

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1657

DEC 12 2000

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 LOCKVILLE HISTORIC DISTRICT

other names/site number Strong's Mill, Lyman Mill, Red Brook Mill Pond Area

2. Location

street & number COLLEGE HIGHWAY (ROUTE 10) not for publication

city or town SOUTHAMPTON vicinity

state MASSACHUSETTS code MA county HAMPSHIRE code 015 zip code 01073

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

12/16/2000
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

Erica Martin Seibert

Date of Action

1/24/01

LOCKVILLE HISTORIC DISTRICT

Name of Property

HAMPSHIRE, MA

County and State

5. Classification**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

- ☒ private
☐ public-local
☒ public-State
☐ public-Federal

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

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

Contributing

Noncontributing

<u>11</u>	<u>9</u>	building
<u>2</u>	<u>0</u>	sites
<u>4</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>17</u>	<u>9</u>	Total

Name of related multiple property listing

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

N/A**Number of contributing resources previously listed in the National Register**NONE**6. Function or Use****Historic Functions**

(Enter categories from instructions)

DOMESTIC: single dwelling, secondary structure
AGRICULTURE: agricultural outbuilding
INDUSTRY: mill, factory, canal, dam
WAREHOUSE: commercial storage
TRANSPORTATION: rail-related, water-related
LANDSCAPE: river, pond

Current Functions

(Enter categories from instructions)

DOMESTIC: single-dwelling, secondary structure
AGRICULTURE: agricultural outbuilding
INDUSTRY: factory, dam
LANDSCAPE: river, pond
VACANT

7. Description**Architectural Classification**

(Enter categories from instructions)

COLONIAL: Georgian
EARLY REPUBLIC: Federal
OTHER: Industrial

Materials

(Enter categories from instructions)

foundation STONE: CONCRETE
walls WOOD: weatherboard
METAL
roof ASPHALT: METAL, STONE: slate
other _____

Narrative Description

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

See continuation sheets.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Lockville Historic District
Southampton (Hampshire Co.), MA

ARCHITECTURAL DESCRIPTION:

Setting:

The Lockville Historic District is located approximately one mile south of the historic center of the Town of Southampton in Hampshire County, Massachusetts. The area is located on both banks of the Manhan River where it crosses Route 10, the main north-south highway between Southampton center and Westfield to the south. The North Branch of the Manhan River originates in Westhampton and passes through western Northampton on its way south through Southampton to Westfield and then dips northeast through Easthampton, where it empties into the Oxbow of the Connecticut River. At the west end of Lyman Pond, the Manhan River is joined by Red Brook which flows into the river from the northwest. The Lockville area is nestled in rolling hills with open pastures and wooded areas to the east and west. Visually, the Manhan River valley at Route 10 is surrounded by higher ground which is not built up. There is a mill and dam east of the highway where a natural drop in the river provided an excellent mill privilege. The mill pond at this point is backed up on both the east and west sides of Route 10. Through this area traversed both the Hampshire & Hampden Canal Company canal in the 1830s and 1840s, and the Hampshire & Hampden railroad tracks constructed in the mid-1850s. The district meets Criteria A, C and D at the local level, and Criteria Consideration B for the moving of a portion of the Lyman Mill

The general appearance of this area remains rural and has been, for almost 200 years, a locus of small industry and transportation. Today, the area retains its rural character and the important buildings and structures which have been associated historically with its commercial and industrial history. There have been no major additions to the area in over 100 years and the surrounding landscape is devoid of modern intrusions. Despite plans to widen and re-route Route 10, nothing has come of this yet and the highway is much as it was when improved in 1924.

General Building Characteristics:

There are twenty buildings on fifteen parcels (including related outbuildings) in the Lockville Historic District, five structures, and two sites, the mill pond itself, and a remnant canal prism. The principle buildings are the Ichabod Strong House, ca. 1768, 271 College Highway (MHC # B-87); the Phineas Strong House, 1833, 7 Moose Brook Road, (MHC # 110); The Lockville Hotel, ca. 1828, 286 College Highway (MHC # B-89); the Canal Storehouse, ca. 1832, 100 Brickyard Road (MHC # B-90), the Lyman Mill, ca. 1854 and 1877, on the east side of College Highway south of the Manhan River (MHC #B-905); and the Lyman Sheet Metal Company complex, 1894, 1902, ca. 1916, 1960s, at 281 College Highway (MHC # B-88). The four structures are the canal lock remnant, 1835, south of the Storehouse at 100

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2

Lockville Historic District
Southampton (Hampshire Co.), MA

Brickyard Road (MHC # B-907); the mill dam, rebuilt in 1938 (MHC # B-905) which impounds Lyman Pond itself; the railroad trestle; and the Route 10 highway bridge.

