

# MHC Reconnaissance Survey Town Report

## WILBRAHAM

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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## MHC RECONNAISSANCE SURVEY REPORT

DATE: March 1982

COMMUNITY: Wilbraham

### I. Topography

Wilbraham is located on the western periphery of the rugged uplands of central Massachusetts. These uplands cover the eastern portion of the town. They are considerably more variable in elevation than those to the north and south of Wilbraham ranging between 300 feet and over 900 feet above sea level. Western Wilbraham consists of marshy lowlands and moderate, rolling uplands. The town is situated within the Chicopee River drainage. The Chicopee is the dominant local water source and forms the boundary between Wilbraham and Ludlow. Only a handful of freshwater ponds are located within Wilbraham. Local soils are basically a sandy loam in western Wilbraham and a stony, glacial till in the eastern uplands.

### II. Political Boundaries

Originally included within the Springfield grant. The eastern boundary (Monson) defined as Outward Commons in 1685 with surviving marker stone near Twelve Mile Brook. Created as Fourth Precinct of Springfield in 1745 with northern boundary along Chicopee River (Ludlow). Established as town of Wilbraham in 1763 extending south to Connecticut line (Hampden). Western boundary with Springfield defined in 1795 and northern leg along Chicopee River annexed from Palmer in 1799. Southern boundary established in 1878 with separation of Hampden as independent town.

### III. Historic Overview

Affluent suburban town along original Springfield-Boston corridor. Located at the edge of upland hills with commanding vistas of the Connecticut Valley and suspected native sites along Chicopee River around Nine Mile Pond in North Wilbraham. Early axis of development from Springfield along Bay Path during Plantation period. Initial settlement at base of mountains by mid-18th century with abandoned meeting house site on Wigwam Hill and well-preserved early burying ground at Adams Cemetery. Authentic Colonial houses remain along Mountain Road in North Wilbraham and along north-south highways of Main Street and Stony Hill Road on alluvial plain. Relocation of Wilbraham town center to Main Street during Federal period created extended village street, anchored by Wilbraham Academy with original brick buildings intact. Agricultural potential of uplands developed by early 19th century with surviving village center at Glendale. Economic activity remained focused at North Wilbraham with location of Western Railroad and textile mills along Chicopee River, including Early Industrial housing and factory ruins. Development further expanded during Late Industrial period by suburban expansion from Springfield with Victorian residential district in North Wilbraham, and Early Modern highway development along Route 20 corridor, including surviving motor courts and poultry farms. Early electric hydro station remains on Chicopee River at Red Bridge. Present development is centered along attractive suburban vistas of Ridge Road and commercial strip of Route 20, posing potential erosive threats to the Wilbraham and North Wilbraham town centers respectively.

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

##### A. Transportation Routes:

Primary corridor of east-west travel along Chicopee valley with secondary north-south connectors along upland ridges. Major regional trail documented as Bay Path along south side of the Chicopee River followed west-east from Wallamanumps Falls at Indian Orchard (Springfield) as River Street-Old Boston Road to Route 20 at Nine Mile Pond. The route through the upland ridge is reported as Boston-Maple Mountain Roads(North Wilbraham) down to Twelve Mile Brook and east along Calkins Brook although no trace is evident (Merrick, p.85). A suspected fordway across the Chicopee was likely located at Cottage Avenue (North Wilbraham). North-south trail from primary Bay Path are most likely along South-North Main Street at the base of the uplands and probably along Stony Hill Road from Wallamanumps Falls(Indian Orchard). An intermediate trail is conjectured from North Wilbraham as Mountain-Glendale Roads to Glendale intervale with possible trail suspected along Ridge Road to Wigwam Hill. East-west connectors across lowlands are conjectured as Tinkman and Dipping Hole Roads, with possible survival of relic trail across Cedar Swamp evident on USGS sheet.

##### B. Settlement Patterns:

No reported native Contact period sites. Native occupation probably occurred when considering the presence of the Bay Path and Chicopee River in northern Wilbraham. The Chicopee River lowlands and the moderately sloping uplands of northwestern Wilbraham were particularly attractive for native settlement. Smaller native camps may have been established in the eastern uplands as suggested by the presence of separate Archaic-Woodland and unidentified native campsites in this area.

