

MHC Reconnaissance Survey Town Report

SPRINGFIELD

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: Springfield

I. TOPOGRAPHY

Springfield is situated in the Connecticut River Valley, as is apparent in the town's relatively gentle terrain. Local elevations rarely extend over 250 feet above sea level. The westernmost portion of the community is characterized by a narrow floodplain that is no more than one mile in width. Most of the remainder of Springfield is dominated by a plateau which extends east from the floodplain. A moderate amount of marshland is scattered about the eastern half of the town. The "Hassocky Marsh" situated immediately east of present Main Street at the time of Springfield's first settlement was filled in during the course of residential and commercial development of this area. Two major waterways border Springfield: the Connecticut River forms the town's western boundary while the Chicopee River flows along Springfield's northeastern border. The former river is fed by several local waterways including the Mill River and Entry Dingle Brook. The Mill River and the adjoining Watershop Pond were the site of the majority of the community's water powered industry. There are no major natural bodies of fresh water, although a complex of small ponds is located in northeastern Springfield. Several mill ponds are located in the center of Springfield, including the extensive Watershop Pond.

II. POLITICAL BOUNDARIES

Originally founded as a private plantation of the Massachusetts Bay Colony by William Pynchon in 1636, called Agawam, Springfield was included as part of the Connecticut Colony until 1638 and recognized by the Massachusetts General Court as Springfield in 1641. The original territory included Westfield, West Springfield, Southwick, Chicopee, Ludlow, Wilbraham, Hampden, Longmeadow, East Longmeadow, and sections in Connecticut to the Hartford line with Enfield, Somers and Suffield defined by the Massachusetts boundary survey of 1714. During the 18th century, parish separation established individual districts within Springfield including West Springfield (1698), Longmeadow (1714), Wilbraham (1748) and Ludlow (1774). Establishment of independent towns from the Springfield parishes defined the present boundaries with West Springfield in 1774, with Ludlow in 1775, with Longmeadow in 1783, with Wilbraham in 1795 (from the original 1729 survey) and Chicopee in 1848. Springfield was incorporated as a city in 1852; the Forest Park section was annexed from Longmeadow in 1890.

III. HISTORIC OVERVIEW

Springfield is a major urban industrial center of metropolitan status located at a critical junction of regional routes between Boston and New York. Situated on the east bank of the Connecticut River, it has a narrow floodplain and extensive alluvial outwash on a terrace to the upper Chicopee valley. There is an important native settlement site documented on the Forest Park river bluff at Mill River, with

a pallisaded fort reported during the Plantation period and suspected sites along the Bay Street trail near Five Mile Pond and Indian Orchard at Chicopee River. There was an early English settlement located on the Connecticut floodplain as a planned town during the mid 17th century with long lots surviving as a pattern along Main Street axis and potential archaeological sites along waterfront fill near Court Square from King Philip's War. The limited agricultural potential on the alluvial terrace restricted development to floodplain during the Colonial period with no surviving early houses except as possible fragments in the South End.

There was significant development of the urban industrial base during the Federal period with the location of the U.S. Armory on Upper Hill terrace and Watershops complex along the Mill River, relocating expansion up the State Street axis. The original Armory complex of plain style brick buildings remains intact as the State College campus with few other Federal period buildings except as landmark structures in Court Square, fragments of brick housing in the South End, and outlying examples of mill housing at Indian Orchard and cottages on suburban highways.

The opening of regional railroad connections at Boston and New York during the Early Industrial period further stimulated industrial urban growth with the axis of development between the North End depot and the South End manufacturing belt along the Mill River. Affluent residential growth reoriented to the river terrace along Maple Street around early landscaped Springfield Cemetery (with relocated Colonial period stones), and along State Street to McKnight district. Some original Greek Revival housing survives on Old Hill with intact remnants of suburban estates, including notable Italianate examples. The commercial district centered on the Main Street axis with one surviving ornate brick business block, while industrial activity remained at the Armory site and related manufacturing complex at Watershops Pond with well preserved set of main buildings.

Rapid expansion of economic activity during the Civil War sponsored widespread industrial innovation from government production at the Armory, including metalworking in firearms and corollary development of railroad equipment and paper manufacturing, with some surviving period factories in Brightwood and along the Mill River. An elite residential district remained along the river terrace with well preserved Victorian estates along Maple-Pine Streets to Forest Park, including Boston style row houses, while the North End district was abandoned due to fringe industrial activity, with surviving landmark civic buildings at Memorial Square. Much of the residential growth directed along the State Street carline into the McKnight and Bay area with ornate Queen Anne houses in period suburban settings. Mid 19th century business district was rebuilt with multi-storied blocks around the Court Square focus, with some remnant examples.

There was considerable expansion of development during the Late Industrial period, with increasing urban density and scale of construction. Commercial activity remained in the downtown business district along the Main Street axis, with the emergence of a monumental civic complex on State Street hill crest around the library and high school of neoclassic design. The elite district intensified along Maple Street

axis with ornate apartment blocks extended to McKnight and the North End by the First World War and affluent suburban expansion centered around Forest Park with elaborate Historic Revival houses. Large areas developed as streetcar suburbs along major transit lines with modest single, two family and three decker housing of Queen Anne and Colonial Revival style extending to Forest Park and Liberty Heights, including well preserved district in Brightwood. Industrial activity relocated along the mainline Boston and Albany Railroad with several notable structures at Athol Junction and Armory Siding for early auto and electrical industry with concrete and terra cotta construction. Similarly well preserved industrial area at Indian Orchard with intact commercial district and range of period housing types along the Chicopee River heights. Development of the metropolitan area was maintained through the Early Modern period with growth along State Street-Route 20 axis, including secondary civic focus at Winchester Square, including Georgian Revival insurance and college buildings, Moderne hospital and parkway landscape along Roosevelt Boulevard to Watershops Pond. Outer suburban districts developed with notable examples of Craftsman bungalows in East Springfield and Allen Street to Longmeadow with modest Historic Revival residential areas around parkland ponds. Downtown retains growth along Main Street with some landmark buildings and Art Deco apartments in the Maple Street district.