There are three major non-contributing houses and six minor non-contributing outbuildings. They include, the **blacksmith house** at 280 College Highway (ca. 1866, 1969), which lacks historical physical integrity, and two houses of recent construction, the **Harry Oliver Gorton House**, 275 College Highway, built in 1950, and the **George Gorton House**, 277 College Highway, built in 1952. Both of the Gorton houses are Builders' Colonial in style, based on a modern version of a Cape Cod style house.

Map numbers referred to in section 7 are keyed to district sketch map.

The **Canal Storehouse** (100 Brickyard Road, ca. 1832, MHC # B-90m map #1) is a wood-framed rectangular two-story building with a front facing gabled roof. The actual front storehouse portion of this current residence measures 31 feet wide by 50 feet deep. The design details of the original building are largely unknown because the current structure was converted to a residence some time before 1900 and resided after 1930. However, its original rectangular shape, front facing gable, and simple gabled roof are intact and reflect its vernacular warehouse origins (PHOTO #1). It is located on the northwest corner of College Highway and Brickyard Road. A historical photograph taken by the Howe Brothers around 1900 shows a weatherboarded house with cornerboards and returned eaves, two-over-two windows, a raised stone basement, and a front gabled open porch on the northeast front side facing College Highway. To the south is an Italianate bay window with paired brackets and a rectangular open porch west of this window with a shed roof. The windows have louvered shutters. To the rear, west, of the house along Brickyard Road is a rectangular gabled-roofed barn with vertical board siding and 12-over-12 windows. West of the barn is a modern one-story equipment shed.

Currently, the main two-story portion of the house has an asphalt roof and a lower gabled two story wing on the rear has a slate roof. The newer projecting entrance is smaller than the ca. 1900 porch on the front northeast facade. The current entrance has a poured concrete base and a projecting gabled roof supported by two Tuscan columns, probably built during the Colonial Revival period in the 1920s. To the lower rear wing at the rear of the house is an attached wood framed three bay side-gabled garage, built around 1965 on a concrete block foundation. Structurally, it is in poor condition. The house has been completely sheathed in siding and a two story screened shed-roofed porch has been added to the south side west of the Italianate bay window. Two sets of exterior stairs lead up to the second story and porch on the south side. These additions may have been built after a chimney and roof fire destroyed one room on the top floor of the house and caused water damage to the first and second floors on February 5, 1965. On the

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

Lockville Historic District
Southampton (Hampshire Co.), MA

rear of the house is a half story gabled projecting enclosure to the basement. Basement walls are massive stone block and original to the storehouse. The house has a red brick chimney.

This property has two outbuildings. To the west of the house is an L-shaped barn. The vertical board sided wing nearest Brickyard Road is the original barn, built before 1900. It is post and beam construction and now has 2-over-2 wooden framed windows. Sheathing on the barn is weatherboard. Forming an "L" with this barn is a gambrel-roofed asphalt shingled barn with shiplap siding and a metal monitor on the roof. It has nine-paned single hung windows. It was an addition to the original barn, built probably in the 1910s, 1920s or early 1930s, and was used for a family dairy operation. West of barn facing Brickyard Road is a simple side-gabled one story rectangular four-bay garage with a corrugated metal roof. This wood-framed building sits on a poured concrete slab, and dates from the 1950s.