##### C. Subsistence Patterns:

Good agricultural land was located in northwestern and southeastern Wilbraham. The Chicopee River was a major source of fish. Fishing was also possible on the interior streams, Spectacle and Nine Mile Ponds. The marshlands and wooded uplands were likely sites for native hunting and gathering.

##### D. Observations:

This area was situated on the fringes of the heavily populated Connecticut River Valley. Valley natives probably utilized this land primarily for hunting and secondarily for agriculture during the summer and fall. Access was greatly facilitated by the Bay Path and Chicopee River. The town's rural nature suggests a good probability of extant Contact period sites, particularly along the Chicopee and northwestern uplands.

V. Plantation Period (1620-1675)

A. Transportation Routes:

Native trails remain as regional route system with primary east-west route from Springfield to Boston as Bay Path along Route 20 axis through North Wilbraham and along Twelve Mile-Calkins Brook (Monson).

B. Population:

No figures for a native population. Colonial settlement did not take place until the 1730's.

C. Settlement Patterns:

The existing sources made no references to native period sites. However, natives probably occupied this area on at least a short-term basis, particularly since Wilbraham lacked a pre-war colonial population.

D. Economic Base:

Colonial use of this portion of Springfield's "Outward Commons" would have been restricted to timbering and haying.

E. Observations:

Pre-War colonial settlement was probably discouraged by the same basic factors that appear to have inhibited extensive native settlement - the extensive area of rugged uplands and the proximity of the fertile Connecticut River Valley.

VI. Colonial Period (1675-1775)

A. Transportation Routes:

Improvement of east-west route along Chicopee River as Boston Post Road in 1732 (Route 20) with bridge over Twelve Mile Brook by 1741 (Merrick, p.87). Location of Fourth Parish (Wilbraham) meeting house on Wigwam Hill created radial highway network from town center during 1740's (Merrick, p.93). Period highways include north-south alignment of Glendale, Ridge, Main and Stony Hill Roads and east-west location of Springfield, Tinkman, Monson, Soule and Burleigh Roads.

B. Population:

No figures for a native population. In c.1741, the colonial settlement had only 26 residents after a decade of settlement. By the end of the Colonial period this figure had skyrocketed to 1057 residents. The majority of the settlement's early settlers were former Springfield residents. The bulk of Wilbraham's residents were members of the Congregational church which was established in 1741. A small Baptist society was organized in East Wilbraham in 1765. Their first church was not erected until c.1779.

### C. Settlement Patterns:

The only known native period settlement consisted of a single native habitation situated on Wigwam Hill.

It appears that the colonial settlement was not attacked during the 18th century Indian Wars. The majority of period settlement took place between Mileoak Corner and the village of Wilbraham primarily along South Main Street. The town's first meetinghouse, cemetery and schoolhouse were established within this area. The c.1736 cemetery was situated slightly west of the South Main Street and Tinkham Road junction. The c.1775 schoolhouse and c.1748 meetinghouse were erected at the junction of Springfield and South Main Streets and on Wigwam Hill adjacent to Tinkham Road, respectively. Later settlement occurred north of the community's center in the 1760's and 1770's along North Main Street, the northern portion of Ridge Road and the eastern portion of the Boston Post Road.

### D. Economic Base:

Wilbraham was primarily an agricultural community. There were no references to Colonial period industrial operations. Industrial development was likely discouraged by the area's dearth of streams capable of powering mills.

### E. Architecture:

Residential: Approximately a half dozen Colonial period houses are known to survive in Wilbraham; at least one of these is dated to the earliest period of settlement in the 1730's. The house, on Main Street and dated 1733, is a double chimney two-story structure but it appears to date from the Federal period and probably has been misidentified as a Colonial structure. Other houses in the town may be misdated as well, particularly those with dates prior to 1750: most Colonial houses in the town probably date from the third quarter of the 18th century. Among these are several two-story center chimney houses on Main Street, Stony Hill Road and Mountain Road as well as a single center chimney cottage(1768) with a three-quarter plan and a shallow end gable overhang. While two-story houses outnumber cottages in terms of survival, cottages were probably a fairly common houseform of the Colonial period. All Colonial period houses recorded have the standard five-bay, center entrance plan; most are of a single room depth, although a few double pile plan houses are known. At least one house noted has an end gable overhang of the hewn type as in the above-mentioned 1768 cottage.