Present development pressures are most evident along the Route 20 axis at Eastfield Mall and along Route 21 outer loop through Sixteen Acres. The downtown area is extensively rebuilt along the waterfront interstate expressways, with considerable renovation of historic Main Street axis around Court Square to the Armory complex preserving several notable structures. Beyond the central business district, extensive areas of Upper Hill are suffering from arson and decay from Watershops to McKnight and Bay severely threatening late historic period housing stock and resulting in near clearance of apartment blocks. Peripheral commercial districts around Forest Park and Liberty Heights also indicate evidence of decline and abandonment along Carew and Summer Avenue. Renovation and preservation is most obvious around the Maple Street district with attempted efforts in McKnight and Bay, while the outer industrial areas survive remarkably intact with stable districts at Indian Orchard and Brightwood.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Focus of regional routes along the east bank of the Connecticut River with trail system linking to the central uplands and the Chicopee River across alluvial plains. The primary regional trail from Wallamanumps Falls on Chicopee (Indian Orchard) and eastern highlands is documented as the Bay Path following east-west as Park Street (Route 21)-Boston Street (Route 20) past Five Mile Pond to Bay Street around Blunt Park wetlands, where original trail character remains intact, to Armory Square (State Street) and south to Usquaiook (Mill River) as Oak-Pine-Mill Streets at Long Hill (Wright 1936:map). From Mill River the trail system branched south to Masasksick (Longmeadow) along the Connecticut River terrace (Route 5) and to Pecousik Brook

(East Longmeadow) probably as Dickenson-Tiffany Street. A probable trail from Mill River east along South Branch (Wilbraham) appears to have followed Orange-Plumtree Street to Sixteen Acres and southeast as Tinkman Road. Branches from the main Bay Path (Bay Street) to Squanungamuck (Chicopee Falls) are documented as St. James Avenue (Wright 1936:map) and probable as Harvey-Cottage Streets from Five Mile Pond. It is also likely that an intermediate trail was located along the Connecticut River meadows to Nayasset (Brightwood) as a north-south link to the Chicopee River along the axis of Main Street, although this was subject to periodic flooding as a secondary route. It is also assumed that native dugout ferries crossed the Connecticut to the west bank meadows at Agawam from Mill River.

B. Settlement Patterns

One probable native Contact period village site was situated in southwestern Springfield on a prominent bluff overlooking the Connecticut River on the property of the Vincentian Fathers. A possible associated native burial ground containing thirteen flexed burials was located "on the second bluff south" of the village site (Wright 1897). An unidentified upland site was reported further south just above the Springfield/Longmeadow town line. Additional native period settlement was likely in southwestern Springfield adjacent to the Chicopee River and the complex of freshwater ponds south of the river and an area between the New York Central Railroad and Bay Street.

C. Subsistence Patterns

Springfield was an area of extensive sources of freshwater fish contained primarily in the Connecticut, Chicopee, and Mill rivers and the now filled Garden Brook. Good horticultural land was available on the eastern bank of the Connecticut River and Indian Orchard. Hunting and gathering probably occurred on the area situated between Chestnut and Main Streets (site of the 17th century "Hassocky Marsh") and the original "pine barrens" of Springfield's interior.

D. Observations

The Springfield area was part of a zone of extensive native settlement that extended along the Connecticut River. Locally, native period settlement appeared to concentrate along the bluffs overlooking the Connecticut River. The Vincentian Fathers site was particularly important because of its strategic location and proximity to the confluence of several regional native routes. Substantial native settlement probably took place in northeastern Springfield along the Chicopee River and in the vicinity of the complex of freshwater ponds south of the river. Springfield natives were "Agawams", a group centered in present Springfield and West Springfield. Regionally, the Agawams were probably affiliated with the Pocumtucks, the dominant native group in the westernmost portion of Massachusetts in the early 17th century. The greatest likelihood of extant native period archaeological sites should occur on the southern bluffs overlooking the Connecticut River and the pond complex in northeastern Springfield.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

The native trail system remained as the regional routeways from Springfield to the Connecticut River towns and Massachusetts Bay (Boston) with the primary east-west highway as the Bay Path (Bay Street-Route 20). The location of the Springfield plantation in 1636 on the Connecticut River meadows established house lots along the axis of Town Street (Main Street) from Mill River. Causeways from Main Street over the back marsh to the river terrace were constructed in 1648 as Street Street to the Bay Path (Armory Square) and to Chicopee in ca. 1670 as Carew-Springfield Streets, with remnant corduroy logs reported in place during the early 20th century (Wright 1936:23). Other period highways from the Main Street axis include ferry landings as York and Elm Streets by the 1670s with ferry operation to Agawam (West Springfield) and Maple Street to the poorhouse from State Street by 1662.

B. Population

There were no specific figures for the native population. The Connecticut River Valley natives probably escaped the worst of the 1616-1619 epidemic that decimated the more exposed native groups of the Massachusetts coast. However, the valley natives suffered heavy losses in a devastating 1634 epidemic.

At the time of the initial colonial settlement (1636), Springfield consisted of eight families. Population growth was limited after this date. In 1639, Springfield had only 14 inhabitants. This figure had only increased to 21 by 1643 (Wright 1940:12). However, Springfield's population almost doubled between 1643 and 1645 (Ibid: 13). Springfield's first settlers were former Roxbury residents.

C. Settlement Patterns

An upland native settlement complex existed adjacent to the Connecticut River throughout this period. Central to this complex was the previously mentioned Vincentian Fathers site, the probable location of a pallisaded village. The village was occupied until the destruction of Springfield in 1675. Native settlement likely contracted with the initiation of colonial settlement on the upper portion of the Connecticut River Valley floodplain (Springfield) in the late 1630s.

The first colonial settlement was initiated by William Pynchon and seven other Roxbury residents who established homes on the west side of present Main Street. Originally, the settlement was to be limited to a minimum of thirty families and a maximum of fifty families. Each household head received a house lot and allotments of crop, pasture, meadow, marsh and timber lands. Lot selection was determined by the individual's socio-economic standing. Period settlement occurred primarily on a thin strip of land between Main Street and the Connecticut River and extended between "Round Hill" (Memorial Square) and the northern edge of the Mill River. This area also developed as the settlement's civic/religious and commercial center. Springfield's first meeting house and burial ground were

established in the vicinity of the junction of Main and State Streets in ca. 1645. The settlement was selected as Hampshire County's shire town in 1662. Three pre-1675 garrison houses were constructed in Springfield: one in the South End, one north of this, and Pynchon's Old Fort (a brick house) (Wright 1940:48). By ca. 1645, settlement had expanded south into present Longmeadow.

D. Economic Base

Springfield's primary economic pursuit throughout this period was commercial trade. At the forefront was the Anglo-Indian trade initially established by William Pynchon in the late 1630s and continued into the third quarter of the 17th century by his son, John Pynchon. These two individuals controlled the fur trade of western Massachusetts. The Pynchons erected a warehouse (ca. 1660) and a store complex, adjacent to the riverfront and near the present site of the County Jail and Upper and Lower Wharves on the riverfront directly opposite Cypress and York Streets respectively, to handle the items being shipped or carried into Springfield. The Pynchons established trade contacts with river towns extending as far north as Northampton and as far south as New Haven, Connecticut in addition to Boston. They were also active in the town's industrial development. William Pynchon erected a sawmill on the Mill River prior to 1643, which was replaced by a more substantial operation in 1643. John Ladd built a tannery on Garden Brook between the southern end of Kendall Street and the New York Central Railroad in ca. 1674. The Pynchons employed a number of local residents to string wampum in the 1650s. Agricultural production was concentrated primarily in West Springfield on the fertile bottomlands of the Connecticut River. Additional farming was probably undertaken in Indian Orchard.