The **Hampshire and Hampden Canal Company lock remnant**, north of 100 Brickyard Road on College Highway, ca. 1835 (MHC # B-907, map #2) is a remnant of the south wall of one of three canal locks in this vicinity of Southampton built by the Hampshire and Hampden Canal Company and opened in 1835 (PHOTO #2). It was known as Lock #22 in Massachusetts, and is the only stone-lined lock remnant associated with this canal remaining in Massachusetts. The other two locks at this point were southwest several hundred feet from this remnant and have disappeared. This remnant lock is approximately seven feet tall above grade and extends for some 90 feet along the side of the former Canal Storehouse at 100 Brickyard Road. It is built of dressed stone blocks and was laid with water-tight cement, a little still remaining. There is a slot in the stone wall some 15 feet from the west end of the wall, indicating the location of former one set of meter gates. The wall now forms a south embankment for the railroad tracks which, at this point, were laid in the canal bed and the tracks were raised. It also acts as a south wall along the Canal Storehouse property at 100 Brickyard Road. Together the three locks at this point served to lift the canal boats 30 feet to the level of the Manhan River. Lock 22 dropped the water level in the canal approximately 10 feet at this point.

The **John Stong, Jr. House / "Lockville Hotel"**, 286 College Highway, 1828 (MHC # B-89, map #3) is a two story Federal style house with five bays, a center hall plan, with double interior red brick chimneys (PHOTO #3). Stephen Wolcott was the contractor in 1828. According to a ca. 1900 Howes Brothers photo, the house formerly had a one story flat-roofed open porch across the front supported by Tuscan fluted columns on a wooden deck. The house roof is standing seam metal and side-gabled. The front entrance is a gabled projecting Colonial Revival era pedimented structure which replaced the previous porch some time after 1900. The front door is flanked with three-quarter length side lights. The foundation of the house is dressed stone. The house is sheathed in weatherboard with simple flat cornerboards and six-over-six double-hung windows with green wooden louvered shutters. Windows

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 4

Lockville Historic District
Southampton (Hampshire Co.), MA

have aluminum screens and storms. The rear of the house, west, had a one story gabled and shed roofed wing. The south side of the house has a rectangular two story porch with a flat roof. This porch is open on the first story and enclosed with two-over-two windows on the second story. The house has been converted to a duplex with the second living quarters at the rear of the house.

This property has two outbuildings. The first is a barn with a front-gabled roof with 6-over-6 single hung windows and flush vertical plank siding on the front with weatherboard sheathing on the sides and back. It is post and beam construction with whole log rafters supporting the hay mow, and poured concrete floor with a standing seam metal roof. Along the south side of the barn is an open one-story shed addition. The second outbuilding is a complex attached together to form one single-story structure, but consists of a four-bay gabled and shed roof garage added to a chicken house or tool shed sheathed in both vertical plank siding and weatherboard.

Lyman Pond at College Highway and the Manhan River, 1768-1900 (MHC # 87-90, # B-905-907, map #4) is a small body of water bisected by Route 10 (College Highway) and consists of impounded water of the Manhan River by a dam built several hundred yards east of Route 10. The current dam was built in 1938. The highway bridge over the pond and river is a concrete girder structure, built in 1924 by the Massachusetts Highway Department, and consists of concrete abutments and four-bay open concrete side rails (PHOTOS #3 and 5).

Lyman Mill (ca. 1854, 1877) and Dam (1938), College Highway at Lyman Pond (MHC # B-905, map #5): The mill property consists of a wood-framed mill building on stone foundations, and a detached one story storage shed open to the south (PHOTO #5). Two stories of the mill building were moved from near the intersection of Moose Brook Road and College Highway around 1877. The building was reconstructed on its present site and converted to use as a mill. The dam is about eight feet high and forty feet wide. The main portion of the mill is two stories above a raised basement along the pond side on the north side of the mill. It has an attic under a side-gabled roof. The main door faces south where there was a small loading dock. Windows were originally 12-over-12 wooden sash and are now completely boarded over. Some of the foundation of the building has been repaired with red brick. The foundation is a massive, five-foot thick stone masonry wall which formed one of the side walls of the original mill race. The detached second building consists of post and beam construction and is open to the south. The floor is wooden plank and concrete. It is less than half of its former size according to a historic photograph taken around 1900. This photograph also shows another gabled one story structure open to the west at right angles to the mill building at its east end. It is gone.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 5

