

# MHC Reconnaissance Survey Town Report

## LUDLOW

Report Date: 1982

Associated Regional Report: Connecticut Valley

**Reconnaissance Survey Town Reports**, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

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MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)

[mhc@sec.state.ma.us](mailto:mhc@sec.state.ma.us) / 617-727-8470

## MHC RECONNAISSANCE SURVEY REPORT

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Date: March 1982

Community: Ludlow

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### I. Topography

Ludlow is situated on the western edge of a region of rugged uplands that dominate central Massachusetts. These uplands cover most of eastern Ludlow and generally range between 400-650' in elevation. The western portion of the town consists of dry and marshy lowlands bisected by a section of moderate uplands. Ludlow falls within the Chicopee River drainage which forms the southern boundary of the town. The only other major drainage source is the Springfield Reservoir located in northeastern Ludlow. Several small ponds are scattered about the town. The soil ranges from the sandy loam of western Ludlow to the stony glacial till of the eastern uplands.

11. Originally included as part of the Springfield grant with the northern and western boundaries defined in 1685. Established as the Stony Hill district of Springfield in 1774 with southern boundary along the Chicopee River. Recognized as the independent town of Ludlow in 1775 with western boundary at Springfield (Chicopee) adjusted during the 19th century.

### 111. Historic Overview

Suburban industrial town on the periphery of the main Springfield-Boston axis. Located along the Chicopee River at the edge of the central uplands with important native site at Indian Leap below Chicopee Falls and suspected potential along the river valley. Colonial settlement from Springfield delayed by limited agricultural potential and barrier of Chicopee River until the mid-18th century. Ludlow town center established after the Revolution with surviving Late Colonial meeting house and burying ground. Waterpower potential of Chicopee Falls realized by early 19th century with textile manufacturing creating mill village of Jencksville (Ludlow). Alluvial plains developed as productive farmsteads through mid-19th century with several examples of period Greek Revival houses along interior roads. Increasing use of area for Springfield metropolitan expansion during Late Industrial period with location of Springfield Reservoir in northeast highlands, including period gatehouse and aqueduct system across Chicopee River. Expansion of industrial activity at Chicopee Falls through early 20th century by Ludlow Company with surviving brick towered factory complex, municipal civic center and related housing. Residential expansion maintained through Early Modern period with improvement of Chicopee bridges and location of adjacent Westover Air Base. At present, access to Mass Turnpike and Westover AFB have converted much of the remaining farmland for suburban and commercial development along Chicopee valley, while original town center retains authentic historic character.

### IV. Contact Period (1500-1620)

#### A. Transportation Routes:

Secondary system of routes between central uplands and Connecticut Valley focused upon major crossings of Chicopee River. No documented trails in town histories; however, two reported fords on Chicopee set pattern of

potential routes: major fordway at Wallamanumps (Route 21 bridge) on Chicopee falls and secondary ford at North Wilbraham (Noon, P. 61). Potential trails from Wallamanumps ford appear as Holyoke and North Streets to Higher Brook and Chapin Pond. Potential trails from North Wilbraham ford are likely as Miller St around Minechoag Mountain and Chapin Street to Minechoag and Chapin Ponds. Focus of trails at Chapin Pond branches east-west as Chapin St. and former route shown on 1795 map to Ludlow Center through Ludlow Gun Club. Focus of regional routes from uplands at Ludlow Center appear as portions of east-west Belchertown Road with former branch suspected around High Hill through Springfield Reservoir (Cherry Valley). Some north-south connector is conjectured to North Wilbraham ford, likely along Alden St. to Three Rivers. Potential trails north from Higher Brook (Scott Corner) appear likely as Kendall-Munsing Streets to Facing Rock along Harris Brook. Other possible trails might be located through Westover A.F.B. to Stony Brook and along Chicopee River meadows east-west at Minechoag Pond (Ludlow Country Club).