E. Architecture

Residential: Although Springfield was settled in 1636, the earliest houses recorded in local histories date from the mid 17th century and after. The most substantial of the Plantation period houses known was the John Pynchon House (1660-1831), a 42 x 21 x 22 foot brick garrison house of two stories in height with end interior chimneys incorporating three flues. The house featured a two-story gable roofed porch with an open first floor on the facade. The bricks for the house came from Northampton while the masons and carpenters working on the house travelled up-river from Windsor, Connecticut. An earlier Pynchon house (the William Pynchon house) of frame construction was incorporated as an ell in the 1660 house and survived the John Pynchon house by at least 50 years, as it was still standing in 1883. The only other Plantation period house known was the Margaret Bliss House (ca. 1645-1891), a large two-story center chimney house with a five-bay, center entrance facade, jettied second story, and frame end gable overhang.

Institutional: The first meeting house was constructed in 1645. It stood 40 x 25 x 18 feet (double 9 foot studs) and had two towers, one for a bell and one for a watchman. The only other institutional building known was a jail, erected ca. 1650.

F. Observations

This period was marked by the relatively conflict-free relationship between the town's colonial and native populations. Springfield was the first town established in the Connecticut River Valley study unit. During the Plantation period, the town developed as the commercial and political center of the colonial Connecticut River Valley settlement. Its commercial growth resulted in the development of an intense rivalry with the river town of Hartford, Connecticut. A portion of the settlement's early lot lines survive in the grid plan extending off Main Street. Little archaeological evidence of the town's original colonial settlement survives due to the extensive development along the Connecticut River. Efforts should be made to insure the continued preservation of the Vincentian Fathers village site. It is quite likely that substantial portions of the site still survive on the hill's downslope, since the 1895 excavations appeared to be restricted to the crest of the hill.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Expansion from Springfield town center remained limited to the Main Street axis along the Connecticut River meadows. Regional connectors across the alluvial plains (Pine Barrens) to outlying parishes were improved during the period including extension of State Street (Route 20) around Blunt Park swampland (Bay Street) to Five Mile Pond during the 1730s, Wilbraham Road to Sixteen Acres and Summer Avenue (Route 21) from Long Hill, both in 1769. Ferries continued to operate from north (Elm Street), middle (Court Square) and south (York Street) landings to West Springfield, with a bridge across the Chicopee River (Route 21) to Ludlow from Indian Orchard by 1769 (Lockwood 1926:II, 843).

B. Population

By 1765, Springfield no longer had a native population. Most if not all of the Agawams abandoned Springfield after the town's destruction in 1675.

At the time of the town's destruction, there were 60 homes situated in present Springfield and the opposite side of the Connecticut River. By 1765, Springfield had 2,755 residents. This figure dropped to 1,974, primarily as a result of the loss of the newly created towns of West Springfield (1774) and Ludlow (1775).

C. Settlement Patterns

The colonial settlement of Springfield suffered heavy damage during King Philip's War. Only fifteen houses in the town's Main Street core survived the native attack (Green 1886:165, 168). These structures included Springfield's meeting house and its three garrison houses. Reoccupation took place shortly after, although it was several years before the community was able to repair the physical damage. Post-war growth continued within the settlement's core and was evident in the construction of a pallisaded and fortified meeting house

on Main Street and a new jail on the corner of Bliss and Main Street in 1677 and the community's first schoolhouse on Cypress Street in ca. 1679. A county courthouse was erected a short distance east of the present City Hall in ca. 1723. This period was also marked by the expansion of settlement away from the Main Street core into the present towns of West Springfield, Agawam, Longmeadow, East Longmeadow, Ludlow, Wilbraham, Hampden, Palmer, Monson, Brimfield, Wales and Holland primarily in the early to late 18th century.

D. Economic Base

The available secondary sources provided limited data concerning the settlement's period economic development. Most noticeable was the demise of the fur trade. It was unclear how much post-1675 industrial development Springfield underwent. A possible pre-1775 complex of mills was situated on the portion of the Mill River west of Watershop Pond.

E. Architecture

Residential: Very little is recorded about Springfield's 18th century houses: none are known to survive in the city center and only one possibly 18th century structure was observed outside the center. This is a three-bay, center chimney cottage located on Allen Street near the Talmadge School. Colonial period houses are presumed to have been primarily center chimney plan structures two stories tall with symmetrical five-bay facades; undoubtedly many of these incorporated the double leaved doors common to the Connecticut Valley area. Probably a few of these may have been framed with surrounds of the broken scroll type, although most door surrounds were undoubtedly simpler with flat entablatures.

Institutional: The second meeting house of the First Parish was constructed in 1676; its dimensions are not known, but it was surrounded by a 10 foot high palisade. Institutional construction was steady throughout the Colonial period as new parishes were founded in outlying communities and Springfield's regional stature increased. The third meeting house of the First Parish was built in 1749; a 60 x 46 foot two-story structure with a center entered, five-bay facade and projecting endwall belltower with two-stage octagonal steeple with spire, the meeting house stood until 1819. Another important institutional building of the period was the first Hampshire County Courthouse, built in 1723. The courthouse, which stood until 1871, was a two-story gable roofed structure apparently organized with the courtroom on the second floor and commercial space on the ground floor. With its large second floor windows topped with stylish Georgian triangular pediments, the courthouse was, with the 1749 meeting house, an important local example of Georgian architecture.

The first school had been built in Springfield in 1679; it was a 22 x 17 foot structure which stood on Cypress Street. Other similar frame schoolhouses were probably built throughout the Colonial period, but only one other school is noted in the histories, a brick school 21 x 18 feet, which was built in 1745 at a cost of £45. The ca.1650 jail was replaced at least once in the period, in 1677.

Commercial: The only commercial structure of note was the Ely's Tavern (ca. 1675), a two-story center chimney house which stood as late as 1883.

F. Observations

Springfield spawned the development of many towns originally included within Old Springfield's outer periphery ("Outer Commons") during this period. Springfield served as the economic center for these peripheral settlements because of its location as a primary transportation route and its well developed economy. The likelihood of extant period archaeological remains is low because of the extensive development throughout most of western Springfield.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Location of U.S. Armory on State Street axis in 1794 created the necessity for crosstown streets within existing highway system. Major radials from the Armory focus include Walnut-Federal-Armory Streets and Hancock-Newbury Streets to Watershops and Liberty Heights. Connectors from Watershops Armory works to Main Street was laid as Central Street with southern radials to Longmeadow as White and Allen Streets. Secondary connectors of the period also included extension of Carew and Liberty Streets to Chicopee Falls and improvement of north-south highway to Sixteen Acres from Indian Orchard as Parker Street. The major transport innovation of the period was the construction of the Connecticut River bridge in 1804 (rebuilt in 1816) to West Springfield, with ferry service maintained from North and South End landings.

