic resource. Numerous Queen Anne, Gothic and Italianate residential structures; 19th century storefronts; and mill housing are still intact. The town of Montague is currently working to prepare the paperwork to nominate the commercial and residential center of the Montague section of Millers Falls to the National Register of Historic Places. The discussion of Millers Falls includes both the Erving and Montague sections, because it is hard to separate the history of this village by town.

The Town of Erving was originally established as Erving's Grant in 1752 by John Erving of Boston. At that time the town's northern boundary was at the Northfield town line (1685) and the southern boundary was along the Millers River with Ervingshire (Wendell). The western boundary was defined along the Millers River with Montague in 1754 and the eastern boundary with Warwick in 1761. In 1837, the eastern Millers River district was annexed to Orange.

During the Contact Period (1500-1620) the Byway area in Erving was part of the major north-south route from the Connecticut Valley (Montague) to Squakeag (Northfield). Fishing occurred at Millers Falls on both the Erving and Montague sides of the river. It was believed that the area was most heavily occupied during the annual spring spawning season, and that fishing encampments were clustered in the areas that are now the present villages along the Connecticut and the Millers Rivers including Millers Falls. However, the late 18th Century development of Millers Falls most likely destroyed archaeological evidence of this occupation. Occupation of the Millers Falls area continued with Millers Falls remaining as an important native fishing area during the Plantation Period (1620-1675).

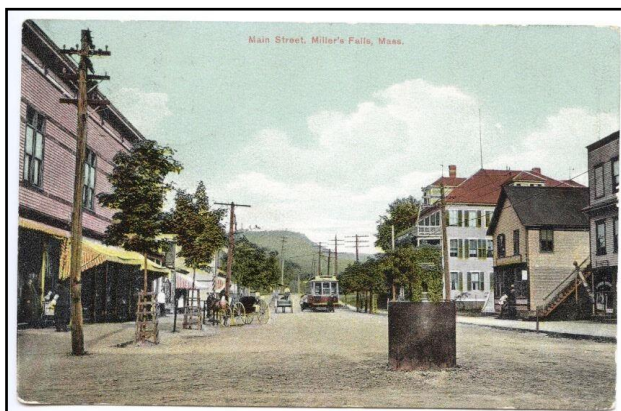
There was no documented settlement during the Colonial Period (1675-1775), but it is believed that some native camps were established adjacent to Millers Falls as part of the large population of hostile "River Indian" who occupied Deerfield, Greenfield and Northfield during King Phillip's War. The Millers River area continued to be used as an important native fishing site. The early colonial occupants of Millers Falls grew crops, livestock, and lumber.

The early Colonial occupants of Millers Falls grew crops and livestock, and harvested lumber. During the Federal Period (1775-1830), the east-west travel route along the Millers River was improved as the construction of the Fifth Massachusetts Turnpike was authorized by a Legislative Act passed on March 3, 1799. This transportation route opened a direct link from Greenfield to the eastern part of the state. The Fifth Massachusetts Turnpike was constructed from Greenfield on a route that traveled to the south of Turners Falls, crossed the Millers River at Millers Falls, and continued east on a route on the north side of the Millers River. Millers Falls

was also a juncture on the north-south highway to Northfield on Forest Street (Route 63).³ The connecting north-south highway to Northfield was Forest Street (Route 63). The secondary connectors from Erving Center to Northfield were located along Keyup Brook as North Road with a bridge constructed over Millers River to Wendell (ca. 1805). Very little residential construction was documented from this time and no buildings are known to have survived.

In 1810, the mail coach departed from Greenfield at 1:00 p.m. on Saturday, and arrived in Boston on Monday afternoon. In 1819, there were two stages per week starting at 3:00 a.m., and arrived in the evening on the same day. By 1924, there were three stages operating per week between Greenfield and Boston, and Martin Grout was operating a tavern at the Millers River on the turnpike line. “The first drinks out of Greenfield going east and on the return trip travelers at one time spent the night here getting into Greenfield in the morning (Taggart).” Grout was born

in Pelham, Massachusetts in 1790. The town became known as Grout’s Corner, until 1868 when the Millers Falls Company was founded in Erving just north of the Millers River and the name was changed.⁴



A postcard from 1917 shows the trolley traveling on East Main Street in Millers Falls.

During the Early Industrial period (1830-1870) the construction of a mainline railroad from Boston to Millers Falls and several other locations in Franklin County was completed. The railroad lines also connected Millers Falls to Vermont and Amherst. This resulted in Millers Falls becoming the cross roads for rail and a center of significant economic activity. By the end of the Civil War in 1865, both Millers Falls and Turners Falls were being

established as major manufacturing centers.

The Millers Falls Company was established in 1868, and a suburban residential district developed on Prospect Street. Housing was constructed in Millers Falls and consisted of side hall and L-plan Italianate cottages and one Gothic Revival cottage with board and batten siding.

During the Late Industrial Period (1870-1915) Erving’s population grew by 101.7%. Much of the growth occurred during the first five years of the period and can be attributed to the new paper mills that went into operation at Millers Falls and Stoneville. Millers Falls continued to expand as a residential district. Almost all of the houses at Millers Falls date from the Late Industrial Period. The residential development was simple side hall workers’ cottages, a few well detailed Stick Style and Colonial Revival houses were built along with several Queen Anne double houses and three flat roofed triple deckers. During this period major industrial buildings were built. A notable construction in Millers Falls during this period was the Book Press Factory (1912) a well detailed two-story brick structure.

³ *The Turnpikes of New England* by Fredric J. Wood, 1997.

⁴ *The History of Montague* by Edward Pearson Pressey, 1910.



A view of the Village of Millers Falls looking west on East Main Street.

A trolley was also established during the Late Industrial (1870 to 1915) and Early Modern (1915 to 1940) periods between Millers Falls and Greenfield. Further improvements to the local highways occurred as they became regional automobile routes. The Main Street business district continued to grow. During the 1920s simple one and two story houses most with hip roofs were constructed. Also the rectilinear plan Erving Graded School was built in 1925.

Historic Districts

As noted, the village of Millers Falls is an important historic resource. There are many significant Queen

Anne, Gothic and Italianate style structures, 19th century storefronts, and mill housing that remain. The town of Montague is currently working to prepare the paperwork to nominate the commercial street of the Montague section of Millers Falls to the National Register of Historic Places. This is an important tool to help preserve the historic structures in the village

Significant Architecture and Special Places in Erving and in the Village of Millers Falls (Erving and Montague)

Millers Falls developed into a commercial and residential village form as the result of the industrial developments (tool and paper factories) located in the “Erving side” section of the village located to the north of the Millers River in the town of Erving. The mills which prompted the growth and expansion of the village during the late 1800s and early 1900, are located in Erving and the commercial core of the village developed in Montague.

Bridge Street connects to the bridge across the Millers River to Erving. The village cross roads is at the intersection of Bridge Street, East Main Street, West Main Street and Church Street. Church Street is a hill that connects to a bridge over the railroad tracks that are to the south and east of the village center.

The Millers Falls Manufacturing Company industrial complex was built with its original wooden cupola dates to the 1860s. It is currently being used as a site for a number of small



The Powers Block on East Main Street in Millers Falls has retained the building's original architectural features.



The Equi Block in Millers Falls has also retained some of the buildings original architectural features.

businesses.

The residential units in Millers Falls are modest two and two-and-a-half story Stick Style, Queen Anne and Colonial Revival houses built largely during the 1870s. The commercial buildings in Millers Falls were reconstructed after the fire that occurred in November 1895. The village has retained its industrial character. Some of the buildings in the commercial center are currently being rehabilitated.

The Powers Block which is located at 26, 28 East Main Street is a three-story brick, commercial building. The Powers Block was built in 1897 by John S. Powers, an illustrious merchant in Millers Falls. It was one of the first commercial buildings erected in the village following the



A view of the Ross Block on East Main

devastating fire of 1895. It is one of several significant brick commercial buildings in the village. The Equi Block is located at 25, 27, 29 East Main Street is a two story Italianate commercial building. The Augustus Ross building is located at 41 East Main Street. It is a two story Renaissance Revival brick commercial building with a flat roof. The Ross Block was built by Augustus Ross in 1878. The Ross Block housed the telephone exchange, Ward's Bakery, a restaurant, an insurance office, a barber shop, a cobbler's shop, the Miller's Falls Men's Club, a voting hall, living quarters for townspeople and later the town

library.

The Ward Block is located at 28 Bridge Street. It was built by H. J. Ward as a two story building 1899, and in 1930 a mansard third story was added. It is a French 2nd Empire commercial building located at the center of the Millers Falls Village. It is an important building in Millers



The Ward Block building is a focal point of the Millers Falls commercial area.

Falls. This building is an extremely visible and central to the commercial district. Its central location at the village's busiest intersection makes it a focal point of Millers Falls. It is the only building of its style in the area.

Montague

Village of Montague Center

Montague Center is a historically significant village in the Town of Montague. The village is not directly on the Byway, but it is located within the ½ mile project area. The Montague Center Historic District was approved for inclusion in the National Register of Historic Places on November 6, 2001. The district includes Center, Main, North, School and Unions Streets in Montague Center.

Montague Center was settled in the 1750s. A meetinghouse was constructed in 1753, and a regional highway system with a bridge across the Sawmill River was built in 1756. Most of Montague Center's Colonial residents were former inhabitants of Sunderland and Deerfield. The first schoolhouse was constructed in 1757, and the pound (an area used to hold animals) in 1766. The primary occupations of the town's colonial residents were crop production, livestock production, and lumbering.



A view of Montague Center.

During the Colonial Period (1675-1775) a few mills were built along the Sawmill River, and at least three taverns were located nearby. Approximately a dozen houses and cottages from this era have survived. The Root Tavern, located in Montague Center, is the most significant structure still surviving in Montague from the Colonial Period. It was constructed in 1739. It is a center chimney structure three bays wide by two deep. The tavern is notable for its two-story one-bay-wide side ell and for its broken scroll pediment entrance surround.

During the Federal Period (1775-1830) the civic focus remained in Montague Center. The economic activities centered on the farming district along the Connecticut River and the mills along the Sawmill River. In 1800, the completion of the locks and canals on the Connecticut River in Turners Falls resulted in Turners Falls becoming the focus of industrial economic growth and Montague Center remaining a quiet picturesque village with rich historic resources. The houses within Montague Center that have survived from this period are of many different sizes and styles.



The Montague Grange in Montague Center.

A depot was constructed at the Sawmill River for the north-south railroad, from Amherst to Millers Falls, during the Early Industrial Period (1830-1870). Agriculture continued as the primary activity along the Connecticut River lowlands, and tobacco was introduced as a commercially grown crop. The 1838 Community Store and a Greek Revival store from 1860, were established in Montague Center. The residential structures during this period are typically side-hall plan Greek Revival houses and Italianate cottages. Several institutional structures were built in Montague Center during this period. These include the First Congregational Church (1834), Town Hall (1858), Grange (1835), Masonic Hall (1855), and Main Street School (1855).