#### B. Settlement:

There were no reported Contact period sites. However, the existence of a major river, a number of small ponds and agricultural land suggests some native period occupation. Native sites would have clustered along the fertile agricultural land adjacent to the Chicopee River and the town's several ponds. Additional native occupation probably took place on the lowlands of the westernmost portion of Ludlow and several of the town's moderate hills, particularly one northeast of Minechoag Pond and a second immediately east of the Springfield Reservoir. Evidence of Middle Woodland period occupation was encountered in the western lowlands a short distance southeast of the ~~Rod~~ and Gun Club.

#### C. Subsistence Patterns:

The area's best agricultural land is situated along the Chicopee River and the town's western lowlands. Additional agricultural land was present in central Ludlow. Fishing would have occurred in the Chicopee River and its tributaries and Ludlow's ponds. A prime fishing location was situated at the Chicopee River falls just below the North St. bridge. Native hunting and gathering most likely took place in the town's wooded uplands and marshland.

#### D. Observations:

The Ludlow area was probably utilized by natives primarily during the spring and summer months as a fishing and agricultural area. Movement between this area and the heavily populated Connecticut River Valley was facilitated by the Chicopee River and the nearby Bay Path. There is an excellent probability of extant native Contact period sites occurring in Ludlow. The Chicopee River lowlands and those of western Ludlow and the land adjacent to the town's southern ponds should be considered particularly sensitive.

### V. Plantation Period (1620-1675)

#### A. Transportation:

Native trails remained as regional routes with fordways at Chicopee River

reported from King Philip's War (Indian Leap at Wallamanumps, Holland, P.84).

B. Population:

There were no figures for native population. It is suspected the epidemics that devastated the nearby Connecticut River Valley in the 1630's would have had a serious impact on Ludlow's native population. Colonial settlement post-dated 1675.

C. Settlement Patterns:

There were no identified native period sites. However, Ludlow probably had native Plantation period settlement when considering native use of the area during the King Philip's War and the absence of a pre-war colonial population.

D. Economic Base:

The native population probably retained their traditional seasonal subsistence patterns. There was probably some native involvement in William Pynchon's fur trade operation based in Springfield. Colonial utilization of this territory would have been restricted to timbering and haying.

E. Observations:

Local and regional histories provide little understanding of this period of Ludlow's history. Future research should place particular emphasis on re-constructing the native community, since the colonial presence appears to have been virtually non-existent.

VI. Colonial Period (1675-1775)

A. Transportation Routes:

Regional route system improved with settlement of Stony Hill district. Bridge reported at Wallamanumps on Chicopee River (Route 21) by 1776 (Noon, p. 36) with major highways radiating from North and Holyoke Sts. to east-west Belchertown Road (Route 21). Other roads suspected in area, but remain undocumented.

B. Population:

No figures for a **native** population. The figures for the colonial community were limited. In 1774, the district of Ludlow had 200-300 residents, almost all of whom were Congregationalist. The majority of the community's early settlers were former Springfield residents. Smaller numbers moved from the Connecticut River Valley (Massachusetts), southeastern Massachusetts and Connecticut.

C. Settlement Patterns:

Local tradition refers to two native period sites. "Indian Leap", a bluff overlooking the Chicopee River, reputedly served as an overnight refuge for a large native force led by King Philip after they destroyed Springfield during King Philip's War. The second site was situated in the uplands of northern Ludlow at Facing Rock. At this location, a small band is said

to have killed an English captive taken at Longmeadow during King Philip's War or the Indian wars of the early eighteenth century.

The colonial settlement of Ludlow escaped damage during the 18th century Indian Wars. Initial settlement did not take place until the mid-18th century, despite this area's inclusion as part of Springfield's "Outward Commons" (east section) established in 1685. Settlement was generally dispersed, although the majority of inhabitants established homes in the lowlands of central and south-central Ludlow. The first settlement occurred along or slightly north of the Chicopee River. Settlement gradually moved north towards present Ludlow Center. By the early 1770's, a small settlement node had developed in the vicinity of Ludlow Center. Ludlow's first meetinghouse was not erected until 1783-84 because of its limited economy and the outbreak of the Revolution.

#### D. Economic Base:

Agriculture was the focal point of Ludlow's economy. Local mill operations were limited, as was the case with virtually all of the settlements in this portion of the study unit. Possible pre-1775 mills were situated on Stony Brook, Higher Brook and the Chicopee River. A possible pre-1775 ironworks was located on the Chicopee River downstream from Indian Leap.

