

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH0678902

FOR NPS USE ONLY

RECEIVED MAR 12 1979

DATE ENTERED

MAY 10 1979

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Winchester Square Historic District

AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER

State Street and Wilbraham Road

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Springfield

VICINITY OF

Second

STATE

CODE

COUNTY

CODE

Massachusetts

025

Hampden

013

3 CLASSIFICATION

CATEGORY

☒ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS☒ ACCESSIBLE☐ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☒ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☒ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Multiple, see attached list

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Hampden County Registry of Deeds

STREET & NUMBER

50 State Street

CITY, TOWN

STATE

Springfield

Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Inventory of the Historic Assets of the Commonwealth

DATE

1978

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Massachusetts Historical Commission

CITY, TOWN

STATE

Boston

Massachusetts

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☐ GOOD
☒ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Winchester Square Historic District is located at the intersection of State Street and Wilbraham Road. It lies several miles east of Springfield's downtown and just southeast of the McKnight Historic District (NR). The T-shaped area is an industrial complex which developed around the tracks of the Springfield and New London Railroad during the late nineteenth and early twentieth centuries. It is characterized by brick buildings ranging in height from one to six stories. Most are of simple industrial design and rise directly from the sidewalks without setback.

Armory Station (5) was constructed in 1875. It is a rectangular, single story brick structure which has been partially painted red. It has a low gabled roof with overhanging eaves supported by large wooden brackets. A bargeboard decorates the north gable end fronting on Wilbraham Road. The east elevation which faces the railroad tracks, has two four-panel doors that open onto a wooden platform. There are also two two-panel doors and one window with a rough brownstone sill and a segmental arch on this elevation. The west elevation has three four-panel doors and one one-panel door as well as two windows which have the same treatment as those of the east elevation. The north elevation has an oculus in the gable and a tripartite window on the ground floor.

Winchester Square Fire Station (2) was built in 1886 and extensively remodeled in 1915. It is a three story brick building with a flat roof partially masked by widely spaced crenellations (this replaced a dormered hip roof). Copper flashing is used as a decorative as well as a protective device at the roofline and extends down, (in inverted cross shapes, to the piers which divide the bays of the north and south elevations. The facade, which faces west on Eastern Avenue, has a conventional door in its center which is flanked by two overhead doors. The second story fenestration consists of paired windows with 2/2 double hung sash set between brownstone sills and segmental arches of alternating red and black brick. Their sills are linked by terra cotta tiles bordered with black brick, while the arches are connected by diagonally laid bricks outlined by black brick banding. The second and third stories are separated by two bands of decorative brickwork. The third story windows are similar to those below but have brownstone lintels rather than segmental arches. The wall is corbelled several feet below the roofline. The north and south elevations are identical, and are treated in much the same fashion as the facade. First and second story windows have brownstone lintels and polychromatic segmental arches connected by diagonally laid brick bordered by black brick banding with bevelled brick outlined in the piers. The same type of decorative brickwork connects the sills with terra cotta tiles being used on the piers. A decorative brick band divides the second and third stories. The windows of the third story have brownstone lintels and the wall is corbelled above them as on the facade.

Knox Automobile Co. Building was built in three stages: 1891 (4), 1903 (4A), 1910 (4B). The original section was of two story height with a flat roof. It was extended in 1903 and two additional floors were added. Finally a six story section was erected at the southern end. The building is now eighty-five bays in length and of utilitarian construction. Each bay of the original section is divided by a deep pier and the first two stories are divided from the upper two by a projecting band.

The Indian Motorcycle Co. Plant (1a-e and 3,3a) occupies the triangular lot bounded by the Firestation on the west, State Street on the north, Rutland Street on the east and Wilbraham Road on the south. The old Springfield and New London (now New England)

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1

PROPERTIES OWNERS AND ADDRESSES

#1A-E, #3, 3A

Richard Jaffe, Esq.
Goldstein & Manello
1 Federal Street
Boston, MA 02110

#2

Mayor Theodore Dimauro
City Hall
Springfield, MA

#4

Nuger Realty, Inc.
218 Memorial Avenue
West Springfield, MA

#4A

Casey & Hayes, Inc.
430 E. First Street
Boston, MA

#4B

Martha M. Cole
746 Arden Road
Jenkintown, Penn,

#5

Penn Central Transportation Co.
1310 Penn Center Plaza
Philadelphia, Penn. 19102

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Railroad tracks run through the center of the building. As the building is actually a complex of long, narrow brick buildings with a hollow triangular core and it has a rather complex structure, its major components will be discussed separately.

The Springfield Industrial Institute Building (#1) was built in 1895 (the institute was first housed in the Bullard Arms Factory, #3). A conforming addition was made to it in 1909 (#1a), at a cost of \$45,000, after it became part of the Indian Motorcycle Company. This four story brick building has brownstone trim and a flat roof screened by a crenellated parapet. The eleven bay north elevation, which faces State Street, is the most visually prominent and the most elaborate. Its length is broken by three projecting bays, one at each corner and one in the center; the easternmost bay is six stories in height. The building is distinguished chiefly by the fenestration of the third and fourth stories. Pilasters rise from a continuous third story sill to support round arches with molded terracotta archivolts at the fourth story. Oculi are located in the spandrels. This fenestration pattern is continued on the west elevation in a more restrained manner. Building 1b was added in 1910 at a cost of \$100,000. While its east elevation matches that of building 1, its south elevation is treated in a simpler manner, more typical of industrial structures. The crenelated roofline is continued, but here piers rise the full height of the building to terminate in segmental arches and heighten the impression of verticality.

The complex of buildings east of the railroad tracks (1c, 1d, 1e, 3, 3a) continue the design features of building 1b. They are five story brick structures with flat roofs masked by crenellations which are actually extensions of the piers which divide the narrow bays. The segmentally arched window openings have brownstone sills and most contain 8/8 double hung sash. Seven story towers define the east and west corners of 1d. The Bullard Arms building (#3) was built in 1883 and is the oldest in this group. It was originally three stories in height with a four story square tower at its eastern end. The building was extended in 1896 (3a) and again in 1911 (1c) when two stories were added at a cost of \$84,000.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☐ PREHISTORIC	☐ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE
☐ 1600-1699	☐ ARCHITECTURE	☒ EDUCATION	☐ MILITARY	☐ SOCIAL/HUMANITARIAN
☐ 1700-1799	☐ ART	☐ ENGINEERING	☐ MUSIC	☐ THEATER
☒ 1800-1899	☒ COMMERCE	☐ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☒ TRANSPORTATION
☒ 1900-	☐ COMMUNICATIONS	☒ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)
		☒ INVENTION		

SPECIFIC DATES 1875-1913 BUILDER/ARCHITECT Francis Richmond, W.H. Buxton

STATEMENT OF SIGNIFICANCE

The Winchester Square Historic District retains integrity of setting, design, location, materials, workmanship and feeling and is of historical significance both nationally and locally for its associations with developments within the fields of education, industry, and transportation. The Springfield Industrial Institute (1) and later the Mechanic Arts High School (1) provided unique technical education opportunities; the Knox Auto Company (4) manufactured motor driven fire apparatus, among other things, which resulted in Springfield's having the lowest fire loss in the state in 1909; the Hendee Manufacturing Company (renamed Indian Motorcycle Company in 1923) (1 and 3) was the first to manufacture gasoline engine motorcycles on a commercial scale in the United States. The district is also significant as the largest extant group of turn-of-the-century industrial structures in the city.