During the Late Industrial Period, 1870-1915, and Early Modern Period (1915-1940) trolley service was started in Montague Center. These lines were abandoned in the 1920s in favor of improvements to local highways and regional automobile routes such as Route 63. During this period Turners Falls continued to grow, and Montague

Center lost several industries to Greenfield. Emil Weissbrod moved his wallet manufacturing facility in 1887 after being in Montague Center for 17 years. A fire in 1889 destroyed Amos Rugg's Montague Center factory and half of one side of the village street. Mr. Rugg then relocated to Greenfield that year. The residential construction of this period exhibited an elite character that contrasted with the industrial villages of Turners Falls and Millers Falls. Large asymmetrical plan Queen Anne houses were built along Leverett Road, and some modest cottages were built along the more rural roads. From this point on, Montague Center has experienced some residential growth and has maintained its civic focus.



The Town Hall in Montague Center dates to 1858.

Historic District

The Montague Center Historic District was approved for inclusion in the National Register of Historic Places on November 6, 2001. The district includes Center, Main, North, School and Unions Streets in Montague Center. Montague Center is not located directly on the Byway, but is within one half mile of the Scenic Byway in the southern section of Montague.

Significant Architecture and Special Places in Montague and Montague Center

The Root Tavern was constructed in 1739. The First Congregational Church (1834), Town Hall (1858), Grange (1835), Masonic Hall (1855), and Main Street School (1855) are all significant structures in Montague Center.

Sunderland

The Byway travels through the center of the historic Sunderland village center. There are many historic buildings, and a streetscape that is a classic example of a Connecticut River Valley linear town common. Sunderland was originally established as the Swampfield Plantation in 1673, and included the towns of Montague and Leverett. The settlement was abandoned during King Philip's War in 1675. The area was not reestablished as the town of Swampfield until 1714. In 1718, the town's name was changed to Sunderland in honor of Charles Spencer, the Earl of Sunderland and Prime Minister of England. The northern district was established as Montague in 1754 and the eastern district as the town of Leverett in 1774.

Resettlement during the Colonial Period (1675 - 1775), focused on the present site of the village of Sunderland. The initial plan for the Town was laid out house lots on either side of Main Street between the intersections of South Main Street (Route 47) and Old Amherst Road to the south, and North Main Street (Route 47) and Silver Lane to the north. Each of the 39 original families was assigned a 3½ acre lot to build their home. The lots extended to the Connecticut River on the west side, and to wetlands on the east side of the road. This type of plan is known as a "linear street village," and was a common landscape form in the towns in the Connecticut River valley. This area was established as the civic and educational center of the community. The primary focus of Sunderland's colonial residents was crop production, but several period mills operated during this time as well. The mid 18th century houses that are located on South Main Street are symbols of this period of agricultural prosperity.

Sunderland's surviving 18th century houses are historically significant. These include several early houses which date to the 1720s. Although all of the houses have center chimneys, which were typical during the 18th century, there is considerable variation in the styles of the structures.

The center of Sunderland remained the focus of local activities during the Federal Period (1775 – 1830). The Greek revival style town hall and Italianate style houses on that were constructed on Main Street are representative of the activity during this period. During the early Industrial Period (1830 – 1870), Sunderland Center remained the local civic and commercial focus, and a secondary village formed in North Sunderland. The broom industry that had developed and prospered in Sunderland was slowly replaced by tobacco and onion growing. The introduction of commercial tobacco expanded the settlement to the lowland meadows during the early 20th century. Photographs from this era show vast expanses of white tenting covering the fields as shade tobacco became a dominant crop.

Period barns on River Road represent the history of this tobacco industry. Most residential development during the Early Industrial Period (1830 – 1870), occurred as infill in the town center, but also extended into the southern part of town. Several of the town's institutional

buildings date from the Early Industrial Period, including the First Church and Chapel, and the first and second Town Halls.

During the Late Industrial Period (1870 – 1915), and Early Modern Period (1915 – 1940), the town experienced only slight change, but some residential development did occur. Today, Sunderland is characterized by the historic village center area surrounded by active agricultural land. Significant farmland protection has occurred in Sunderland.



View of Sunderland Center from Mount Sugarloaf.

Historic District

Sunderland Center was designated as a National Historic District in 2002, and contains a total of 180 resources, with 144 buildings, sites, and structures that were built between the years of 1714 and 1951. The district includes properties on Main Street (Route 47) from Amherst Road in the south to French's Ferry Road in the north, and includes Bridge Street (Route 116) and School Street. It is an example of an 18th century linear street village, originally laid out in 1714 with many original allotments still in existence. A few well preserved early colonial style

houses, and an early burial ground at Riverside Cemetery are located on the river terrace along Main Street.

Main Street (Route 47) is a wide street lined with mature deciduous trees. One of the mature trees is the Buttonball tree, which is recognized by the National Association of Arborists as being over 200 years old, and the largest American Sycamore tree in Massachusetts.



*Significant Architecture and Special Places in Sunderland*⁵

Historic resources in the village center include well-preserved examples of Italianate, Colonial Revival, Tudor Revival, and Craftsman style architecture. One of the notable

The historic
Button Ball
Tree in
Sunderland.

structures is the 1938 art deco Deerfield Sunderland Bridge on which Route 116 passes over the

⁵ Information in this section was provided by the Sunderland Historical Commission, or summarized from the National Register of Historic Places nomination form for the Sunderland Center Historic District, 2002.

Connecticut River. This is the tenth bridge to span the Connecticut River in Sunderland. Previous bridges were located at School Street, where passersby paid a toll at the Toll House (1812), which is still located at 38 School Street.

Many of the town's historic institutional buildings remain in the village center. The Old Town Hall (1867) is located at 112 North Main Street, and was built to replace the previous town hall building which burned. It was designed to accommodate a number of uses including classrooms, offices, and a library. The basement was once used as a lock up for disorderly men and boys to "sober up a bit." The building was remodeled in 1941 when its original Italianate features were changed to Colonial features. The large size of the building is indicative of the relative prosperity of Sunderland in the late 1800's. The library moved out in 1900, and the school in 1922. The building was used as a town hall until 1994, and then was vacant until it was sold to the Blue Heron Restaurant in 2004. In 2004 extensive restorations were completed including restoring the front porch to its original style.⁶



The Old Town Hall, which is the Blue Heron Restaurant.

The Graves Memorial Library (1900) is located at 109 North Main Street. It was built out of yellow brick in the Tudor Revival style. The library was designed by the Allen Brothers of Amherst. A schoolhouse and stores were previously at this location which was important because it was on the road from the bridge. The Graves Memorial Library is currently home to the Swampfield Historical Society.



The Graves Memorial Library. Photo credit: the Sunderland Historical Commission.

The Center School (1922) is located at 12 School Street. It is also a prominent institutional building. It is a brick Federal Revival style building, which was common for school buildings across the country at the time. This site had previously accommodated a large colonial style house that was built by Daniel Montague in 1750. The house was turned into an inn called the Graves-Croft Inn (1910 – 1922). The building was taken down in 1922 to build the grammar school, which originally housed eight grades. The grammar school was closed for school use in 1988 when the present

elementary school was built. It became the town offices in 1995.

⁶ Sunderland Historical Society *History through Houses* exhibition, http://www.townofsunderland.us/history_through_houses/index.html.

The “Old Town House” located at 104 North Main Street was built in 1825, and used as a town hall. It was moved to its present location from South Main Street in 1836. The building was converted to a dwelling in 1849. It is a Greek Revival style, with columns in front, a popular style making reference to the columned public buildings of Ancient Greece, the first and much admired democracy.

Hampshire County

Hadley and South Hadley

The land along the Connecticut River from Hadley to South Hadley was the territory of a core group of Native Americans known as the Norwottucks and their larger regional tribe, the Nipmucks. What is today Route 47 follows much of their original network of trails. The Norwottucks clustered at the South Hadley Falls seasonally for fishing and then ranged along both sides of the Connecticut River as far north as Montague cultivating crops, including corn, beans, squash, and herbs, on the alluvial plain during the summer months.

Hadley Plantation was settled during the Colonial Period in 1659 by families from Wethersfield, Windsor, and Hartford, Connecticut. Their original settlement was laid out into long, narrow house lots of eight acres, along both sides of the Common with open fields beyond. Today the Common retains many of its original landscape features. Hockanum and South Hadley Center were added to the Plantation three years later. The entire area became the grazing and common pasture land for Hadley’s farmers whose animals all roamed freely and proved very hard to round up for the winter. By 1664, Route 47 was laid out as a 20-rod highway.

Early homes in Hadley were generally one-story, two-room structures with thatched roofs. These original homes were gradually replaced by larger one-and-a-half- to two-storied structures with shingled roofs and clapboard siding. Gambrel roofs were a sign of the elite. The earliest residence to survive intact was one of these replacement houses – the Samuel Porter House (26 West Street), constructed in 1713.

Hadley Center grew slowly, but as early as 1670 farmers from Hadley began to farm land to the north. Once a grist mill was established in 1678 on the Mill River, North Hadley was established as a village and continued to thrive through subsequent periods as an agricultural and mill village.

Meanwhile, the first grants of land in South Hadley began in 1675 and were made to residents of Hadley for the establishment of mills, but only one sawmill was operating by 1720. Permanent settlement with houses did not begin until about 1725 when some of Hadley’s second generation began to move to South Hadley rather than to divide the house lots and common land allotments of their parents.

The first settlers to Hockanum came later than those to South Hadley. The pattern of settlement in South Hadley included a common which was larger than the present small park, but the town had not been laid out and settled in linear street fashion with uniform sized lots as many other towns had done. Rather, in 1720 Hadley proprietors laid it out in irregularly shaped lots that were apportioned according to the size of their owners’ estates. In 1728 Old Hadley Cemetery

(Cemetery Road) was established, followed by a meeting house begun in 1732, part of which was moved to 3 Hadley Street and survives in the Yarde Tavern restaurant at the beginning of Route 47, and by a school house in 1738. There were two shops and sawmill on Stony Brook at Lower Lake.

Construction during the Federal Period of an inclined plane canal at South Hadley Falls solidified the distinction between South Hadley Falls as the industrial and commercial center of the town, with South Hadley Center as its civic heart. With the canal to expedite passage on the Connecticut River around the falls, trade and light industry flourished at the village of South Hadley Falls. The village center continued to be the destination of farmers for church, town meetings, a few stores, and school.

Hadley became directly connected to Northampton across the Connecticut River when a bridge was constructed in 1803. Travel was greatly increased along Russell Street (Route 9) and Bay Road (Route 47, in part). The town's population nearly doubled in a 50 year period, reaching 1686 in 1830. The economic base remained agricultural, but gradually gave way to commercial production of broom corn. Broom manufacturing, in fact, became Hadley's first industry. Levi Dickinson of Hadley is credited with the idea of raising broom corn and making brooms, an industry which spread throughout the Connecticut River Valley.

Much of the character that South Hadley Center has today originated in the Early Industrial period with the establishment of Mount Holyoke Female Seminary (today, Mount Holyoke College) in 1837. Founder Mary Lyon, a committed educator, opened the Seminary with 78 students. Lyon's goal was to keep the cost of seminary education low by keeping professor's salaries nominal and by using the students to do the work of running the school. But all was not work, and in 1837 the school began a tradition of "Mountain Day" on which students were encouraged to drop their work and studies on a selected autumn day, go to the top of Mt. Holyoke in Hockanum (now part of Joseph Skinner State Park) to enjoy the view and fresh air.

