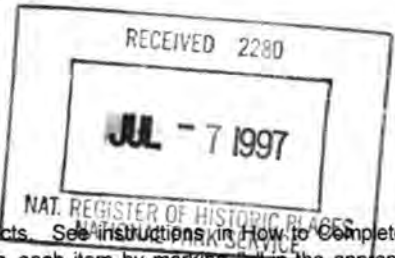
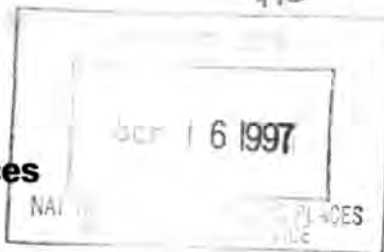


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



879

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name North Hatfield Historic District

other names/site number _____

2. Location

street & number 273-336 West Street, 155-166 Depot Road

N/A not for publication

city or town Hatfield

N/A vicinity

state Massachusetts code MA county Hampshire code 015 zip code 01038

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Judith B. McDonough

6/24/97

Signature of certifying official/Title Judith B. McDonough, Executive Director
Massachusetts Historical Commission, State Historic Preservation Office

Date

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional Comments.)

Signature of certifying official/Title _____

Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 - See continuation sheet.
- determined eligible for the National Register
 - See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper

Patrick Andrews

Date of Action

10/30/97

North Hatfield Historic District
Name of Property

Hampshire, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

Category of Property

(Check only one box)

Number of Resources within Property

(Do not include previously listed resources in the count.)

private

public-local

public-State

public-Federal

building(s)

district

site

structure

object

Contributing

Noncontributing

38

11

buildings

2

sites

structures

objects

40

11

Total

Number of contributing resources previously listed in the National Register

N/A

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

COMMERCE/TRADE: department store

GOVERNMENT: post office

EDUCATION: school

FUNERARY: cemetery

AGRICULTURE: subsistence, storage,

agricultural outbuilding, agricultural field

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

GOVERNMENT: post office

FUNERARY: cemetery

AGRICULTURE: subsistence, storage

agricultural outbuilding, agricultural field

7. Description

Architectural Classification

(Enter categories from instructions)

MID-19TH CENTURY: Greek Revival, Gothic Revival

LATE VICTORIAN: Italianate, Second Empire,

Queen Anne

EARLY 20TH CENTURY: Craftsman

Materials

(Enter categories from instructions)

foundation Stone: granite, Brick

walls Wood: weatherboard

roof Asphalt, Stone: slate

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- X A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Areas of Significance

(Enter categories from instructions)

AGRICULTURE

TRANSPORTATION

ARCHITECTURE

Period of Significance

1820-1946

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Primary location of additional data:

- X State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

Pioneer Valley Planning Commission
Massachusetts Historical Commission

North Hatfield Historic District
Name of Property

Hampshire, MA
County and State

10. Geographical Data

Acreage of Property 64.5 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1 18.	695280	4697300	3 18	695800	4698300
Zone	Easting	Northing	Zone	Easting	Northing
2. 18	695450	4698040	4. 18	695600	4697270
Zone	Easting	Northing	Zone	Easting	Northing

 See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Bonnie Parsons, Preservation Planner, PVPC, with Betsy Friedberg, National Register Director, MHC

organization Massachusetts Historical Commission date April 1997

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name multiple owners

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****North Hatfield Historic District
Hatfield (Hampshire County)
Massachusetts**Section number 7 Page 1**7. DESCRIPTION****TOPOGRAPHY AND SETTING**

The village of North Hatfield is in the town of Hatfield, in Hampshire County, Massachusetts. Hatfield's topography is varied, stepping down to the Connecticut River from west to east in three distinct levels. On the west is the highest elevation, a section of Horse Mountain. In the middle is an area of uplands known as "The Rocks", and on the east is flat flood plain. North Hatfield is located at the western edge of the flood plain at the foot of The Rocks, where the soil is a mixture of fertile loam and dry, less productive, and sometimes rocky soil. The Mill River flows through the village in a north-south direction before it turns east and flows into the Connecticut River.

The land in the district is as flat as the alluvial plain on the east along the Connecticut River, but it is higher in elevation. There is an approximately forty foot difference in elevation between the flood plain and North Hatfield and the rise occurs just east of the intersection between Depot Road and Straits Road. Although there is no formal delineation between the village of North Hatfield and that of Bradstreet to the east, the rise in elevation seems to act as the border between the two. Buildings are oriented to the road, rather closely placed beside it to block the view, but to the north and south of Depot Road and west of Route 5 and 10 is open land composed primarily of fields, with limited woodland at the outer fringe on north and south and The Rocks on the west.

The village is bordered on the north by the town of Whately, in Franklin County, on the west by Pantry Road and the Rocks, on the south by Chestnut Street and on the east by Straits Road and Prospect Street. The relatively small district is located around the intersection of West Street (Routes 5 and 10) and Depot Road, and is crossed in a north-south direction by the tracks of the Boston and Maine Railroad. Buildings are organized around the roads and railroad tracks with open fields radiating primarily to the north, east and south.

The majority of district buildings dates between 1820 and 1940. They are one and a half to two and a half stories in height, are of wood frame construction and are divided in use among residential, agricultural, commercial and formerly transportation-related buildings. Residential buildings are consistently modest and often coupled with outbuildings in farm complexes.

The district has historic integrity in terms of location, design, setting, materials, workmanship, feeling and association.

BUILDING DESCRIPTIONS

The architecture of North Hatfield is representative of a small farming community given shape and focus by the presence of a railroad at its center. It is utilitarian, small scale. Expediency and function have consistently taken precedence over ornament, and here moving and reusing buildings is an established practice founded on thrift and practicality. The following descriptions are divided into residential, barns and outbuildings, and commercial buildings. Where numbers permit, as in residential buildings, the descriptions are arranged chronologically.

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****North Hatfield Historic District
Hatfield (Hampshire County)
Massachusetts**Section number 7 Page 2**Residential Buildings****Federal Period (1776-1820)**

There was no settlement in the district during the Georgian Period and no buildings appear on the 1794 map, which is well into the Federal Period. The only road to appear in the area in 1794 was Mountain Road as it crossed from North Hatfield Road and west to a small cluster of buildings called West Brook.

Originally Federal in style and probably the oldest house in the district is at the Joseph Abbott House 289 North Hatfield Road (no MHC #, c.1820-1825). This building was moved across West Street to the present site c.1890 from the site of 317 West Street. The main block of the house is a one and a half story end gable house which faces south. In addition to having been moved, there have been numerous alterations to the house. It now sits on brick foundations and has been altered from a five bay width and two bay depth to an asymmetrical four bay width by a two story addition on the south east corner of the building. The roof has been altered by full width shed roof dormers which raise the height of the house to almost a full second story. A Colonial Revival style wraparound porch has been added to the west and south facades with Doric columns supporting a shallow hipped roof. More recently a wooden deck and stairs from the second floor were added to the north facade of the house. There is a one story woodshed ell on the east, followed by an attached garage. Sash is mixed 6/6 and 1/1. The material integrity of the house has been compromised to the point that it is a non-contributing building, although its historical importance remains.

Greek Revival and Gothic Revival Period (1820-1850)

While the advent of the railroad through North Hatfield prompted growth in this section of town, it is clear that this was primarily a farming section of town rather than manufacturing or commercial throughout this period. The Howes brothers photographs dating from the turn of the century of a large number of houses built in Hatfield during this period make the point that those in North Hatfield followed a common practice in farm building organization: connected buildings extending from the main house in a pattern evoked by the phrase, "big house, little house, back house, barn". A second characteristic of the oldest houses remaining in the district is that they followed earlier periods' practice of southern orientation, to maximize their ability to collect warmth from the sun. While residential buildings in Hatfield during this period were more often oriented to the street, in North Hatfield they were placed close to the road, but entries were on the south and they were extended in an east-west layout.

One of the earliest buildings in the district from this period is the so-called "lightning splitter", one of three in town dating from the Gothic Revival Period historically known as the Daniel Vining House, 330 West Street (MHC #11,1840) (Photograph No. 1). This is a one and a half story house, south-facing beneath a very steeply pitched, end gable roof. It is five bays wide, two bays deep and has a center entry. An exterior brick chimney has been added on the west or street facade. The clapboard building followed the connected building pattern in older photographs with a single story ell on the east connected to a barn. The ell with recessed porch has been enclosed, and the barn is now gone.

(continued)

United States Department of the Interior
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Hatfield (Hampshire County)
MassachusettsSection number 7 Page 3

Greek Revival in style and also one of the older remaining houses in the district is the Herrick Anderson House at 273 West Street (no MHC#, c.1840) (Photograph No. 2). South facing, this is a one and a half story, vinyl sided building with an end gable roof. Placed close to the road as is the house at 330 West Street, the five bay center entrance is on the south. Greek Revival is the broad, trabeated door surround with half length sidelights. Window surrounds are now partially obscured by aluminum roll-up awnings and shutters, but sash is 9/9. On the west facade is an enclosed porch addition followed by a single bay garage. The house's date c.1840-50 is supported by the use of brick for the foundations, a practice that appeared in Hatfield mid-century. Characteristic of this house form is the height given to the attic which on the entry facade results in a wide, unfenestrated area above the first floor windows. The house form is sometimes referred to as a "raised cape" for this construction variation.

A third house in the district from this period is the stylistically undifferentiated Vining/Manchester house at 322 West Street (no MHC #, c.1835) (Photograph No.3). One and a half stories in height, resting on brick foundations and set on a knoll, the house has an end gabled roof. There are entries on both the west and south facades which makes its original orientation unclear. Three bays long and two deep, there is a one story ell and a three bay garage extending on the east, connected to a vertically sided tobacco barn. The ell extension has a porch on Queen Anne Style turned supports. Rather wide fascia boards suggest a Greek Revival style; however, the simply framed eaves which are neither boxed nor have returns mark the house as sparingly constructed, which is typical for North Hatfield. Once again, as at 273 West Street, the high attic within the gable roof gives the exterior elevation considerable space above the first floor windows. In other regions, eyebrow windows are often placed in this area to light the interior, but in North Hatfield it was not a common practice to insert those windows. Two prominent gabled dormers, which are later additions, are set on the south side of the roof. The house is in fair to poor condition.

The Lumen Crafts House, 329 West Street (no MHC#, c.1850) follows the same building practices. It is a one and a half story, south-facing, end gable house. Once again, it was constructed as a raised cape without windows to light a second floor. Subsequent alterations are the addition of a wrap-around, Colonial Revival style porch which has two bays enclosed on the south and east facades; and the addition of vinyl siding. A central chimney and 6/6 sash together with relatively high brick foundations mark the house as mid-19th century in date. There is a single story ell and attached two bay garage on the west facade, and a through-cornice gabled dormer on the north.

A good example of the persistence of elements the Greek Revival style into the 1870s is found in the Connecticut River Valley Railroad company house at 158 Depot Road (no MHC#, c. 1875) (Photograph No. 4). The form of the house, a one and a half story, front gable, side hall plan is typical of mid-19th century building, and the presence of eyebrow windows on the second story, departing from several other contemporary houses, are the strongest architectural feature of the building's Greek Revival style. Roof pitch is low and the house's proportions relatively broad. The eaves do not make returns and are unboxed. A single story ell which is a later addition extends to the rear of the house; its sash has been altered to 1/1 and 2/1. As the house is now artificially sided, window and door surrounds are no longer fully exposed, although it is clear that this was a utilitarian company house at the time of its construction, and stylistic development was never intended.