Institutional: The fourth parish of Springfield was established in 1741 at Wilbraham with the first meetinghouse of the parish erected in 1748. No particulars of the meetinghouse are known. Wilbraham is notable as the site of an early Baptist congregation formed in 1768 and located in the northeastern corner of the town. The Baptists did not construct a meeting house until the Federal period.

Commercial: At least one tavern is known to survive. This is the Brewer's Tavern on Main Street, traditionally dated to 1748 and substantially altered at the end of the 19th century. The house has a double chimney plan, probably indicating a construction date at the end of the 18th century, unless an original center chimney had been replaced at some later date. One notable

feature of the house is the presence of a two-story projecting shed-roofed lean-to (sometimes called a "Beverly jog"), a feature noted in only one other house in the town, the Merrick House of 1788.

F. Observation:

Wilbraham functioned as the civic center of Old Wilbraham (Wilbraham, Hampden) while Hampden was the primary (if not exclusive) focus of Old Wilbraham's mill operations. Wilbraham's proximity to Springfield undoubtedly encouraged maintenance of strong social and economic ties with this settlement. There is a good likelihood of period archaeological remains surviving in this town, particularly in the vicinity of North and South Main Streets.

VII. Federal Period (1775-1830)

A. Transportation Routes:

Continued improvement of east-west corridor along Chicopee River with First Massachusetts Turnpike in 1798 including relocated causeway along riverbank as Boston Street (Route 20) Wilbraham (Merrick, p.88) through North Wilbraham. Other period roads include improvement of east-west highway from relocated Wilbraham town center as Monson Road by 1790's.

B. Population:

Wilbraham's population is inseparable from that of Hampden during this period. The population of the two towns together in 1790 was 1555, of which probably at least 1000 lived within the present bounds of the town. By 1830 the combined figure had reached 2034, a rise at least in part due to the growth of the mills in Jencksville (Ludlow), where the Springfield Manufacturing Company was an important employer of Wilbraham workers.

C. Settlement Pattern:

Formation of South Parish (Hampden) prompted relocation of meeting house from Wigwam Hill north to Wilbraham Center in 1794. Additional development fostered by establishment of Wilbraham Academy, creating civic center along Main Street axis by 1820's. Opening of First Massachusetts Turnpike (route 20) and establishment of textile mills on Chicopee River forms economic center at North Wilbraham with axis along Boston Post Road.

D. Economic Base:

Wilbraham's economy in the Federal period remained entirely agricultural, with probably fairly substantial quantities of corn, rye, and wool produced. The 1795 map of Old Wilbraham identified only one mill within the present limits of the town--a grist mill built by Caleb Stebbins in 1762 on the site of the later Wilbraham Woolen mills on Twelve-Mile Brook. The mill was joined in 1803 by the addition of a carding machine, brought from Mendon, MA. by 1830, two saw mills and a small sandstone quarry near Tinkham Road and Main Street were in operation, along with at least two small tanneries.

#### E. Architecture:

Residential: Approximately a dozen houses of the Federal period survive in Wilbraham. In general, these reflect an increase in stylistic awareness over the Colonial period houses, all of which are simple vernacular structures. Only two Federal period houses are recorded which retain the traditional center-chimney plan of the Colonial period, although problems of misdating in the inventory may tend to skew center chimney houses actually built in the Federal period to the earlier period. In any case, the double interior chimney arrangement appears to have been quickly assimilated in Wilbraham with approximately a half dozen double chimney houses known. The most elaborate of these is the Merrick House (1788), a two-and-a-half story gambrel roofed house with a classic Connecticut Valley double-leaved doorway with broken scroll pediment, window hoods with pediments, pedimented dormers and a three-story Beverly jog. No other houses of similar pretension are known in the town, although a number of well-detailed Federal houses are located along Main Street at the town center. Most of these are five-bay center entrance structures either one or two rooms deep. Gable end lunettes are common as are entrance surrounds with three-quarter length sidelights and semi-elliptical fanlights. At least one double house of 1797 is known. This is a double chimney structure, six bays long with a center entrance bay with a projecting portico with pediment. Most houses of both the Federal and Colonial periods incorporate brownstone foundations, presumably of locally quarried stone.