South Hadley Center's role as institutional center of the town was solidified by the presence of the Seminary. The map of 1850 shows the center to be largely residential with the west side of the common and west side of College Street (Route 47) to have three stores, a hotel, and Post Office. There were two schools, the GA Smith & Co. Paper Mill on the Mill Pond, and a grist mill on the upper pond. On the east side of College Street was the Seminary and a blacksmith shop in addition to the First Congregational Church and 6 houses.

Hadley grew rapidly expanding to eight village centers outside the town center during the Early Industrial period. After 1841, West Street was no longer considered the center of town. The Hadley Town Hall was constructed on Route 47 (52 Middle Street) and the Congregational Church was moved from the common to its present location on Middle Street. North Hadley became a stronger village center at this time as well. The village built its own Congregational Church (243 River Drive) in 1834 and in 1864 -1871 constructed the North Hadley Village Hall (239 River Drive) with three rooms set aside as a school. This period of growth is reflected in the Greek Revival style institutional buildings and residences.

In South Hadley a residential neighborhood grew just north of the Center. The Woodbridge Historic District, listed on the National Register in 1983, extends from the junction of Woodbridge Street and Silver Street, north roughly to Woodbridge Terrace. The majority of buildings in the district are houses that were built in the 18th and 19th centuries. One of the most prominent properties in the district is The Sycamores, constructed in 1768 in the Georgian style. It was built for Colonel Woodbridge, who was a prominent land owner with interests in the South Hadley mill complexes.

During this period in Hadley, agriculture diversified significantly with increasing acreage being devoted to the first cash crops, broom corn and tobacco. Broom corn was raised earlier and more extensively in Hadley, and tobacco was concentrated in North Hadley where the soil proved to be well suited for it. Both villages' farmers built shops for manufacturing brooms or converted rooms in their barns, sheds, and house ells for this purpose; some of these outbuildings are still present today.

The introduction of tobacco as a commercial crop in 1840 changed farming significantly. Although farmers continued their mixed crop and livestock base of agriculture, tobacco as a cash crop began to replace broom corn whose prices were declining. Tobacco became Hadley's chief crop in 1865, the first tobacco barns had appeared in its fields, and sorting shops were built as part of many homesteads.

By 1875 large scale, commercial tobacco farming began with light leaf tobacco for wrappers. This was a labor-intensive crop and farm families soon learned they could not keep up with the demand without outside help. Immigration provided the needed labor. Many of Hadley's farmers and their agents actively recruited the new arrivals at the docks in New York as they were so short-handed raising and processing tobacco. At first, the immigrants, most of whom were single, roomed in farmers' houses, then homes were converted to boarding houses and multifamily tenements were built.

The market shifted to dark leaf tobacco in the 1890s and most farmers made the change. Hockanum was an exception; rather than turning to dark leaf tobacco as Hadley Center and North Hadley farmers did, Hockanum farmers turned to growing asparagus about 1890.

South Hadley Center's population was affected less by immigration, but their market based farming and livestock required fewer outside workers. A fire in 1876 caused a rebuilding of College Street (now Route 47), with new buildings known as "Professor's Row." The expansion of the Female Seminary continued through the 1900s. Other institutional buildings in South Hadley Center, including the First Congregational Church, were also built. The Church was the first in the area constructed in the Romanesque Revival style.

The landscape of Hadley and South Hadley continued to change through the Early Modern Period. Lumbering continued on Mt Holyoke, only slowing down in the 1920s when coal use increased. The mechanization of farming meant fewer farmers could produce more food. Additional storage buildings and barns were constructed and are still present in the landscape today.

In Hadley, residential development took place both north and south of the Center. South Hadley Center grew north with an affluent residential neighborhood filling in from the College along Route 116 to the west. It was largely constructed in the Craftsman and Colonial Revival styles.

Significant Architecture and Special Places in Hadley and South Hadley

Hadley

North Hadley National Historic District

This district is bisected by Route 47. Placed in the National Register in 1993, the district has 202 properties. It includes 18th and 19th century farmsteads, a village center, a dam, workers cottages and early mill site at Lake Warner. In contrast to Hockanum whose farmers concentrated on dairy cattle and in the 20th century on market garden vegetables, North Hadley was at the center of the region's first two 19th century cash crops: broom corn and tobacco. Tobacco was followed by cash crops of onions, potatoes, cucumbers, and other vegetables, and has been revived recently for cigar wrappers. This modest district includes fine examples of Federal and Greek Revival farmsteads, a Stick Style barn, Italianate residences, and a village hall/fire station.

The **Porter-Phelps-Huntington House**, on Route 47 in Hadley, was individually listed on the National Register of Historic Places in 1973. This is a Georgian period house with a long history of ownership by well-to-do farmers and land owners of the Connecticut River Valley. The house is unusual in that it contains the possessions of six generations of the same family. Account books, diaries, and other records created by the generations provide a rare insight into their farming and domestic practices. With this extraordinary collection, the house is maintained as a museum to interpret its owners' role in the valley's agricultural and social life.

The **Charles Porter Phelps Farm** was built by the third generation of the Phelps family and directly across Route 47 from the Porter-Phelps Huntington House in Hadley is the Charles Porter Phelps Farm, a c. 1816, Federal era farmstead which is a potential individual nomination to the National Register. The house, outbuildings and farmland would be eligible for the Register and together with the Porter-Phelps-Huntington House presents a farming node of rare integrity.

Hadley Center and Hadley Center Boundary Increase

This National Register Historic District was first established in 1977 with 17 properties, and later expanded in 1994 to include 785 additional properties. The enlarged historic district includes the town's intact common dating from 1659, the Greek Revival Town Hall, church, and school buildings that constitute the institutional center of town. There are extensive fields, tobacco barns, and other outbuildings. In this district, archaeologists discovered indications of the early palisade erected around the common to protect the settlement during King Phillips's War. The district includes Route 9 up to and including Memorial Bridge, which crosses the Connecticut River into Northampton. On balance, the district contains fine examples of Georgian, Federal, Greek Revival, and Gothic Revival styles.

Hockanum Rural Historic District

This district was listed on the Register in 1993, and includes 47 properties. It follows Route 47 from the border of South Hadley, north along the Connecticut River. The district includes an active agricultural district of Georgian and Federal farmhouses, and 1840 intact schoolhouse, a former inn, and fields, farm lands, and supportive agricultural outbuildings. It has remained virtually unchanged for generations of farm families who followed agricultural practices that characterize the region from the time of the first English settlement to the present.

South Hadley

South Hadley Branch of the US Post Office: Constructed in 1940, this building is individually listed on the National Register of Historic Places. The Post Office was one of a number of post offices placed on the Register in 1986 as exemplary of construction by the Public Works Administration. It was designed by architect Leon Pernice of Springfield and represents the type of federal building erected during the Depression with speedy, efficient construction as a means of stimulating the economy.

The Woodbridge Street Historic District

This district was listed in the Register in 1983 and contains 28 properties. It lies principally on the two sides of Route 116 going north from the South Hadley green. Its central features are Georgian, Federal, and Greek Revival houses with one eclectic Colonial Revival style house. This district was the home of members of the Woodbridge family who dominated South Hadley's early history as second minister, Revolutionary War colonel, and physician; and as the summer home of textile industrial Joseph Skinner whose philanthropy created Skinner State Park on Mount Holyoke in South Hadley and Hadley. Included within the district is a meeting house constructed in 1846 and moved by Skinner from the town of Prescott when it was flooded for the Quabbin reservoir. The move in the late 1930s saved the building from destruction and in its new location it became the Skinner Museum.

A South Hadley Center National Register Historic District would be contiguous with the existing Woodbridge Street National Historic District at Silver Street and extend south along Route 47 to Stony Brook. This potential historic district includes much of the campus of Mount Holyoke College, the site of several of the Center's early industries on the river, and the location of a significant educational institution dating from the 19th century. Campus buildings and structures provide good examples of the work of several Massachusetts architectural firms from the turn of the century, and the landscaping, much of which was laid out in the 19th century, exemplifies the rural/pastoral park and landscape movement. The potential district extends south from the green along the Route 47 corridor to include architecturally significant buildings from the Federal, Greek Revival, Italianate, and Queen Anne periods. Side streets within the corridor which intersect with Route 47 mainly consist of buildings of 20th century design and include fine examples of the Colonial revival, Craftsman, and English Cottage styles. The district would include, but treat as non-contributing for reason of recent construction date, the Graham Gund-designed commercial complex on the west side of the green.

Mount Holyoke College Historic District (SOH.C)

The campus was separately evaluated in 1986 and found to be eligible for the National Register. An historic district here would include campus buildings roughly bounded by Park Street to the north, the shore of Lower Lake to the east, Morgan Street to the south, and Route 116 to the west. The district is one of the oldest women's educational institutions in the country and is representative of late 19th and early 20th century institutional design. It is a well preserved complex of Gothic Revival and Tudor Revival building designed by prominent Hartford, Springfield, and Boston architectural firms.

Hatfield

The proposed Hatfield portion of the Byway begins at the Whatley/Hatfield town line and passes south through the Town of Hatfield along Main Street/Elm Street, terminating at the border of Hatfield/Northampton near I-91. Located on the west side of the Connecticut River, the town has a similar pattern of agriculture and architecture to those of Hadley and South Hadley.

It is likely that the same Native Americans that settled on the east side of the Connecticut River used Hatfield as another resource area, but no reported sites from this period have been found. The Hatfield center area, and south to the town border with Northampton is the most likely location for a potential settlement, but the periodic erosion and flooding from the river has made data recovery here difficult. Part of today's Elm Street and Prospect Street were likely a portion of an early north-south trail network.

The first colonial settlers moved to Hatfield in 1661, with 17 families forming the first community. The inhabitants of Hadley on the west side of the river decided that the frequent necessity of crossing the Connecticut was too much of a hardship and desired to create a separate settlement. The resulting town of Hatfield was incorporated in 1670. Early residents also included settlers from Connecticut. By 1675, there were 50 families. Hadley proprietors laid out the lots in what is now Hatfield along both sides of what became Main Street/Maple Street/Elm Street. Hatfield Center developed first, followed by the Elm Street area to the south, the Upper Main Street area to the north, and the Bradstreet area (around 1700) further north at the Whatley border.

Very early on, Thomas Meekins opened a grist mill on the Mill River. This provided Hatfield one of the earliest industrial complexes in the Connecticut River Valley. The mill served both Hadley and Hatfield. He soon opened a saw mill which was also operated by Meekins. Although, agriculture remained the dominant commercial activity in Hatfield with crops of wheat, corn, oats, and flax, and livestock.

The first meeting house appeared in Hatfield in 1668 followed by its second (c. 1701) and third (c.1750) all in Hatfield Center. Fortifications surrounding the town center went up around 1675 and enclosed most of the center for protection during the Indian Wars. War time affected crop production and livestock as well as the town's overall economy.

The earliest extant residences in Hatfield Center are residences of the Georgian and Colonial styles. These homes were built on narrow lots with shallow setbacks, and have agricultural outbuildings. Slightly later houses, in the Federal style, include more architectural details and are larger 2 ½ story buildings. The population grew with 23 new homes constructed in the Center between 1790 and 1800.