(continued)

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Hatfield (Hampshire County)
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The building identified as a blacksmith shop on the Beers Atlas of 1873 just south of Wolfram's General Store dates 1849 as it was the village's first school house. When a brick school house was built in 1871, the 1849 school was converted to a blacksmith shop. Although unconfirmed, it is possible that the school house remains as part of the building at 317 West Street (no MHC#) which is in the same location. It is a south-facing, end gable building almost entirely hidden from view most of the year by overgrown vegetation. Now vacant, and not enclosed, the building is one and a half stories in height, three bays wide and two deep. It is covered with both clapboards and novelty siding. There is a single story ell on the west.

Italianate and French Second Empire Period (1840-1880)

The North Hatfield Post Office at 162 Depot Road (MHC #13, c.1830) (Photograph No. 5) was a house converted to a mixed use residence and store c. 1848 and altered to include a post office in 1868. It was transitional in style between the Greek Revival and Italianate styles as recorded by a Howes brothers photograph from the turn of the century. Now it is a two story, front gabled structure with a two story ell on the east, a single story ell on the north, and a one story extension on the west for a complex plan. The building is vinyl sided. Originally it had a pedimented front gable and an Italianate style porch across the three bay facade which was supported on posts set on plinths. Windows have been altered from 6/6 to 1/1 and the full sized porch has been replaced by a hip roof porch one bay wide and supported on unornamented posts. The ell has lost a one story section which included a recessed porch and a full depth room appended to a two story section behind it. The two story section remains today although fenestration has been altered and inserted.

The former railroad depot, moved and now located at 166 Depot Road (MHC #14, c.1845) (Photograph No. 6) was converted to a house. It is a frame building, one story in height with a steeply pitched end gable roof. What distinguishes it as a depot building are the broad overhanging eaves which provided weather protection for freight and passengers when the building was in its original location adjacent to the railroad tracks. The eaves have been framed in enclosing the original Italianate brackets (bracket bases are visible). Now shingle sided, the house is three bays wide and three bays deep with centrally placed entries flanked by small windows on both the south and east facades. A depot warning light remains over the central door hanging from the eaves. Sash is now 1/1 replacement.

The French Second Empire style became popular across the country during the years of the Civil War. Identified by the mansard shaped roof, these buildings are often referred to as being in the Mansard Style when they are small cottages. There are two contemporary Mansard Style cottages in North Hatfield at 249 and 280 West Street. The latter, the H. R. Graves House, 280 West Street (MHC #348, c.1865) (Photograph No. 7) is within the district boundaries. Although it has been sided and altered, it is the better preserved of the two. The house is two stories in height with through-cornice dormers lighting the second floor. Each dormer has a pedimented lintel and is flanked with ornate scrollwork at its junction with the roof. Window surrounds on the first floor have simple cap lintels typical of the Italianate stylistic devices that characterize the French Second Empire or Mansard Style, and sash is a vertical 3/1. South facing, the house has a one story porch across the south on wrought iron supports. Comparison with an historic photograph of the house shows that this porch was originally Italianate in style with simple posts on bases which gave it a loggia appearance. The same photograph shows the vertically sided tobacco and equipment barn, now attached to the house, was originally detached and part of the

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United States Department of the Interior
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farmyard. Now a brick, two bay garage ell joins the two. A second tobacco barn with an Italianate arched window in its north gable end is attached to the first tobacco barn on the east, for a complex farmstead layout.

The North Hatfield School House, 312 West Street (MHC #350, 1871), now in commercial use, is one of several brick school houses built after the Civil War by the town. While brick was not a common means of construction in Hatfield, there were at least six to eight brick buildings dating from mid-century. The school is a one and a half story building which is south-facing beneath an end gable roof. Raised pilasters divide the main block of the building into four bays by two bays for a rectangular plan. The main entry to the building is an enclosed, wooden portico with corner posts and a flat roof. On the east facade is a single story brick ell followed by a single story but lower, cement block addition. The main block of the building has shed roof, through-cornice dormers on the north and south facades. Each dormer is three bays wide. Below, the pilasters rise only through the first floor which suggests that the roof was raised and dormers added after construction and perhaps when the building was altered in 1908. First floor windows are segmentally arched, which is an Italianate feature, and contain 6/6 sash. The east brick ell is three bays wide and is distinguished by continuation of a brick watertable found on the main block, and the use of corbeled brickwork at the cornice which may have been present on the main block before the roof was raised. Now painted, the exterior was originally red brick.

Queen Anne and Colonial Revival (1880-1910)

There are several Queen Anne style buildings in the North Hatfield district. The Wolfram Tenant House 299 West Street (no MHC #, c.1880) is one of the least altered, although its condition is only fair. It is a one and a half story building which faces south beneath an end gable roof. It is five bays wide and three bays deep. The second floor has three small windows, in a departure from Hatfield's windowless custom, and they have 3/3 sash. There are two interior chimneys and a shed roof addition on the west facade. Windows and door surrounds are simple flat stock, however there is a wrap-around porch on the east and south facades which is supported by decorative Queen Anne turned posts with scroll work brackets.

The Charles Wolfram Tenant House 320 West Street (no MHC#, c.1905) is across the street from 299. The main block of the house appears to be five bays wide and two bays deep under an end gable roof. However, the main block has been enclosed in novelty sided additions dating from the 1920s or 30s, on its south, north and much of its west facades which makes its stylistic origins difficult to decipher. On the east a concrete block exterior chimney has been added. The south facade addition is a fully enclosed porch. The north facade has a shed roof addition similarly sided and it turns the corner on the west to become an enclosed addition of three enclosed porch bays.

The Henry Wolfram House at 317 West Street (MHC# C9, c.1890-1900) is today the home of Clarence Wolfram. It is south facing, set closely to the road, and attached outbuildings extend to the west. The main block of the house is two and a half stories in height. It is five bays wide and four bays deep for an ample rectangular plan. A porch on turned supports with brackets at the eaves is Queen Anne in style. Following the conservative local practice, the eaves are neither boxed nor make returns. There is a two story short ell on the west side of the house followed by a single story barn extension which has four double entries and 6 window bays. Although the condition of the barn ell currently appears precarious, this ell is one of the most complete of those which were common in the village at the turn of the century.

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
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Hatfield (Hampshire County)
Massachusetts**Section number 7 Page 6

One of the best preserved Queen Anne style buildings in the district is found at 323 West Street (MHC # C9, probably after 1909). Two and a half stories high beneath a front gable roof, the street facade is three bays wide with a center entrance. A full width porch on turned supports has a turned baluster railing and scroll work brackets at its eaves. A side porch on the north facade has the same details in its supports, railing and brackets. Window surrounds and the door surround are flat stock with no particular ornament. Once again the eaves are unboxed and make no returns, but the roof is slate and there is a copper ridge seal. Overall, ornament was less important than practical considerations of space, and proportions of this house are generous.

Very similar in scale and feeling is the house at 333 West Street (no MHC#, c. 1900). It is two and a half stories in height beneath a front gabled roof. Three bays wide and three bays deep the main block of the house has a single story wood shed ell which is novelty sided on the west. A single story wrap around porch extends across the east or street facade to the north. It is supported on posts with small scrollwork brackets at the eaves. The most ornamental feature of the house is the main entry door with its multipaned Queen Anne style window in the upper half. Sash is 2/2 and there is one interior chimney. Once again the house is set on brick foundations. A rather unusual hipped roof garage from the 1920s is adjacent to the house.

Slightly more complex in elevation is the Queen Anne cottage at 324 West Street (no MHC#, c. 1870). One and a half stories in height with a front gable roof, the house has a transverse gable on the south with a projecting bay beneath it. There is an enclosed porch addition on the street facade, and the house is vinyl sided. It has boxed eaves and returns beneath a slate roof which makes it a more detailed building than its contemporaries in North Hatfield.

After the 1876 Centennial Exposition architects and builders reintroduced colonial features into their designs in a rather nostalgic recollection of the previous century's buildings. The practice spread quickly and is represented in North Hatfield. The one example of this style in the district is the Luther Wells House, 289 West Street (MHC#C349, c. 1880), (Photograph No. 8) a two and a half story end gabled house which is south facing beneath its slate roof. The central block of the house is the conservative plan and elevation which was repeatedly used in Hatfield, being at the first floor four bays wide and three deep, with an ell of one and a half stories and a two bay carriage house extending to the west. Colonial Revival style hipped roof dormers appear on the south roof of the ell. Queen Anne style turned porch supports appear on the ell porch; however, the main porch which extends on two sides of the house is supported by Colonial Revival style Doric columns which are linked by a railing of narrowly spaced posts. Window sash is 1/1.

Recent Residential Buildings (1940-present)

Consistent with the district's past, recent residential construction has followed the broad vernacular practices of the region with a single Neo-Colonial house dating from the 1950s and several ranch houses from the 1970s and 1980s built on divided farm lots. They occur on both Depot and West Streets, adding a residential density to the district.

(continued)

United States Department of the Interior
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Hatfield (Hampshire County)
MassachusettsSection number 7 Page 7**BARNS AND OUTBUILDINGS**

In its active heyday, an agricultural railroad village required numerous outbuildings. Those attached to residential buildings are described with that building. However, there are numerous free standing barns, sheds and stands in the district as well.

Detached barns and outbuildings in the district are primarily agricultural in nature and range from tobacco barns to chicken coops and farm stands. Most prominent among them are tobacco barns. There are three attached, seven detached tobacco barns and one barn complex in the district. They are all vertically sided and hinged for drying tobacco during its curing stage; they average six to ten bents in length and are in good condition. With one exception, the free-standing barns are all located adjacent to their farm houses. There are free-standing tobacco barns following this pattern at 330 West Street, (Photograph No. 1) 162 Depot Road (Photograph No. 5), 277, 324 West Street and 289 North Hatfield Road. At 280 West Street (no MHC #, c. 1860) three tobacco barns are joined at angles to each other. One is a candela barn, covered in tar paper to prohibit light from the interior. Two other small outbuildings, an onion store house and tool shed, make up part of this complex. The free-standing tobacco barn at 289 West Street (no MHC #, c.1890) (Photograph No.8) placed close to the farm house beside an open field is a model of the agricultural pattern which typified North Hatfield during the late 19th and early 20th century. This tradition saw relatively small acreage per farmer supporting the use of modestly sized tobacco barns. In contrast to Bradstreet's common lands served by a lengthy row of tobacco barns, North Hatfield's tobacco fields were smaller in size and fewer in number. In several cases, existing livestock barns were all or partially converted to tobacco storage use as at 322 and 280 West Street, and 289 North Hatfield Road.

Falling somewhere between an agricultural outbuilding and a commercial building is the small vegetable stand remaining at 299 West Street (MHC#9, c. 1920). This is a single story, novelty sided structure with two openings on the road side to display produce. It is the oldest stand in the village and is in fair condition.

COMMERCIAL BUILDINGS**Craftsman Style (1910-1940)**

The Craftsman style of the early 1910s and 20s appears in two commercial buildings on West Street which are both excellent examples of the period and have several features in common.

Wolfram's General Store at 315 West Street (no MHC#, 1922-23) (Photograph No. 9) is vacant and in only fair condition; however, it appears to have been unaltered from its construction as a general store and gas station. The building is one and a half stories in height and has a slate covered front gabled roof. From the street facade extends a front gabled, two car bay portico, supported on wooden columns. The building is novelty sided except for the first floor of the entry facade which has a fiber board applied to the exterior. A recessed entry is flanked by two small storefront windows. Signage from the 1940s and 50s remains and the garage portico shelters old gas pumps and store fixtures.