Lockville Historic District
Southampton (Hampshire Co.), MA

The current appearance of these buildings is much as they were around 1880. The mill still has a standing seam metal roof with one red brick chimney. The weatherboard has been replaced or covered with metal siding to look like wooden weatherboard. The windows were boarded up or missing until 1999. They have been replaced within the original window openings with metal six-over-six replacements in the past year. Other minor exterior alterations include three new metal six-panelled doors, two on the south and one on the west which replaced a west-facing window; an open wooden deck wrapping around the west and south sides; and five windows on the first floor of the north side not visible from Route 10 and providing views of the dam and mill pond. Interior alterations on the first floor include installation of a bathroom and two walls with sheetrock. Otherwise the building is open with exposed posts and beams. These alterations have been accomplished to convert the mill building into "Sheldons", serving ice cream and sandwiches. The condition of the structure is good. The second building also has a corrugated metal roof, a poured concrete foundation with one pier over the water, open eaves and vertical plank walls. A concrete pier over the water supports the building at the northwest corner.

The current 1938 dam (Number 2-8-276-2) is 8-10 feet high with poured concrete abutments on both sides of the dam. According to a dam inspection report from 1979, the open building protects the dam sluiceway which is approximately 10 feet below the crest of the dam. A concrete slab has been installed to block the sluiceway. The raceway and discharge channel below the dam is north of the mill building proper. Along the south side of the open building is a ledge along the old mill raceway. The dam is a hollow gravity slab and buttress dam built of concrete which replaced the original stone masonry dam after the 1938 flood, caused by the Hurricane of '38, parts of which were incorporated into the abutment and used for rock fill at the northerly end. The concrete wall which forms the upper portion of the northerly abutment was replaced in 1969. Damage caused by a washout of a portion of the left abutment area was repaired about 1957 after being severely damaged in the 1955 flood. The concrete wing wall at the left abutment and a replacement wood slide gate at the inlet were installed in 1969. Repairs were made in 1976 to seal up the raceway.

The **Hampshire & Hampden Railroad trestle** (MHC # B-906, ca. 1855, map #6) over the Manhan River east of College Highway, has a metal girder center span supported by dressed stone abutments with two courses of chamfered stone at the top (PHOTO #6). The center girder is approximately 100 feet long and the railroad tracks are about 50 feet above the level of the Manhan River. Slightly east off-center of the railroad trestle and partially under it along both banks of the Manhan River are dry-laid stone retaining walls which shore up the river banks at this point. These two walls appear to have been associated with an earlier aqueduct structure which carried canal boats over the Manhan River at this point between 1835-1847.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 6

Lockville Historic District
Southampton (Hampshire Co.), MA

The **Lyman Sheet Metal Works**. (MHC # B-88, 1894, 1902, 1916, 1960, etc., map #7), at 281 College Highway, is a complex of buildings and additions, all attached, and consisting of a central side-gabled portion dating from around 1894 which was a blacksmith shop originally moved across the road around 1902; a two story flat-topped addition to the north of Lyman Pond; and a two story north portion with a flat roof (PHOTO #7). The original portion is post and beam warehouse construction. The buildings reflect a vernacular style derived from the tradition of rural mills and outbuildings. These portions of the building were all in place in the 1930s when the building was operated by H. B. Lyman Sheet Metal, according to an old photograph at the Southampton Historical Society. The original sheathing was weatherboard and the original roof was standing seam metal with a projecting gabled shelter on open struts over the front loading dock and entrance. The north portion of the exterior sheathing on the west facade facing College Highway is now metal to simulate weatherboard. There is a large two story recent addition to the north with large overhead doors facing east toward the rear and covered in vertical metal siding. The complex has large expanses of multi-paned windows grouped for light into the interior. Windows are six-over-six single-hung and fixed light. The complex roof line also has rolled asphalt roofing. A west portion of the complex was added after H. B. Lyman bought a strip of land from George A. Gorton to enlarge the west [north] end of his sheet metal shop in December, 1916.

New Haven and Northampton Company canal prism remnant, east of Lyman Mill and south of the Manhan River, ca. 1835 (map #8). This remnant runs south of the present railroad right-of-way to the south of Lyman Mill. It consists of a wooded area with the prism clearly visible where the old canal bed and the railroad tracks, constructed in 1855, diverge. The site is earthen and approximately three-four feet deep and approximately 350 feet long and arched heading northeast toward the current railroad bridge. The banks have slumped and it is difficult to tell which side the tow path for the canal was on. Historical written evidence suggests that the tow path was on the west side of the prism.