Similar to Hadley and South Hadley, the production of broom corn was a dominant industry. Immigrants helped to define the landscape by expanding the farming industry and constructing new homes north and south of the Center, or altering single family homes into tenements for to house families. Numbers 68, 70, and 72 Elm Street are examples construction oriented to housing new residents.

Growing tobacco was generally located in the northern half of town as few Elm Street area farmers had enough acreage to make it a profitable enterprise. Upper Main Street area residents also raised horses and cows, while onions were also a profitable cash crop in the Bradstreet area.

Significant Architecture and Special Places in Hatfield

The entire proposed Hatfield portion of the Byway is in one of several National Register historic districts as described below.

Elm Street Historic District

This district was listed on the Register in 2000 with 267 contributing resources. The district both residential and agricultural in character, and follows Elm Street from its intersection with Dwight Street to the west, to the start of the Main Street Historic District to the east. The district is significant as the original location of the Capawonk Meadows, an area purchased from the Capawonk tribe to be the first settlement in Hatfield. Elm Street was traditionally the home of an immigrant community, a tradition which continues today. Architecturally, the district is a mix of high style and vernacular housing with agricultural outbuilding and warehouses showing a blend of large scale and small scale farming industries.

Hatfield Center Historic District

The Hatfield Center Historic District includes the civic center of the town, both historically and in present day. It is an example of a 17th century linear village, designed on a single axis for better defense, in an agricultural setting. With its narrow home lots and high style architectural styles, and numerous institutional buildings, the district illustrates the continuing prosperity of this farming community.

Upper Main Street Historic District

Like the Hatfield Center Historic District, the Upper Main Street Historic District is a liner residential area. Here, the district includes modest vernacular farm cottages and agricultural outbuildings, a cluster of high style residential buildings, and other small farm and farm workers' houses. The district is significant for its settlement by immigrant laborers, and its architectural styles which reflect the area's affluence due to cattle grazing, tobacco, and onion production from the 18th through the 19th centuries.

Bradstreet Historic District

The architecture in the Bradstreet district reflects is transition from family based farm labor to hired employee labor, with a mix of farmsteads and tenements. The outbuildings also reflect the mix of emphasis in crops and livestock, including onions and tobacco. This area in particular was

the state's largest producer of those two crops in the 1900-1910s. The unmarked rectangular farm lots have been retained, adding to the integrity of the district.

Historic Bridges

Many of the bridges found within the Byway Corridor are historically significant and add considerably to the historic resources in the area.

Franklin County

Northfield

There are three historic bridges on or near the Byway in Northfield. East Northfield Road crosses over the Boston and Maine Railroad on a 105 foot bridge in the western side of Northfield. This bridge was built in 1909 and it the second oldest Warren through truss design bridge in Massachusetts. Concrete steps leading down the Northeast abutment suggest there may have once been a depot in this location.

The Scenic Byway passes over Mill Brook on a bridge that was constructed in 1941 to replace a concrete T-beam bridge on the same site. This concrete deck arch bridge has stylized Art Deco details. East of this location on Mill Brook, Burnham Road crosses a slightly older bridge built in 1937. The Burnham Road Bridge is one of a number of small interesting Art Deco bridges designed by Charles R. Greco Architects and Engineers in the aftermath of the 1936 flood. The 1937 plans indicate that the present bridge was constructed to replace a small steel truss bridge on the same site.

Northfield is the only town in Massachusetts which is situated on both sides of the Connecticut River. The Schell Bridge crosses the Connecticut River to link the two sections of Northfield. It was given to the town by Francis B. Schell a New York businessman, and Northfield summer resident. The bridge is unique due to the fact that an individual paid for the structure, and also because it connects the east and west sides of the town. Construction of the 352 foot Schell Bridge began in 1901 and was completed in 1903. There are currently preliminary plans being completed to design an historic replica bridge to replace this bridge and serve as a regional bicycle and pedestrian connection. There was a strong interest in restoring the original bridge structure but it far too deteriorated for rehabilitation.

Montague

The Dry Hill Street Bridge passes over the Boston and Maine Railroad. The bridge was built in 1897 by the Edge Moor Iron Co. It is the only known example of a steel 'latticed' through truss bridge located to the South of Millers Falls.

Federal Street, which is also Route 63, passes over a bridge as it intersects with the Boston and Maine Railroad. The bridge is an unusual version of the common steel girder design. It was built by the Boston Bridge Works in 1935.

Sunderland

The Falls Road Bridge and the Whitmore Mills Bridge and Canal are located on Falls Road on the eastern bank of the Connecticut River. The Falls Road Bridge was constructed in 1830 and crosses an outlet of Chard Pond. The structure is an unusual combination of bridge and canal. It

supports the road where it crosses the stream from Chard Pond, but the relatively narrow sides also act as a canal for the water. The Whitmore Mills Bridge and Canal were built between 1774 and 1800, and are located north of the Falls Road Bridge on Falls Road. The canal carries water from Whitmore's Pond, in a waterway known as Slate Stone Brook, to the Connecticut River. The waterway passes by several mill foundations to the east and west of the bridge and canal.

The Connecticut River Bridge connects the town of Sunderland to South Deerfield. The bridge was constructed in 1938. The concrete uprights at each end are in an Art Deco style, and are topped by polished copper light fixtures. This is the tenth bridge to span the Connecticut River at this location. The preceding bridges were all swept away or collapsed due to winds, the force of the river, and ice and floods.

Hampshire County

South Hadley

There are two historic bridges in South Hadley. The bridges are both associated with Mount Holyoke College. The iron truss bridge on Mt. Holyoke College Campus was built in 1870. The Park Street stone arched bridge leads on to Mt. Holyoke College campus. This was built in 1880.

Historic Markers

There are a number of historic markers along the byway that provide information on important historic events and sites within the region. These markers help preserve the history of the area as the landscape changes over time.

Franklin County

Northfield

There are many markers and monuments that commemorate the early history of Northfield. In Northfield there are several state boundary markers due to the fact that the town borders both New Hampshire and Vermont.

- The Eleazer Wheelock marker denotes the state line between Massachusetts and New Hampshire on Route 63, and also marks the route that Eleazer Wheelock took on his way to establish Dartmouth College in 1770.
- The Dickinson Monument is located near the intersection of Routes 10 and 63, and marks the location where Nathaniel Dickinson and his companion Asahel Burt were killed and scalped by Native Americans in 1747.
- A plaque is embedded in the retaining wall in front of the congregational church parking lot at the location where Aaron Belding was killed and scalped by Native Americans in 1748.
- A stone marker commemorates the founding of the American Youth Hostel and the site



where Aaron

The marker commemorating the site of the first American Youth Hostel in Northfield.

of first hostel in Northfield.

- A mill-stone on the west side of Main Street near Glen Road marks the location where the Squakheag's first Grist Mill was built in Northfield in 1685.
- A carved stone marker south of the Grist Mill marks the location of a fort that was built in Northfield in 1686 and rebuilt in 1722.
- A bronze plaque is mounted on the Northfield Town Hall honors 87 citizens who served in World War I.
- The Belcher Memorial Fountain is also located adjacent to the Town Hall.
- A bronze plaque in front of the Elementary School memorializes all of the citizens of Northfield who served God and country in the Armed Forces.
- A marker located is located on the west side of Main Street, near Maple Street, to denote the location of the first settlement of Northfield in 1673. This marker also notes the fort built in 1722, and Council Rock that was located to the southeast of the settlement.



The historic marker for the First Settlement in Northfield.

- A large boulder, on the east side of Routes 10 and 63, marks the location of the first public religious services held in Northfield in 1673.
- A metal tablet is located on a dead-end street on Route to the west of the Byway. It marks King Phillip's Hill, the site where King Philip, successor of Massasoit, camped during the winter of 1675-76. The stump of a large look-out tree and defensive trenches can be found on top of the hill.
- A monument to the South of the Route 10 intersection with Route 63 marks the site on Beers Plain where Captain Richard Beers and his men were ambushed by Native Americans in 1675.
- A tablet located north of South Mountain Road marks the site of the Indian Council Fires. The three large fire rings are actually located two hundred and fifty yards eastward.
- A metal tablet on Route 63 near the community church, and a monument in front of Linden Hill School, on South Mountain Road, also represent the death and burial of Captain Richard Beers.

Erving

There are no historic markers on the Byway in Erving.

Montague

- A box marker is located on Leverett Road which points in the general direction of several cities, including Springfield and Boston.

Sunderland

- A plaque Route 47 provides information on the Buttonball Tree. This Sycamore Tree is several hundred years old and is nationally significant.



A plaque near the Buttonball Tree provides information on the significance of the tree.

Hampshire CountyHadley

- Commemorating the 18th century ferry between Hadley and Northampton is located at the south end of West Street
- Site of the first meeting house in Hadley is located on the Hadley town common
- Site of early mill which led to the settlement of North Hadley is located on Route 47 at Mt. Warner Road, North Hadley
- Commemorating the discovery of palisades dating from King Phillip's War in the 17th century Hadley town common
- Women's Christian Temperance Union watering trough monument is located at the corner of Routes 47 and 9 in Hadley
- Regicides marker commemorating two judges who condemned King Charles I of England to death then fled to Hadley where they lived in hidden exile.
- Hadley Flood marker indicating Connecticut River flood levels during 20th century on Route 47 in Hockanum

South Hadley

- Commemorating 1936 floods from the Holyoke Dam Skinner Museum
- Site of the first South Hadley Meeting House South Hadley town common
- Civil War Soldier's Monument, 1896 South Hadley town common.

Hatfield

- Before 1670 part of Hadley. Thrice attacked by Indians during King Philip's War Elm Street

Review of Issues and Recommendations by Town Noted in Other Plans

In 2010, the Massachusetts Historical Commission (MHC) evaluated all of the municipalities in the Commonwealth as part of the completion of an update of the Statewide Preservation Plan. MHC found that several communities in this region need to complete historic resource survey and inventory forms, and recommend more protection for historic resources. Additionally, other local and regional plans have identified historic preservation related needs. The following is a list of the comments that were issued as part of the Statewide Preservation Plan relevant to the areas

along the Byway. The list also includes preservation related recommendations contained in other planning documents.

Northfield

- There are MHC survey and inventory form that need to be completed for historic resources in Northfield. The Northfield Historic Property Survey has 44 building forms, 1 park and landscape form, and 1 area form submitted recently.
- It was recommended that the Northfield Mount Hermon campus be submitted for inclusion in the National Register of Historic Places.
- Northfield has the Community Preservation Act.
- Northfield does not have a demolition delay bylaw.
- An investigation of other tools to protect the historic resources is recommended, such as a local historic district for the village center.

Erving

- There are MHC survey and inventory form that need to be completed for historic resources in Erving.
- Erving does not have a demolition delay bylaw.

Montague

- There are MHC survey and inventory form that need to be completed for historic resources in Montague, and particularly in the villages of Millers Falls and Lake Pleasant.
- The town has a reconnaissance survey planning website, established with help from MHC.
- Montague does not have a demolition delay bylaw in place.

Sunderland

- Sunderland does not have a demolition delay bylaw.
- Investigate other tools for historic preservation of important resources.