B. Population

Springfield's population is inseparable from that of Chicopee during the Federal period, although the population and growth represented by the figures is primarily that of the Springfield area, fueled by the erection of the Springfield Armory and the attraction there of mechanics from all over the state.

By 1820 the town's population had reached 3,914, surpassing West Springfield for the first time and becoming the most populous town in Western Massachusetts. Between 1820 and 1830 the town's population nearly doubled again, growing at an average rate of over 287 persons a year.

C. Settlement Patterns

Location of the U.S. Armory on State Street hill in 1794 created an important focus of development from the Main Street axis. The elite residential district expanded to the crest of Armory Hill by the early 19th century along Maple and Chestnut Streets. Industrial development was centered along Mill River with a focus at the Armory works on Watershops Pond, creating a transitional suburban area along Central and Walnut Streets to Armory Square (State Street).

At the same time, Court Square emerged as the focus of the business district with the location of Hampden County courthouse in 1812, maintaining commercial activity along Main Street. Secondary village centers formed around industrial mill sites at Sixteen Acres and Indian Orchard (Chicopee River) during the War of 1812.

D. Economic Base

Springfield's postwar economy remained almost entirely agricultural, and like other towns in the valley, remained painfully vulnerable to the low prices of agricultural products -- a primary factor in the uprising of 1786, Shay's Rebellion. Five of Springfield's eleven mills were located on the Mill River (four more were in what is now Chicopee), augmented by small iron works, distilleries, and a prominent cotton duck factory. But the location in Springfield of the National Armory in 1794 (after being rejected by the farmers of West Springfield) was the most important factor in the development of Springfield for over a century and a half. For 174 years, the Springfield Armory remained the U.S. Army's primary design and production facility for small arms. As its production geared up during the War of 1812, the Armory attracted hundreds of skilled workers from all over the state. Among them was the inventor Thomas Blanchard, from Sutton, Massachusetts, whose lathe for turning irregular forms became an integral part of Armory production. (Blanchard went on to produce a steam motor carriage in 1826 and a steamboat on the River in 1828.) David Ames, former Armory superintendent (1794-1802), established a paper business which by 1832 had become the largest in the state. Ames invented in 1822 a cylinder paper machine (continuous process) which preceded the Fourdrinier, and was reputedly superior to the product of the latter (Stone, 483).

Springfield had reached the peak of its agricultural prosperity in the period 1790-1815; by 1820 the town was classified by the census takers as a manufacturing town, with 58% of its populace engaged in manufactures.

E. Architecture

Residential: The earliest houses surviving in Springfield date from the Federal period. These include at least two outstanding examples on State Street (Alexander House, 1811, Simon Sanborn) and on Maple Street (Ames House, 1826, Simon Sanborn), at the town center along with several more modest houses and cottages in altered condition in outlying locations and a few nearly unrecognizable Federal structures in brick at the city center (South End). The Alexander House is an end chimney two-story house with a low hip roof and projecting two-story portico with columns with Scamozzi capitals supporting a pediment. The pediment encloses a circular window with flanking triangular lights. The projecting portico and pediment with lights were fairly common in the Connecticut Valley and derived from the work and pattern books of Asher Benjamin. The Alexander House is an outstanding example of highstyle Federal architecture in the Connecticut Valley; its prominence is reflected in its location near the city center. Surviving Federal period houses located in outlying areas are far more modest. Examples observed include several center chimney cottages and a few center chimney houses, all three bays wide with center entrances. Potential Federal period houses

(a half dozen examples) were observed on Allen Street, Plumtree Road and Parker Road. The only exception to this pattern is a substantial double interior chimney gable on hip roof house, probably dating from the Federal period and substantially altered in the 20th century, located on Allen Road at the intersection of Summer Avenue. At least one twin rearwall chimney brick Federal house obscured behind a ca. 1910 storefront was observed on Main Street at Wilcox Street and other similar houses may survive in the South End.

Institutional: The only known surviving Federal period institutional structure is the fourth meeting house of the First Parish (1819, Isaac Damon). The church is a somewhat awkward example of Federal ecclesiastical architecture combining elements of both the Georgian and Federal styles: the use of a shallowly projecting portico in the Federal style with a projecting square bell tower of the Georgian type creates confusion on the facade. The Springfield church is the earliest surviving of Damon's several Connecticut Valley church commissions. Other important institutional structures which have not survived include the first Town Hall (1828), a three-story brick building nine bays long, the center three bays surmounted by a shallow pediment, the first High School (1827) and the first buildings of the U.S. Armory (established in 1794). In addition to these institutional buildings, other activities of the Federal period included the founding of Methodist congregations in 1797 and 1815, the establishment of the First Baptist church in 1811 and the schism of the Unitarians from the Congregationalists in 1819.

Commercial: Most of the commercial buildings built in the Federal period appear to have been transportation-related. These include the Parsons Tavern (1789) on Court Square, a two-and-a-half story structure with an integral lean-to and the wide double-leaved doors of the Connecticut Valley Georgian, the Stebbins Tavern, a double chimney two-story structure with a high pyramidal hip roof and the Hampden House (1821 - burned 1851), or Hampden Coffee House, a transitional Federal/Greek Revival building three stories tall with a hip roof, end chimneys and a two-story veranda running the length of the hotel's extended facade. None of these have survived.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

There was significant improvement of regional connections with the introduction of the steam railroad, creating an important junction of routes for the Connecticut River crossing. The initial line was the Western Railroad (Boston & Albany) from Worcester and Boston along the axis of Bay Path and Garden Brook to Springfield in 1839 with a vital Connecticut bridge in 1841 to western Massachusetts and Albany. Major north-south routes from Hartford and Northampton were located along east bank meadows in 1844-45 as the Connecticut River Railroad with the Union Depot, opened in 1851 as the junction with the Boston & Albany. A branch line to Indian Orchard mills from the B & A opened in 1849 with location along Pinevale Street still in place (abandoned). Location of the Western railroad depot created the necessity of local omnibus stage route to the Court Square business district along Main Street in 1839 with gradual

extension of routes to the North and South Ends and along State Street to the U.S. Armory by the 1850s. The omnibus system was converted to horse street railway in 1869 with initial routes along Main and State Streets between the Armory and the North End (Memorial Square). As far as can be determined, there was no local commuter railroad service from Springfield during the period, with the exception of branch lines to factory villages at Indian Orchard and Chicopee Falls. At the same time, local street was extended from Main and State Streets as infill system along the original 17th century lot lines.