The building at 336 West Street (MHC# 12,c.1920) (Photograph No. 10) formerly a general store and gas station is close in plan to Wolfram's general store being three bays wide and ten deep for a long rectangle. It is one story in height and has a hip roof on the street facade, a gable end on the east. From

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the entry facade extends a slightly gabled portico with a two car bay width. The portico is supported by two pairs of columns; those on the south are rusticated to look like roughly finished logs and those on the north are smoothly finished. The building is novelty sided as is Wolfram's general store and the three bay street facade has a similar recessed entrance, although the two flanking bays are angled. A square cupola under a hipped roof is located on the street end of the roof. Exposed purlins at the eaves around the building are Craftsman in style.

Adjacent to the railroad tracks is Pomeroy Enterprises, 164 Depot Road (no MHC#, c.1890) a utilitarian manufacturing building set on high brick foundations with windows to let light into the basement. This was a practice common in Hatfield for its tobacco workshops of the early 20th century. Shingle and novelty sided, this building is five bays wide and a long four bays deep. It is entered from a raised platform sheltered by a shed roof portico, beneath a broad, front gabled roof. An entire top floor of the building was removed in the 1950s giving it a rather truncated appearance above the brick foundations.

East of the manufacturing building is a small, square frame storage building beneath a pyramidal hipped roof.

Moved to the site and placed on new concrete piles is a utilitarian storage building with novelty siding and whose pedestrian entry is lacking stairs.

Also sharing the 164 Depot Road address is a railroad freight house (no MHC#, c.1850) (Photograph No. 11) which sits on a combination of high wooden and concrete posts. The board and batten sided building is one story in height, has an end gable roof with wide overhang and exposed purlins. It is placed directly adjacent to the railroad tracks. There are two double width entries on the roadside and only one window lighting the interior on the north facade.

CEMETERY

The North Hatfield Cemetery (MHC # 803, 1849) is about an acre in size and is located directly on West Street. A chain link fence encloses the trapezoidal shaped cemetery which contains about fifty large stones and fifty markers. The 19th century stones are primarily marble with more recent twentieth century stones of granite. The predominant form is tablet, with ten obelisks from the 1860s-1890s being present as well. The earliest death represented is the stone of Nathaniel Frary who died in 1832 before the cemetery was created, and one of the more recent stones dates 1963. As the North Hatfield cemetery, it is the burial ground for the families which have made up the history of the village, and is therefore closely linked to it. Family plots for familiar North Hatfield surnames such as Vining, Wolfram, Manchester, Sauerzapf, Frary, Dickinson and Vachula are to be found.

Archaeological Description

While no prehistoric sites are currently recorded in the district, it is possible that sites are present. Five known prehistoric sites are recorded in the general area (within one mile). The physical characteristics of the district include several well drained level to moderately sloping terraced locales in close proximity (within 1000 feet/300 meters) to wetlands indicating favorable locational criteria for many Native subsistence and settlement activities. The North Hatfield Historic District lies at the western edge of the Connecticut River floodplain and the east bank of the Mill River just south of its confluence with West

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Brook. Numerous prehistoric sites have been recorded along this section of the Connecticut River and its tributaries.

Given the above information, the size of the district (64.5 acres), the availability of open space and low levels of historic period development, a high potential exists for the recovery of significant prehistoric resources.

A high potential also exists for historic archaeological resources in the district. Land purchases and titles for the North Hatfield locale were obtained from the General Court and Native American or the Norwottucks in the early 1670's. No record of English settlement exists after the purchase as the land was held in common for cattle grazing, lumbering and hunting. It is reported that the Norwottucks also continued to use the land. Initial European settlement in the area occurred around c.1710 shortly after Jeremiah White was given the right to use West Brook stream to power a fulling mill. Mill River was often referred to as West Brook during the early settlement period. White's fulling mill site which later also included a distillery, saw mill and corn husk mattress factory was located outside the district boundaries. The mill center was, however, the focal point for most European settlement in the area including the district. European settlement was made along a system of roadways which were based on existing Native American trails. These routes included the North Hatfield Road/King Street and West Street corridors, Pantry Road and probably West Brook Road, most of which were upgraded to cart paths shortly after settlement. Archaeological resources, possibly farmsteads from this early settlement through the late 18th and early 19th century may be present in the district, however, if present, they would be rare and represent the earliest examples of European settlement in the village. An 1830 map of the area describes the district as a pine plain one perimeter of which is unfit for cultivation timbered with white pines. No structures are recorded in the district on the 1830 map. The earlier 1794 map of the area shows two houses in the district which were apparently gone by 1830. Few residents were living in the North Hatfield area by the early 19th century and few documented archaeological sites exist in the district for that time. Structural remains and related features may exist at the original site of the Joseph Abbott House (c.1820-25) at 317 West Street, moved in the late 19th century to 178 North Hatfield Road across the street. A large house which later burned was built on the vacated site. The existing house at 317 West Street was built in c.1890. Thus, barring impacts from the latest Wolfram House, archaeological remains from two 19th century homes may survive at the 317 West Street address. Portions of the North Hatfield Post Office (c.1830) may also survive as an archaeological resource. The Post Office, located at 162 Depot Road was previously a residence and later converted to a store and post office. A one-story ell originally connected to that structure is now gone. Settlement in North Hatfield accelerated somewhat with the construction of the railroad in the 1840's the presence of the railroad was responsible for the development of the district locale as an agricultural shopping center. Agriculture was still a major occupation in the area, however, the 1860 atlas shows an increase of cleared land but only 5 farms in operation. Additional buildings were present, apparently associated into service occupation for the railroad and mills. Archaeological survivals may exist from a railroad depot, now gone, indicated on an undated Walling Atlas of c.1855. The depot was located on North Hatfield Road (West Street) adjacent to the tracks in the approximate location of the house at 289 North Hatfield Road (West Street).

Outbuildings and occupational related features may represent one of the more common and important archaeological survivals in the district. Outbuildings related to agricultural production and transportation may exist with many of the extant residences in the district, many of which were part of farmsteads of railroad operations. These can include tobacco barns, sheds, tobacco shops, tobacco freight storage barns, chicken coops, farmsteads and animal barns. Many extant examples of these structures survive intact in

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the district dating to the late 19th and 20th centuries, however, examples from the period and earlier can also be present archaeologically. For example, the remains of a connecting barn, now gone, may survive with the Daniel Vining House (c.1840) at 330 West Street. A early 20th century onion warehouse, now gone, was also present in the railroad depot area. Smaller outbuildings no longer extant and those which remain were also often the sites of small scale industry in the district usually operated by single individuals. Occupational related features (trash pits, privies, wells) represent another important potential resource type in the district with both extant structures and archaeological sites. These features can be associated with farmsteads, individual residences and transportation facilities.

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8. STATEMENT OF SIGNIFICANCE

The North Hatfield Historic District is an excellent example of a small 19th century agricultural settlement which became a more important village in the 1840s when the railroad arrived and a depot was built. Its existence as a transportation/trading node was sustained in the 1890s when a second railroad line arrived, and was boosted in the 1920s as automobile travel brought new roadside commercial uses to the village. North Hatfield is important in Hatfield's history as it was the eventual destination of several immigrant groups. The first groups to arrive were the Irish and French Canadians who came to Hatfield during construction of the railroad in the 1840s, and, once the railroad was completed, settled in to farm. Germans and Bavarians in the 1860s were followed by Eastern Europeans. These later arrivals were well-represented in Hatfield by the turn of the century, and in the first few decades of the 1900s were also building new or buying existing farms on the outskirts of the established agricultural centers of town. North Hatfield is representative of many New England villages which were satellites to the main centers, home to the late-coming and less prosperous, but which had long agricultural and commercial histories and served to integrate immigrants to the farming economy. The North Hatfield district has local significance according to Criterion A and C.

CHRONOLOGY AND HISTORIC DEVELOPMENT OF THE DISTRICT**Plantation Period (1620-1675)**

In 1653 when the plantation of Hadley was being established there were three associated groups of native Americans living in the area which was to become the towns of Hatfield, Hadley and Northampton. These three groups were collectively known as river Indians. One of them, the Norwottuck Indians under leadership of chief Quonquont, had long occupied the land from upper side of Hatfield's Great Meadow to Mount Sugar Loaf and Mt. Toby. The practice at the time was for towns or land speculators to buy land twice, once from the General Court and then again from the native Americans who occupied it. Following this practice, on October 19th, 1672 a large tract of land lying north of the Great Meadow (now North Hatfield and Whatley) was bought from the Norwottucks by the town of Hatfield, which had been established as a separate parish from Hadley only two years before. Chief Quonquont had died by the time of the sale, but his widow and children signed the deed in 1672.

There is no record that any English settlement took place directly after the purchase; rather, the land was held in common for the grazing of cattle, cutting of timber and for hunting, and the Norwottucks

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continued to use it for hunting as well. Trade between the native Americans and the settlers revolved around fish, game, baskets and fur, was relatively calm and at times helpful to both groups during this period.

Colonial Period (1675-1775)

The relationship between settlers and native Americans changed abruptly with spread of King Philip's War to the western settlements in 1675, and Hatfield was one of its focal points. Attacks on Hatfield and the threat of attack during King Philip's War prevented settlement of land outside the defensible perimeters of the town center. Consequently, very little outlying land in Hatfield was distributed before the 1680s. It was not until ten years after the Quonquont land purchase, in 1682, that a section of the purchase, the meadows north of Great Meadow, were divided and allotted among residents.

The ten years had seen an increase in population both from new families arriving and from the coming of age of the second generation of Proprietor families. Between 1668, when there were twenty-five to twenty-eight families, and 1682, when there were fifty-seven families, a need developed for additional cleared land for livestock grazing and crops.

The newly allotted land was named Bashan and was divided into Old Farms and West Farms. Each of the then fifty-eight Proprietors received a lot in both parts. West Farms was later to become Bradstreet and included North Hatfield. That portion of North Hatfield lying west of Straits Road which was at a greater distance from the center was held as common land and used for general grazing.

Town records indicate that the small settlement in West Brook was in existence as early as c. 1710, a year or so after Jeremiah White was given the right to use West Brook stream to power a fulling mill. With greater use, the area had to be more accessible. As was generally the practice in the region, the roads to and from North Hatfield developed from native American trails which were already in existence. An east-west trail which the river Indians used to get to short-term hunting camps on the uplands and the pine plains may now exist as North Hatfield Road/King Street. A main north-south trail along the west side of the Mill River from Whately came to be Pantry Road and was developed as a cart road by English settlers between 1675 and 1775.

Federal Period (1775-1830)

The map of 1794 indicates that North Hatfield Road/King Street which linked the center to North Hatfield had developed beyond a path and cart road to one of the town's principal roads. Town Reports indicate that a section of the road from the crossing at the Mill River, to the border with Whately was formally laid out in 1789 although it had been in use prior to that. On this road and at the Whately border West Brook had become a small settlement or several houses. It was organized around Jeremiah White's fulling mill and a distillery on the West Brook which made the first liquor in western Massachusetts-gin made from ground rye grain.

By 1830 a second or branch road had been constructed on the east side of the brook, now called Mill River, going north from the bridge across the river to the border with Whately where West Street is now located. The distillery had been replaced by a sawmill and the settlement was called West Brook. (The saw mill on the site of the old distillery was reinvented as a corn husk mattress factory later in

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the period.) On both maps the land in this segment of town is identified as pine plains with summer pasture identified only along the banks of the Mill River. In 1830 it was described as "pine plain one quarter of it is unfit for cultivation timbered with white pines." In 1794 it is called "pine planes" (sic). Houses are not indicated on the map of 1830, but on the 1794 map two houses (now gone) are shown in the district. West Brook was reached from Hatfield Center by North Hatfield Road/King Street and from Northampton by a county road which is today Pantry Road.