Hadley

The town of Hadley passed the Community Preservation Act in 2004. The Village Center does have design guidelines in place. In 2013, the Building Committee commissioned a study of seven town owned buildings to determine their current condition and future uses. Five of the buildings surveyed (Town Hall, Goodwin Memorial Library, Senior Center, North Hadley Village Hall, Russell School) are included in a National Register district. The report recommended the sale of the Russell School, Town Hall, and the North Hadley Village Hall. As a result of the study, the Town is currently exploring a Preservation Restriction for the North Hadley Village Hall. A demolition delay bylaw is necessary and an investigation of other tools is recommended, including a local historic district surrounding the common. The Cultural Landscape of Hadley was placed on the World Monuments Fund watch list in 2010.

The Hadley Master Plan has several recommendations that pertain to historic preservation, including:

- Implementation of a Preservation Plan;

- Adoption of a demolition delay bylaw;
- Completion of an inventory of all historic landscapes within Hadley;
- Strengthening the historic and cultural role of the Town Common; and
- Pursuing National Register nominations for critical areas.

South Hadley

During 2007, South Hadley received a Survey and Planning grant for a community-wide survey. It resulted in the submittal of 76 building forms. Proposed local historic districts include the Woodbridge Street and South Hadley Falls areas. Study committees have been established, but the districts have not yet been formally created. As of 2014, South Hadley is also considering implementing the Community Preservation Act. The town should also implement a demolition delay bylaw and investigate other preservation tools.

The South Hadley Master Plan notes several recommendations that pertain to historic preservation, including:

- Develop and consolidate a web-based inventory of South Hadley's historic landscapes, districts, and resources, including historic farm fields and structures;
- Develop an oral history of the Town's landscapes, district, and resources;
- Ensure that the expansion/development of municipal facilities minimize impacts on historic landscape features;
- Create and implement a demolition delay bylaw; and
- Create a dedicated funding source, including adoption of the Community Preservation Act.

The South Hadley Reconnaissance Report/Connecticut River Valley Reconnaissance Survey completed by the Department of Conservation and Recreation in 2009 notes several recommendations for historic preservation, including:

- Adopt the Community Preservation Act;
- Add properties to its historic resources survey and bring the survey up to date with properties into the 1960s;
- List the South Hadley Center on the National Register;
- Consider nominating neighborhoods around Mt Holyoke College campus to the National Register;
- Designate the Woodbridge National Register Historic District as a local historic district;
- Enact a demolition delay bylaw based on age; and
- Enact a scenic road bylaw.

Hatfield (Proposed Byway Addition)

The town of Hatfield passed the Community Preservation Act in 2006, with its first project occurring in 2009. A CPA plan is in place. A demolition delay bylaw was passed in 2011. A demolition delay is currently in place for the Center School, located in the Hatfield Center Historic District; it will expire July 2016. The Hatfield Master Plan, adopted in 2009, notes several recommendations that pertain to historic preservation, including:

- Research the utility of creating an historical overlay zoning district in Hatfield
- Expand the review responsibilities of the Hatfield Historical Commission.

The Hatfield Community Preservation Plan, adopted in 2011, notes several recommendations for CPA funded projects:

- Encourage and support efforts by the Town to acquire, preservation and/or restore buildings, land, features, and structures that define the character of the Town's historic districts listed on the State and National Registers;
- Encourage and support efforts to rehabilitate and restore town-owned historic buildings;
- Promote the study and understanding of events, people, features, and documents important to Hatfield's history; and
- Leverage other funding sources to the extent possible.

The Hatfield Reconnaissance Report/Connecticut River Valley Reconnaissance Survey completed by the Department of Conservation and Recreation in 2009 notes several recommendations for historic preservation, including:

- Add the Great Pond to the boundary of the Bradstreet Historic District;
- Establish a local historic district in the Center along Elm, Maple, and Main streets;
- Enact a Transportation Corridor Bylaw for the main streets in the Village center;
- Add properties to the historic resources survey and update old forms to digital format;
- Include heritage landscapes in any updated master plan or open space plan; and
- Create an agricultural preservation district bylaw to protect developable land and support farming operations.

Issues and Recommendations

Issues

- Not all of the Towns in the Byway Corridor have active Historical Commissions, and none have local historic districts.
- Some of the towns in the Byway Corridor have "outstanding survey needs," according to the Massachusetts Historical Commission. This means a town wide inventory of historic resources has not been completed, or the existing inventory is out of date.
- Information available on Massachusetts Historical Commission's (MHC) Massachusetts Cultural Resource Information System (MACRIS) is incomplete and/or out-of-date for several Byway towns.
- Only one of the Towns reviewed as part of the Byway Area has a demolition delay bylaw in place.
- Many of the towns lack sufficient historic preservation bylaws to help preserve historic resources.
- There are properties determined eligible for listing in the National Register of Historic Places, but a nomination has not yet been completed.
- There is a lack of coordination between regional level historic preservation planning activities and those occurring on the town level.
- There are limited preservation programs and financial assistance available to help private, for-profit business owners maintain or restore their historic properties, and there is limited awareness of those programs, like tax credits, that are available to eligible properties.

- There is a lack of resources for preservation planning activities.
- Some historic resources are in need of maintenance and repair but there is a lack of resources available.
- Some historically significant structures along the Byway are suffering from neglect and deterioration. Demolition by neglect of farm building continues to be one of the most pervasive threats to the corridor. There are several important farm houses, at least one 19th century tobacco sorting shop, and a number of livestock and tobacco barns which are being lost for lack of maintenance. If structures are allowed to deteriorate too far, restoration becomes prohibitively expensive, resulting in an eventual loss of the structure.
- Historic details continue to be lost on many houses, including door and window surrounds, porch supports, and eave brackets. In some cases they are replaced by cheaper, mass-produced versions that lack the character of the original. Window alterations, such as the installation of stock bay windows, are also a common, and unfortunate, treatment. This changes the visual integrity of the houses and the patterns of facades.
- Most historic buildings were not built to be wheelchair accessible. The addition of ramps to public buildings as required by ADA is not always appropriate for historic properties.

Recommendations

- Work with willing towns to implement appropriate historic preservation bylaws into town ordinances.
- Encourage the inclusion of demolition delay ordinances to help protect historic resources.
- Encourage and assist the towns to develop Historic Preservation Plans.
- Support the implementation of preservation restrictions or conservation restriction on historically significant structures along the Byway.
- Complete an inventory of the historic farms and historic farm structures and landscapes.
- Explore options for towns interested in adopting barn reuse bylaws.
- Explore options for developing a Massachusetts barn preservation program.
- Encourage the development of new and the support of existing local Historical Commissions.
- Encourage local town Historic Commissions to seek grant funding or volunteer assistance to complete or update MHC inventory forms for historic resources on the Byway with the intension of submission to the MHC for inclusion in the MACRIS system.
- Include outbuildings and farms, as well as the landscapes themselves when updating Historic Inventory Forms.
- Identify potential National Historic District and individual building nominees and develop the information needed for nomination packets and/or set funding needed to complete nomination paperwork. Millers Falls, the Whitmore Mills area in North Sunderland, South Hadley Center and/or Mount Holyoke's campus should be reevaluated for their eligibility based on previous opinions. MHC Survey and Planning Grants and Community Preservation Act funds can both be used to complete such nominations.
- Install markers or signs for individual structures of historic significance along the corridor such as bridges, houses, and cemeteries, to increase awareness of the history of

the Byway. Markers and signs should be uniform to allow for consistency throughout the Byway corridor.

- Develop a historic driving tours booklet or map for the Byway which provides information on individual sites along the way and tells the story of the Byway.
- Assist private owners to secure grant funding, tax incentive and other financial benefits for historic preservation activities such as the Historic Rehabilitation Tax Credit Program.
- Work with willing property owners to identify significant historic structures and develop plans to assist in their restoration and/or preservation.
- Encourage local historical commissions to alert and educate property owners to the federal and state tax credits that are available for restoration work that occurs on income-producing properties listed in the State and National Register of Historic Places.
- Include Historic Preservation in regional and local master planning efforts whenever possible.
- Adopt Demolition Delay Bylaws to provide the time necessary to find alternative uses for unused or under-utilized historic properties under threat of demolition.
- Provide information to historic home owners about historically appropriate materials for renovations.
- Consider implementing the Community Preservation Act in the towns that have not adopted it as a tool for funding Historic Preservation Projects.
- Continue to update CPA plans with goals and priority project for historic preservation in Hadley and Hatfield.
- Develop lists of parcels in the Agricultural Preservation Restriction (APR) program associated with farm buildings in the Historic Resources Inventory. Preservation Restrictions (PR) should then be considered for those farm buildings of historical and architectural significance. Take together, the APR and PR would act in concert to protect an entire farm.
- Consider placing accessibility ramps on a non-primary façade, and reducing ramp widths, as appropriate.
- Support the study committees in South Hadley as they work to establish their local historic district.
- Establish local historic districts in other communities where National Register districts currently exist or are proposed, and as are supported by the local community.
- Explore partnerships between historic societies and other organizations throughout the Byway region to establish a loan program for historic buildings.
- Utilize the Preservation Massachusetts Pre-Development Loan where possible to support early stages of restoration projects.

Historic Preservation Tools

Massachusetts Historical Commission “On the Road” Program

The Massachusetts Historical Commission 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

Local historic commissions provide important support and assistance to willing private property owners. 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 as the State Historic Preservation office. Based on local and state surveys, nominations to the National Register are generally initiated by the local historical commission, which works with MHC staff to prepare the form. Nominations are then reviewed by the MHC State Review Board at a public meeting and forwarded to the Keeper of the National Register for 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 requirement 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

The State Register of Historic Places is a master list of designated historic properties in Massachusetts. It provides an added measure of protection to listed properties. 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 is then submitted to the local governing body for approval of the local historic district ordinance or by-law. Once a local historic district is established, a Local Historic District Commission is appointed to review all applications for exterior changes to properties 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 by each city and town and are specific to each local historic district.

Demolition Delay Bylaw

A demolition delay bylaw allows a window of time for alternatives to demolition to be studied. These can include using historic tax credits for rehabilitation, alternate uses, and, as a last resort, moving the structure. The Statewide Preservation Plan recommends a Demolition Delay bylaw be implemented in all towns in the Commonwealth, and recommends at least a 12 month delay.

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 Massachusetts Historical Commission 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.

Federal Historic Rehabilitation Tax Incentives (“Historic Tax Credits”)

Under the Federal Rehabilitation Tax Incentive Program, owners of property that are listed on the National Register or are within a National Register Historic District may deduct 20% of the cost of a major restoration project on their taxes. Restoration must be significant, exceeding the greater of the adjusted basis of the buildings or \$5,000, and work can be phased over a five-year period when there are architect's drawing and specification prepared for the work. Restoration work must follow the Secretary of the Interior's Standards. The program is administered through the Massachusetts Historical Commission (MHC) and the National Park Service. 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 pilot program that is administered by The Massachusetts Historical Commission. 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. There is \$50 million dollars currently available annually for certified rehabilitation projects, and the program is set to expire on December 31, 2017.