B. Population

Between 1830 (population, including Chicopee, 6,784) and 1870 (26,703) Springfield grew by nearly 20,000 persons -- almost three times its size at the beginning of the period. But by far the greatest rise took place in the Civil War years. Its 45% growth rate in those years was twice that of its closest Massachusetts competitors. From tenth in 1850 to twelfth in 1860, Springfield became the state's seventh largest city by war's end, trailing only Worcester, Lowell, and several cities of the Boston area (Frisch, 84).

Irish Catholics first arrived with the railroads in the 1840s. By 1855 they made up 80% of the foreign-born population, which itself was no more than 20.5% of the city's population that year -- a figure which also approximated both the county and state averages.

C. Settlement Patterns

Location of the Boston & Albany bisected Main Street commercial district and created a secondary focus at Union Depot in 1851. In consequence, affluent residential expansion developed along Main Street to North End around Memorial Square by the Civil War. At the same time, elite residential district around Armory Square extended along State Street to McKnight district by the 1860s with lateral development along the hill crest from Chestnut and Maple Streets. The commercial district remained focused around Court Square with an axis along Main Street from the railroad depot to State Street developed as multi-storied business blocks. Industrial district expanded along the railroad lines along the Connecticut River waterfront to Mill River, with Watershops maintained as the center of activity. A secondary industrial district expanded at Indian Orchard along the Chicopee River, creating local mill village on the Main Street axis. Outlying agricultural districts shifted increasingly to market farms with a local focus at Sixteen Acres. Tentative formation of a suburban park system occurred with the location of Springfield Cemetery on Upper Hill (Maple Street) as early landscaped design in 1841 and Hampden (Pynchon) Park on the riverbank in the North End in 1857.

D. Economic Base

Although the Armory remained, particularly during the Civil War, an essential factor in Springfield's development, the construction of railroads brought to Springfield a wealth of new industries. Traditionally a major crossroads of New England commerce, after

1839 the town became the hub of rail lines up and down the Connecticut River and east and west to Boston and Albany. Springfield became the commercial and industrial center of the region in this period and its rail lines determined the location of many new industries generated by the railroad. Among them, Thomas Blanchard's Springfield Locomotive Works, the R. F. Hawkins Iron Works (a major builder of the Howe truss and other railroad bridges throughout the region) and T. W. Wason & Co., a major builder of railroad coaches and horsecars. By 1855 the production of railroad cars, coaches, and wagons (represented by six firms) led the list of all other products manufactured with \$339,000 worth.

Although the Indian Orchard Canal Company was incorporated in 1839, it was apparently not until 1853, after the incorporation of Chicopee (whereby Springfield lost her primary waterpower source), that mills were established on the power canal built there. In that year, the Ward Manufacturing Company commenced the manufacture of cotton cloth, a company reorganized in 1859 as the Indian Orchard Mills.

The Civil War years were for Springfield a period of growth and prosperity so sudden and concentrated that it dramatically transformed the city. When the Arsenal at Harper's Ferry fell to the Confederacy, the Springfield Armory became the primary supplier of small arms for the Union army. It brought to the Connecticut Valley an enormous, sustained, and uncomplicated prosperity in every branch of industry and trade. Private factories in Springfield received orders for ammunition, uniforms, swords, and other equipment. Smith & Wesson was awarded a large Federal contract to manufacture pistols. Employment at the Armory alone leaped from 200 to 2,600.

Springfield quickly adjusted to the pace of war production. War material had to be produced somewhere, and Springfield was a logical focal point. But the community continued to be surprised by the more general prosperity it enjoyed in every branch of industry and trade. Official statistics show activity in over fifty categories and the diversity is impressive. Among the many items of major production were iron castings, buttons, clothing, boxes, dictionaries and tools. Most impressive, however, was the rise of consumer and "luxury" production, faddishly reflecting the pace of local life. There were "rages" over the photo albums brought out by Samuel Bowles's Springfield Printing Company, and over the introduction of stiff, glossy paper shirt collars; both of these swept New England and became major industries centered in Springfield. The list could go on -- the Barney and Berry Skate Company, the Milton Bradley Company and the new "educational" parlor games; James Rumrill's gold chain factory -- all were established in these years. Flush times brought new firms and ideas to Springfield, catering to people's fancies as well as stoking the fires of heavy industry (Frisch, 80-81).

E. Architecture

Residential: The earliest surviving elite and working class neighborhoods in Springfield date from the Early Industrial period. By the 1850s, neighborhoods of sidehall plan brick Greek Revival workers' houses had been built in the South End and along William, Wilcox and Howard Streets west of Main Street and large and imposing brick and frame Italianate villas, such as the Stebbins House (1849, Henry Sykes) were being built on Crescent and Ames Hills. More modest middle class suburban sidehall plan Greek Revival and Italianate houses were built in small numbers to either side of Walnut Street on Old Hill. The bulk of Springfield's Early Industrial period houses were constructed at the end of the period with the Civil War-induced prosperity of arms manufacture. By the end of the period, residential construction had commenced in the McKnight and Bay districts and at Indian Orchard, Brightwood and in the North End as industry began to relocate away from the center. Most of this construction consisted of frame sidehall plan Italianate houses with shallow one-bay wide cross-gabled side ells. More substantial middle class Italianate houses often were of masonry construction with low hip roofs, lanterns and one-story verandas running along one side and sheltering entrances on the long side. Notable houses of the period include the Foot-Wallace House (1844), a Gothic Revival cottage, and the Tiffany-Bowles House (1853, Henry Sykes), an Italianate villa, a "cottage orne" of 1839 in the Mattoon Street area, brick Greek Revival double houses on Wilcox and Howard Streets, and a row of sidehall plan three-story brick mansard roofed rowhouses on Central Street.

Institutional: The earliest surviving institutional building in Springfield is the Female Seminary (1832), a two-story brick Greek Revival building which functioned as the Seminary until 1843. Other institutional buildings include the Memorial Church (Richard and R. M. Upjohn, 1866), a granite and brownstone Gothic Revival church with a prominent one-story hexagonal apse with buttresses, St. Michael's Church (Patrick C. Keeley, 1860-61), a brick Romanesque Revival church with a square center entrance tower with an elaborate octagonal steeple with dormers, the Oak Street School (1868), a three-and-a-half story Romanesque Revival building, and several buildings at the U.S. Armory, among them the Commandant's House, a three-bay square brick Greek Revival building with double endwall chimneys and a square lantern, Building #13 (1846), a more traditionally styled transitional Federal/Greek Revival structure and the Machine Shop at Watershop Pond (1855 on), with two and three-story Italianate buildings. Institutional buildings which have not survived include the High School (1848), a two-story Greek Revival brick building with end entrances and a square central cupola, the second Town Hall (1854), a brick Romanesque Revival building, the first Public Library (1864, George Hathorne, New York City), a brick and sandstone Victorian Gothic building and the 1866 Church of the Unity, H. H. Richardson's first commission, a Victorian Gothic church with a cloister and offset square tower.