West Brook, or Mill River, was quite a bit wider during the 18th century than it subsequently has become, which meant that for a time it was better suited for industrial purposes than either the Connecticut River or Running Gutter Brook in town. Other industries, a linseed oil mill, corn mill, saw and grist mills were established further downstream in West Hatfield.

West Brook residents would have had to travel to Hatfield Center for their goods, church services and schooling. Although there was at least one school in Hatfield in 1681 teaching both boys and a few girls, and several more added in 1796 to educate girls, there would not have been a large enough population during this period to justify a West Brook school. By 1812 school districts were established for the town, but school houses were not constructed until a later period as classes were held in homes.

Early Industrial Period (1830-1870)

North Hatfield as we have noted was in 1830, at the outset of the Early Industrial period, predominantly a wooded "pine plain" whose major asset was the Mill River powering a small amount of industry. The main occupation for the relatively few residents was centered around the river and the distillery/saw mill supplemented, no doubt, by farming. As the period progressed, pressure for additional land for new residents and expansion of established farms increased. During the 1840s and 1850s, additional land was cleared in North Hatfield for farms to raise livestock and crops. The atlas of 1860 shows an increase in cleared land in North Hatfield and at least five farms in operation. As part of improved, agricultural practices, all of Hatfield's farmers were increasing their tillable land, turning pastures into cropland, and many of them moved their herds into the hilltowns in the summers. These practices freed up acreage for raising corn, wheat and other crops which brought in cash without compromising dairy income.

Hatfield's entry into the Early Industrial period is marked by the arrival of the railroad. The town was thrown into a protracted debate when the Connecticut River Rail Road proposed selling a franchise to Hatfield to put its line through town. It was clear to many townspeople that the railroad was a key to economic progress, and that the practice of shipping goods to Hartford by boat was costly. Yet many were fearful of the effect of locomotive soot on their health and on the quality and cleanliness of the sheep's wool that was being grown in town. A compromise was reached when the town agreed to construction of the line, but stipulated that it be placed two miles away from the center, which took the tracks through North Hatfield. This compromise had a long-lasting effect on the village which became an agricultural shipping center. While more of the shipping of tobacco was done from West Hatfield, tobacco, grain and coal were exchanged in North Hatfield and the farmers of Bradstreet and Whately came to North Hatfield to ship their produce and receive supplies as well. An undated Walling atlas of c.1855 indicates a station on North Hatfield Road adjacent to the tracks in approximately the location of the house at 289 North Hatfield Road (station now gone). The depot, 166 Depot Road, (MHC# 14) (Photograph No. 6) does not appear on this atlas, but was put up at approximately the same time, c.1855, as was the board and batten sided Connecticut River Valley Railroad freight warehouse (no MHC#, c.1855) (Photograph No. 11) at 164 Depot Road adjacent to the tracks. It served as a tobacco warehouse

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and for many years tobacco was directly unloaded into railroad cars from the building. Leland Wight in *The Hatfield Book* of 1908, states that one business suffered with the railroad's appearance and that was a public house run by Aaron Dickinson in North Hatfield [Pantry Road, now gone].

The railroads required a large number of laborers in order to build lines across western Massachusetts. The largest number of laborers available at the lowest wages were immigrants arriving from Ireland and Canada, anxious to find work. Many were hired to work in the Hatfield-Greenfield section, and after construction was completed chose to live in the communities where they had worked. North Hatfield was the destination of several Irish and Canadian families, among them were John and Maurice Fitzgibbons. From the 1860s Prussian, Bavarian and German immigrants also began settling in town. Most German families settled in West Hatfield, but C. Wolfram and R. Sauerzapf appear in North Hatfield on the atlas of 1873, suggesting they may have been part of this wave of immigration, as was George Vollinger at 280 West Street.

The railroad was a catalyst for growth in North Hatfield, increasing the population and turning crossroads into a village. To get Bradstreet's produce to market, access to the railroad from the east had to be improved. So Depot Road was constructed by extending the road from Bradstreet beyond Cronin Hill Road to West Street. Residents still had to travel to Hatfield Center to church services, but in 1849 a cemetery (MHC #803) was added to the village on West Street, and in the same year on the north side of the cemetery, the first school house was built. It is interesting to note that the Bradstreet school house was also built in front of its cemetery on Depot Road.

Services and stores were added to the village. Ezra Martin's house at 162 Depot Road (MHC #E13, 1830) (Photograph No. 5) shared space with a general store offering dry goods, groceries, medicine, clothing and hardware. The house had been built c.1830 by Martin and converted to a store/residence near the time of the railroad's construction. In 1868 the building housed the Post Office as well. In Martin's carriage barn a wagon repair business operated, and a wheelwright shop was in operation in 1860 just north of the district. Although these enterprises brought activity to North Hatfield, none of it grew to become light industry. Merwin's Connecticut River business directory of 1867 recognized Hatfield's lack of industry noting only that there was some broom manufacturing in the town.

Residential building during the Early Industrial Period is distinguished by an unusual version of the Gothic Revival, a one and a half story cape style house with very steeply pitched roof, called a "lightning splitter". Three of these houses remain in North Hatfield today with the Daniel Vining House at 330 West Street (MHC #C11, 1840) (Photograph No. 1) within the district. The other two are outside the district on Depot Road, the E.F. Cooley House, 83 Depot Road (MHC# 21, c. 1830) and the house at 87 Depot Road, (MHC# 24, c.1835). During this period the houses built ranged in style from Greek Revival to French Second Empire but they have a similarity in scale and degree of stylistic development.

The Joseph and Minerva Frary Abbott House at 289 North Hatfield Road (no MHC # c.1840) was built at this time. Moved from the site of 317 West Street, it was the home of Joseph R. Abbott and Minerva Frary whose family was one of the first to settle in West Brook near the sawmill. Farming would have been Abbott's primary occupation, but during the Early Industrial period when the railroad came through North Hatfield he was also the station agent. Daniel Wells recorded that he was killed in a railway car accident.

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The Herrick Anderson House at 273 West Street (no MHC #, c.1850) (Photograph No. 2) is a well-defined Greek Revival, while the H.R. Graves/George Vollinger house at 280 West Street (MHC #348, c.1865) (Photograph No. 7) is comparable in scale and attention to detail, but in the French Second Empire style. The Ezra Martin House at 162 Depot Street (MHC #E13, c.1830) was a larger, somewhat more elaborate Greek Revival house even before its conversion to a store and post office, but the Henry Manchester House, 322 West Street (no MHC #, c.1850) (Photograph No. 3) was almost utilitarian in design. All of these houses were made more imposing in extent by the addition of ells, extensions and connected barns to make farm complexes.

The Civil War had more of an impact on the village of North Hatfield than the Revolutionary War as a number of families had more than one son enlist for service. In the district, three of the sons of Joseph and Minerva Abbott (house now 289 North Hatfield Road) James, Lyman & Richard fought, and only Lyman and Richard survived. John and Oliver Vining (322 West Street) sons of Leavitt and Ophronia Vining, both served and John died from wounds he received in Cold Harbor, Virginia in 1864.

Late Industrial Period (1870-1915)

The Late Industrial period saw significant changes in North Hatfield. One of the first was the arrival of Eastern European immigrants, mainly from Poland, who had settled throughout Hatfield by the 1890s. Many hired on to the town's farms as laborers, lived in tenements or boarded in local homes. From laborers they moved to sharecropping, an arrangement whereby the landowner paid for seed and fertilizer and the family provided the labor. Profits were split 50-50. Gradually the immigrant families were able to buy land for their own farming and during the Late Industrial Period a number of them bought land in North Hatfield. Paul Holic bought Luther Wells farm at 289 West Street (Photograph No. 8). John Natowicz rented the Joseph Abbott House from Henry Wolfram and farmed tobacco; Frank Sadowsky bought the Daniel Vining farm at 330 West Street (Photograph No. 1) Stefan and Anna Vachula lived at 273 West Street, the former Herrick Anderson farm (Photograph No. 2). A measure of the overall success of immigrants in Hatfield was construction in 1892 of St. Joseph's Roman Catholic church in town funded through subscription of its parishioners.

The period may have seen changes, but not towards greater industrialization. Industry remained small scale and diverse, and was individual-driven. Lumen Crafts at 329 West Street (no MHC#, c.1850) in the 1890s was in the business of distilling cider brandy, owned a planing mill in Whately, built wagons and sleds, ran a general repair shop, did blacksmith work and sold fifteen hundred to two thousand barrels of cider beyond what he reserved for brandy each year. The fact of Crafts' many enterprises illustrates the diversity in common practice in the district.

Agricultural diversification increased during the Late Industrial Period as well and North Hatfield's farmers were part of the trend. They devoted acreage to tobacco which had already developed as a major crop in Bradstreet, on the farms of Hatfield Center and Upper Main Street, before spreading to the harder to farm acreage of North Hatfield. When profits outweighed the cost of labor to clear and care for the rockier uplands, North Hatfield farmers devoted acreage to the crop, meanwhile continuing to raise dairy herds and keep pasturage. Henry Wolfram (317 West Street) and Carlton Crafts (333 West Street) were two of the largest growers with twelve acres each in tobacco; more typical was Adam Wolfram with two acres, and Anna Vachula (273 West Street, no MHC#) with seven acres. To underscore the smaller scale of this production, one should note that Bradstreet's largest tobacco growers had from one hundred to two hundred acres of tobacco each under cultivation

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Tobacco barns remain from this and subsequent periods at 162 Depot Road, 280 West Street, 289 North Hatfield Road, at 277, 289, 330, and 324 West Street. The Pomeroy Enterprises main building at 164 Depot Road was a tobacco sorting shop in the early 1900s and this function explains the nearby tobacco barn and tobacco freight house at the same address. Large tobacco companies came into Hatfield during the 1890s consolidating production by the many small farmers, and company markings are still to be seen on the cluster of tobacco barns at 280 West Street.

Tobacco brought a measure of prosperity to Hatfield and in 1871 a new brick school house was constructed at 312 West Street (MHC #350, 1871). The older school house continued in use for several years for classes, but was eventually closed and converted to a blacksmith shop by Philip Jubenville at the turn of the century.

Onion production began in Hatfield at the turn of the century. By 1910 the town was producing 54% of Hampshire County's onions and led the state's towns in production. Both tobacco and onions were shipped from North Hatfield and the Sunderland Onion and Fertilizer Company built a warehouse in the depot area (now gone). The onion economy lasted until the 1940s after World War II.

Diversification applied to more than crops and livestock practices. Farmers such as Anna Vachula at 273 West Street boarded laborers. Others turned to construction outside of the growing season to make use of their equipment on town improvement projects and maintain several income sources. They supplemented farm income by working for the town using their teams and labor on highway, bridge, and school repair projects. Town reports for these years scrupulously itemize sums paid out, and in 1908, for instance, an addition was made to the North Hatfield School at 312 West Street (MHC #C350). For that project Charles Wolfram, Stefan Vachula, Lumen Crafts, and George Moore from North Hatfield brought labor and materials. A few years later (1910) Stefan Vachula's widow Anna was renting her team and labor to repair roads; H. W. Wolfram rented his team and labor; as did Paul Holic (289 West Street), Carlton Crafts (333 West Street), and John Natowitz (289 North Hatfield Road) his labor.