Revolving Fund for Historic Preservation

A revolving fund is a long-term strategy which has had success in many parts of the country. Usually organized and managed by a non-profit group, an historical society, or community development organization, a revolving fund offers low-interest loans for the rehabilitation of historic properties. Revolving Funds also function by buying historic properties, rehabilitating them, and selling them with preservation restrictions in place. A revolving fund offering low interest rate loans for preservation of historic buildings within the byway corridor would be a welcome tool at a time when grants and tax credits for private home owners are not available. Revolving loan funds can provide funds to act quickly, as land trusts often do, to buy a threatened property.

Preservation Massachusetts, the state-wide preservation non-profit organization, has recently started offering Pre-Development Loans through a Revolving Fund. They anticipate 3-5 loans per year, ranging from \$25,000-\$75,000. Properties need to be listed on or eligible for the National Register, and must comply with the Secretary of the Interior's Standards for Rehabilitation. The loan program is designed to assist with the first stages of a project, including architectural and consultant costs and feasibility studies. More information can be found on their website at preservationmass.org.

Preservation Plan

The purpose of a Preservation Plan is to help a town address identify priority projects, including inventory updates, preservation education, zoning consistency with preservation needs, potential National Register nominations, a preservation timeline, and financial support, as well as integrate historic preservation into other aspects of municipal planning. There are currently no towns on the Byway that have an active, up to date Preservation Plan in place. Hadley's Master Plan calls for the creation of a Preservation Plan to focus on both historic landscapes and structures.

Inventory

An up to date historic resources inventory is the building block of preservation efforts in a community. Without it, it is impossible to place buildings in a context to determine their significance.

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, 50/50 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. Under federal law, MHC is required to pass through grant awards representing 10% of its total annual federal funding allocation to Certified Local Governments.

Massachusetts Preservation Projects Fund

Through the Massachusetts Preservation Projects Fund, state-funded 50% reimbursable 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.

Appendix

Northfield Main Street Historic District

Designation	Name of Feature	Location	Date Built
NRDIS	Rodman Spencer House	8 Chula Vista Lane	r. 1965
NRDIS	Morgan Garage	Main Street	c. 1921; demolished
NRDIS	Dorris Miller Camp	Main Street	c. 1970
NRDIS	Dwight L. Moody and Emma G. R. Graves	Main Street	c. 1899
NRDIS	Belcher Memorial Fountain	Main Street	1909
NRDIS	Aaron Belding Plaque	Main Street	
NRDIS	First Public Religious Service Marker	Main Street	1897
NRDIS	Northfield First Settlement Marker	Main Street	1897
NRDIS	Fort Marker	Main Street	1897
NRDIS	First Grist Mill Monument	Main Street	c. 1941
NRDIS	Charles Leroy Preston Plaque	Main Street	1929
NRDIS	Dwight L. Moody Plaque	Main Street	1937
NRDIS	Thomas Power Esq. Plaque	Main Street	1933
NRDIS	Sons and Daughters in Armed Forces Plaque	Main Street	c. 1949
NRDIS	World War I Marker	Main Street	1919
NRDIS	Route 63 Bridge – Main Street Bridge	Main Street	1941
NRDIS	Morse House	1 Main Street	c. 1968
NRDIS	Richard J. Vielmetti House	2 Main Street	c. 1930
NRDIS	Daniel L. Callender House	4 Main Street	1846
NRDIS	John Wright House	5 Main Street	1847
NRDIS	Wright Stratton House	8 Main Street	c. 1858
NRDIS	Herbert Millard House	9 Main Street	c. 1925
NRDIS	Charles Slate House	12 Main Street	c. 1927
NRDIS	Ebenezer Field House	15 Main Street	c. 1721
NRDIS	John Hogan House	16 Main Street	c. 1970
NRDIS	William Messer House	19 Main Street	c. 1960
NRDIS	Stanley Powers House	20 Main Street	c. 1927
NRDIS	Michael Morgan House	21 Main Street	c. 1940
NRDIS	Powers Barn	22 Main Street	c. 1920
NRDIS	Zechariah Field House	25 Main Street	c. 1795
NRDIS	Isaac Mattoon House	26 Main Street	1801
NRDIS	Ebenezer White Tavern	27 Main Street	c. 1784
NRDIS	Dr. Elijah Stratton House	30 Main Street	c. 1844
NRDIS	Charles Henry Stearns House	31 Main Street	c. 1850
NRDIS	Capt. Samuel Lane House	33 Main Street	c. 1845
NRDIS	George Stearns House	34 Main Street	c. 1843

Designation	Name of Feature	Location	Date Built
NRDIS	Niles Stone House	35 Main Street	c. 1905
NRDIS	Rev. W. W. Coe House	36 Main Street	1928
NRDIS	Horace Wright House	37 Main Street	c. 1822
NRDIS	Dunham Shepard House	38 Main Street	c. 1966
NRDIS	Albert Collins Parsons Store	39 Main Street	c. 1877
NRDIS	Elijah Mattoon House	40 Main Street	c. 1820
NRDIS	Whitney Brothers Gas Station	41 Main Street	c. 1955
NRDIS	A. D. Stearns House	42 Main Street	1852
NRDIS	Oliver Watriss House	45 Main Street	c. 1795
NRDIS	James Mattoon – C. H. Green House	46 Main Street	c. 1868
NRDIS	Dr. Rollin C. Ward House	47 Main Street	c. 1875
NRDIS	Joseph W. Holton House	48 Main Street	r. 1945
NRDIS	A. C. Parsons House and Shop	49-51 Main Street	c. 1855
NRDIS	William Pomeroy House	50 Main Street	c. 1783
NRDIS	Isaac Prior House	55 Main Street	c. 1820
NRDIS	Frank Montague House	56 Main Street	c. 1927
NRDIS	Henry Wright Tin Shop	57 Main Street	c. 1891
NRDIS	William Pomeroy Store	60 Main Street	c. 1839
NRDIS	Reuben Wright House	61 Main Street	c. 1750
NRDIS	Caleb Cook House	65 Main Street	c. 1808
NRDIS	Samuel S. Stearns House	66 Main Street	c. 1828
NRDIS	Rev. Oliver Everett House	68 Main Street	c. 1837
NRDIS	Northfield Town Hall	69 Main Street	1927
NRDIS	R. H. Minot Tin Store	69 Main Street	c. 1871
NRDIS	Newton W. Keet Motorcycle Repair Shop	70 Main Street	1901
NRDIS	First Parish Church of Northfield, Unitarian	72 Main Street	1870
NRDIS	Dr. Medad Pomeroy House	73 Main Street	c. 1765
NRDIS	George Hastings Block	74 Main Street	c. 1848
NRDIS	Arthur W. Proctor Block	75 Main Street	c. 1898
NRDIS	Caleb Lyman House	76 Main Street	c. 1801
NRDIS	Picky's Grill	77 Main Street	c. 1940
NRDIS	Dunnell Fuels Office	78 Main Street	c. 1970
NRDIS	New England Telephone Company Building	79 Main Street	c. 1940
NRDIS	Charles S. Warner House	80 Main Street	c. 1900
NRDIS	Henry J. Glutney House	81 Main Street	c. 1920
NRDIS	Saint Patrick's Roman Catholic Church	82 Main Street	1886
NRDIS	Thomas Lyman House	83 Main Street	1828
NRDIS	Benjamin B. Murdock House	84 Main Street	1840
NRDIS	Northfield Baptist Church	85 Main Street	1961
NRDIS	Northfield Baptist Church Parsonage	87 Main Street	1961

Designation	Name of Feature	Location	Date Built
NRDIS	Mary Gay Swan House	88 Main Street	c. 1807
NRDIS	Dr. Philip Hall House	89 Main Street	c. 1846
NRDIS	First Parish Unitarian Parsonage	90 Main Street	c. 1858
NRDIS	Capt. Samuel Hunt Tavern	91 Main Street	r. 1775
NRDIS	Charles Pomeroy House	92 Main Street	c. 1879
NRDIS	Capt. John Nevers House	94 Main Street	1811
NRDIS	Herbert A. Reed Gas Station	95 Main Street	c. 1930
NRDIS	John A. Quinland House	96 Main Street	c. 1919
NRDIS	Dr. Charles Blake House	97 Main Street	c. 1780
NRDIS	Northfield Center School	98 Main Street	c. 1941
NRDIS	Civil War Tablet	98 Main Street	1911
NRDIS	Lt. Jonathan Belding House	99 Main Street	r. 1750
NRDIS	Spencer Brothers Garage	105 Main Street	c. 1919
NRDIS	Samuel W. Dutton House	109 Main Street	c. 1835
NRDIS	Dr. Allen H. Wright House	111 Main Street	c. 1936
NRDIS	Dr. Norman P. Wood House	112 Main Street	c. 1900
NRDIS	Dickinson Memorial Library	115 Main Street	1897
NRDIS	Obadiah Dickinson House	116 Main Street	c. 1785
NRDIS	House	117 Main Street	c. 1869
NRDIS	Luman Barber House	118 Main Street	r. 1945
NRDIS	Peter Evans House	120 Main Street	1716
NRDIS	Sally R. Tyler Cottage – Missionary I	124 Main Street	1927
NRDIS	Schell Cottage – Missionary House	126 Main Street	c. 1928
NRDIS	Rev. Edward Fairbanks House	130 Main Street	1948
NRDIS	Daniel Callendar House	134 Main Street	c. 1793
NRDIS	U. S. Post Office – Northfield Main Branch	136 Main Street	c. 1970
NRDIS	William C. Billings House	138 Main Street	c. 1820
NRDIS	Greenfield Cooperative Bank	144 Main Street	c. 1974
NRDIS	Albert S. Brigham House	146 Main Street	c. 1899
NRDIS	Trinitarian Congregational Church	147 Main Street	c. 1889; demolished
NRDIS	Trinitarian Congregational Church	147 Main Street	1979
NRDIS	Clifford Sanborn Furniture Store	148 Main Street	c. 1915
NRDIS	William Belcher House	153 Main Street	c. 1788
NRDIS	Eli H. Colton House	154 Main Street	r. 1875
NRDIS	Dr. Samuel Prentice House	155 Main Street	r. 1850
NRDIS	Clifford Field House	158 Main Street	c. 1935
NRDIS	George E. Holton House	159 Main Street	c. 1882
NRDIS	Dr. Roscoe Philbrick House	160 Main Street	c. 1914
NRDIS	Alvin A. Long House	165 Main Street	c. 1850