Commercial: The earliest surviving commercial block in Springfield is the Byers Block on Court Square, a three-story six-bay long transitional Federal/Greek Revival building with a hip roof and end chimneys built in 1835. Many other commercial buildings of the period were refaced in the Late Industrial period, particularly just around the turn of the century. Most of these were brick structures, five and six stories in height, with heavily-scaled Italianate details, generally consisting of stilted or round arch window surrounds in brick or brownstone and overhanging bracketted eaves. Among the surviving period commercial structures are Springfield's premier mid-century hotel, the Massasoit House (1857; refaced 1929), the Republican Block (1858), the Union House Hotel (1862; refaced ca. 1897) and the Haynes Hotel (1864).

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

There was continued expansion of the regional railroad system with a focus upon the Union Depot, and the elimination of Main Street grade crossings (bridges intact). Secondary routes opened to Ludlow and Athol in 1873 through Indian Orchard and to East Longmeadow and Hartford in 1876. There was major improvement of Connecticut River crossings with North and South End bridges to West Springfield and Agawam opened by 1879. Gradual extension of local transit service occurred with a horsecar line to the South End in 1873 with the system remaining static through the 1880s. There was significant expansion of the streetcar system with conversion to electric trolley by 1891. Suburban routes opened to Longmeadow and East Longmeadow through Forest Park district on Fort Pleasant, Summer, and Belmont Avenues; from Armory Square to the Watershops district on Walnut, Maple and Central Streets with extension to East Longmeadow on White Street; to the North End and Chicopee through Brightwood and Liberty Heights districts on Main, Plainfield, Chestnut and Atwater Streets with extension to East Springfield on Carew and Liberty Streets; and interurban route to Indian Orchard and Ludlow along State Street and Berkshire Avenue with branches from Armory Square to the McKnight district on St. James Avenue and Upper Hill on Wilbraham Street to Watershops Pond. There was no suburban trolley service.

B. Population

There was only a minor slackening of Springfield's growth rate in the late 1870s. In the two decades 1895-1915, the city's population doubled, reaching 102,971 in the latter year. Of this number a quarter were foreign born, with the majority (30%) still Irish, though French Canadians (14%) and Italians (9%) also numbered significantly. The period 1870-1890 represented the peak of French Canadian migration, with three major locations of settlement: Indian Orchard, where most of the cotton and woolen mills were located; the South End of the city (inexpensive housing) and the North End (near the railroad).

C. Settlement Patterns

The civic and commercial focus remained along Main Street axis between the Union Depot and Court Square with the emergence of secondary civic focus at the Library-Museum complex on State Street at the crest of Armory Hill by 1900. Affluent residential development extended along the hill crest from Maple Street south to Mill River with the layout of naturalistic subdivision by the Olmstead firm (1873, Frisch 1972:139). Primary elite axis further expanded across the Mill River to the Connecticut River terrace on Pleasant Avenue around the Forest Park district by the early 1900s. Secondary suburban neighborhoods developed along the State Street axis from Armory Square to McKnight and Bay districts during 1880s, while North End neighborhood around Memorial Square limited expansion by industrial fringe development. Significant areas of suburban expansion created by the extension of trolley system by the early 1900s with mixture of modest single, two and three-family housing. These streetcar suburbs include areas along Belmont Avenue and White Street around Forest Park, the Upper Hill district along Wilbraham and Hancock Streets and Liberty Heights area along Carew Street. These districts also developed secondary commercial centers at the junctions of carlines with important locations at the "X" (Summer and Belmont Avenues), and Carew and Liberty Streets. Industrial expansion relocated along the major rail lines with major complexes at the Wason Car Company in Brightwood (North End), Athol Junction (East Springfield) and Armory Siding (Upper Hill). In addition, there was significant expansion of industrial activity at Indian Orchard along the Chicopee River with related districts of workers' housing and business district along the Main Street axis to Ludlow. Fringe industrial development also extended along the Connecticut River waterfront parallel to the Main Street business district and limited growth was maintained at Watershops on the Mill River. At the same time there was systematic planning of suburban park system connecting elite residential districts with Forest Park (1883-1890), Blunt Park and Oak Grove Cemetery (1881) and Van Horn Park (ca. 1880).

D. Economic Base

During the latter decades of the 19th century, Springfield became a national center for highly-skilled industry. Its diversified products -- rifles, railroad cars, games, skates, organs, lawnmowers, textiles, tools, bicycles, beer -- guaranteed a stable economy. By 1900, over 500 manufacturing plants were in operation, about 10% of those in the entire state.

The nation's auto industry began in Springfield, when two bicycle builders, Charles and Frank Duryea, built the first American car in 1893. Two years later, Springfield's prestige grew when Frank won America's first motor race in Chicago. The following year, thirteen vehicles rolled off the Duryea assembly line. By 1900, Atlas, Bailey, and Knox cars were also being made in Springfield. Until Henry Ford began his mass-scale operations in Detroit a decade later, Springfield was the national leader in automobile manufacture and design. This city's reputation

for car manufacture persisted into the 1920s when Rolls Royce located its only American plant here.

Another Springfield invention was the motorcycle. International bicycle champion George Hendee built the first gasoline-powered motorcycle here in 1902. His company became a big business which employed hundreds, producing Indian Motorcycles at the massive Winchester Square plant.

The era following the turn of the century was regarded by many as a "golden age" for Springfield. Business flourished and the population doubled from 62,059 in 1900 to 129,614 in 1920. Springfield's civic pride was demonstrated by the imposing nature of its public institutions -- the 1912 City Library, new schools, and new hospitals (It's Time for Springfield, 25-26).

E. Architecture

Residential: The vast majority of Springfield's surviving structures date from the Late Industrial period. There appear to have been almost no lapses in residential construction from the 1870s through the end of the period, and most styles of that eclectic period are well represented. Most notable are Springfield's Stick Style houses and its early 20th century bungalows, two architectural forms which are generally under-represented in Massachusetts, but which are abundant in Springfield. In addition to wide ranging stylistic representation, Springfield retains extensive and well-defined neighborhoods of elite, middle class and workers' single family housing, as well as a large concentration of turn of the century apartment blocks. Much of the consistency of Springfield's late 19th century residential neighborhoods derives from the fact that two of the largest areas, McKnight and Bay and Forest Park Heights, were developed by a very few entrepreneurs. Sidehall plan Italianate houses with cross-gabled side ells were built as modest working and middle class housing through the 1870s, but by the 1880s, Stick Style and Queen Anne designs predominated. Most single-family houses of the 1880s and 1890s are two-and-a-half story structures whose main blocks incorporate pyramidal hip roofs augmented by complex intersecting cross gables and dormers. Multiple family housing consists primarily of brick mansard roof rowhouses near the center city for the early years of the period with Stick Style and Queen Anne two-family houses becoming popular in the 1880s and 1890s. Generally, two-family houses are interspersed in neighborhoods of single-family houses. After the turn of the century, apartment blocks appear to have been the preferred multiple-family house form: three-deckers, by contrast, are unusual in Springfield. Three and four-story brick apartment blocks in Georgian and neoclassical styles were constructed in the North End, around the Armory and in the South End in the early years of the 20th century. Forest Park Heights and Liberty Heights continued to attract elite construction consisting of Colonial, Georgian and Tudor Revival houses of masonry construction; many of these houses incorporate classical details handled with a Mannerist sensitivity. Middle