The Connecticut River Railroad enabled farmers to ship and distribute profitable quantities of tobacco and onions beyond the region, and a second railroad line in 1890 was constructed further improving both freight and passenger service. A single track line, rather than the two tracks of the Connecticut River Railroad, the New York, New Haven and Hartford Railroad (NY, NH, & H) quickly became active. Coal was shipped on this line because of the ease of loading and unloading from the single track layout. Coal and grain shipped on the Connecticut River line, in contrast, had to be shunted on to a siding on the south side of Depot Road to await unloading. The NY, NH & H depot in North Hatfield was west of the cemetery and reached by a new road, Canal Road, from West Street. The rail bed later became the path of Interstate Highway-91; Canal Street was closed; and the depot removed. The Connecticut River Valley Railroad company house at 158 Depot Road (no MHC #, c. 1875) (Photograph No. 4) was constructed at this time as well and housed station agents into the twentieth century.

Between 1900 and 1903 the street railroad went in linking Hatfield to Northampton and Greenfield through the center of town. Although the electric streetcar line was not particularly convenient for North Hatfield residents, it did have an impact on the village as North Hatfield students often boarded in Bradstreet during the week so they could take the trolley to Smith Academy on Main Street in Hatfield Center. During this period, water, sewer, and electricity were being installed, but they went first to the town center and later to North Hatfield. Only the telephone in 1906 was simultaneously installed throughout town.

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About 1908 Bradstreet formally took its current name, and separated its identity from that of North Hatfield as a village with its own post office. Several changes were made in North Hatfield houses with Henry Wolfram building tenant houses at 299 and 320 West Street. The village blacksmith and farmer Philip Jubenville bought the Joseph Abbott House which was at 317 West Street. According to Daniel Wells, he moved it to its present site on North Hatfield Road, and built a large house on the vacated site. The large house burned down, so Jubenville moved into the Abbott house, then moved from town altogether. Henry Wolfram bought both properties, rented the Abbott house out, and built the conservative Queen Anne style house which is at 317 West Street (MHC#10, c. 1890). In 1910 George Danforth was post master in North Hatfield. He lived in the building over the store and post office and conducted a wagon repair shop in his barn.

Early Modern Period (1915-1940)

The heyday of North Hatfield may well have been during the Early Modern Period when commerce and agriculture converged at the four corner district of West Street and Depot Road. Hatfield's farmers were shipping five to six hundred railroad cars of onions each season in 1910 and this high production level continued through the Depression, passing largely through North Hatfield's two freight railways: the Boston and Maine Railroad (formerly the Connecticut River Railway) and the New York, New Haven and Hartford Railroad.

At the same time, the enormous popularity of the automobile increased travel along West Street from Northampton and north to Greenfield and gave rise to service establishments: gas stations, restaurants and farm stands. Automobiles were so successful that electric street car companies, which were actually an efficient means of mass transportation, began to fold in the 1920s. In Hatfield the street railway was taken up in 1924 and West Street took over much of the north-south traffic which had previously swung into Hatfield Center on the streetcar. Almost untouched by subsequent technological advances, Wolfram's gas station and store at 315 West Street (Photograph No. 9) was built 1922-23. In the front or eastern half of the store groceries were sold, gas was pumped, and in the back half grain was sold to town dairy farmers and wagons were stored. Across West Street the building at 336 West Street (MHC #E12 c. 1920) (Photograph No. 10) was also a grocery store and gas station run by a member of the Wolfram family.

North Hatfield was a grain center for dairy and other livestock farmers, with grain being sold by Wolfram on West Street, and at his other grain station on Depot Road east of the tracks and across from the Post Office next to a rail siding. There, Wolfram kept six coal bins and grain; and not far away also stored grain in the Boston and Maine Railroad freight warehouse. Riley's Grain Mill was the third location for grain on the east side of the tracks and on the south side of Depot Road across from the Post Office. Riley's grain business was established in the early 1920s on Depot Road, and continued there until it burned down in the 1950s. For both businesses, location next to the rails was essential for continued prosperity.

In 1930 the New York, New Haven and Hartford Railroad was abandoned. But at the same time in 1930 West Street from Northampton to Greenfield was improved as state highway Route 5/10, so commercial traffic through the village did not fall off appreciably.

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Three times during this period the town was hard hit by natural disasters with catastrophic floods in 1927 and 1936 and a flood and hurricane in 1938. North Hatfield, at a higher elevation on the uplands, was spared flooding, and as a matter of fact, during the 1936 flood, cars lined up on Depot Road at the hill top above the flooded plain with their headlights on to light the way for boats carrying people to higher ground.

The Depression spared no one however, and North Hatfield farmers were as hard hit as any. Town Meeting records from the 1930s describe many residents as unable to pay taxes. The Works Progress Administration employed townspeople to build a dike for flood control and with additional smaller WPA-funded construction projects, many were helped through the hard times. Onion and tobacco growing continued, but some farmers chose to place land in the Soil Bank.

Recent History (since 1940)

North Hatfield did not make a strong recovery after the Depression. Declining onion production and the failure of dairy farms to thrive meant that the village's role as an agricultural/shipping center was no longer sustainable. Shade tobacco began to be grown after World War II, but it was shipped from West Hatfield. This coincided with a town-wide decline in onion production from 1500 acres to about two acres in the 1970s. Hatfield farmers turned to raising potatoes, cucumbers and corn; much of the rail transport was replaced by truck transport. Farmers closed out their livestock herds so Wolfram's grain business declined precipitously between 1946 and 1948 until most of the dairy farmers of the area went out of business. Riley's Mill and store burned down in 1952, and relocated to Prospect Street in what is now the Valley Advocate building, an old mill building. The few remaining farmers had to travel to Prospect Street or to Northampton for their animal grain.

The North Hatfield school closed in 1942 and eventually the building was converted to commercial use. Commercial establishments were further discouraged when the Interstate Highway I-91 was completed for 2.7 miles through North Hatfield on the line of the old New York New Haven and Hartford right of way. An interchange took up a celery field. In 1964 travelers on I-91 could bypass North Hatfield rather than take Route 5/10. Residential building in the 1960s and 1970s accounted for a number of new buildings in the district and one new business appeared; Pomeroy Enterprises moved to 164 Depot Road from the path of I-91 reusing several car rental buildings from Cahillane Auto Sales, which was also in the path of I-91 in Northampton, for their lumber yard.

The lack of recent growth has meant that the village has had few other changes; the Post Office is still the village center; the depot was moved and converted to a house on Depot Road close to its former location; the tobacco freight warehouse and company house stand nearby-the central importance of the railroad continues to be visible. At the same time, the tobacco barns and working fields remain as witness to the continuation of North Hatfield's agricultural past.

Archaeological Significance

Since patterns of prehistoric settlement in Hatfield are poorly understood, any surviving sites could be significant. Several prehistoric sites have been recorded in Hatfield, however, the lack of systematic site examinations and comprehensive town surveys has resulted in little detailed information for the area. Because the town and district has remained primarily a farming community and resisted intensive development, it is highly likely that significant prehistoric archaeological sites survive. Regional

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**North Hatfield Historic District
Hatfield (Hampshire County)
MassachusettsSection number 8 Page 9

information indicates that surviving sites in the North Hatfield district locale may date from the Paleoindian (10,000-12,000 B.P.) Period to Native contact with Europeans in the 17th century. Prehistoric sites dating from the Middle Archaic through Late Woodland Periods have been physically documented in the town. These sites may provide a basis for reconstructing both environmental change with the middle Connecticut River Valley and the process of cultural adjustment as Native people adopted their subsistence and settlement strategies in response to that change.

Historic archaeological remains described above have the potential to provide detailed information on the social, cultural and economic changes which took place in a small 19th century agricultural settlement which initially developed around the river and mills in the 18th and early 19th centuries then became an agricultural shipping center in the 1840's-50's after the railroad was introduced. Agricultural shipping received a boost in the late 19th century when a second rail line was built through the village. Potential structural remains in the district can document the 18th and early 19th century settlement of the village for which no examples survive either as standing structures or known archaeological sites. The site of the Joseph Abbott House (c.1820-25) represents the earliest example of Colonial Period settlement in the village. Archaeological survey and testing can verify and refine our knowledge of North Hatfield's early settlement by documenting the location and plan of 18th and early 19th century buildings as well as the configuration of structures and buildings within individual lots. By documenting this early evolution of the village, archaeological investigations can provide an appropriate introductory framework for interpreting the better documented standing structures and sites from the 19th and 20th centuries. Potential historic archaeological remains from the 19th century can also contribute important information on North Hatfield village growth and the development of a 19th-century agricultural transportation center. Potential structural remains from a mid 19th century railroad depot site can provide important data on the focal point of the railroad transportation system. This area can include resources directly relating to railroad transportation as well as warehouse facilities for produce and tobacco.

Outbuildings and occupational related features can also contribute to the district's significance on a number of topics. Most of the outbuildings extant in the district date to the late 19th and early 20th centuries and are usually related to tobacco cultivation and processing. Earlier outbuildings may have been present with standing structures and archaeological sites. These structures can contribute to the general lay-out of buildings on early farmsteads and the function of outbuildings prior to and during the introduction of tobacco as a crop. Potential information relating to the cultivation of broom corn and broom manufacture can be especially important. Outbuilding remains combined with a detailed analysis of occupational related features can also contribute information on the limited industry in the district which has historically been characterized as small scale, individually driven and diverse. Archaeological studies can document the extent to which technical diversity was common practice in the district contributing information on such skills as wagon and sled manufacture, blacksmithing, wheelwright shops and general repairs.

Studies relating to ethnicity can also contribute information on a number of related topics in the North Hatfield Historic District. Immigrants began to arrive in North Hatfield in the 1840's as Irish and French Canadians arrived to construct the railroad. Germans and Bavarians arrived in the 1860's with eastern Europeans, particularly the Polish at the turn of the century. Immigrants generally worked as farm laborers until they could buy land to farm on their own. As a result of this pattern, tenement housing, boarding in single family homes and share cropping were introduced to the North Hatfield area. Archaeological resources can contribute information directly to these topics. Detailed analysis of

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****North Hatfield Historic District
Hatfield (Hampshire County)
Massachusetts**Section number 8 Page 10

occupational related features can contribute information on the lives of inhabitants in specific homes possibly including ways in which different ethnic groups adopted to New England life and, more specifically, life in North Hatfield. This analysis can identify the conditions of tenant life and how it compared with more established existence in the district. Archaeological data can also define local manifestations of the share cropping concept and the relationships between land owners and share croppers. This information can identify to what extent share cropping was present in the district and how it varied between ethnic groups.

Archaeological resources can also contribute information relating to transportation technologies available in the 19th and 20th centuries. Railroad corridors from the 1840's and 1890's can contribute information on construction techniques available when the railroad was first introduced and changes which may have occurred by the late 19th century. Similar information can also be obtained for the street railroad or electric street car line installed in the district in 1900-1903 then removed in the 1920's.

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Hatfield Historic District
Hatfield (Hampshire County)
MassachusettsSection number 9 Page 1**9. MAJOR BIBLIOGRAPHICAL REFERENCES****Publications and Typescripts**

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Maps and Atlases

1794. Ebenezer Fitz, Plan of Hatfield.
1830. Theophilus and Justin Wait, Plan of the Town of Hatfield, 1830.

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**North Hatfield Historic District
Hatfield (Hampshire County)
MassachusettsSection number 9, 10 Page 2, 1

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1854. William Barker, Map of Hampshire County, Massachusetts, Philadelphia, 1854.
1860. Walling. The County of Hampshire, Massachusetts, New York, 1860., 1860.
1873. F.W. Beers, County Atlas of Hampshire, Massachusetts, New York, 1873.
1938. Hatfield, showing geography, crops, no. 5022, Massachusetts State Archives.
1943. Hatfield, Works Progress Administration Map, Massachusetts State Archives.