#### E. Architecture:

Residential: Comparatively few houses of the 18th century are known in Ludlow. One of the few documented structures of the period is the Aaron Colton House on Center Street, dating c.1751. A center chimney structure with the traditional center entrance and symmetrical five-bay facade, the Colton House once functioned as a tavern. Only one other house was observed which may date from the 18th century. This is a center chimney, five-bay facade house on Miller Street. Given the town's incorporation date of 1775, the extremely small number of houses is surprising and undoubtedly does not reflect the actual number built.

Institutional: Although the first Congregational district was formed in Ludlow in 1774, a meetinghouse was not constructed until the Federal period.

#### F. Observations:

Ludlow had the latest settlement date of any of the present town's encompassing Old Springfield. Preliminary data strongly suggests it was also one of the least populated and economically depressed areas of these satellite communities during the Colonial period. The probability of extant archaeological remains is high, particularly in central and southeastern Ludlow. Special efforts should be made to examine and protect the potentially rich Indian Leap site.

### VII. Federal Period (1775-1830)

#### A. Transportation Routes:

Location of Ludlow meetinghouse created radial road pattern from town center in 1780's. Meetinghouse roads include east-west Church St., Belchertown Road, and north-south Center-Booth Streets. Secondary period highways include north-

south Lyon, Fuller, West and Moore Streets off east-west axis (Route 21) and Plumley-East Streets from Wallamanumps Bridge as highway across Cedar Swamp (Noon, P.36).

B. Population:

Relatively slow growth of 10 persons per year probably until the establishment of the Jencks cotton mill at Jencksville in 1812. In 1810, the population numbered only 730. A decade later, the population had climbed 70 percent (averaging 50 per year), reaching 1246. At this figure, Ludlow's population stabilized for the next 50 years, varying only slightly in accordance with economic conditions. Virtually all of the population was of Yankee stock, though by the 1820's, the mills brought in a variety of newcomers from areas as distant as Rhode Island (where Jencks himself had come from).

C. Settlement Patterns:

Location of meeting house in 1783 created civic focus at Ludlow Center. At the same time construction of mill dam at Wallamanumps Falls on the Chicopee River established pattern for industrial center at Jencksville (Ludlow). The mill village was expanded during the War of 1812 with location of textile factories at the Chicopee Falls with axis along North St.. Agriculture remained primary activity along alluvial plains of Chicopee River and Higher Brook with charcoal kilns located at Facing Rock.

D. Economic Base:

Throughout the period, Ludlow remained predominantly agricultural, though Jencksville on the Chicopee River developed into a small manufacturing center.

Principal crops included corn and rye in 1800, four sawmills were recorded in 1794. The earliest manufacturing was undertaken at the falls of Wallamanumps ( later Jencksville ) by Abner Putnam, a scythe maker from Sutton, Mass. who operated a forge and triphammer c.1796-1812. In the latter year the privilege and property were purchased by Benjamin Jencks, a textile entrepreneur from Smithfield, RI, who built a small wooden thread mill near the falls. In 1821, Jencks, now incorporated as the Springfield Manufacturing Co., expanded with two stone mills. power looms, and a greatly expanded work force, for the next 25 years dominating the town's industrial economy. By 1829, the company owned 29 workers' houses, 2 stone cotton mills, grist mill and a gun shop. By 1832 the company employed over 250 men and women producing cotton goods valued at \$105,642.

Smaller manufacturing activities in this period included a small chair factory, and a glass works, both in the north part of town. The glass works, incorporated by John Sikes in 1815 as the Ludlow Manufacturing Co., produced green glass bottles for a few years, though its isolated location apparently proved a deterrent to its success.