Before 1870, the land to the east of Winchester Square was sandy and sparsely populated. The City of Springfield appropriated funds in 1875 to construct the Springfield and New London Railroad tracks from the downtown depot through the Winchester Square section to the Connecticut border. The railroad station, then called the Armory Hill Station (5), was erected at this time, and was used as a passenger station and freight depot. The location of these tracks in this area resulted primarily from the efforts of Willis Phelps. Phelps was a controversial but prominent local figure who was one of the leading regional railroad constructors in the mid-nineteenth century. The railroad had a significant effect on the development of the area, as several small industries began to locate along the path of the tracks. The extension of the horse trolley in the early 1870's furthered expansion in the district. Both developments stimulated industrial and residential expansion in the area.

The Winchester Square Fire Station (2) was constructed in 1886 in response to the demands for fire protection which emanated from the growing community. The station was among the first of the city's fire companies to be equipped with motor-driven apparatus, which was manufactured by the Knox Auto Company (4) (located southeast of the fire station). The usage of motorized equipment resulted in Springfield's having the lowest fire loss in the state in 1909, which led other departments in the state to replace their horse-driven apparatus.

The original Winchester Square Fire Station (2) was constructed at a cost of \$16,000 with an additional expenditure of \$900.00 for the bell, yoke, and frame for the central bell tower which was integrated into the main facade. It is a brick building with three stories, designed by local architect W. H. Buxton. The builder was Patrick Beston, a local mason whose distinctive decorative brickwork makes this structure architecturally interesting. Extensive renovations costing \$32,000.00 were made in 1915. Exterior alterations included removing the bell tower and converting the dormered hipped roof into a flat roof with crenellated parapet. A prominent local architect, B. Hammett Seabury, was responsible for the remodeling. Both independently and in partnership with F. R. Richmond, another Springfield architect, Seabury designed some of the city's

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Highland Cooperative Bank. The Highland Community. Springfield, Mass. 1921.
The Springfield Daily Republican, 1875-1915.
Progressive Springfield, June and October 1891.
Vertical Files. Local History Room, Springfield City Library.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 5.4 acres

QUADRANGLE NAME Springfield South

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 18 701310 4664790

B 18 701650 4664930

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C 18 701600 4664460

D 18 701600 4664460

E 18 701600 4664460

F 18 701600 4664460

G 18 701600 4664460

H 18 701600 4664460

VERBAL BOUNDARY DESCRIPTION

Beginning at a point located in the intersection of the southerly line of State Street and the westerly line of Rutland Street; thence westerly along State Street to its intersection with the easterly street line of Eastern Avenue approximately 871 feet; thence

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

Candice Lopes

Candace Jenkins, National Register Coordinator

Winchester Comm. Devel. Corp.

ORGANIZATION

DATE

Massachusetts Historical Commission

February 1979

STREET & NUMBER

TELEPHONE

294 Washington Street

(617) 727-8470

CITY OR TOWN

STATE

Boston

Massachusetts

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☒

STATE ☐

LOCAL ☐

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Dariusz R. Weslowski

3/1/79

TITLE

Exec. Director, Mass. Historical Commission

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 5.10.79

KEEPER OF THE NATIONAL REGISTER

ATTEST

DATE 5/9/79

CHIEF OF REGISTRATION

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finest public buildings. Most notable are several schools and fire stations (still standing) erected between the 1880's and the early years of the present century.

One of the first industries to establish itself in the area was the Bullard Repeating Arms Company (3), which manufactured rifles. Its brick plant was erected in 1883 east of the railroad tracks between Boston Road and Wilbraham Road. The founder was James Bullard, whose many patented inventions included parts for firearms, sewing machines, and devices for generating heat with petroleum for metallurgical processes. Before the invention of the gasoline automobile, Bullard built a steam-operated vehicle which was patented in 1887. He built only one vehicle which he drove to work daily. Automotive engineers in later decades claimed that Bullard's vehicle had all the components necessary to make an automobile operate efficiently.

Shortly after the Bullard Arms Company ceased its operations, the building was acquired by a private educational institution later known as the Springfield Industrial Institute. When the Institute moved to Building #1 in 1895, the factory was leased to the Elekron Company, a firm that manufactured elevators and electric motors and also trained students as machinists under an apprenticeship program sponsored by the Institute. A three story addition was added at the eastern end of the factory in 1896 (3a).

The Springfield Industrial Institute (1) was unique in New England. In addition to a curriculum which combined various levels of technical training with scholastic education, the students produced marketable goods as part of their apprenticeship. The school building was constructed in 1895 and after the Industrial Institute was discontinued, the building was leased to the city in 1898 for usage as the Mechanic Arts High School. Besides being the first full-time public technical school, the Mechanic Arts School had a nationally acclaimed division called the Evening School of Trades. This was the first of its kind in the United States, a forerunner of Adult Continuing Education. The program, administered at public expense, was designed to afford people already employed in various mechanical occupations an opportunity to acquire further training and knowledge in order to obtain a higher classification in their trades. The Mechanic Arts High School eventually expanded and new facilities were constructed elsewhere in 1905, at which time the Hendee Manufacturing Company relocated at the site.

The Industrial Institute was designed by Francis R. Richmond, a local architect who designed many industrial, commercial and public buildings in Springfield. Richmond had been trained in the office of E.C. Gardner, one of the area's most influential architects. Other local buildings which he designed include the Tapley School (NR - McNight Historic District), the North Main Street Firestation and the Homestead and Winthrop buildings.

The Hendee Manufacturing Company (renamed Indian Motorcycle Company in 1923) was organized in 1901 and maintained its operations in Springfield until the early 1950's. At its peak, it employed over 3,000 people. It holds a prominent position in the field of transportation, being the first company to manufacture gasoline engine motorcycles on a commercial scale in the United States. The vehicle was named "Indian Motorcycle" as it was the pioneer motorcycle in the U.S., and the "r" in "motorcycle" was officially

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omitted so as to individualize the company's trademark. One of the earliest models is exhibited in the Smithsonian Institute in Washington, D.C.

Hendee originally rented the Springfield Industrial Institute building (1) from 1905-1908 at which time he began to acquire property at Winchester Square. By 1914 the Hendee Company was the largest producer of motorcycles in the world and its physical plant had expanded to include the entire triangular tract bounded by State Street, Wilbraham Road and Rutland Avenue. At that time it consisted of eleven acres of floor space on three acres of land and had cost \$329,000 to construct.

Throughout its history, and particularly during the early 1900's, various models of the Indian Motorcycle won prizes and awards for construction, design, speed and endurance. In 1902, the first motorcycle race in the country was won on an Indian motorcycle by George Hendee, company president and a U.S. champion amateur bicycle racer in the 1880's. Carl Hedstrom, vice president and designer of the motorcycle, was the recipient of a silver medal (the highest award) for his achievement as an inventor at the St. Louis World's Fair in 1904. In addition, Indian motorcycles surpassed a host of competitors in international races and endurance contests, one of the most prestigious having been held in Russia in 1925.