10. GEOGRAPHICAL DATABoundary Justification

The boundaries were drawn to include the largest concentration of North Hatfield's agricultural and railroad-related buildings and land, yet to exclude non-contributing recent construction. To this end, the district as defined is centered on the main intersection of the larger village of North Hatfield. On the east the boundary was drawn on the eastern side of the railroad track right of way and to include the post office and railroad company house, but to exclude Straits Road due to the large number of contemporary houses along Depot Road. On the west the boundary was drawn to follow the rear lot lines of the properties along West Street, which coincide with the right of way of Interstate Route 91, so that agricultural land, 19th and early 20th century farms were included. On the south the border was drawn to include an operating farm and farmland, and an historic house. The irregular north boundary was drawn to include the intersection of Depot and Mountain Roads with West Street, a 1920s gas station/general store and railroad property, but to exclude a number of contemporary houses.

(end)

**NORTH HATFIELD HISTORIC DISTRICT
DISTRICT DATA SHEET
HATFIELD (HAMPSHIRE COUNTY), MASSACHUSETTS**

MHC#	MAP#	ADDRESS	HISTORIC NAME	DATE	STYLE	RESOURCE	C/NC
	1-124	159 Depot Road	house	1970s	ranch	B	NC
	1-127	161 Depot Road	house	1980s	ranch	B	NC
E-14	1-115	166 Depot Road	North Hatfield Depot	c. 1850	Italianate	B	C
	1-63	164 Depot Road	freight house	c. 1855	utilitarian	B	C
	1-63	164 Depot Road	store house	c. 1960	utilitarian	B	NC
	1-63	164 Depot Road	store house	c. 1960	utilitarian	B	NC
	1-62	164 Depot Road	tobacco workshop	c. 1890	utilitarian	B	C
	1-62	164 Depot Road	storage shed	c. 1890	utilitarian	B	C
	1-64	162 Depot Road	tobacco barn	c. 1900	utilitarian	B	C
E-13	1-144	162 Depot Road	North Hatfield Post Office	1830	Greek Revival	B	C
	1-144	162 Depot Road	barn/shop	c. 1845	utilitarian	B	C
	1-65	158 Depot Road	Railroad company house	c. 1875	Greek Revival	B	C
	1-117	155 Depot Road	house	c. 1930	Neo-colonial	B	C
	1-166	178 North Hatfield Road	Joseph Abbott House	c. 1825	Federal altered	B	C
	1-166	178 North Hatfield Road	tobacco barn	c. 1890	utilitarian	B	C
E-12	1-114	336 West Street	gas station	c. 1920	Craftsman	B	C
	1-36	333 West Street	Carlton Crafts House	c. 1900	Queen Anne	B	C
	1-36	333 West Street	garage	c. 1920	Colonial Revival	B	C
	1-37	329 West Street	Lumen S. Crafts House	c. 1850	Greek Revival	B	C
	1-38	327 West Street	Hampshire Const.	c. 1980	contemporary	B	NC
	1-41	lot 41	vacant lot				
	1-126	332 West Street	house	c. 1970	ranch	B	NC
C11	1-54	330 West Street	Daniel Vining House	1840	Gothic Revival	B	C
	1-54	330 West Street	tobacco barn	c. 1940	utilitarian	B	C
	1-53	328 West Street	house	c. 1975	ranch	B	NC
C-10	1-39	323 West Street	house	c. 1910	Queen Anne	B	C
C9	1-40	317 West Street	Henry Wolfram House	c. 1890	Queen Anne	B	C
	1-42	315 West Street	blacksmith shop	c. 1850	utilitarian	B	C
	1-42	315 West Street	Wolfram's General St.	c. 1920	Craftsman	B	C

**NORTH HATFIELD HISTORIC DISTRICT
HATFIELD (HAMPSHIRE COUNTY), MASSACHUSETTS
DISTRICT DATA SHEET**

MHC#	MAP#	ADDRESS	HISTORIC NAME	DATE	STYLE	RESOURCE	C/NC
A-803	1-43	West Street	North Hatfield Cemetery	c. 1849		Si	C
	1-152	326 West Street	house	c. 1970	ranch	B	NC
	1-130	324 West Street	house	c. 1900	Queen Anne	B	C
	1-130	324 West Street	tobacco barn	c. 1900	utilitarian	B	C
	1-69	322 West Street	Vining/Manchester House	c. 1850	Greek Revival	B	C
	1-52	320 West Street	Wolfram Tenant House	c. 1890	no style	B	C
C350	1-51	312 West Street	school house	1871	Italianate	B	C
	1-44	305 West Street	house	c. 1950	Neo-colonial	B	NC
	1-45	299 West Street	Wolfram Tenant House	c. 1890	Queen Anne	B	C
	1-45	299 West Street	vegetable stand	c. 1920	Craftsman	B	C
	1-45	299 West Street	garage	c. 1920	utilitarian	B	NC
C349	1-46	289 West Street	Luther Wells House	c. 1870	Queen Anne/CR	B	C
	1-46	289 West Street	tobacco barn	c. 1870	utilitarian	B	C
	1-50	West Street	vacant lot			V	
	1-48	280 West Street	3 tobacco barns attach.	c. 1900	utilitarian	B	C
	1-48	280 West Street	storage shed	c. 1900	utilitarian	B	C
	1-48	280 West Street	storage shed	c. 1900	utilitarian	B	C
C348	1-48	280 West Street	H. R. Graves House	c. 1865	Fr. Second Emp.	B	C
	1-48	280 West Street	tobacco barn	c. 1860	utilitarian	B	C
	1-47	277 West Street	house	c. 1980	ranch	B	NC
	1-47	277 West Street	tobacco barn	c. 1900	utilitarian	B	C
	1-113	273 West Street	Anderson/Vachula House	c. 1850	Greek Revival	B	C
	6-54	lot 54	agricultural field			Si	C

Totals	Contributing	Non-contributing
Buildings	38	11
Site	2	

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: North Hatfield Historic District

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Hampshire

DATE RECEIVED: 7/07/97 DATE OF PENDING LIST: 7/22/97
DATE OF 16TH DAY: 8/07/97 DATE OF 45TH DAY: 8/21/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000879

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

Return for technical correction - the site map does not appear to have the boundary completely delineated - only 2 of the 5 maps show a boundary line. Please clarify. Also, the USGS map does not include UTM points - please provide

RECOM./CRITERIA Return

REVIEWER Patricia Andrews

DISCIPLINE Historian

TELEPHONE _____

DATE 8/18/97

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: North Hatfield Historic District

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Hampshire

DATE RECEIVED: 9/16/97 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 10/31/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000879

NOMINATOR: STATE

DETAILED EVALUATION: Y

ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

*On resubmission the boundary has been provided
on the district map and the UTM's have
been provided on the USGS map*

RECOM./CRITERIA accept A & C

REVIEWER Patrick Andrews DISCIPLINE Historian

TELEPHONE _____ DATE 10/30/97

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



Daniel Vining House, 330 West Street, North Hatfield

Hampshire, MA

Bonnie Parsons

6/95

PVPC

View Northeast

Photo No. 1



Derrick Anderson House, 273 West Street, North Hatfield.

Hampshire, MA

Bonnie Parsons

6/95

PVPC

View north west

Photo No. 2



Viney/Manchester House, 322 West Street, North Halifax

Hampshire, MA

Bonnie Parsons

6/95

PVPC

View South east

Photo No. 3





Connecticut River Valley Railroad Company House, 158 Depot Road, North Hatfield

Hampshire, MA

Bonnie Parsons

6/95
PV PC
View north
Photo. no. 7



North Hatfield Post office 162 Dept Road

Hampshire, MA

Bonnie Parsons

4/95

BVPC

View north east

Photo. No. 5



Connecticut River Valley Railroad Company, 166 Depot Road, North Hatfield

Hampshire, MA

Bonnie Parsons

4/95

PVPC

U.ew North west

Photo no. 6



H.R. Dravs House, 280 West Street, North Hatfield

Hampshire, MA

Bonnie Parsons

6/95

PVPC

V.-W South

Photo no. 7



Luther Wells House, 289 West Street, North Hatfield

Hampshire, MA

Bonnie Parsons

4/95

PVPL

View north west

Photograph No. 8



Wolfram's General Store, 315 West Street, North Hatfield

Hampshire, MA

Bonnie Parsons

4/95

PVPC

View north

Photo No. 9



336 West Street, North Hatfield

Hampshire, MA

Bonnie Parsons

6/95

PVPC

View north east

Photo no 10



Connecticut River Valley Railroad Company Freight House, 164 Dept Road, North Hatfield

Hampshire, MA

Bonnie Parsons

2/95

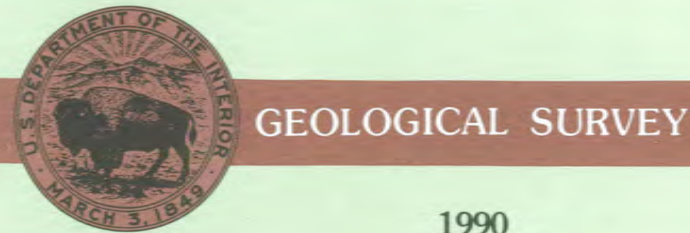
PRPC

View north W6T

Photo No. 11

7.5 X 15 MINUTE QUADRANGLE SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



GEOLOGICAL SURVEY

1990

Produced by the United States Geological Survey Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs taken 1981. Field checked 1984. Map edited 1990

Supersedes Williamsburg 1964 and Mt. Toby 1971 1:25 000-scale maps

Projection and 1000-meter grid, zone 18, Universal Transverse Mercator

10,000-foot grid ticks based on Massachusetts coordinate system, maintained since 1927 North American Datum

To place on the predicted North American Datum 1983, move the projection lines 5 meters south and 38 meters west as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9659
8	26.2467
9	29.5275
10	32.8084