Institutional: Two important local institutions were founded in the Federal period, both affiliated with the Methodist Church. These are the Wilbraham and Monson Academy, founded in Monson as the Wesleyan Academy in 1817 and moved to Wilbraham in 1824, and the Methodist meetinghouse, founded in 1790 in North Wilbraham and relocated to Wilbraham center in 1794. The second parish of Wilbraham (now Hampden) was formed in 1782, with a meetinghouse built in 1783 and the parish formally organized in 1785. No particulars of the building are known. Both the 1824 Academy and the Methodist church still stand. The Academy is a well-detailed two-story brick structure seven bays long with a gable roof with a central square belfry and cupola, round arched entrance surround and end gable lunettes. The Methodist meetinghouse is a semi-domestic structure two stories tall with gable front orientation and a three bay facade with a center entrance. Second floor and gable sash are surmounted by lancet sash with blind fans. This is a particularly early use of that Gothic Revival motif, thus, the lancets may be a later addition. The meetinghouse was built by a local builder, Calvin Brewer.

Commercial: The only commercial structure observed is a two-and-a-half story, seven bay long building (now known as the Legion Lounge) located on North Main Street at the junction of Route 20. The location of the building and its length suggest its use as a tavern; the date, undoubtedly in the first half of the 19th century, is unknown but may be in the Federal period.

Industrial: The only industrial building of the period known to survive is a blacksmith shop of 1780 on Maple Street, a one-story building, two bays wide by two bays long, with a side entrance.

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

#### A. Transportation Routes:

Improvement of east-west corridor along Chicopee River with Western Railroad (Boston & Albany) through North Wilbraham in 1839. Local roads remained focused on Wilbraham town center along Main Street axis.

#### B. Population:

Wilbraham's population remained inseparable from that of Hampden during this period, though there was relatively little change in the combined figures between 1830-1860 -- approximately 2,000 people. What growth is evident -- by 1870 the figure reached 2330 -- is probably due to the development of South Wilbraham as a manufacturing center. By 1855, eight percent of the population of the two towns were foreign born, the vast majority of whom were Irish (83 percent).

#### C. Settlement Patterns:

Continued development of North Wilbraham as economic center with location of Western Railroad in 1840's. Civic focus remained at Wilbraham Center with axis along Main Street around Academy campus.

#### D. Economic Base:

Wilbraham's economy, despite the construction of the Western Railroad along the Chicopee River in 1839, remained almost exclusively agricultural. What industrial development did occur -- in small woolen mills and plough manufacture -- was located along the Scantic River in South Wilbraham (now the town of Hampden), which, despite its more isolated location, became the town's industrial center. One small woolen mill, of Gates & Nelson on Twelve Mile Brook, produced a low-grade satinete, probably utilizing local wool, and cotton warp from the nearby Jencksville mills in Ludlow. Toward the end of the period, local farmers began to experiment with raising dark tobacco; by 1865, 46 acres of tobacco were under cultivation in the two towns.

#### E. Architecture:

Residential: Many of Wilbraham's most stylish buildings were constructed in the Early Industrial period. The most outstanding of these are located at the town center, near the Academy and on Maple Street at North Wilbraham. Notable period structures include Greek Revival, Gothic and Italianate Revival structures such as the Morrow House (1854), a four-square plan hip roofed Italianate building with a square lantern, the Bliss Cottage (1852), a cross-gabled plan Gothic Revival structure with carved bargeboards, the Hodgkins House (1850), a hip roofed rearwall chimney Greek Revival house with a recessed center entrance with Doric columns in antis and the Merrick House (1832), a conservatively styled Federal/Greek Revival farmhouse



constructed of locally quarried brownstone. Most are sidehall plan Greek and Gothic Revival and Italianate houses. Notable concentration of Gothic Revival cottages with double chimneys, kneewall framing and steep pitched center gables is located on Faculty Road. While towered Italianate villas are unknown in the town, a few Italianate houses with cross gabled plans are known, at the town center and on Maple Street. A common decorative element in cottages and houses of the early years of the period is a trabeated entrance surround with transom and three-quarter length sidelights articulated with double muntins in a grid pattern.