Shortly after moving to Winchester Square, the Hendee Company began production of its twin cylinder model. This model was purchased by the New York City Police Department, which set a precedent by organizing motorcycle squads as a means of patrolling city streets. In later decades, police organizations accounted for 20% of the company's sales, servicing 38 state police groups and over 2,000 town, city and county departments. By 1913, Hendee Manufacturing Co. was the largest and most reputable manufacturer of motorcycles both in this country and abroad. In recognition of this, the federal government apportioned the company's output during World War I. Approximately 41,000 (over 60%) of the motorcycles used by the Allies were Indian models.

The Hendee Company's domestic business declined considerably during World War I, for the government contracts precluded an adequate supply of motorcycles going to retail distributors. The company gradually recaptured both domestic and foreign markets and survived throughout most of the Depression years. Motorcycles provided an economical mode of transportation, with relatively low costs for procurement and maintenance. The company also expanded its line of products by using its air-cooled motor. The firm had experimented with aeroplane motors as early as 1910 when an employee designed a biplane with fuselage.

The Indian Motorcycle Company closed its Winchester Square facility in 1948, maintaining an auxiliary plant elsewhere until 1953. Aggressive competition from Harley-Davidson and light weight foreign motorcycles was the primary cause for its decline, and the popularity of mass-produced automobiles had a detrimental effect. Various sections of the plant were then leased to small commercial firms. A new company, King's Department Store, rented the Industrial Institute building (1 and 1a). The firm opened, in Springfield,

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the first of what developed into a nationwide chain of self-service, full-line discount department stores.

The Knox Automobile Company, (4), located directly south of the Indian Motorcycle complex, was a leading manufacturer of gasoline engine vehicles during the first two decades of this century. It was incorporated in 1900, and several of the officers and stockholders were involved with the Industrial Institute. The designers of the automobile, Harry Knox and Herman Farr, were graduates of the Institute.

Harry Knox designed several experimental motors during the late 1890's. He was associated with Knox Auto Co. until 1904, during which time commercial delivery vehicles and pleasure cars were manufactured. Both vehicles were originally three-wheeled and single-cylindrical, but were perfected into four-wheeled, four-cylindrical vehicles before Knox left to form a separate corporation. By 1905 the Knox Company was reputedly the largest manufacturer of gasoline engine automobiles in the country. Harry Knox later became the Chief Automotive Engineer for the U.S. Army Ordinance Division.

From 1903 to 1910, the Automobile Club of America sponsored various competitions in which major producers entered their vehicles. The Knox automobile had an impressive record, winning first prize in a 1903 commercial vehicle race and attaining a perfect score in the 1906 Glidden Tour, which was a three-week, 2,000 mile run over corduroy roads from Buffalo to Maine via Canada. At the first "Indianapolis 500" auto race held in 1911, a Knox car won the prize for having run the fastest lap at 92 m.p.h.

The company made several advances in automotive transportation. The first four-door sedan model in the nation was a Knox model. In 1906, the firm introduced its first piece of motor-driven fire apparatus. Within a few years, Springfield became the first city in the country to have an entirely motorized fire department. Other municipalities began to purchase motorized equipment, and the Knox Company expanded its facilities to accommodate its growing domestic and international business, which included exports to Central and South America. In 1910, Charles Martin, a company employee, designed a motor-driven tractor for hauling heavy-duty vehicles, which was later patented. Within a few years, tractors accounted for a large percentage of the company's sales. During World War I, tractor shipments were made to European countries, and the firm had a substantial subcontract with Bethlehem Steel Company. Their six-ton commercial truck was also much-acclaimed, and the Knox Co. is credited with developing the concept of the modern tractor-trailer truck.

The Knox Motor Company (renamed in 1914) maintained full manufacturing operations in Springfield until 1919, and continued to manufacture automotive parts until 1928. The company produced only custom-built vehicles, and its decline is attributed to the inception of the assembly line in plants elsewhere. The prestigious Rolls Royce Company (American branch) leased part of the facilities as an auxiliary plant during the 1920's. It located in Springfield because of the availability of highly skilled machinists and the fact that the city was relatively unaffected by labor-management conflicts. In 1928, the factory was acquired by the Milton Bradley Company, renowned lithographic

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designers who manufactured educational materials and parlor games. It is currently being used as an industrial warehouse.

Springfield's economic prosperity at the turn of the century was largely attributable to its diversified automotive industries. The Duryea brothers designed and manufactured the nation's first gasoline engine automobile in the early 1890's. Within a decade, the companies located at Winchester Square began the production of vehicles which were also "firsts" in the field of transportation. Both the Indian Motorcycle and the Knox Motor Company's commercial trucks and motorized fire equipment received international acclaim, thereby enhancing Springfield's reputation as an automotive manufacturing center.

<u>Building #</u>	<u>Name</u>	<u>Architect</u>	<u>Date</u>
1	Industrial Institute	Francis R. Richmond	1895
1a	Indian Motorcycle		1909
1b	" "		1910
1c	" "		1911
1d	" "		1912
1e	" "		1913
2	Fire Station	W. H. Buxton/B. H. Seabury	1886/1915
33	Bullard Arms Company		1883
3a	" " "		1896
4	Knox Auto Company		1891
4a	" " "		1903
4b	" " "		1910
5	Armory Station		1875

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VERBAL BOUNDARY DESCRIPTION

southerly approximately 90 feet to the northerly street line of Wilbraham Road; thence easterly approximately 350 feet; thence southerly approximately 250 feet along the easterly street line of Colton Avenue; thence easterly approximately 152 feet running parallel to the southerly street line of Wilbraham Road to the west property line of #53 Wilbraham Road; thence southerly approximately 3423 feet along the rear property line of lots #42 and #54 Waltham Avenue; thence westerly approximately 68 feet; thence northerly approximately 17 feet; thence westerly approximately 50 feet to the westerly street line of Waltham Avenue; thence northerly approximately 652 feet to a point in the northerly line of Wilbraham Road; thence westerly approximately 200 feet to the westerly street line of Rutland Avenue; thence northerly approximately 270 feet to the point of beginning.

Please also refer to the boundary drawn on the attached map prepared by the Springfield City Planning Department.

CHRONOLOGY ON INDIAN MOTOCYCLE
BUILDING NOMINATION
TO NATIONAL REGISTER OF HISTORIC
PLACES

March 1978

Nominated by the Winchester Community Development Council (submitted to the Springfield Historical Commission)

Springfield Redevelopment Authority announces opposition to historic preservation plan.

Mayor Theodore Dimauro says plan to locate housing in the building is "unrealistic"

April 1978

Mayor gives owner a deadline of April 28, 1978 to begin work of meeting safety code on building and paying back taxes.

May 1978

Greater Springfield Council of Churches Urban Ministry division urges the building be demolished for safety of children.

City announces plan to study feasibility of reuse of the building.

June 1978

A second community group calls for reuse of the building.

Owner held in contempt of court for not maintaining the building. Suit brought by the city on behalf of the Fire Department (6/28/78)

Massachusetts Historical Commission notifies owner about the nomination of the building by the Winchester Community Development Council.

July 1978

Court decision: contempt citation dismissed, court recommends building be taken for taxes and razed, by Judge Robert Moran, Superior Court of Hampden County (7/7/78).

Springfield Historical Commission votes 3-1 that activities which took place on the location of the building have historic significance but the building itself has no merit.

\$14,000 CDBG used by city to board the building up for safety reasons.

September 1978

Massachusetts Historical Commission review board meets on the nomination.

November 1978

Consultant Minot, DuBois and Maddision of Boston selected to study feasibility and alternative means of building reuse. Total cost estimated at \$11,500 to \$15,000.