Designation	Name of Feature	Location	Date Built
NRDIS	Samuel B. Williams House	166 Main Street	c. 1853
NRDIS	John Long House	167 Main Street	c. 1830
NRDIS	Charles C. Robbins Store	168 Main Street	1910
NRDIS	A. J. Phillips House	169 Main Street	c. 1895
NRDIS	Capt. Henry Alexander House	173 Main Street	c. 1836
NRDIS	Francis Fisher House	174 Main Street	c. 1855
NRDIS	Thomas Alexander House	175 Main Street	1848
NRDIS	Robert Lyman Cabinet Shop	176 Main Street	c. 1870
NRDIS	Billiel House	177 Main Street	c. 1970
NRDIS	Robert Lyman House	178 Main Street	c. 1841
NRDIS	George R. Fisher House	179 Main Street	c. 1890
NRDIS	Jean H. Wright House	179R Main Street	c. 1971
NRDIS	Wayside Inn Barn	179A Main Street	c. 1890
NRDIS	Simeon Lyman House	180 Main Street	c. 1923
NRDIS	Capt. Richard Colton House	181 Main Street	c. 1828
NRDIS	Edward B. Buffum House	185 Main Street	c. 1919
NRDIS	Mary S. Rice House	186 Main Street	c. 1900
NRDIS	Merriman Cottage	187 Main Street	c. 1890
NRDIS	Simeon Alexander House	188 Main Street	C 1776
NRDIS	Paul Jordon Gas Station and Garage	190 Main Street	c. 1947
NRDIS	Clarence P. Buffmun General Store	194 Main Street	c. 1910
NRDIS	Charles H. Webster Drugstore	198 Main Street	1903
NRDIS	Arthur Percy Fitt House	201 Main Street	1887
NRDIS	Charles Alexander House	204 Main Street	c. 1890
NRDIS	Northfield Seminary – Revell Hall	206 Main Street	1879
NRDIS	Northfield Seminary – Holton Hall	206A Main Street	c. 1885
NRDIS	Girl Scout's Little House	7 Pentecost Road	c. 1951
NRDIS	Medad A. Moody House	6 Pine Street	c. 1863
NRDIS	Northfield Fire Station	School Street	c. 1952

Other Historic Properties in Northfield

Designation	Name of Feature	Location	Date Built
NRIND	Simeon Alexander Jr. House	496 Millers Falls Road (Route 63)	c. 1774
NRIND	Northfield Center Cemetery	Parker Avenue	1686
NRIND	Pine Street School	13 Pine Street	c. 1903
NRDOE	Schell Memorial Bridge	East Northfield Road	1903

Montague Center Historic District Properties

Designation	Name of Feature	Location	Date Built
NRDIS	Bangs and Ball Grocery and Dry Goods Store	1 Center Street	c. 1850
NRDIS	House	5 Center Street	c. 1830
NRDIS	Montague Center Harness Shop	7 Center Street	c. 1825
NRDIS	Phillips Palmer and Company Pocket Book Factory	9 Center Street	c. 1830
NRDIS	Leonard Cheney General Store	11 Center Street	1838
NRDIS	Montague Old Town Hall	15-17 Center Street	1858
NRDIS	J. H. Root House	21 Center Street	1851
NRDIS	H. Chenery House	24 Center Street	c. 1831
NRDIS	House	25 Center Street	1889
NRDIS	Montague Telephone Switching Station	26 Center Street	c. 1960
NRDIS	W. H. Ward House	27 Center Street	c. 1847
NRDIS	House	28 Center Street	c. 1840
NRDIS	House	30 Center Street	c. 1860
NRDIS	House	32 Center Street	c. 1850
NRDIS	J. Dugan House	34 Center Street	r. 1850
NRDIS	House	35 Center Street	c. 1850
NRDIS	J. W. Dugan House	36 Center Street	c. 1860
NRDIS	House	37 Center Street	c. 1850
NRDIS	Elihu Root House	38 Center Street	c. 1805
NRDIS	Dyke House	39 Center Street	c. 1850
NRDIS	House	40 Center Street	c. 1860
NRDIS	Carl Rollins House	42 Center Street	1912
NRDIS	Elihu Root Chair Factory and Saw Mill	44 Center Street	c. 1840
NRDIS	Dr. D. Bradford House	5 Court Square	c. 1860
NRDIS	House	7 Court Square	c. 1890
NRDIS	Merriam King House	8 Court Square	c. 1870
NRDIS/NRIND	Alvah Stone Mill	400 Greenfield Road	c. 1760
NRDIS/NRIND	Martin Machine Company Tool Crib	400 Greenfield Road	c. 1934
NRDIS/NRIND	Martin Machine Company Die Cutting Shop	400 Greenfield Road	c. 1934
NRDIS/NRIND	Alvah Stone Mill Fire Hydrant House	400 Greenfield Road	c. 1890
NRDIS/NRIND	Alvah Stone Mill Fire Hose House	400 Greenfield Road	1890
NRDIS/NRIND	Alvah Stone Mill Dam	400 Greenfield Road	c. 1830
NRDIS/NRIND	Alvah Stone Mill Intake Raceway	400 Greenfield Road	c. 1910
NRDIS/NRIND	Alvah Stone Mill Penstock	400 Greenfield Road	1900
NRDIS/NRIND	Martin Machine Company – Francis Turbine	400 Greenfield Road	c. 1900
NRDIS/NRIND	Martin Machine Company Electrical	400 Greenfield Road	

Designation	Name of Feature	Location	Date Built
	Generator		
NRDIS/NRIND	Alvah Stone Mill Wheel Pit	400 Greenfield Road	c. 1764
NRDIS/NRIND	Martin Machine Company Tailrace	400 Greenfield Road	c. 1934
NRDIS/NRIND	Martin Machine Company Trash Racks	400 Greenfield Road	c. 1934
NRDIS/NRIND	Martin Machine Company Head Gates	400 Greenfield Road	c. 1934
NRDIS/NRIND	Lawrence Mill Foundations	400 Greenfield Road	c. 1760
NRDIS/NRIND	Lawrence Mill Dam Abutments	400 Greenfield Road	c. 1830
NRDIS/NRIND	Alvah Stone Mill Grinding Stone	400 Greenfield Road	c. 1834
NRDIS	House	428 Greenfield Road	c. 1940
NRDIS	House	431 Greenfield Road	c. 1830
NRDIS	Fiske House	432 Greenfield Road	1941
NRDIS	Montague Highway Directional Marker	Main Street	c. 1770
NRDIS	Main Street Bridge over Sawmill River	Main Street	1895
NRDIS	House	2 Main Street	c. 1870
NRDIS	Montague Water Pollution Control Station	3 Main Street	c. 1980
NRDIS	House	4 Main Street	c. 1920
NRDIS	House	6 Main Street	c. 1920
NRDIS	Edward W. Fox House	7 Main Street	1859
NRDIS	House	8 Main Street	c. 1900
NRDIS	House	12 Main Street	c. 1900
NRDIS	House / Store	17 Main Street	c. 1850
NRDIS	Aaron Gate House	18 Main Street	c. 1805
NRDIS	K. Bancroft House	22 Main Street	1835
NRDIS	R. Brown House	24 Main Street	c. 1870
NRDIS	House	25 Main Street	c. 1830
NRDIS	House	26 Main Street	c. 1880
NRDIS	House	27 Main Street	c. 1800
NRDIS	House	28 Main Street	c. 1960
NRDIS	House	29 Main Street	c. 1850
NRDIS	House	30 Main Street	c. 1880
NRDIS	Montague Village Common	33 Main Street	r. 1750
NRDIS	Montague Village Common Watering Trough	33 Main Street	1915
NRDIS	Montague Village Common War Memorial	33 Main Street	1954
NRDIS	Unitarian Church of Montague	34 Main Street	1834
NRDIS	Montague Schoolhouse	38 Main Street	1837
NRDIS	Montague First Congregational Church Parsonage	39 Main Street	c. 1852
NRDIS	Avery Clapp House	40-42 Main Street	1837
NRDIS	Rev. E. Moody House	41 Main Street	c. 1850

Designation	Name of Feature	Location	Date Built
NRDIS	J. H. Morse House	44 Main Street	c. 1837
NRDIS	Dr. F. A. Deane House	45 Main Street	c. 1850
NRDIS	J. Learned House and Store	46 Main Street	1837
NRDIS	Edward L. Delano House	49 Main Street	1838
NRDIS	Alvah Stone House	50 Main Street	c. 1835
NRDIS	U. S. Post Office – Montague Center Branch	53 Main Street	c. 1960
NRDIS	House	54 Main Street	c. 1960
NRDIS	Clapp, R. N. Tin Shop	55 Main Street	c. 1860
NRDIS	Henry H. Root Grocery Store	58-60 Main Street	1885
NRDIS	George A. Clapp Shoe Factory	59 Main Street	1856
NRDIS	House	63 Main Street	1889
NRDIS	Charles Kellogg House	64 Main Street	1847
NRDIS	N. C. Brewer House	66 Main Street	1842
NRDIS	House	67 Main Street	c. 1910
NRDIS	E. Nettleton House	68 Main Street	1857
NRDIS	House	69 Main Street	1933
NRDIS	Chandler House	70 Main Street	c. 1850
NRDIS	Dr. Anson Cobb House	71 Main Street	1892
NRDIS	House	75 Main Street	c. 1900
NRDIS	House	2 Newton Lane	c. 1960
NRDIS	House	4 Newton Lane	c. 1960
NRDIS	House	5 Newton Lane	c. 1960
NRDIS	House	6 Newton Lane	c. 1980
NRDIS	House	7 Newton Lane	c. 1980
NRDIS	Edward W. Chenery House	2 North Street	c. 1831
NRDIS	Montague First Congregational Church	4 North Street	1834
NRDIS	Edward Benton House	7 North Street	1865
NRDIS	House	11 North Street	1888
NRDIS	Montague Center Schoolhouse / House	15 North Street	c. 1800
NRDIS	House	19 North Street	c. 1920
NRDIS	Chandler House	2 Old Sunderland Road	c. 1840
NRDIS	House	4 Old Sunderland Road	c. 1850
NRDIS	House	10 Old Sunderland Road	c. 1870
NRDIS	House	16 Old Sunderland Road	c. 1850
NRDIS	Joseph Root Tavern	17 Old Sunderland Road	c. 1739
NRDIS	House	23 Old Sunderland Road	c. 1850
NRDIS	Playground	School Street	c. 1910

Designation	Name of Feature	Location	Date Built
NRDIS	T. B. Searle House	3 School Street	1902
NRDIS	House	6 School Street	c. 1890
NRDIS	House	8 School Street	c. 1920
NRDIS	House	9 School Street	c. 1960
NRDIS	House	11 School Street	c. 1890
NRDIS	Public School	15 School Street	1950
NRDIS	Dr. G. Wright House and Office	2 South Street	c. 1830
NRDIS	Joseph Root Tavern Ell	6 Station Street	1739
NRDIS	Montague Fire Department Engine House	9 Station Street	c. 1900
NRDIS	Gas Station	10 Station Street	c. 1920
NRDIS	House	11 Station Street	c. 1970
NRDIS	Blacksmith Shop; Warehouse	12 Station Street	c. 1900
NRDIS	House	13-15 Station Street	c. 1900
NRDIS	House	17 Station Street	c. 1970
NRDIS	Locust Hill Cemetery	Turners Falls Road	c. 1760
NRDIS	C. Lawrence House	547 Turners Falls Road	c. 1830
NRDIS	Z. Taylor House	551 Turners Falls Road	c. 1870
NRDIS	Frank Martin House	555-557 Turners Falls Road	c. 1933
NRDIS	Bus Terminal	7 Union Street	c. 1940
NRDIS	A. C. Stone House	11 Union Street	c. 1860
NRDIS	House	14 Union Street	c. 1856
NRDIS	A. Clapp Jr. House	19 Union Street	1856
NRDIS	George A. Clapp Shoe Factory Worker Housing	20 Union Street	c. 1856
NRDIS	George A. Clapp Shoe Factory Worker Housing	21 Union Street	1856
NRDIS	George A. Clapp Shoe Factory Worker Housing	22 Union Street	c. 1856
NRDIS	George A. Clapp Shoe Factory Worker Housing	23 Union Street	1856
NRDIS	House	24 Union Street	c. 1856
NRDIS	George A. Clapp Shoe Factory Worker Housing	25 Union Street	c. 1856
NRDIS	House	26 Union Street	c. 1856
NRDIS	House	27 Union Street	c. 1925
NRDIS	D. Clapp House	30 Union Street	c. 1856
NRDIS	M. H. Clapp House	33 Union Street	c. 1856
NRDIS	George A. Clapp Shoe Factory Worker Housing	34 Union Street	c. 1860
NRDIS	House	37 Union Street	c. 1920
NRDIS	Clapp Scythe Factory	5 Welch Lane	c. 1900