Institutional: Notable institutional buildings of the period include Fisk Hall (1851, G.J. F. Bryant), a two-story brick gable roofed Italianate classroom building three bays wide by six bays long, Binney Hall(1854), a two-and-a-half story brick Italianate building with a projecting two-story entrance bay, and Rich Hall(1860, Twombly, Boston, architect), an imposing and ornately detailed brick Italianate building four stories tall with round arch windows with brownstone throughout and articulated piers with pilasters. Churches of the period include the Alumni Chapel(1867-68, Porter Cross), a two-story nave plan Gothic Revival brownstone building with lancet windows, small gabled dormers and a cross-gabled narthex, and the Methodist Episcopal church(1868), a two-story Italianate building with double entrances and a square belfry.

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

### A. Transportation Routes:

Continued improvement of east-west corridor along Chicopee River and street railway line extended from Indian Orchard (Springfield) by 1907. Trolley route followed Route 20 through North Wilbraham to Palmer. No trolley service to Wilbraham.

### B. Population:

Wilbraham's population remained relatively static--between 1600 and 1700 persons until 1905. The completion of street railway service, placing Wilbraham on the route between Springfield and Worcester in 1907, was probably the key factor in the sudden growth period which the town experienced, averaging 124 persons a year in the period 1905-1910. In 1905 approximately one quarter of the population had been born abroad. Of this number 35 percent were Irish; another 30 percent were Austrian Poles, probably attracted by work in the mills of Ludlow (Jencksville had a large Polish community).

### C. Settlement:

Further expansion of North Wilbraham as economic center with trolley service along Boston Post Road to Springfield and summer cottages around Nine Mile Pond. Civic focus maintained at Wilbraham Center along Main Street axis.

### D. Economic Base:

The Late Industrial period represented Wilbraham's only real period of industrial growth, with the development of the railroad village of North Wilbraham. About 1867 Dwight Ellis had begun a fairly successful woolen mill on Twelve-Mile Brook, employing 38 persons. Ellis's mill was followed in 1872 by the erection of a large paper mill on the Chicopee River by the Collins Paper Co., which for 70

years retained a dominant role in Wilbraham's economic development. Acquired by a Holyoke paper family (Whiting) in the 1880's, the mill produced a fine loft-dried rag-content writing paper. After additions in 1912, the mill employed approximately 300 people.

The paper mill was followed in 1876 by the North Wilbraham Grain Mills. S. N. Cutler & Co., established in Ashland, MA in 1844 along the Boston & Albany Railroad, was said to have been one of the first concerns in New England to grind western corn (Peck). Forced out of Ashland by the construction of the Sudbury Reservoir system, Cutler relocated in Collinsville -- still on the Boston & Albany Railroad--where they continued to grind and bag western grain. The cheapness of western grain, now available through trackside mills like Cutler's, was a prime factor in the decreasing size of Wilbraham's own cereal crops.

Other agricultural and livestock products remained strong. Dairy farms sent quantities of milk to Springfield, and two cheese factories operated for a short time. Apples and peaches also became important products, and in the 1890's, with the development of incubators, the poultry business was put on a commercial footing.

#### E. Architecture:

**Residential:** Residential construction seems to have tapered off somewhat in the Late Industrial period. Concentrations of period houses are located along Maple Street in North Wilbraham and around the Academy at Wilbraham Center. Along outlying roads, Late Industrial period houses are interspersed with earlier houses. The apparent prosperity of the mid century evidenced in number of well-detailed houses dating from that time, especially around the town center, seems to have carried through the 1870's and can be noted in the presence of several well-developed transitional Italianate/Second Empire houses and cottages with polygonal bays, mansard roofs and elaborate verandas. Examples of such houses are known to date from the 1870's. By the end of the 1870's, however, the beginnings of the Stick Style and Queen Anne were evident in the town with at least one building (Winchester House, 1878) of early Stick Style design with a cross-gabled L-plan, polygonal bays and gable screens. Later in the period, in the 1890's and through the turn of the century, sidehall plan Queen Anne houses were built in modest numbers along the main roads of the town with the beginnings of some more dense residential development evident in the northwestern section of town along the Springfield/Ludlow border. In that section, some Queen Anne two-family houses were built. After the turn of the century, modest streetcar-related residential development began to be apparent, especially along Boston Road, previously little developed for residential use. Most of the structures built are small one-story hip roof bungalows, some in brick, but most of frame construction. One particularly well-detailed bungalow is known on Boston Road near the State Line plant.