City says federal regulations exclude the use of the building for housing.

Hilton Abbott, faculty member at STCC, calls community meeting to discuss the reuse of the building.

Study now budgeted for \$18,000

City says demolition proceedings have begun, expected to take several months because of Historic Site nomination.

December 1978

Prof. Abbott "depressed" when only eight people show up at his meeting. He says he'll give up if no more support comes forth within two weeks.

May 1979

Massachusetts Historical Commission recommends listing the building on the National Register of Historic Places (5/10/79).

7 →

Building accepted and entered on National Register of Historic Places (5/23/79).

June 1979

Building apparently torched, preceded by a false alarm drawing fire equipment from the fire station next-door away from the station. (6/2/79)

Mayor orders inspection of building for structural damage (6/4/79)

Mayor told building may stand, it will be boarded up again.

One member of Winchester Community Development Council said, "I hope Winchester Square uses all of its resources to find out if it was arson for fun or arson for hire."

Springfield Preservation Trust in an open letter, calls for restoration of the building and securing it for safety reasons. (6/12/79)

Letter to the Editor calling for removal of the building in order to generate jobs by attracting developers.

Property Winchester Square Historic District

State Mass. (Hampden) Working Number 3.12.79.503

TECHNICAL

Photos 6
Maps 1, Sketch

CONTROL

OK pl
3.13.79

HISTORIAN

This district maintains its integrity as the an inter-urban industrial complex. Association w/ the development of motorized transportation in the U.S. is "Indian Motorcycle" + "Knox Motor Co" are of national significance. B. F. Anderson
VBD OK - acreage acceptable. 5/9/79

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

Accept
McC. D. 16th
5/9/79

BRANCH CHIEF

KEEPER

National Register Write-up _____
Federal Register Entry 6-5-79

Send-back _____
Re-submit _____

Entered MAY 10 1979



Winchester Square Historic District
Springfield, MA

MAY 10 1979

Candice Lopes 1978
Winchester Square Corp.
Springfield, MA

MAR 12 1979

Photo #1

Winchester Square Fire Station #2

looking east along Wilbraham Rd. #1B, 3,
3A, 1C *Hampden County*

2)
1B 3 3A 1C



Winchester Square Historic District
Springfield, MA
Candice Lopes 1978
Winchester Square Corp.
Springfield

MAY 10 1979

Photo #2

Looking east along Wilbraham Road #2,
#1B, #3, #3A, #1C

MAR 12 1979

Hampden County

②
③ ③ ③A ①C



Winchester Square Historic District
Springfield, MA
Candice Lopes 1978
Winchester Square Corp.
Springfield

Photo #3
Looking west along State Street #1A, #1

MAY 10 1979

①

Hampden County

MAR 12 1979



Winchester Square Historic District

Springfield, MA

Candice Lopes 1978

Winchester Square Corpl

Springfield

MAR 12 1979

MAY 10 1979

Photo #4

Looking east along State Street #2, #1,

#1A, #1D

Hamden County



Winchester Square Historic District
Springfield, MA

MAY 10 1979

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1D 1A 1

Candice Lopes 1978
Winchester Square Corp.
Springfield

MAR 12 1979

Photo #5

Looking west along State Street #1E, #1D,
#1A, #1

Hamden County



Winchester Square Historic District
Springfield, MA

Candice Lopes 1978

MAY 10 1979

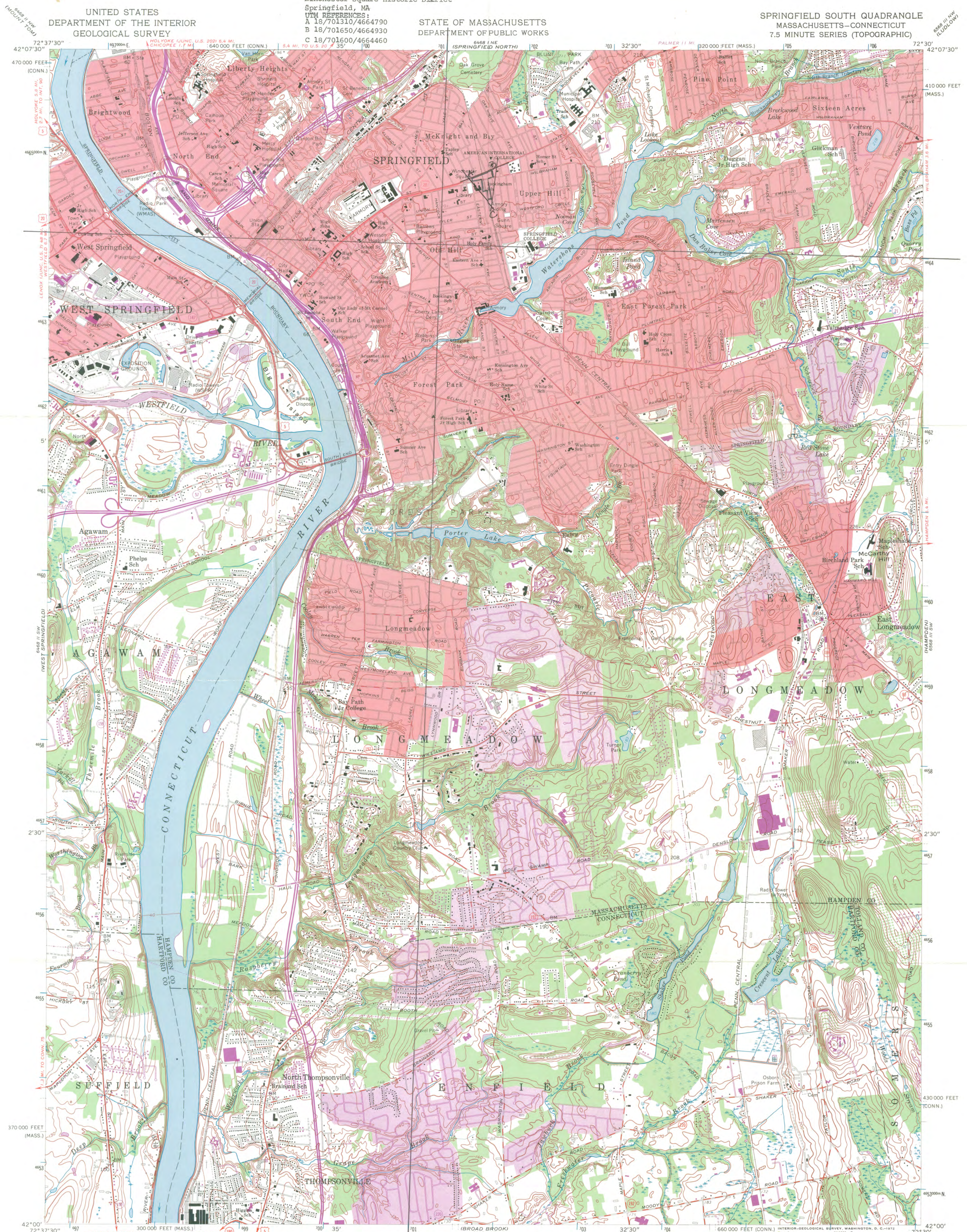
Winchester Square Corp. MAR 12 1979
Springfield