income housing tended to be conservative in character with Queen Anne and Colonial Revival single and two-family houses on relatively small lots built along Carew Street (East Springfield) and Wilbraham Road (Upper Hill). Smaller single-family houses followed streetcar development out Bay Street and Berkshire Avenue to Indian Orchard; most of these are one-story hip roof or gable roof bungalows, many with flaring overhung eaves and exposed rafters, recessed porches with flared posts, raised basements and shingled or stuccoed sheathing. Particularly notable are a boulevard of well-detailed turn of the century bungalows off Page Boulevard opposite the Westinghouse factory and a cluster of bungalows off Berkshire Avenue around the Morris School. The latter group may have been constructed as workers' housing by the Miner Chocolate Company, whose factory stands opposite the neighborhood; these bungalows are exceptional for their diversity of detail and plan and for their use of molded, patterned concrete block for foundations and chimneys.

Institutional: The majority of Springfield's institutional buildings date from the Late Industrial period. Landmark buildings such as H. H. Richardson's Hampden County Courthouse (1871), the Municipal Group (F. Livingston Peel and Harvey Corbett, 1913), North Congregational Church (H. H. Richardson, 1872-73), South Congregational Church (William A. Potter, 1872-75) and the Memorial Square Library (Edward Tilton with E. C. and G. L. Gardner, 1914) must be placed in the context of a generally high level of craftsmanship and quality in Springfield's municipal and institutional architecture. Some of the finest municipal buildings of the period are the city's schools, which exhibit both diversity of design and quality of execution. Some of the finest of these are the Lincoln School (ca. 1910), the Tapley School (Richmond and Seabury, 1887), the Myrtle Street School (ca. 1885), and the South Main Street School (F. R. Richmond, 1895-96). Also notable are Springfield's churches, many of which date from the early years of the period with a number of elaborate brick and brownstone Victorian Gothic examples. One of the best of the later churches is Our Lady of Mount Carmel, a Tuscan Romanesque design of 1911, possibly the work of Charles Greco.

Commercial: Most of Springfield's present downtown business district consists of buildings constructed in the later years of the Late Industrial period. Most buildings are five and six stories tall and are constructed of buff or red brick with terracotta, brownstone or concrete detailing in Renaissance or Romanesque Revival or neoclassical motifs. There are comparatively few buildings of outstanding architectural quality, most buildings being of a utilitarian character heightened by the use of brick of an undistinguished appearance. Notable exceptions to this pattern are the Springfield Street Railway building (1897, Gardner, Pyne and Gardner), the Springfield Fire and Marine Insurance building (1895), the Memorial Square building (1911, E. J. Pinney), the Court Square building (1892, Dwight Gilmore), the Chicopee Bank (1888, F. S. Newman), the Fuller Block (1887), and the Worthy Hotel (1895-1905, Gardner, Pyne and Gardner).

Industrial: Many of Springfield's industrial buildings date from the Late Industrial period. Noteworthy clusters of industrial buildings are located at Brightwood, in Indian Orchard and in East

Springfield along Page Boulevard. Among the finest surviving buildings are the Wason Car Works, Indian Motorcycle, Milton Bradley, the William Carter factory on Morris Street, New England Westinghouse, Miner Chocolate, and the Indian Orchard Mills. Most of these are utilitarian multi-story brick Romanesque Revival structures of extended length. The Carter factory and the Indian Orchard Mills incorporate mansard roofs. Holyoke Paper and Card in Brightwood is one of the city's very few frame factory buildings, while New England Westinghouse (1915) and Miner Chocolate are notable for their decorative terracotta detailing.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

There was a final attempt at regional railroad construction with the Hampden Railroad to Ludlow and Palmer from Athol Junction, begun in 1911 and abandoned in 1926, with abutment at Robbins Road. Local transit service further extended in the 1920s with secondary routes to Indian Orchard and Chicopee Falls on Page Boulevard and East Street and loops to Watershops on Hancock and King Streets. Streetcar service remained intact until 1940. Improvement of suburban highway system for regional autoroads with primary east-west link as Route 20 (State Street-Boston Road), north-south artery as Route 5 (Main Street) and secondary connectors as Route 21 outer belt from Indian Orchard (with original period traffic signal) to Forest Park through Sixteen Acres. Primary Connecticut River crossing rebuilt as Memorial Bridge in 1922 (still intact).

There was development of a suburban parkway system during the 1930s between Lake Massasoit (Watershops Pond) and Blunt Park as Roosevelt Avenue with interchange at State Street (Route 20) designed with parkway style bridges. Local flying field opened as Springfield Airport in the 1920s on Liberty Street (now Springfield Plaza).

B. Population

In the five years 1915-1920, the city experienced its greatest rise ever, growing by 25%. In the succeeding decade, this growth slackened to negligible proportions, and in the 1930s, the city registered an actual loss of residents. In 1940 the population was 149,642, nearly 2½ times its size in 1900, although the percentage of foreign-born residents in the city, 25%, remained about the same. Italian and Russian immigrants, however, now outnumbered French Canadians, and the Irish portion of the foreign-born had fallen to 15%.

C. Settlement Patterns

The civic and commercial focus remained along the Main Street axis between Union Depot and Court Square, with extension to the Museum complex on State Street. The affluent residential districts remained stable throughout the period, with the expansion of the Forest Park neighborhood south to Longmeadow and the development of a secondary area on Liberty Heights around Springfield Hospital to the Chicopee line. Maple Street district remained as a core

intown elite area around Springfield Cemetery with rebuilding as high density apartments on Union Street. Similar apartment development was extended along major transit lines to Upper Hill on State Street, to the North End on Main Street, and on Summer Avenue in Forest Park. There was considerable expansion of suburban residential districts along major radial autoroads notable in East Springfield on Carew Street, Pine Point district on State Street (Route 20), around Lake Massasoit (Watershops Pond) to Sixteen Acres along Wilbraham Road and on Allen Street to East Forest Park by the Second World War. In addition, western suburban district developed as an outlying civic focus with Springfield and American International Colleges around Winchester Square and location of the Municipal Hospital and Mass. Mutual Insurance on Roosevelt Parkway. Suburban shopping districts also developed from streetcar junctions, with a primary center on Summer Avenue at the "X" (Forest Park), along Carew Street in Liberty Heights and most obviously as highway commercial strip along Route 20 (State Street) between Winchester Square and Five Mile Pond. Industrial growth remained along major railroad lines, especially in the Brightwood district (North End) and Athol Junction (B & A mainline). In addition, local industrial growth was expanded along the Chicopee River at Indian Orchard to the Fiberloid complex with a related commercial district on the Main Street axis and a residential area on the highlands around Long Pond. By the end of the period, there was extension of the suburban parkway system along Watershops Pond to Sixteen Acres (South Branch Park) established pattern for development after World War II around the Route 21 axis.