E. Architecture:

Residential: The number of houses surviving from the Federal period reflects a substantial increase over the Colonial period. Settlement apparently remained focused along Colonial roads, as most Federal period houses are located

in areas of earlier settlement. Federal houses were observed on Center, Miller and Fuller and Holyoke Streets and on Belchertown Road. Most of the surviving period structures are end chimney structures with comparatively few double chimney or center chimney houses known. Most of these houses are two stories in height with gable roofs and simple entrances symmetrically centered on five-bay facades. Entrance treatment is simple with door surrounds embellished only, with a straight entablature being most common. Three-quarter length sidelights were occasionally incorporated on some of the later Federal houses. Semicircular windows in the end gable are a common decorative motif. Cottages are comparatively rare in Ludlow as well, with only a few center chimney cottages observed, at Ludlow Center on Center Street and Belchertown Road. Despite the scarcity of more Federal housing, at least one other small house form is known to have been used in the period. This type is exemplified in the Alden House of 1822 on Fuller Road: it is a three-bay wide double chimney two-story structure. Although shorter than the standard houses of the period, it nonetheless retains a center entrance.

**Institutional:** The first meetinghouse in Ludlow was constructed in 1783. A very plain two-story end chimney vernacular structure with a gable roof, the Ludlow meetinghouse is notable as one of the few instances known in the state where a town's first meetinghouse has survived. After the construction of the second meetinghouse in 1840, the old meetinghouse was moved north and became the town hall. It is used today as a Grange hall. No other institutional buildings of the period are known to survive, but the first school districts were established in the period, with five districts in 1789 and ten districts by 1822. The first schoolhouse was built in 1791.

**Commercial:** At least two taverns are known to have operated in Ludlow in the Federal period, both of which survive in altered condition. These are the Barton Tavern (1786) and the Fuller Tavern (1782) on Center Street. Both originally had double interior chimney, center hall plans. The Fuller Tavern is the larger of the two and has a facade consisting of seven bays; originally it had attached carriage sheds with an arched passageway, a full two-story veranda on the facade and a ballroom. The Barton Tavern is more typical of period domestic structures with a five-bay, center entrance facade.

## VIII. Early Industrial Period (1830-1870)

### A. Transportation Routes:

Continued improvement of Chicopee River crossings with covered bridge at Wallamanumps Falls (Route 21) and Red Bridge to Three Rivers (Palmer) in 1837 (Noon, p. 75). No railroads through area, although connections to Indian Orchard Branch RR from Springfield across Chicopee River by 1850.

### B. Population:

After the failure of the Springfield Manufacturing Company, the population declined slightly. Not until after 1875, however, did the town's population rise above the 1837 figure of 1329 people. By the mid 1850's foreign born residents numbered 5 percent of the total town population--of this two-

thirds were Irish with a small number from Scotland.

#### C. Settlement Patterns:

Continued expansion of industrial development at Jencksville(Ludlow) prompted relocation of civic activities from Ludlow Center to mill village in 1841. Secondary village centers emerged along east-west highway at Scott Corner and Ludlow City. Agriculture remained primary activity of interior plains.

#### D. Economic Base:

The Springfield Manufacturing Company at the falls continued to prosper. In 1840, the U.S. Government contracted with the company to forge gun barrels, and a new machine shop was constructed for the purpose. In 1846 the shop was producing textile machinery. The bankruptcy of the company in 1848 proved a severe blow for the village and the town, from which neither adequately recovered until after the Civil War. The mills went through a succession of owners, the most prominent being George Deane, a pioneer manufacturer of jute seamless bagging. The acquisition of his assets by creditor Charles T. Hubbard and the Boston Flax Co. of East Braintree, MA was key to the town's prosperity after 1870.

Other small mills in the period included woolen and lumber mills with minor home production of boots and shoes and palm-leaf hats. By 1865, 175 farms were recorded.