**Institutional:** Several institutional buildings built in the late Industrial period. Most of these are churches, although the number of municipal buildings built increased over the previous period. Structures range from the very modest Glendale Methodist church (1872), a one-story center entrance vernacular Italianate building to Smith

Hall (1896) at Wilbraham Academy, a two-and-a-half story Richardsonian Romanesque brick and brownstone building with a prominent round corner tower. Other buildings include the Town Offices(c.1870?), a one-and-a-half story building with an overhanging end gable with recessed portico in a very belated Greek Revival mode, the Grace Union Church(1876), a Stick Style/Romanesque Revival chapel with an offset square hip roofed belfry and projecting entrance porch, and the Springfield Street school (1905) a well detailed Colonial Revival building with a cross-gabled plan and elliptical windows in the gable end.

Commercial: The most imposing commercial building in the town was constructed in the Late Industrial period. This is the two-story brick Romanesque Revival commercial block on Boston Road at the intersection of North Main Street. The building, built c.1890, has a square plan, flat roof, bracketted eaves and stilted segmental arched window hoods. It retains its storefronts in good condition. Other more modest frame commercial structures were built at the town center during the period as well, most of these being one-story in height.

X. Early Modern Period (1915-1940)

A. Transportation:

Abandonment of trolley route during 1920's and improvement of local roads as regional autoroutes. Primary east-west highway between Springfield and Boston (Spanish War Veterans Highway) rebuilt as Route 20 in 1930's through North Wilbraham with period revetments intact along Chicopee River (Boston Road). Local north-south access to Wilbraham town center improved as Main Street. Important regional airway beacon located on crest of Ridge Road by 1930's.

B. Population:

Wilbraham's population continued to expand, though at a slower rate than in the preceding period. Between 1915 and 1925 the town gained on average about 30 people a year, possibly associated with the growth of Jencksville and the Ludlow Manufacturing Associates. By 1940 the population had reached 3041.

c. Settlement Pattern:

Commercial development of Route 20 extends suburban axis from Springfield along Boston Post Road to North Wilbraham. Wilbraham Center retained status as civic focus with suburban residential growth along Main Street.

D. Economic Base:

No new industry identified in Wilbraham within this period, though poultry and dairy farming, and fruit raising expanded. In 1929, 79 farms included 25 dairy farms and 17 poultry farms.

In the mid 30's, the construction of Quabbin Reservoir considerably lessened the flow of water in the Chicopee River, bringing about a drastic reduction in business to the Cutler Company. (A Boston water-supply reservoir had also curtailed the company's business 80 years before!) The Collins Manufacturing Company ran continuously until 1940.

## E. Architecture:

Residential: ~~Comparatively~~ little construction appears to have occurred in the town in the Early Modern period. Most of the period houses observed are modest Colonial Revival cottages and bungalows located in the northern half of town along the Boston Road. A few other modest Tudor Revival cottages were noted along Stony Hill Road. In addition to these year-round residences, some very modest frame summer cottages were built at Nine Mile Pond in North Wilbraham.

Commercial: Some aspects of the commercial development of the Boston Road are known to survive from the 1920's. Most prominent among these are several motor court complexes consisting of a half dozen or fewer tourist cabins arranged in semi-circular or linear fashion alongside a larger proprietors' house. At least two such courts of frame construction and one unusual motor court with brick center entrance tourist cabins are known along the Boston Road. Also known is a concrete Mission Revival gas station on the Boston Road at Stony Hill Road.

Industrial: The most notable industrial structure of the period is the State Line potato chip plant on the Boston Road, a one-story brick structure with articulated piers capped by stepped parapets.

## XI. Survey Observations

Industrial: Wilbraham's town survey omits both the Collins Manufacturing Co. paper mill (with power canal) and the Ludlow Manufacturing Associates Red Bridge Generating station and Dam.

## XII. Sources

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