D. Economic Base

The automobile and an extensive streetcar system permitted people to live farther from the central city. Businesses opened in or moved to areas outside downtown. The Westinghouse and Rolls Royce plants were in East Springfield. Fiberloid (now Monsanto) opened in Indian Orchard. Mass. Mutual moved its headquarters to upper State Street in 1927. Diamond Match was situated in Forest Park. The Wason Car Works, which had led a passel of industries into Brightwood in the 1870s, was joined by American Bosch, National Equipment, and Moore Drop Forge.

The national confidence pervading the 1920s ran strong in Springfield. New construction was omnipresent. Payrolls expanded. Profits grew. In 1923, the city adopted an ambitious Master Plan which adjusted street patterns to increasing car traffic, proposed zoning regulations to rationalize land use, and advocated new parks, including one along the riverfront.

The Depression of the 1930s marked the beginning of a decline for Springfield. The whole nation suffered, but New England permanently lost its economic prominence. For the first time since the Federal decennial census was taken, Springfield had a net population loss. Business profits plummeted. Building starts were negligible. Layoffs occurred in many industries. Nevertheless, Springfield, with its diverse industrial base, survived better than the many single-industry communities that dotted New England (It's Time for Springfield, 26).

E. Architecture

Residential: Residential construction in Springfield is somewhat exceptional to other towns encountered in the study unit, as it appears to have continued through the 1920s and, on a more limited scale, into the 1930s. In most towns, residential construction had ceased with the Depression. Construction continued in a range of house sizes and styles. Elite construction continued at Liberty Heights, along Springfield Street, and in Forest Park Heights, as well as along Maple Street in the city's mid 19th century highstyle residential neighborhood. Middle and working class residential neighborhoods began to develop away from the town center along Allen Street, Wilbraham Road, Parker Road and at East Springfield. Most construction consisted of smaller Tudor, Colonial and Dutch Colonial style houses. At the end of the 1930s, however, at least a few of the house forms of the post War period had surfaced in Springfield. Small Colonial Revival cape houses and a few prototypical garrison Colonial Revival houses were built in the eastern suburbs of the town.

Institutional: Most of the institutional buildings constructed in the period were schools with a few smaller frame chapels in Craftsman-related Colonial and Georgian Revival designs. As was true for the previous period, the schools are especially noteworthy in their design and execution. Most of those observed were neo-classical with Mannerist tendencies or Colonial Revival in style. One of the finest of these is the Van Sickle Junior High School on Carew Street.

Commercial: Commercial construction continued at the city center with more modest one-story suburban storefronts constructed at neighborhood centers. The most outstanding commercial building of the period may be the Springfield Safe Deposit and Trust (1933, Thomas M. James Company, Boston), a streamlined Moderne building three stories tall with limestone facing. It is unusual for the severity of its facade, which is virtually unbroken by window openings but which incorporates a two-story glazed entrance bay. The facade's major decorative elements are a pair of carved figures at the building's upper corners. Other commercial buildings of note include the Chapin Bank (1917, Mowbray and Uffinger), with a monumental Doric temple-derived facade, the Trinity Block (1923, S. M. Green), a fanciful Art Deco building with ornate terracotta detailing, the Hampden Savings Bank (1918, Max Westhoff), Union Station (1925, Fellheimer and Wagner) and the Hotel Charles (1890, remodelled 1928, Albert Lavalley).

XI. SURVEY OBSERVATIONS

While portions of Springfield have been intensively surveyed, large areas appear to have received no attention at all. Worthy of further survey efforts are the neighborhoods at Brightwood, Upper Hill, Indian Orchard and Liberty Heights. Special note should be made of Springfield's outstanding collection of mid 19th through early 20th century schools. Other types of buildings which have not been thoroughly inventoried are industrial structures, bungalows (a number of well detailed and architecturally sophisticated examples

of which are known) and apartment blocks. The prevalence of both apartment blocks and bungalows in Springfield and the city's apparent disinterest in the three-decker form seem to indicate an atypical pattern of early 20th century development. Also intriguing is the question of residential construction in the 1930s in Springfield; care should be exercised to distinguish suburban construction of the Early Modern period from later post-War development.

Industrial: Very little of Springfield's vast industrial base has been surveyed, although National Register designations have been given to several of the city's oldest and key industries: the Main Armory and Watershops, as well as the Winchester Square area.

The earliest concentrated industrial development along Mill Brook is still represented by important Late Industrial period manufacturing complexes, although only one major plant, New England Card and Paper, remains of the waterfront's once extensive industrial base. The Brightwood section was opened in 1873 with the Wason Manufacturing Co., followed in subsequent decades by more than a dozen important manufacturing complexes, many of which still stand. Among the more impressive are the works of the Bausch Machine Tool Co., Powers Paper Company, American Bosch Magneto Company (on the Chicopee line) and, in the 1920s, the classically-inspired National Equipment Company.

Between the river and Armory Street, the Boston & Albany Railroad also attracted major industries, of which the most significant survivals, along Warwick Street, include Warwick Cycle and Taber-Prang Art Co. The heavy industrial development east of Armory Street was primarily of the Early Modern period, culminating in the development, along the Athol tracks, of Stevens-Duryea East Springfield plant, New England Westinghouse (1915-1919), and Rolls Royce (1919-1921).

At Indian Orchard, both Chapman Valve and the Indian Orchard Mfg. Co. have major Late Industrial period complexes. The Fiberloid Company (now Monsanto) was inaccessible, but probably also includes structures from the same period. The United Electric Light Co. Indian Orchard generating station (ca. 1904) is a handsome brick structure west of the mills.

Another area of industrial development, spanning the Late Industrial and Early Modern periods, was along the tracks of the Springfield & New London Railroad, led by Indian Motorcycle and Knox Automobile (both National Register) and including the Queen Anne-detailed Brooks Bank Note Company.

Other important complexes include the mansard Medlicott Knitting Mill (now William Carter knitting), Hampden Watch on Orleans Street, and the Early Modern period concrete factories of Diamond Match in Forest Park, and the Plainfield Street A & P Warehouse and bakery (1929). Three early freight and passenger stations (at Brightwood, Charles Street, and Armory Hill [NR]) also survive.

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