#### E. Architecture:

Residential: Settlement in Ludlow appears to have remained comparatively dispersed through the Early Industrial period, as most houses of the period are located along outlying roads with little concentrated settlement at the present center of town. Although the sidehall plan typically associated with the Greek Revival style appears to have been adopted fairly readily in Ludlow, very few pure Greek Revival houses are known. Most Greek Revival houses of five bays' width and a single bay's depth are common for the 1830's and 1840's. Although these incorporate gable end pediments, many retain the narrow, vertical proportions of the Federal style. Also common for the early years of the period are two-bay wide sidehall entered houses with gable front orientation and end gable pediments. The most elaborate entrance treatments consist of straight entablatures surmounting three-quarter length sidelights, while simpler houses have only a straight entablature above the door. Later in the period, sidehall plan houses predominate, most of these incorporating gable ends with pediments. No fully-developed Italianate houses have survived, although one well-developed Italianate villa with a low hip roof and central square lantern was noted as the location of the Winding Wave School, a private school founded in 1854. Although they also do not survive, a group of workers' houses are known to have been built in the present town center opposite Indian Orchard. These were two-story, center chimney Greek Revival double houses with sidehall plan units entered from the outermost end bay. These houses incorporated two-story side ells. Probably built c.1850, they were demolished at the turn of the century, but appear to have functioned as a model for later workers' duplexes erected by the Ludlow Manufacturing Company.



Institutional: Among the institutional buildings constructed in the Early Industrial period are the Union Church(1845; remodelled 1904-05, W.R. Emerson), a modest two-story Greek Revival/Italianate gable roofed structure with a center entrance surmounted by a Palladian window and two stage square belfry with an open domed cupola, the "Old Chapel" (1865), a one-story center entrance Greek Revival/Italianate building used as a Sunday School Chapel by the First Parish, and the First Parish Church (1859, Chauncey Shepherd, Springfield architect). The First Parish Church, the congregation's third meetinghouse, was a well-detailed, if somewhat belated, example of ecclesiastical Romanesque Revival architecture with a shallowly projecting central entrance tower with paired roundhead windows at the second story, a wheel window and a square belfry with louvered round-arched openings surmounted by an octagonal second stage carrying an octagonal spire. Brackets articulated the cornices at each stage as well as at the eaves and across the pediment on the facade. Apparently, the church has been seriously damaged or destroyed since 1978 when an inventory form was completed for the structure: the building is being entirely reconstructed at present. Another institutional structure of the period is the Civil War monument (1867, W. N. Flynt, sculptor). Institutional buildings of the period which have not survived include several district schools, probably built in the 1850's and 1860's. Most of these were story-and-a-half transitional Greek Revival/Italianate structures, two bays wide by three bays long with a single center entrance on the gable end and end chimney. One exception to this was the two-story brick school at the town center (District 4) later incorporated in the James Hannum residence (extant?) and a one-story brick end chimney school (District 6).

## IX. Late Industrial Period (1870-1915)

### A. Transportation Routes:

Secondary regional railroads located along Chicopee River to Ludlow Manufacturing Company as Athol Branch Railroad in 1873 (abandoned in part) with branch across Chicopee to Wilbraham by 1900. Location of Hampden RR east-west between Palmer and Springfield through Ludlow during 1912 with embankment abandoned after First World War(now location of Mass Turnpike). Concrete abutments survive intact as Moore and Alden Streets. Street railway line extended from Indian Orchard(Springfield) by 1912 across North St. bridge (Route 21) with local service to Ludlow Manufacturing Company.

### B. Population:

Successive waves of cheap labor came to Ludlow in the century's last quarter. Irish and French Canadians were followed in the 1890's by Austrian Poles. By 1905, over 45 percent of the population were foreign-born; of this group, Poles numbered over one third, followed closely by French Canadians (28 percent); and Scots (22 percent). After 1880, the population rose at an accelerating rate which did not cease until the immigration acts of the 1920's. Between 1905 and 1925 the population rose at a rate of well over 200 persons per year.

### C. Settlement:

Large scale expansion of Ludlow Manufacturing Company at Jencksville(Ludlow) created tenement district around central mills with modest suburban expansion along East St. Trolley line. Formation of Springfield Reservoir by 1875 flooded farmland along Cherry Valley in northeast section.

#### D. Economic Base:

The formation of the Ludlow Manufacturing Company by Hubbard and other creditors of George Deane was followed in 1878 by the merger of Hubbard's own Boston Flax Mills (begun in East Braintree in 1848) with the Ludlow Manufacturing Company. New mills were erected in the 1880's and 1890's as production increased. By the end of the period, the Ludlow Manufacturing Associates, had become one of the largest jute manufacturing plants in the world. To supply future needs, the company built in 1901 the Red Bridge Generating Station. Also completed in the same year was Mill No. 8, perhaps aptly representing the peak of the firm's prosperity, though the company continued to do well for thirty years.