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

ADJOINING MAPS	1	2	3
	4	5	
	6	7	8

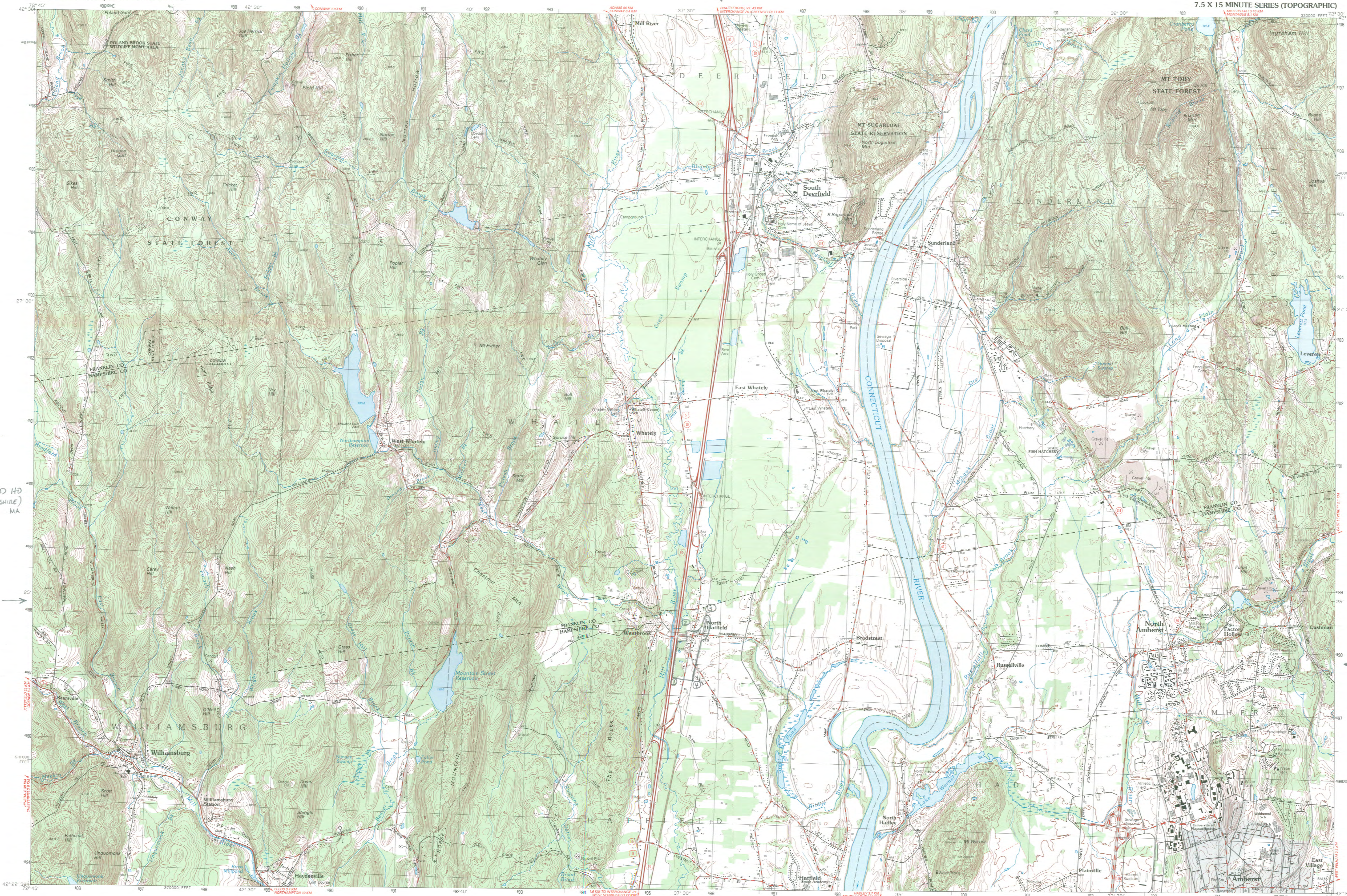
1 Ashfield 2 Greenfield 3 Goshen 4 Shelburne 5 Chester 6 Southbury 7 Easthampton 8 Windsor Dam

FOR SALE BY U.S. GEOLOGICAL SURVEY DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

Topographic Map Symbols

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road; trail
- Route marker: Interstate; U. S. State
- Railroad: standard gauge; narrow gauge
- Bridge: drawbridge
- Footbridge; overpass; underpass
- Built-up area: only selected landmark buildings shown
- House; barn; church; school; large structure
- Boundary: National, with monument; State; County, parish
- City, town, village, town
- National or State reservation; small park
- Land grant with monument; found section corner
- U. S. public lands survey: range, township, section
- Range, township; section line: location approximate
- Fence or field line
- Power transmission line, located tower
- Dam; dam with lock
- Cemetery; grave
- Campground; picnic area; U. S. location monument
- Well: water well; spring
- Mine shaft; prospect; shaft or cave
- Control: horizontal station; vertical station; elevation
- Contour: index; intermediate; supplementary; depression
- Distorted surface: strip mine, lava, sand
- Spotting: depth curve
- Personal lake and stream; intermittent lake and stream
- Rapids, large and small; falls, large and small
- Swamp; marsh
- Submerged mark: land subject to controlled inundation
- Woodland: scattered trees
- Scrub; mangrove
- Orchard; vineyard

A pamphlet describing topographic maps is available on request



NORTH HATFIELD HD
HATFIELD (HAMPSHIRE)
MA

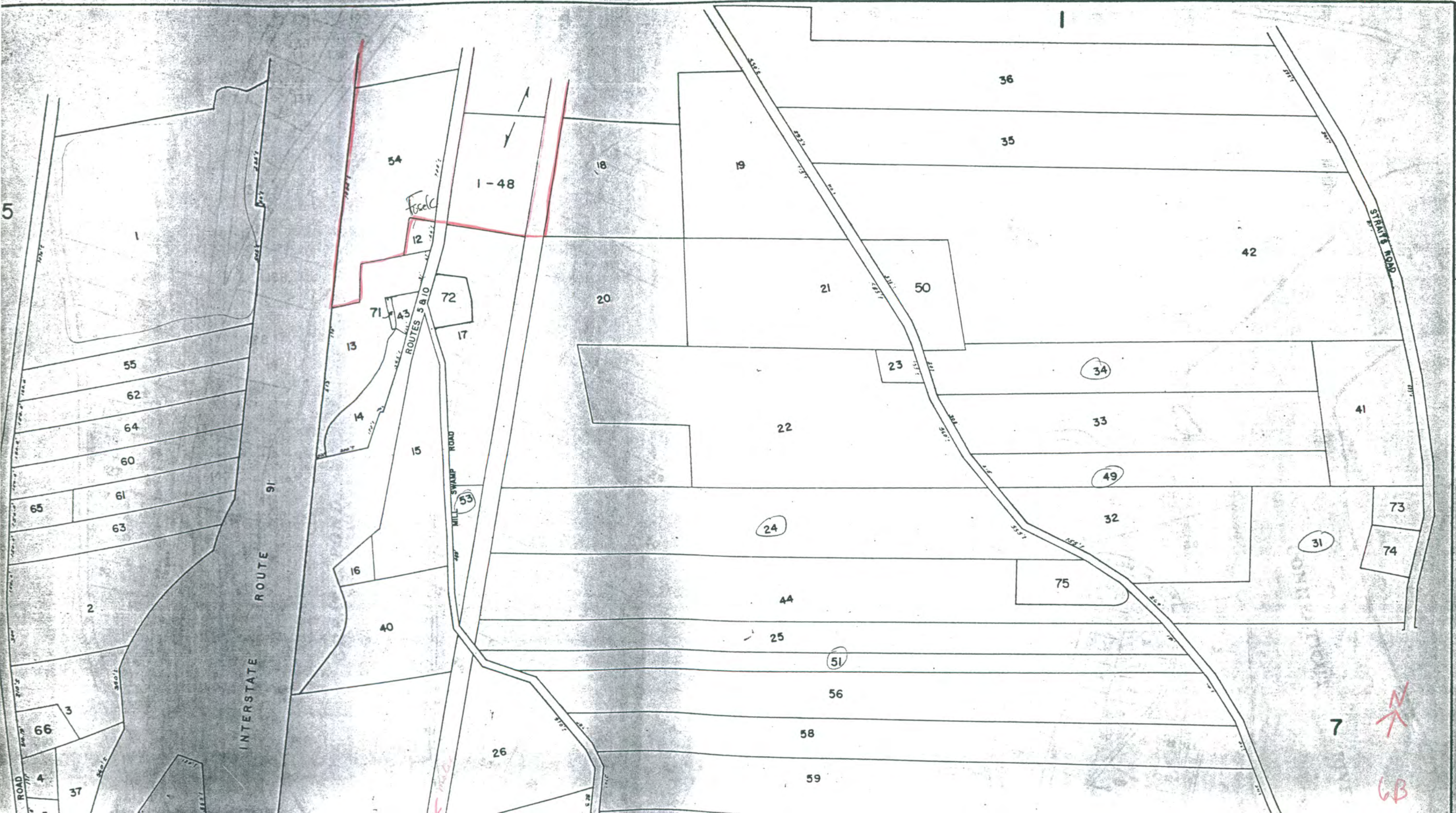
Zone 18

EASTING

1 695280
2 695430
3 695800
4 695600

NORTHING

1 4697300
2 4698040
3 4698300
4 4697270



5

INTERSTATE ROUTE 91

Free C

1-48

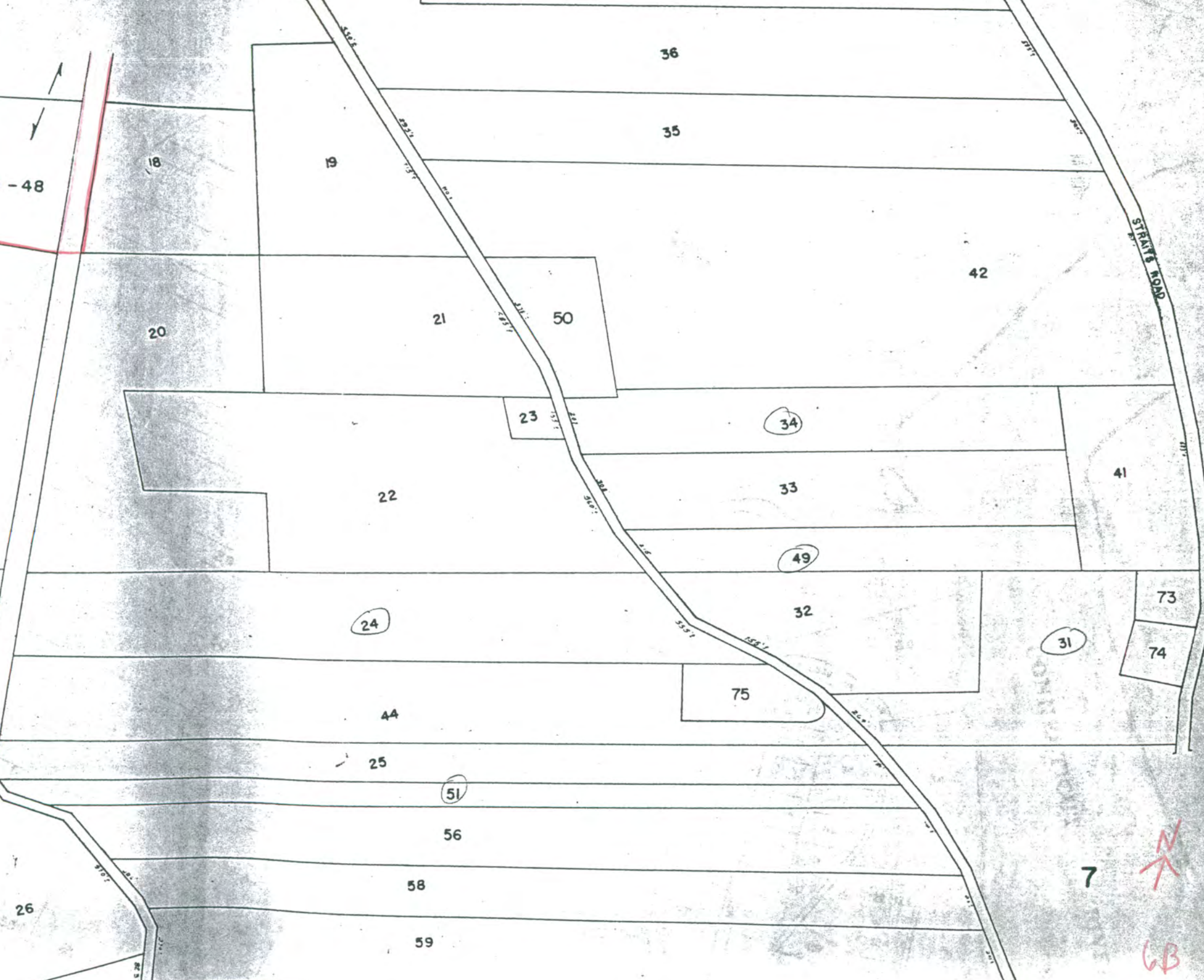
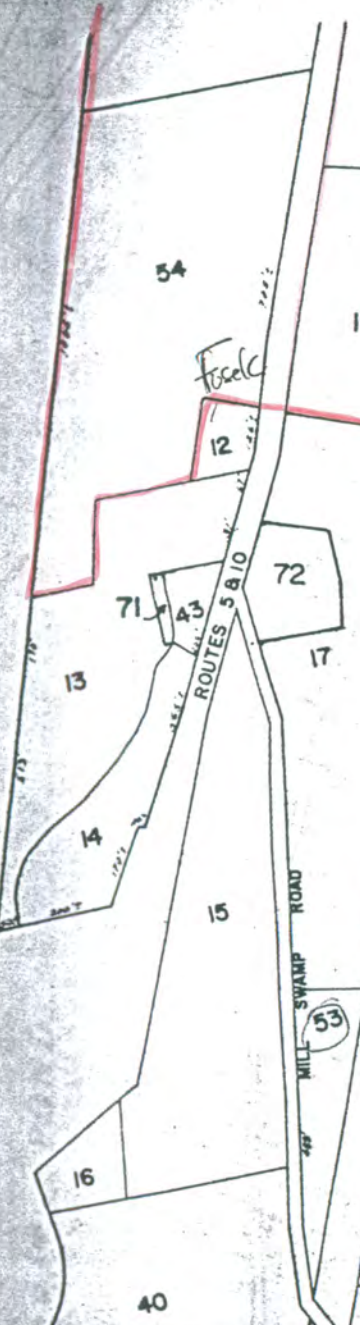
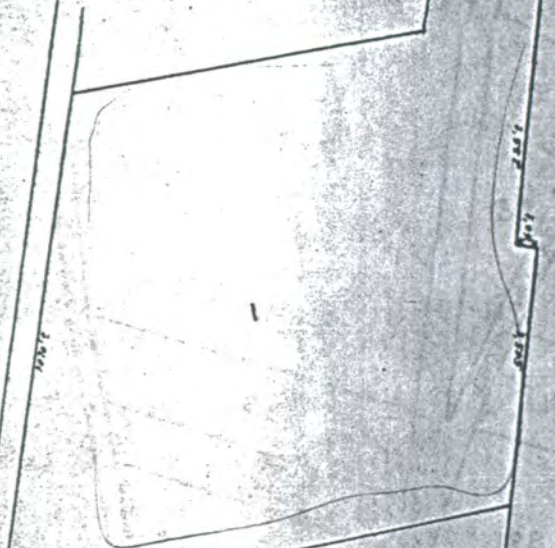
ROUTES 9 & 10