Photo #6
Knox Automobile Co., looking south along
Waltham Ave. #4, #4A, #4B

Wardens County

Waltham Avenue

44A4B



Maped, edited, and published by the Geological Survey

Control by USGS, USCGS, Massachusetts Geodetic Survey, and Connecticut Geodetic Survey

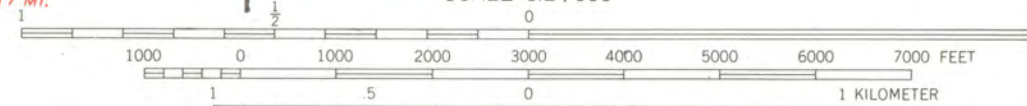
Topography by planetable surveys 1933 and 1942
Culture revised from aerial photographs by photogrammetric methods. Aerial photographs taken 1957. Field check 1958

Polycyclic projection. 1927 North American datum
10,000-foot grids based on Massachusetts coordinate system, mainland zone, and Connecticut coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled in cooperation with Connecticut Highway Department from aerial photographs taken 1970. This information not field checked

Purple tint indicates extension of urban areas



CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———

U.S. Route ——— State Route ———

SPRINGFIELD SOUTH, MASS.-CONN.
N4200 - W7230/7.5

1958
PHOTOREVISED 1970
AMS 6468 II SE-SERIES V814





WINCHESTER SQUARE NEIGHBORHOOD

Prepared by City Planning Department
Springfield, Massachusetts



DATE - FEB. 1974

SCALE 1 INCH = 100 FEET



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

Secretary of the
Commonwealth

294 Washington Street

Boston, Massachusetts 02108

(617) 727-8470

RECEIVED

PROPOSED NATIONAL REGISTER NOMINATION NOTIFICATION TO OWNER

AUG 6 1978

DATE: June 30, 1978

TO: Martha M. Cole

ADDRESS: 746 Arden Road, Jenkintown, Penn.

FROM: MASSACHUSETTS HISTORICAL COMMISSION

SUBJECT: NATIONAL REGISTER OF HISTORIC PLACES

THIS IS TO NOTIFY YOU THAT THE FOLLOWING PROPERTY:

NAME: Knox Motors Company Building (southern section) in the Winchester Square
Historic District

ADDRESS: Waltham Avenue, Springfield, MA

NOMINATED BY: Winchester Community Development Corp.

is being considered by the Massachusetts Historical Commission for nomination
to the National Register of Historic Places.

The National Register affords recognition and protection for districts, sites, buildings, structures and objects significant in American History, architecture, archeology and culture. Listing in the National Register places no restrictions on the owner's actions unless Federal funding or licensing is involved. However, certain Federal Tax consequences may result from listing in the National Register. Please refer to section 2124 of the Tax Reform Act of 1976 for an explanation of these provisions.

Please acknowledge receipt of this notification by signing below and returning this form to Candace Jenkins, National Register Coordinator, Massachusetts Historical Commission at the address above. The State Review Board will not consider this nomination until we receive your comments or thirty days have passed from the date of notification.

Written comments on the significance of this property are encouraged and may be attached to this form.

note - attachments

Signature Martha M. Cole Date 7/30/78
By Edmund T. Minley (Father)

2/2/77



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

Secretary of the
Commonwealth

294 Washington Street Boston, Massachusetts 02108

(617) 727-8470

NOTIFICATION OF PROPOSED NATIONAL REGISTER NOMINATION HISTORICAL COMMISSION

RECEIVED
MAR 12 1979

DATE: June 30, 1978

TO: Chairman, Springfield Historical Commission

ADDRESS: c/o City Hall, Springfield, MA 01103

RECEIVED

JUL 19 1978

FROM: MASSACHUSETTS HISTORICAL COMMISSION

MASS. HIST. COM.

SUBJECT: NATIONAL REGISTER OF HISTORIC PLACES

THIS IS TO NOTIFY YOU THAT THE FOLLOWING PROPERTY:

NAME: Winchester Square Historic District

ADDRESS: State Street, Wilbraham Road, Waltham Ave. , Springfield, MA

OWNER: multiple

is being considered by the Massachusetts Historical Commission for nomination to the National Register of Historic Places.

The National Register affords recognition and protection for districts, sites, buildings, structures and objects significant in American History, architecture, archeology and culture. Listing in the National Register places no restrictions on the owner's actions unless Federal funding or licensing is involved. However, certain Federal tax consequences may result from listing in the National Register. Please refer to section 2124 of the Tax Reform Act of 1976 for an explanation of these provisions.

Please comment below, sign, and return this form at your earliest convenience to Candace Jenkins, National Register Coordinator, Massachusetts Historical Commission at the above address. To facilitate action on this nomination, we would appreciate your response within thirty days. If you have any questions, please contact Ms. Jenkins at the Commission office.

Approve nomination

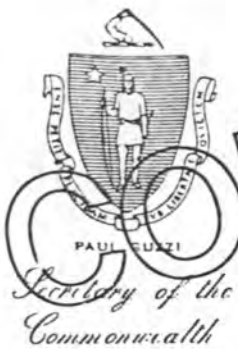
Disapprove nomination

Comments: At its July 6, 1978 meeting the Commission voted 3-1 that, "the activities which took place in the buildings are of historical significance but the architecture has no merit".

Signature R. S. McCarroll Date July 17, 1978

Name and Title Secretary, Springfield Historical Commission

2/2/77



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

294 Washington Street Boston, Massachusetts 02108

(617) 727-8470



PROPOSED NATIONAL REGISTER NOMINATION NOTIFICATION TO OWNER

DATE: June 30, 1978

TO: Mayor Theodore Dimauro
City Hall,
ADDRESS: Springfield, MA 01103

FROM: MASSACHUSETTS HISTORICAL COMMISSION

SUBJECT: NATIONAL REGISTER OF HISTORIC PLACES

THIS IS TO NOTIFY YOU THAT THE FOLLOWING PROPERTY:

in the Winchester Square Historic District
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the National Register
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result from listing
Tax Reform Act of 1

notification by sign
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ceive your comments
n.

e of this property :

No. 546607
RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL
(See Reverse) *Mass Hist Comm*

SENT TO	
<i>Mayor Dimauro</i>	
STREET AND NO.	
<i>City Hall</i>	
P.O., STATE AND ZIP CODE	
<i>Springfield, MA 01103</i>	
POSTAGE	\$
CERTIFIED FEE	
SPECIAL DELIVERY	
RESTRICTED DELIVERY	
OPTIONAL SERVICES	SHOW TO WHOM AND DATE DELIVERED
	SHOW TO WHOM, DATE, AND ADDRESS OF DELIVERY
	SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY
	SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY

TOTAL POSTAGE AND FEES

POSTMARK OR DATE



PS Form 3811, Apr. 1977

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

● SENDER: Complete items 1, 2, and 3. Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one).
☒ Show to whom and date delivered. _____
☐ Show to whom, date, and address of delivery. _____
☐ RESTRICTED DELIVERY
 Show to whom and date delivered. _____
☐ RESTRICTED DELIVERY
 Show to whom, date, and address of delivery. \$ _____
 (CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
Mayor Dimauro
City Hall, Springfield, MA 01103

3. ARTICLE DESCRIPTION:
 REGISTERED NO. CERTIFIED NO. INSURED NO.
 54660
 (Always obtain signature of addressee or agent)

I have received the article described above.
 SIGNATURE ☐ Addressee ☐ Authorized agent
R. Manning

4. DATE OF DELIVERY
JUL 5 1978

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

SPRINGFIELD JUL 5 1978

CLERK'S INITIALS

☆GPO 1977-0-249 595

PS Form 3800, Apr. 1976



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

Secretary of the
Commonwealth

294 Washington Street

Boston, Massachusetts 02108

(617) 727-8470

PROPOSED NATIONAL REGISTER NOMINATION NOTIFICATION TO OWNER

DATE: June 30, 1978

TO: Penn Central Transportation Company

ADDRESS: 1310 Penn Center Plaza
Philadelphia, PA

FROM: MASSACHUSETTS HISTORICAL COMMISSION

SUBJECT: NATIONAL REGISTER OF HISTORIC PLACES

THIS IS TO NOTIFY YOU THAT THE FOLLOWING PROPERTY:

NAME: Armory Station in the Winchester Square Historic District

1310 Penn Center Plaza, Springfield, Massachusetts

Development Corp.