Very little other manufacturing activity is in evidence, though saw, shingle, and planing mills continued in operation in many cases into the 1920's and 1930's. Farming--dairy and poultry--remained a leading occupation for the rest of the town outside of Jencksville. The Springfield Reservoir was constructed in Cherry Valley in 1873-75.

#### E. Architecture:

Residential: Residential construction continued at a steady pace in outlying sections of the town through the Late Industrial period. At the town center, around the Ludlow Manufacturing Company factory (founded 1868), construction of workers' housing by the company commenced in the 1870's and increased sharply after 1900. By 1915, that section of Ludlow had acquired much of its present evenly-settled character. Elsewhere in the town, Late Industrial period housing was dispersed amid earlier housing with some concentrations of period housing noted at Scott Corners, Ludlow City and at the intersection of Miller and Chapin Roads. Most of these houses are sidehall plan story-and-a-half or two story houses with transitional Italianate/Queen Anne styling. Most of the houses incorporate patterned shingles, Eastlake porches and gables or dormers. Especially notable is an unusual Queen Anne double house (1903) at Scott Corner on Holyoke Street; basically a two-and-a-half story gable roofed building, the house incorporates three story conical roofed round bays at each corner of the facade, an apparently unique feature in Ludlow. The Ludlow Manufacturing Company was responsible for the construction of most of the housing at the present town center. The bulk of this housing consists of story-and-a-half Queen Anne single-family houses with sidehall plans and one-story porches across the facade. These were built in some numbers (150 by 1900 and 434 by 1914) in the neighborhoods north of East Street. There appears to have been some attempt to locate single-family houses in that neighborhood while concentrating larger multiple-family houses closer to the factory, south of East Street. There, double houses predominate, most of these two-and-one-half story double chimney structures with four bays across the facade, two-story ells to the side and a shed dormer at the roof. These houses incorporate the same sidehall plan entered from the outermost end bay as was noted in the Greek Revival double houses of the mid century. At least one agent's house was recorded in the town history (McChesney), a pretentious brick Stick Style house with a complex roofline of intersecting hip and gable roof elements, but no neighborhoods of more affluent housing were observed. It is presumed that higher echelon and non-mill workers commuted to nearby Springfield.

Institutional: Almost all of the institutional buildings of the period were built at the present town center between East and North Streets. The earliest of these is the Hubbard Library (1889, W.R. Emerson, Boston architect), a one-and-a-half story brick Romanesque Revival building with a gable roof and half-round bay on the facade. Other imposing institutional buildings of the period include

the Cole School (1901), the Primary School (1906), and the High School (1910), all three two-and-one-half story hip roofed buildings of masonry construction in Romanesque or Colonial Revival designs. Churches of the period include Saint John the Baptist (1904-06, Geoffrian and Desrochers, Worcester-builders), a two-story brick Renaissance Revival nave plan church with a transept crossing and double square towers with open domed cupolas on the facade, Saint Paul's Methodist Church (1905), an L-plan Shingle Style church with a recessed square tower on Sewall Street and Saint Andrew's Episcopal Church (1905), a story-and-a-half timbered Tudor Revival building on East Street.

Commercial: Several two and three story brick commercial blocks were constructed on East Street at the town center after the turn of the century. Probably the finest of these is the Post Office block (1901), a three-story flat roofed Renaissance Revival building with double hip roofed towers on the facade. Other more utilitarian commercial structures include the Ludlow Manufacturing Associates boarding house (1907-10) on Chestnut Street, a three-story vernacular Renaissance Revival building incorporating commercial storefronts on the first floor with rooms for female employees on the second and third floors.

Industrial: The most imposing industrial building in Ludlow is the Ludlow Manufacturing company's #8 Mill (1900-01), a three-story brick building of great length with a low gable roof and prominent five-story square corner clock tower. Other more utilitarian three-and-four story masonry buildings were erected in the period by the Ludlow Manufacturing Company along the Chicopee River. Another notable industrial building is a small granite waterworks building with a mansard roof on Belchertown Road.