MILL SWAMP ROAD

STATE HIGHWAY 100

N

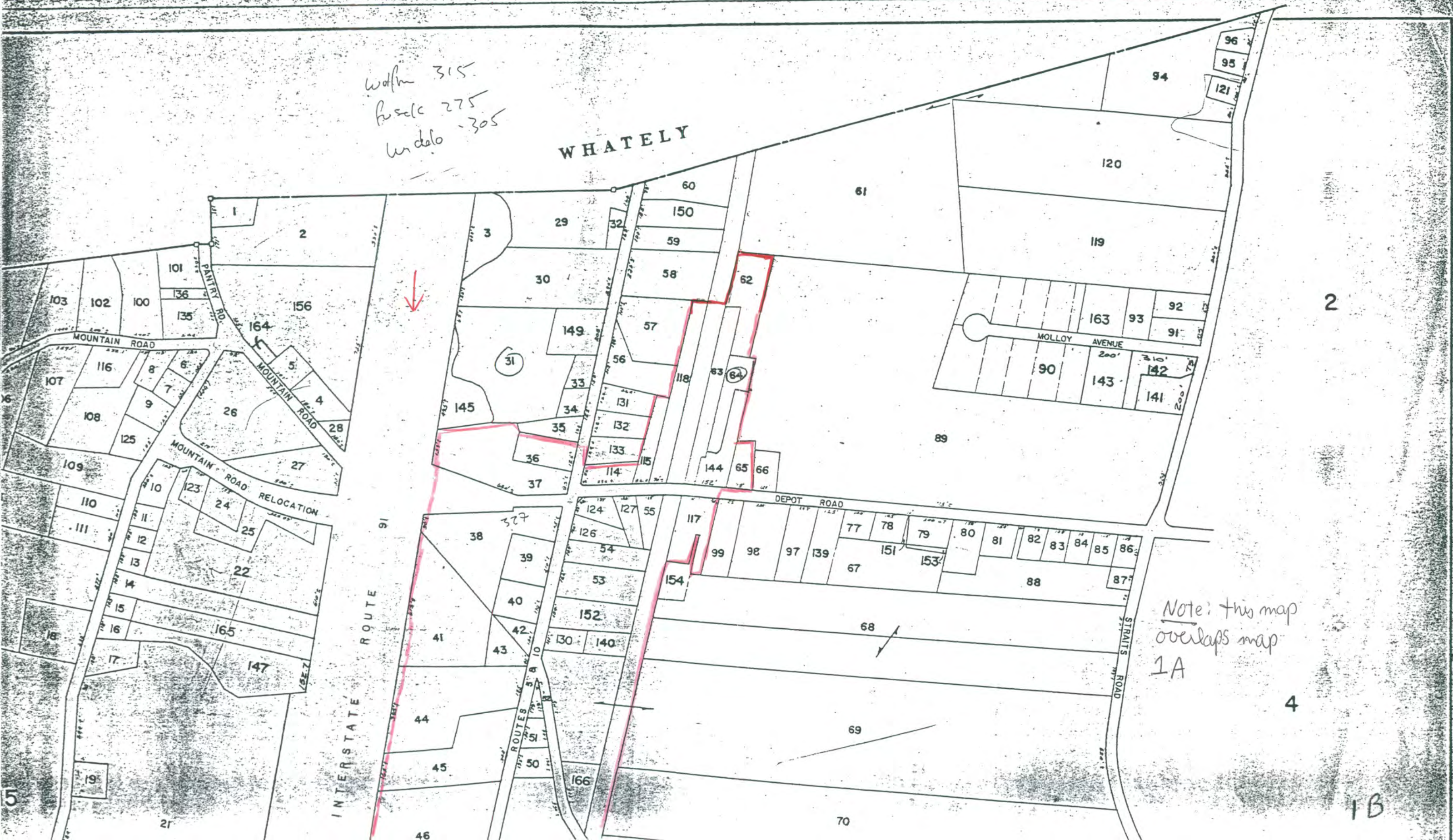
GB



N. HATFIELD HD
HATFIELD (HAMPSHIRE), MA

Wolfe 315
Rusck 275
Undolo 305

WHATELY

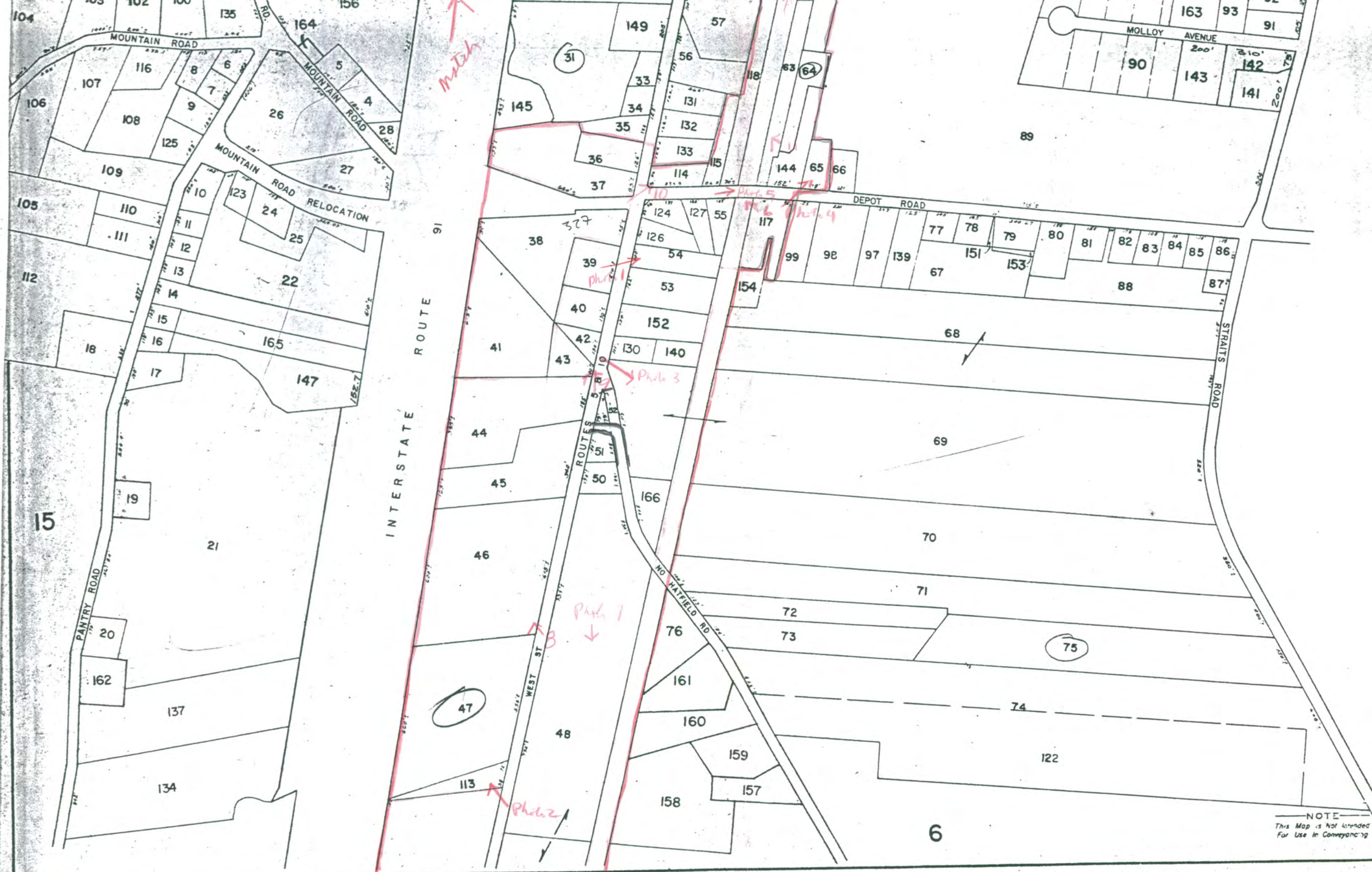


Note: this map overlaps map 1A

2

4

1B



4



HATFIELD
1" = 400'
GORDON E. AINSWORTH & ASS.
Surveyors, Engineers & Landmen

NOTE
This Map is Not Intended
For Use in Conveyancing

1A



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

June 24, 1997

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P. O. Box 37127
Washington, D. C. 20013-7127

Dear Ms. Shull:

Enclosed please find the following nomination form:

North Hatfield Historic District, 273-336 West Street, 155-166 Depot Road, Hatfield
(Hampshire County), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property within the district were notified of pending State Review Board consideration 30 to 75 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

cc: Ms. Mary Lou Cutter, Chair, Hatfield Historical Commission
Mr. Thomas J. Hurley, Chair, Hatfield Board of Selectmen
Ms. Bonnie Parsons, Pioneer Valley Planning Commission

Enclosure



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

September 9, 1997

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed please find technical corrections for the North Hatfield Historic District nomination, Hatfield (Hampshire Co.), MA, responding to requests from Patrick Andrus on August 18, 1997.

UTM locations are now indicated on the USGS map, and complete boundary lines have been marked on assessors maps.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

Enclosure