Massachusetts Historical Commission
National Register of Historic Places. No.

546605

Recognition and nomination
significant sites,
in the National Register.
General funding
may result in the Tax Reform
Act of 1976.

RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL
(See Reverse) Mass Hist Comm

This notification
is not a registration
of the property.
The receipt of this
notification does not
guarantee the
listing of the property
in the National Register.
The listing of the property
in the National Register
is a separate process.
The listing of the property
in the National Register
is a separate process.

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PS Form 3811, Apr. 1977

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

1. The following service is requested (check one).
☒ Show to whom and date delivered.
☐ Show to whom, date, and address of delivery.
☐ RESTRICTED DELIVERY
☐ RESTRICTED DELIVERY
 Show to whom and date delivered.
☐ RESTRICTED DELIVERY
 Show to whom, date, and address of delivery.
 (CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
 Penn Central Transp. Co.
 1310 Penn Center Plaza
 Philadelphia, PA 19102

3. ARTICLE DESCRIPTION:
 REGISTERED NO. CERTIFIED NO. INSURED NO.
 546605

(Always obtain signature of addressee or agent)

I have received the article described above.
 SIGNATURE ☐ Addressee ☐ Authorized agent
 Pat Jones

4. DATE OF DELIVERY 7/5 POSTMARK

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE: CLERK'S INITIALS

☆GPO 1977-0-749-595

SENT TO
 STREET AND NO.
 1310 Penn Center Plaza
 P.O., STATE AND ZIP CODE
 Phila PA 19102

POSTAGE \$

CERTIFIED FEE \$
 SPECIAL DELIVERY \$
 RESTRICTED DELIVERY \$

CONSULT POSTMASTER FOR FEES

OPTIONAL SERVICES
 RETURN RECEIPT SERVICE
 SHOW TO WHOM AND DATE DELIVERED
 SHOW TO WHOM, DATE, AND ADDRESS OF DELIVERY
 SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY
 SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY

TOTAL POSTAGE AND FEES \$
 POSTMARK OF DATE

PS Form 3800, Apr. 1976



PAUL GUZZI

The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

Secretary of the Commonwealth 294 Washington Street Boston, Massachusetts 02108
(617) 727-8470

PROPOSED NATIONAL REGISTER NOMINATION NOTIFICATION TO OWNER

DATE: June 30, 1978

TO: Nuger REalty, Inc.
218 Memorial Avenue

ADDRESS: West Springfield, MA

FROM: MASSACHUSETTS HISTORICAL COMMISSION

SUBJECT: NATIONAL REGISTER OF HISTORIC PLACES

THIS IS TO NOTIFY YOU THAT THE FOLLOWING PROPERTY:

NAME: Knox Motors Company Building (northern section) in the Winchester Square
Historic District

ADDRESS: Waltham Avenue, Springfield, MA

NOMINATED BY: Winchester Community Development Corp.

is being considered by the Massachusetts Historical Commission for nomination
to the National Register of Historic Places.

The National Register affords recognition and protection for districts, sites, buildings, structures and objects significant in American History, architecture, archeology and culture. Listing in the National Register places no restrictions on the owner's actions unless Federal funding or licensing is involved. However, certain Federal Tax consequences may result from listing in the National Register. Please refer to section 2124 of the Tax Reform Act of 1976 for an explanation of these provisions.

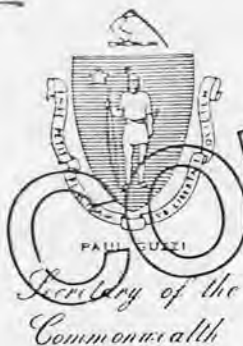
Please acknowledge receipt of this notification by signing below and returning this form to Candace Jenkins, National Register Coordinator, Massachusetts Historical Commission at the address above. The State Review Board will not consider this nomination until we receive your comments or thirty days have passed from the date of notification.

Written comments on the significance of this property are encouraged and may be attached to this form.

Signature *[Signature]* Date 7/11/78

RECEIVED





The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

294 Washington Street Boston, Massachusetts 02108

(617) 727-8470

PROPOSED NATIONAL REGISTER NOMINATION NOTIFICATION TO OWNER

DATE: June 30, 1978

TO: ~~Casey-Benson Trust~~
c/o William C. Casey Jr.
ADDRESS: 44 Wedgemere Avenue, Winchester, MA

FROM: MASSACHUSETTS HISTORICAL COMMISSION

SUBJECT: NATIONAL REGISTER OF HISTORIC PLACES

THIS IS TO NOTIFY YOU THAT THE FOLLOWING PROPERTY:

NAME: Knox Motors Company Building (center section) in the Winchester Square
Historic District
11th Avenue, Springfield, MA

William Casey
Casey + Hayes
430 E. 1st St.
Boston

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No. 546604
RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL
(See Reverse)

SENT TO		Casey-Benson Trust / c/o Wm. Casey	
STREET AND NO.		44 Wedgemere Ave.	
P.O., STATE AND ZIP CODE		Winchester, MA 01890	
POSTAGE		\$	
CONSULT POSTMASTER FOR FEES	CERTIFIED FEE	\$	
	SPECIAL DELIVERY	\$	
	RESTRICTED DELIVERY	\$	
	OPTIONAL SERVICES		
	RETURN RECEIPT SERVICE		
SHOW TO WHOM AND DATE DELIVERED		✓	
SHOW TO WHOM, DATE, AND ADDRESS OF DELIVERY			
SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY			
SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY			
TOTAL POSTAGE AND FEES		\$	
POSTMARK OR DATE		JUL 28 1978	

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PS Form 3811, Apr. 1977

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

1. The following service is requested (check one).
☒ Show to whom and date delivered.
☐ Show to whom, date, and address of delivery.
☐ RESTRICTED DELIVERY
Show to whom and date delivered.
☐ RESTRICTED DELIVERY
Show to whom, date, and address of delivery. \$
(CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
William Casey - Casey + Hayes
430 E. 1st St
Boston

3. ARTICLE DESCRIPTION:
REGISTERED NO. CERTIFIED NO. INSURED NO.
546633

(Always obtain signature of addressee or agent)

I have received the article described above.
SIGNATURE ☐ Addressee ☐ Authorized agent

4. DATE OF DELIVERY
JUL 28 1978

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

CLERK'S INITIALS

☆GPO 1977-0-249-595



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

294 Washington Street Boston, Massachusetts 02108

(617) 727-8470

PROPOSED NATIONAL REGISTER NOMINATION NOTIFICATION TO OWNER

DATE: June 30, 1978

TO: Development Consultants

ADDRESS: ~~1330 Beacon Street, Brookline, MA 02146~~

FROM: MASSACHUSETTS HISTORICAL COMMISSION

SUBJECT: NATIONAL REGISTER OF HISTORIC PLACES

THIS IS TO NOTIFY YOU THAT THE FOLLOWING PROPERTY:

NAME: Indian Motorcycle Building (Springfield Industrial Institute), in the
Winchester Square Historic District

Springfield, MA

City Development Corp.