This **highway bridge** (map #9), at Route 10 at the Manhan River, was built in 1924 and spans the Manhan River carrying Route 10. It is constructed of reinforced concrete with metal girders and concrete abutments. The bridge has projecting pilasters and an open balustraded concrete railing in four segments. At both ends of the bridge is a "Commonwealth of Massachusetts" seal and at the south end a concrete date block, "1924".

The **blacksmith house** at 280 College Highway (ca. 1866, 1969, map #10), **non-contributing**, is now the Keller residence, located on the west side of Route 10 across from the Lyman Sheet Metal Works. This non-contributing property is a small wood-framed building originally covered in weatherboard and has a front-facing gable toward the road with overhung eaves. A six-foot wide open porch was constructed

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 7

Lockville Historic District
Southampton (Hampshire Co.), MA

before 1890 and ran along the south side of the building, making its overall dimensions 28 feet by 26 feet deep. The house was hit by a car in January, 1980, after which it was completely resided and the south side porch was enclosed. It also has replacement windows.

There is a large attached rear two-story porch and tuck-under three-bay garage addition measuring 40 by 20 feet, which the current owner added in 1969. This building has little remaining historical physical integrity, but the scale of the original house, as seen from College Highway, and the setting near Highway 10 are in keeping with this historic area.

The earliest house in the district is the **Ichabod Strong House** (MHC # B-87, 1786, 1970, "restored" 1973, map #11) at 271 College Highway. The house is Georgian style with five bays and a center chimney plan (PHOTO # 8). Its steeply pitched roof and close eaves are typical of the mid-18th century houses in the Connecticut River valley. The front two story portion of the house measures 36 feet wide by 30 feet deep. An attached one story rear "L" was built in four parts and has an overall measurement of 20 feet wide by 69 feet deep. The easternmost parts of this El consist of a garage and an open porch built around 1960. Front entry door and window alterations in 1973 are not in keeping with the original appearance of this house. Alterations were made during a 1973 "restoration" which included small paned 12-over-12 vinyl-clad replacement windows with snap-in muntins and the removal of a molded horizontal cornice over the front entrance which appears in a ca. 1900 photograph. The current owner assumed that the smaller paned windows were in keeping with the age of the house. The older windows in a ca. 1900 photograph are shown as six-over-six. There is a large detached barn behind the house which the Assessors date to 1900, but appears to be of earlier mid-19th century construction. It is sheathed in vertical plank and has a metal corrugated roof and a remnant of a wooden silo with metal staves in deteriorated condition.

The Ichabod Strong House is geographically separated by two Builders' Colonial style houses south of it, but masked by trees and a high hill from Route 10. They are not intrusive and are non-contributing in the Lockville Historic District. They do not intrude on the appearance of this historic area. During most of the twentieth century the Ichabod Strong House was owned by a family named Gorton. The two Builders' Colonial style houses, were built by two of the Gorton sons.

The **Harry Oliver Gorton House**, 275 College Highway, (map #12) built in 1950, **non-contributing**, measures 34 feet wide by 23 feet deep and is one story with a gabled roof. The house has a concrete block foundation and is metal sided. Windows are one-over-one and there is a full dormer at the rear facing east. The house has a red brick chimney on the north side and an asphalt roof. The front door has

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7

Page 8

Lockville Historic District
Southampton (Hampshire Co.), MA

an arched fanlight. Behind the house is one outbuilding: a gabled and shed roofed barn and garage with horizontal and vertical rusticated plank siding. The Assessors' date for this outbuilding is 1960 and 1970.

The **George Gorton House**, 277 College Highway (map #13), built in 1952, **non-contributing**, measures 36 feet wide by 27 feet deep and to the south on a sloping lot is a 24 feet by 26 foot slightly gabled tuck-under garage which supports an enclosed porch an open deck. This house has a concrete block foundation, a red brick chimney on the south side, and six-over-one double-hung windows. The front facade is asymmetrical with a picture window on the south side of the front door. A detached prefabricated gabled shed is behind the house.