#### Early Modern Period (1915-1940)

##### A. Transportation Routes:

Abandonment of trolley route and rebuilding of Chicopee River bridges at Ludlow (Route 21) in 1930 and North Wilbraham in 1939. Both bridges still in place. Improvement of local highway as secondary regional autoroads, with primary north-south connector to Quaban Valley as Route 21 and east-west connector to Palmer as East-Plumley Streets.

##### B. Population:

Population continued to grow at an accelerated rate of over 200 per year until brought to an abrupt halt by the immigration restrictions of the 1920's. Between 1930 and 1945, as the Ludlow Associates operation declined in importance, Ludlow's population actually declined on the average of 54 people per year, reaching a low point of 8065 in 1945.

##### C. Settlement:

Industrial development maintained at Ludlow Mills with modest suburban expansion extended along axis of East and North Streets to Minechoag and Chapin Ponds. Location of Westover Air Force Base in adjacent Chicopee created demand for housing during Second World War with commercial focus at Scott Corner.

#### D. Economic Base:

In the Early Modern period, as in the preceeding period, Ludlow's economy was dominated by the Ludlow Manufacturing Associates, which, after wartime difficulties encountered in shipping jute from India, embarked on a period of major expansion in the 1920's, though virtually none of it was in Ludlow. Despite a program of product diversification, the Ludlow, MA operation never regained its former size. During the peak business years (1920's), the work force at Ludlow numbered more than 4,000 employees. By the mid 1940's, this figure had shrunk to 1200. To gain tax relief during the Depression years, the company began to demolish unused mill buildings. In the same period, the company also began to dispose of its company housing. By 1915, more than half the dwelling units in Ludlow were company-owned. In 1935-37 the firm sold practically all their houses, often at prices below market value.

In the 1920's, poultry farming became a major business for the town. Period closed with the construction of the Westover Air Force Base, 1931-39.

#### E. Architecture:

Residential: Modest one and two-story Craftsman and Colonial Revival houses were built in small numbers along outlying roads in Ludlow, among them Plumley, Holyoke and Chapin Streets. Most of these are center entrance plan houses with hip or gambrel roofs and were probably built in connection with streetcar lines laid out after the turn of the century. The most unusual house of the period is a one-story concrete structure with a flat roof and molded concrete trim at the entrance and cornice; located on West Street, it was probably constructed just before the end of the period, c.1938.

Institutional: The only known institutional buildings of the period are the East Street School (1933), a utilitarian one-story brick Georgian Revival structure, and Saint John the Baptist school (1925), a two-and-a-half story brick vernacular Renaissance Revival building with a flat roof and raised half-story basement.

Commercial: Commercial structures of the period include a number of modest one and two-story masonry storefronts located at the town center along Center and East Streets. Also known are a one-story Mission Revival storeblock on Sewall Street and a brick movie theatre of the 1920's, also on Sewall Street.

#### XI. Survey Observations:

Ludlow's survey is thorough and well-documented for all pre-1850 residential and institutional structures and for important residential, institutional, commercial and industrial structures of the later periods. Given the well-preserved character of the company housing around the Ludlow Manufacturing Company and the company's vital role in the development of the present town center, it would be useful for further survey work to focus on that area and on mill workers' housing. Potential districts exist at the town center (mill and workers' housing), at the 19th century institutional center ("Ludlow Center") at Belchertown Road and Center Street and at the intersection of Rood and Church Streets (19th century agricultural landscape, well-preserved farmsteads).

Industrial: Only the Ludlow Association Mill No. 8 is included in the town's survey, yet virtually all of the company's later buildings remain, together with a highly unusual set of probably over fifty one-story brick jute warehouses from the last half of the 19th century. Substantial foundations also remain of the company's mills 1, 2, and 3, demolished in the 1930's.

Other omissions from the survey include a one-story frame ice house on Haviland Pond (an extremely rare survival) and the 1874 granite gatehouse of the Springfield Reservoir. The Springfield Aqueduct crosses the Chicopee River at Indian's Leap on what is probably the original pin-connected deck truss.

## XII Sources

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