Massachusetts Historic
Places.

Recognition and pro
ts significant in
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ederal funding or
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the Tax Reform Act

This notification
National Register
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Richard Jaffe
1 Federal St.
Boston 02110

RECEIVED
MAR 12 1979
NATIONAL
REGISTER

No. 546628

RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL
(See Reverse)

SENT TO		Richard Jaffe	
STREET AND NO.		1 Federal St	
P.O., STATE AND ZIP CODE		Boston 02110	
POSTAGE		\$	
CONSULT POSTMASTER FOR FEES	CERTIFIED FEE	\$	
	SPECIAL DELIVERY	\$	
	RESTRICTED DELIVERY	\$	
	OPTIONAL SERVICES		
	RETURN RECEIPT SERVICE		
SHOW TO WHOM AND DATE DELIVERED		\$	
SHOW TO WHOM, DATE, AND ADDRESS OF DELIVERY		\$	
SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY		\$	
SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY		\$	
TOTAL POSTAGE AND FEES		\$	
POSTMARK OR DATE			

SENDER: Complete items 1, 2, and 3. Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one).
☐ Show to whom and date delivered
☐ Show to whom, date, and address of delivery
☐ RESTRICTED DELIVERY
 Show to whom and date delivered
☐ RESTRICTED DELIVERY
 Show to whom, date, and address of delivery
 (CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
 Richard Jaffe
 1 Federal St.
 Boston 02110

3. ARTICLE DESCRIPTION:
 REGISTERED NO. CERTIFIED NO. INSURED NO.
 546628

(Always obtain signature of addressee or agent)

I have received the article described above.
 SIGNATURE ☐ Addressee ☒ Authorized agent
 D Buccina

4. DATE OF DELIVERY
 7/7/78

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

BOSTON, MASSACHUSETTS
 JUL 17 1978
 CLEAR'S INITIALS



United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D. C. 20243

IN REPLY REFER TO:
H32-NR

MAR 22 1979

Dear Property Owner:

The property you own is located in a historic district that has been nominated for listing in the National Register of Historic Places. The National Register is the government's official list of historic buildings and other cultural resources worthy of preservation. This nomination is pending in our office.

If your property is depreciable and the district is listed in the National Register, there are certain benefits and provisions of the Tax Reform Act of 1976 that may apply to you. We are enclosing information about this law and a general description of the National Register program.

Soon we will be considering whether the district should be listed, using as our guidelines the "Criteria for Evaluation" shown in the enclosed material. If you wish to comment on whether the district should be listed, we would be pleased to hear from you. Send your comments within 30 days of the date of this letter to me, Dr. William J. Murtagh, Keeper of the National Register, Heritage Conservation and Recreation Service, Department of the Interior, Pension Building, 440 G Street, N.W., Washington, D.C. 20243 (Attn: NOM). Please include the name of the district (as shown on the address label on this letter) and property address. If you have questions about the National Register program or the enclosed material, you should also address them to me.

In the enclosed material you will note references to standards for rehabilitating old buildings. These standards are a list of do's and don'ts for people who are fixing up old buildings. If the owner of a building listed in the National Register, either individually or as part of a district, wishes to take advantage of the Tax Reform Act benefits, these standards must be followed. A copy of these standards is available from Technical Preservation Services, Heritage Conservation and Recreation Service, Department of the Interior, Pension Building, 440 G Street, N.W., Washington, D.C. 20243. Questions about the standards should also be addressed to that same office.

Sincerely,


William J. Murtagh
Keeper of the National Register

Richard Jaffe, Esq.
Goldstein & Manello
1 Federal Street
Boston, MA 02110

Re: Winchester Square Hist. Dist.

Springfield, MA

Winchester Square
Historic District
3/27/79

3-22-79 JJA

RICHARD P. JAFFE

Attorney at Law



136 ELIOT STREET
CHESTNUT HILL, MASS. 02167
(617) 566-4403

Dr. William J. Murtagh
Keeper of the National Register
Heritage Conservation and Recreation Service
Department of the Interior - Pension Building
440 G Street, NW
Washington, DC 20243

ATTN: NOM

re: H32-NR
Winchester Square Historical District in Springfield, Massachusetts

Dear Dr. Murtagh,

By letter dated March 22, 1979, I was notified by your office of the pending nomination of the above-captioned property for listing in the National Register of Historic Places. I am attaching a copy of your letter for your immediate reference.

Please be advised that I have recently changed my address and all mail concerning this nomination should now be sent to me at the address of my letterhead above. I sincerely hope that the nomination will be approved, and I would be most appreciative if you would keep me posted of all developments throughout the nomination process.

Very truly yours,

Richard P. Jaffe

RPJ/je
enc.

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered MAY 10 1979

<u>Name</u>	<u>Location</u>
Odd Fellow's Hall	Shelburne Falls Franklin County
Conkey-Stevens House	Amherst Hampshire County
Sanderson, Julia, Theater (Paramount Theater)	Springfield Hampden County
Winchester Square Historic District	Springfield Hampden County
Turner, Stephen, House	Norfolk Norfolk County
Abbot, Edwin, House (Longy School of Music)	Cambridge Middlesex County
Chaplin-Clarke House	Rowley Essex County

Also Notified

Honorable Paul G. Tsongas

Honorable Edward M. Kennedy

Honorable Silvio O. Conte

Honorable Edward P. Boland

Honorable Margaret M. Heckler

Honorable Thomas P. O'Neill

Honorable Nicholas Mayroules

State Historic Preservation Officer

Mrs. Patricia L. Weslowski

Executive Director

Massachusetts Historical Commission

294 Washington Street

Boston, Massachusetts 02108

NR Byers/bjr 5/14/79

For further information, please call the National Register at (202)343-6401.

UPPER STATE STREET
COMMUNITY DEVELOPMENT CORPORATION
1047 STATE STREET • SPRINGFIELD, MASSACHUSETTS 01109

June 28, 1979

(413) 739-7327

RECEIVED

JUL - 9 1979

MASS. HIST. COMM.

Patricia Weslowski
Executive Director
Massachusetts Historical Commission
294 Washington Street
Boston, MA 02108

Dear Ms. Weslowski:

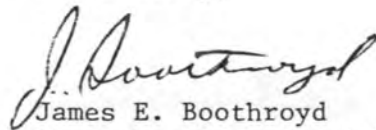
Please excuse this belated note of appreciation for the time you spent with us several weeks ago relative to our concerns over the action taken by the Massachusetts Historic Commission.

I now have a fuller appreciation of the merits of the position taken by the Commission and I sincerely hope you have a similar appreciation for our concerns.

For your information, I have enclosed a copy of our letter to Representative Morris Udall.

Thank you, again, for your efforts.