The **Phineas Strong House** (MHC # 110, 1833, 1970, map #14), at 7 Moose Brook Road, is a two story Federal style house with side gable and five bays (PHOTO # 9). The triangular nine-light gable window facing the road suggests that the house may have been quite stylish, but the original detailing is obscured in synthetic siding. The front gable has returned molded wooden eaves. The one story wing on the west side of the house appears to be original and also has returned eaves, and open porch, and is fully pedimented. Windows on the house are two-over-two on the first floor and one-over-one on the second floor with aluminum storm windows. The house has a standing Seam metal roof. The main entrance is on the five bay east side where an enclosed projecting one story entry with gabled roof has been built. If this house had a front door in the gable end facing the street, it has been sided over. A rear El to the north is gabled and asphalt sided and ends with a partial roof where an attached outbuilding has been removed.

This property today is still a working farm and there are three associated outbuildings. A modern barn sits behind the house which is side gabled with an attached long concrete block milk house. East of the house is a concrete block building, front gabled, with a garage and two overhead doors facing the road. Behind this is a third building, side-gabled sheathed in vertical wooden siding with an attached metal hopper.

Archaeological Description

While no prehistoric sites are recorded in the district or in the general area (within one mile), sites may be present. Environmental characteristics of the district represent several locational criteria (slope, soil drainage, distance to wetlands) that are considered favorable indicators for many types of prehistoric sites. Several well drained to excessively drained, level to moderately sloping terraces are present in the district within 1000 feet of wetlands. Soils in the district are located on glaciated uplands and glacial outwash plains, kames and terraces formed in glacial till and outwash deposits. Wetlands are characterized by Red

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 9

**Lockville Historic District
Southampton (Hampshire Co.), MA**

Brook and the Manhan River, both tributaries of the Connecticut River. Lyman Pond was created by a dam on the Manhan River. A wide variety of floral and faunal resources would have been available for Native exploitation in the district locale. Given the above information, the size of the district (approximately 240 acres), Native American subsistence and settlement patterns identified elsewhere in the Connecticut River Valley, and impacts related to historic development, a moderate to high potential exists for recovering prehistoric resources in the Lockville Historic District.

A high potential exists for locating historic archaeological resources in the Lockville Historic District. European settlement in the area quickly recognized then took advantage of the natural resources this area offered for industrial development. No 18th century residential sites are known for the district area and only one extant residence from this period has been identified. Residential sites associated with potential farmsteads and/or the mills should exist. Additional documentary and deed research for the district locale may identify potential locations for structural remains associated with residences from the 18th and even 19th century period. Only one 19th century residential site has been identified in the district at the original location of the Lyman Mill (ca. 1858) at the intersection of Moose Brook Road and Route 10. The structure originally operated as a steam powered saw and grist mill and was converted to a tenement house known as the "Beehive" after the Civil War. The building was moved to its present site to become the new mill in 1877. Most 18th and some 19th century residences probably existed as farmsteads similar to the Phineas Strong House (1833) still extant as a working farm in the district at 7 Moose Brook Road. Structural evidence of agricultural and domestic related outbuildings should exist with most of the extant residences and potential residential sites in the district. Structural evidence from manufacturing/industrial related outbuildings should also exist in the district associated with industrial and residential sites and structures. Existing mill buildings and industrial sites might have used outbuildings for storage or as part of the manufacturing/industrial process. Residential sites might have also used manufacturing/industrial related outbuildings as the location for various types of cottage industries. Archaeological evidence of occupational related features (trash pits, privies, wells) should also exist in the district associated with 18th and 19th century archaeological sites and extant structures related to residences, industrial/manufacturing enterprises and commercial businesses.

While agriculture played an important role in the early settlement of Southampton and the district locale in the 18th century and still exists in the district today, the water power potential of the district quickly established industrial and manufacturing activities as the economic force in the area. This development accelerated as regional transportation facilities were established through the district. Industrial and transportation related sites may represent the most common and important archaeological resources in the district. Structural evidence from a water- powered sawmill, the earliest mill in Southampton, may