Designation	Name of Feature	Location	Date Built
NRDIS	Laundry	9 Welch Lane	c. 1900

Sunderland Center Historic District Properties

Designation	Name of Feature	Location	Date Built
NRDIS	Skibiski Building	2 Amherst Road	Ca. 1927
NRDIS	L&M Warner Grain Store	10 Amherst Road	1917
NRDIS	L&M Warner Grain Store	10A Amherst Road	1917
NRDIS	Warner-Miller-Skibiski Building	18 Amherst Road	1917
NRDIS	house	26 Amherst Road	Ca. 1860&1950
NRDIS	James Clary House	34 Amherst Road	Ca. 1855
NRDIS	Connecticut River Bridge	Bridge Street	1938
NRDIS	Ben Toczydlowski House	23 Bridge Street	1947
NRDIS	Edward Tozloski House	17 Bridge Street	1948
NRDIS	Ben Toczydlowski Store	13 Bridge Street	Ca. 1940
NRDIS	Ben's Station	11 Bridge Street	1939
NRDIS	Riverside Cemetery	Cemetery Road	1722-1996
NRDIS	Cemetery storage shed	Cemetery Road	Ca. 1900
NRDIS	house	2 Garage Road	1930-40
NRDIS	Elijah Rowe House	6 Garage Road	Ca. 1790
NRDIS	Henry O. Williams House	243 North Main Street	Ca. 1853
NRDIS	Neo-colonial house	238 North Main Street	Ca. 1950
NRDIS	Edward L. Robinson House	226 North Main Street	Ca. 1904
NRDIS	Williams Farm	225 North Main Street	1919
NRDIS	Equipment shed	225 North Main Street	Pre-1948
NRDIS	Open cow shed	225 North Main Street	Ca. 1930
NRDIS	barn	225 North Main Street	Ca. 1930
NRDIS	Corn crib	225 North Main Street	Ca. 1920
NRDIS	Poultry house	225 North Main Street	Ca. 1930
NRDIS	Samuel Billings/Noah Graves House	207 North Main Street	Ca. 1718-50
NRDIS	Neo-colonial house	200 North Main Street	Ca. 1930
NRDIS	garage	200 North Main Street	Ca. 1930
NRDIS	Israel Cooley House	199 North Main Street	1800-1833
NRDIS	Tobacco barn	199 North Main Street	Ca. 1940
NRDIS	Samuel Graves, Sr. House	187 North Main Street	1804
NRDIS	Converted storage barn	184 North Main Street	Ca. 1950
NRDIS	Colonial Revival house	180 North Main Street	1923
NRDIS	garage	180 North Main Street	Ca. 1923
NRDIS	Harold C. Pomeroy House	178 North Main Street	Ca. 1910

Designation	Name of Feature	Location	Date Built
NRDIS	garage	178 North Main Street	Ca. 1940
NRDIS	Eleazer Warner, Jr. House	171 North Main Street	Ca. 1825
NRDIS	Isaac Graves House	168 North Main Street	Ca. 1730
NRDIS	shop	168 North Main Street	Ca. 1900
NRDIS	Eleazor Warner House	167 North Main Street	1750-1800
NRDIS	barn	166 North Main Street	Ca. 1900
NRDIS	Bungalow house	162 North Main Street	1922
NRDIS	garage	162 North Main Street	1920s
NRDIS	Neo-colonial house	158 North Main Street	Ca. 1930
NRDIS	garage	158 North Main Street	Ca. 1940
NRDIS	Gideon Warner House	157 North Main Street	Ca. 1780
NRDIS	George F. Abby House	154 North Main Street	1875
NRDIS	barn	154 North Main Street	1875
NRDIS	Graham/Beaman House	153 North Main Street	1776
NRDIS	barn	153 North Main Street	Ca. 1850
NRDIS	David Graves House	143 North Main Street	1748-80
NRDIS	barn	143 North Main Street	Ca. 1900
NRDIS	Alvin Johnson House	140 North Main Street	Ca. 1865
NRDIS	Rev. James Taylor House	133 North Main Street	Ca. 1807
NRDIS	barn	133 North Main Street	Ca. 1910
NRDIS	Kenneth Williams House	127 North Main Street	Ca. 1920
NRDIS	Henry F. Sanderson House	126 North Main Street	Ca. 1843
NRDIS	garage	126 North Main Street	Ca. 1930
NRDIS	Mrs. Montague House	123 North Main Street	1925
NRDIS	Ashley Graves House	121 North Main Street	Ca. 1830
NRDIS	shop	121 North Main Street	Ca. 1870
NRDIS	Henry F. Sanderson House	120 North Main Street	Ca. 1843
NRDIS	Craftsman Bungalow house	119 North Main Street	Ca. 1925
NRDIS	garage	119 North Main Street	Ca. 1925
NRDIS	Samuel Jennison House	118 North Main Street	Ca. 1850
NRDIS	Dimo's Restaurant	116 North Main Street	Ca. 1912
NRDIS	Fourth Parish House	115 North Main Street	1917
NRDIS	garage	115 North Main Street	1917
NRDIS	Roman F. Toczydlowski House	113 North Main Street	1927
NRDIS	Town Hall	112 North Main Street	1867
NRDIS	Warner's Tobacco Shop	110 North Main Street	1923
NRDIS	Graves Memorial Library	109 North Main Street	1900
NRDIS	Sunderland Bank	108 North Main Street	1825
NRDIS	Town House	104 North Main Street	Ca. 1820
NRDIS	First Congregational Chapel	93 South Main Street	1849

Designation	Name of Feature	Location	Date Built
NRDIS	First Congregational Church	91 South Main Street	1835
NRDIS	Dr. Gustavus Peck House	90 South Main Street	Ca. 1835
NRDIS	Lota & Luther Root House	87 South Main Street	Ca. 1817
NRDIS	Samuel Dorrance House	86 South Main Street	Ca. 1835
NRDIS	Frederick & Ina Kidder House	83 South Main Street	1914
NRDIS	Barn complex	83 South Main Street	1914-1940
NRDIS	garage	83 South Main Street	1914
NRDIS	Equipment shed	83 South Main Street	Ca. 1914
NRDIS	Manufacturing building	83 South Main Street	Ca. 1940
NRDIS	William Russell House	82 South Main Street	Pre-1830
NRDIS	barn	82 South Main Street	Ca. 1850
NRDIS	Third Parsonage	79 South Main Street	Ca. 1842
NRDIS	garage	79 South Main Street	Ca. 1940
NRDIS	Arthur W. Hubbard House	76 South Main Street	Ca. 1910
NRDIS	garage	76 South Main Street	Ca. 1910
NRDIS	Grace Clark Hobart Store	75 South Main Street	Ca. 1895
NRDIS	Austin Lysander Marsh House	71 South Main Street	Ca. 1835
NRDIS	barn	70 South Main Street	Ca. 1900
NRDIS	Elisha Smith House	69 South Main Street	1756
NRDIS	Queen Anne house	66 South Main Street	Ca. 1880
NRDIS	barn	66 South Main Street	Ca. 1900
NRDIS	Seth Warner House	63 South Main Street	1836
NRDIS	barn	63 South Main Street	Ca. 1900
NRDIS	Colonial Revival house	62 South Main Street	Ca. 1890
NRDIS	barn	62 South Main Street	Ca. 1900
NRDIS	Deacon John Montague House	59 South Main Street	Ca. 1800
NRDIS	Louis H. Pomeroy House	51 South Main Street	1904
NRDIS	barn	51 South Main Street	Ca. 1904
NRDIS	Smith/Moline House	50 South Main Street	1847
NRDIS	Nathanial Austin Smith House	47 South Main Street	Ca. 1847
NRDIS	barn	47 South Main Street	Ca. 1900
NRDIS	Catline/Trow House	46 South Main Street	Ca. 1800
NRDIS	barn	46 South Main Street	Ca. 1850
NRDIS	Hepburn/Houle House	41 South Main Street	1922
NRDIS	Manoah Bodman House	38 South Main Street	Ca. 1758
NRDIS	barn	38 South Main Street	Ca. 1900
NRDIS	Deacon Albert Hobart House	37 South Main Street	1850-60
NRDIS	Clark Rowe House	34 South Main Street	Ca. 1831
NRDIS	Warren Graves House	28 South Main Street	Ca. 1834
NRDIS	Millstone Farm Market	24 South Main Street	1929

Designation	Name of Feature	Location	Date Built
NRDIS	Alexander/Taft House	23 South Main Street	Ca. 1800
NRDIS	Tobacco barn	23 South Main Street	Ca. 1930
NRDIS	Equipment shed	23 South Main Street	Ca. 1920
NRDIS	House (converted barn)	22 South Main Street	Ca. 1900
NRDIS	Elias Graves House	18 South Main Street	Ca. 1765
NRDIS	Lillian Dill House	17 South Main Street	Ca. 1900
NRDIS	garage	17 South Main Street	Ca. 1900
NRDIS	Clifford A. Hubbard House	12 South Main Street	1919
NRDIS	garage	12 South Main Street	1919
NRDIS	Appollos Sanderson House	7 South Main Street	1825-60
NRDIS	Benjamin Darling House	4 South Main Street	Ca. 1851
NRDIS	garage	4 South Main Street	Ca. 1920
NRDIS	Benjamin Graves House	1 Old Amherst Road	1753
NRDIS	Frederick E. Walsh House	6 School Street	1921
NRDIS	garage	6 School Street	Ca. 1930
NRDIS	W. D. Chandler House	9 School Street	Ca. 1865
NRDIS	A. C. Delano House	11 School Street	Ca. 1855
NRDIS	Center School	12 School Street	1922
NRDIS	Frederick Beaman House	15 School Street	Ca. 1871
NRDIS	Lawer Shop	23 School Street	Ca. 1880
NRDIS	Mason Armstrong House	28 School Street	Ca. 1855
NRDIS	barn	28 School Street	Ca. 1855
NRDIS	Hunter House	32 School Street	Ca. 1900
NRDIS	Skibiski Vegetable Storehouse	32 School Street	Ca.1920
NRDIS	Queen Anne house	33 School Street	Ca. 1900
NRDIS	garage	33 School Street	Ca. 1940
NRDIS	Toll House	38 School Street	1812
NRDIS	Converted tobacco shed	Warner Drive	Ca. 1940
NRDIS	Maintenance shed	Warner Drive	1948
NRDIS	barn	Warner Drive	1886