Yours truly,



James E. Boothroyd
Executive Vice-President

JEB/ts



THE GENERAL COURT OF MASSACHUSETTS

House of Representatives
Committee on Ways and Means
STATE HOUSE, BOSTON

RAYMOND A. JORDAN
REPRESENTATIVE
13TH HAMPDEN DISTRICT
51 GOLDENROD STREET
SPRINGFIELD 01109
HOME TEL.: (413) 788-0206
STATE HOUSE
ROOM 247
TEL.: (617) 727-2380

June 29, 1979

COMMITTEES:
CHAIRMAN
AFFIRMATIVE ACTION
COMMITTEE
GOVERNOR'S COMMITTEE
ON CRIMINAL JUSTICE
DEMOCRATIC STATE
COMMITTEE
SPECIAL COMMITTEE
ON ECONOMIC DEVELOPMENT

Representative Morris Udall
House of Interior and Insular Affairs Committee
235 Cannon House Office Building
Washington, D.C. 20515

Dear Representative Udall:

I am writing to enlist your support relative to my recommendation on administrative procedure and your guidance relative to the appropriate steps to follow in our attempt to have the status of the Indian Motorcycle facility reviewed. The enclosed information (Exhibit A) relates some background on the Indian Motorcycle factory, located within our area in Springfield, Massachusetts, which was placed on the National Register of Historic Places.

The Massachusetts Historical Commission guidelines provide that any recommendation made relative to the placement of a building on the National Register of Historic places should be based solely on the issue of that buildings historical significance. To the extent that the merits of a given historic preservation case can be determined most efficiently in an atmosphere devoid of competing interests, this procedure is worthy of support. Any attempt to fulfill the needs of a community, however, requires an ultimate balancing of interests and cannot be arrived at by decisions arrived at in an analytic vacuum.

Notwithstanding, the merits of the Indian Motorcycle building being placed on the National Register, we believe that any process of review should concurrently meld economic, political and social and environmental interests before a decision is made rather than initially prejudicing the rights of competing community interests, as was the case in our situation.

In our opinion, no community group or governmental unit should have carte blanche authority to demolish or forestall the demolition of buildings with historical merit nor by the imposition of procedural impediments, foreclose the possibility of timely input from competing community interests.

Representative Morris Udall

June 29, 1979

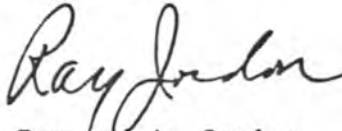
Page 2

It is our understanding that the status of the Indian Motorcycle building can only be affected to the extent that alternative plans supportive of that result are presented to the Interior Department. With this in mind, a comprehensive feasibility study is being done for both this building and the whole of the State Street Corridor; the latter under the sponsorship of the U.S.S.C.D.C.

We would appreciate any guidance you can give us relative to the steps which we must take to have this administrative decision reviewed or reopened.

Thank you in advance for your efforts in our behalf.

Sincerely,

A handwritten signature in cursive script, reading "Ray Jordan".

Raymond A. Jordan
STATE REPRESENTATIVE

RAJ



**MASSACHUSETTS
HISTORICAL
COMMISSION**

**COMMONWEALTH OF MASSACHUSETTS
Office of the Secretary of State**

294 Washington Street
Boston, Massachusetts
02108
617-727-8470

MICHAEL JOSEPH CONNOLLY
Secretary of State

August 14, 1979

Charles Herrington
Acting Keeper
National Register of Historic Places
Heritage Conservation and Recreation Service
Department of the Interior
440 G Street NW
Washington, D.C. 20243

Dear Charles:

Your call reminded me that I had not sent along to you a copy of a letter we received concerning the Indian Motorcycle Factory in Springfield, Massachusetts. As you will note from the chronology of events attached to Representative Jordan's letter, considerable local controversy surrounds the issue.

We believed and your office agreed that the building met the National Register criteria as part of the Winchester Square Historic District. We are now trying to insure a thorough consideration of alternatives to its demolition. Our primary concern is the attitude that the building should come down in order to prepare the site for new development.

However, we have yet to receive the feasibility study, so the case is still open.

If you need anymore background, please let me know.

Sincerely,

Patricia L. Weslowski
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

PLW/ts

WID 5 1 1979

THE NATIONAL REGISTER OF HISTORIC PLACES

AUG 21 1979

DATE REC'D _____

INDIVIDUAL RESPONSE (ATTACHED) _____

INFORMATIVE MATERIAL SENT _____

TELEPHONE CALL (ATTACHED) _____

DATE ACTION TAKEN _____

INITIALS _____

10/1/79

RECEIVED
EXECUTIVE DIRECTOR
STATE HISTORICAL SOCIETY
10/1/79

[Handwritten signature]
DIRECTOR

It has been determined that the property is not eligible.

Very truly yours,

Enclosed are two copies of the letterhead memorandum.

One copy of the letterhead memorandum is being furnished to the

Commissioner of the Department of State for his information. The Commission is of the opinion that the property is not eligible for listing in the National Register of Historic Places. The Commission's decision is based on the fact that the property does not meet the criteria for listing in the National Register of Historic Places.

Very truly yours,

Enclosed are two copies of the letterhead memorandum. One copy of the letterhead memorandum is being furnished to the Commissioner of the Department of State for his information. The Commission is of the opinion that the property is not eligible for listing in the National Register of Historic Places. The Commission's decision is based on the fact that the property does not meet the criteria for listing in the National Register of Historic Places.

Very truly yours,

Washington, D.C. 20540
440 E Street NW
Department of the Interior
National Conservation and Historic Sites Service
National Register of Historic Places
Washington, D.C.
October 1, 1979

MASSACHUSETTS
HISTORICAL
COMMISSION



Office of the Secretary of State
Commonwealth of Massachusetts
250 Washington Street
Boston, Massachusetts 02108
01-852-8430

Secretary of State
MICHAEL JOSEPH CONNOLLY

OFFICE OF THE SECRETARY OF STATE
COMMONWEALTH OF MASSACHUSETTS

Joseph Spruell and Sons, Inc.

622 State Street, Springfield, Massachusetts 01109

*File
with
nomination.*

August 27, 1981

Ms Carol Shull
National Register of
Historic Places
National Park Service
Dept. of Interior
Washington, D. C. 20243

*Hampden County
MA*

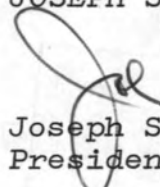
Dear Ms Shull:

This letter serves to express our sincere thanks and appreciation for the courtesy and information that you shared with Mr. Theirber and myself in reference to the Winchester Square Historical District here in Springfield Massachusetts.

We feel that the Indian Motor Cycle Building which is included in the district has too much historical value to be torn down.

We will keep you informed. Again, Many thanks.

Very truly yours,
JOSEPH SPRUELL AND SONS, INC.


Joseph Spruell, Jr.
President

JSJr/ah

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D AUG 31 1981

INDIVIDUAL (ATTACHED)

INSTRUMENT SENT

FILE NO. (ATTACHED)

DATE ACQUIRED

INITIALS

JOSEPH GUNNETT AND SONS, INC.
 1001 1/2 ST. JAMES

RE: ATTY. KENNEDY AND ASSOCIATES, P.C. 1001 1/2 ST. JAMES

RE: JOHN GUNN

Enclosed in the envelope are two copies of the report of the
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RE: JOHN GUNN

JOSEPH GUNNETT AND SONS, INC.
 1001 1/2 ST. JAMES