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 10

Lockville Historic District
Southampton (Hampshire Co.), MA

survive in the district. The rights to that mill, to be set up either on Red Brook, which empties into Lyman Pond, or below on the Manhan River, were granted to 4 men in 1732. A grist mill was soon added. The mills came to be known as Strong's mills. The location of these milling operations was on the south side of the Manhan River east of College Highway and north of the railroad tracks. Both mills are illustrated on the 1794 Barret Map on the south bank of the Manhan River in the vicinity of the current Lyman's mill. In the early 19th century, a potash works was also operated in this area. By ca. 1840, the mill buildings continued to house a saw and grist mill and also supported a shingle mill, a whip shop and a shop where piano legs were manufactured. The mill buildings burned in 1873. Additional documentary research combined with archaeological survey and testing may document the components of this 18th/19th century mill complex and the layout of its structures and water- power system. Archaeological evidence of the water- power system may survive including power canals and a wheel pit(s). Portions of the earlier mill foundations and water- power system might also be incorporated into the present Lyman mill structure. Occupational type industrial features, especially trash areas may also survive around the Strong/Lyman mill complex. Structural evidence and occupational type features may also survive at the original site of the Lyman mill at the intersection of Route 10 and Moose Brook Road. A steam- powered sawmill and flouring mill was operated here by ca. 1858. The property was converted to a tenement house known as the "Beehive" after the Civil War. The property was then sold to Stephen Lyman and the building moved to its present site in 1877 to become the new mill. The mill was apparently water powered and operated as a grist, saw and shingle mill. The mill operated until ca. 1900 when reduced water- power forced its closure. The mill was subsequently used as storage for the Lyman Sheet Metal shop and as an ice cream and sandwich shop in 1999. Structural evidence and occupational related features from a late 19th century blacksmith shop may survive at its original site across the road from the Lyman Sheet Metal Works at 281 College Highway. The blacksmith shop was moved in 1902.

Water power played an important role in the economic growth of the district and evidence of structures used to harness that power may survive as important archaeological resources in the district. The current concrete dam was built in 1938 after the existing stone masonry dam was destroyed by floods. It is currently unknown when the earlier dam was built, however, it was likely a 19th century rebuild of an earlier 18th century dam or new structure. Portions of the dam destroyed in 1938 were incorporated into the new dam. Components of an earlier structure, now submerged, could exist or have been incorporated into the destroyed dam. Evidence of stonework from water- power canals possibly related to the earlier Strong's Mill complex are known to exist beneath the current Lyman's Mill. It is unknown whether these canals are also associated with the current Lyman's mill building or earlier 18th century saw and grist mills at the site. Archaeological evidence of earlier water- power canals could exist. The present

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 11

Lockville Historic District
Southampton (Hampshire Co.), MA

Lyman's mill building was likely moved to the site and constructed, possibly with modifications, over an existing 18th and/or 19th century water power system.

Archaeological sites of 19th century transportation related facilities also survive in the district and played an important role in the economic growth of the district and region. Several components of the New Haven and Northampton Canal (1835-1847) survive as both extant structures and archaeological sites in the district. The Hampshire and Hampden Railroad (ca.1855) follows the route of the canal through most of the district and region. The tracks were reportedly laid on a raised surface in the canal bed. Documentary study combined with archaeological survey and testing can determine if components of the canal prism survive beneath and adjacent to the railroad tracks. Portions of the canal bed may have included waterproof barriers known as "puddling". Archaeological evidence of these features and other stratigraphic evidence of the canal's construction may survive. In some areas the railroad corridor diverged from the canal route. South of the present railroad right-of-way and south of the Lyman Mill over 350 feet of the canal survives intact and undisturbed since its period of operation. Structural components of the canal prism should survive intact in this area. Documentary evidence indicates the tow path was on the west side of the prism, however, this fact was difficult to verify in the field. Construction specifications for the canal and towpath are unknown for this area. The towpath may have existed at grade. The area is wooded and undeveloped. Structural evidence of abutments for the aqueduct that carried canal boats over the Manhan River may also survive in the district. Two dry laid stone walls off center to the Hampshire and Hampden Railroad trestle (1855) and near the point where the surviving canal prism meets the river are believed to be portions of the aqueduct. The sites of three canal locks have also been documented in the district area. Two locks cannot currently be verified in the field by surface study. Additional documentary research combined with archaeological survey and testing can help locate the precise sites of these locks and whether portions of them may survive. Existing stonework remnants of the third lock, Lock #22 (1835), survive north of 100 Brickyard Road on College Highway. Parts of the granite south wall survive including the gate area. The bottom of the lock may also survive below railroad grade. Structural evidence of outbuildings and occupational related features may also survive in the district related to extant structures that played a role in the canal operation. The John Strong, Jr. House, also known as the Lockville Hotel (1828) located at 286 College Highway, functioned as a private residence before and after its use serving travelers of the canal in the 1830's and 1840's. The Canal Storehouse (1832) was operated as a storage facility for canal goods by Gaius Lyman, a lock keeper and agent for the canal. It is unknown if Lyman lived in the structure, however, a lock keeper's house should exist in the vicinity of the lock(s). The storehouse was used as both a store and residence after the canal closed.

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 12

**Lockville Historic District
Southampton (Hampshire Co.), MA**

During the mid-19th century, the railroad continued to supply the transportation needs of industry and commerce in the district. Construction features may exist that document the extent to which the canal prism was modified to accommodate the railroad tracks. Similar features may also exist documenting mid-19th century railroad construction techniques in natural terrain. Structural evidence of a railroad depot, outbuildings and features may also survive south of the railroad tracks and Lyman mill. The depot is documented in that area on the 1860 Walling map.

(end)

LOCKVILLE HISTORIC DISTRICT

Name of Property

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.)

- ☒ **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.
- ☒ **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 # _____

HAMPSHIRE, MA

County and State

Areas of Significance

(Enter categories from instructions)

INDUSTRY

TRANSPORTATION

ARCHAEOLOGY: historic non-aboriginal

Period of Significance

1786-1950

Significant Dates

1786, 1828, 1832-47, 1855, 1902-1916, 1938

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Wolcott, Stephen (b)

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Southampton Historical Commission

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Lockville Historic District
Southampton (Hampshire Co.), MA

8. STATEMENT OF SIGNIFICANCE

The Lockville Historic District possesses integrity of location, design, setting, materials, workmanship, feeling and association. It is significant as a largely untouched industrial area which supported a sawmill, a gristmill, a tannery, a potash works, a cider mill, a shingle mill, and ship shop, and a piano leg factory by taking advantage of the mill powers available in the valley of the Manham River, approximately a mile south of Southampton center. This area brought together two events which helped it maintain its reputation as an important junction of transportation in the nineteenth century. Together with the fact that the area was located on the country road between Southampton and Westfield, its location was further enhanced by the construction of three canal locks and a canal warehouse on the New Haven & Northampton canal which operated between 1835 and 1847. It was during this time that area became known as "Lockville" and supplied not only a canal storehouse, but a hotel for canal travelers. 1863 witnessed the inauguration service on the New Haven & Northampton Railroad. This carrier provided transportation of goods between southern Connecticut and Northampton, MA, as well as towns along the way such as Southampton and its industries on the mill pond area. Its tracks were partially laid within the old canal bed. This combination of natural resources and transportation facilities made the Lockville Historic District the focus of Southampton's small-scale industries. The Ichabod Strong House, the Canal Storehouse and Hotel, and the Lyman Sheet Metal Works all survive in their original setting and clearly illustrate the scale and character of early industries in rural Southampton. The dam and mill building, the railroad trestle and canal lock remnant, and "Lockville Hotel" are illustrative of the combination of forces which led to the growth and decline of small manufacturers.

The Lockville Historic District is located approximately one mile south of Southampton Center, where the Manhan River crosses under MA Route 10 or College Highway. The Southampton Center Historic District (NR 1991), extends south from the center of town to just west of the Lyman Mill Pond, and includes what may be early industrial sites along Red Brook.

The Lockville Historic District survives almost undisturbed and with few modern intrusions. The area around what became known as Lyman Pond was identified as a good location for a sawmill as early as 1732. In subsequent years, the Manhan River at this point supported potash operations, sawmills, a whip shop, a shingle mill, a shop to manufacture piano legs, a grist mill and a blacksmith shop. The New Haven & Northampton Canal operated just south of the pond from 1835 to 1847 and helped provide transport for both raw goods heading by barge to New Haven and finished goods and foodstuffs flowing

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Lockville Historic District
Southampton (Hampshire Co.), MA

north. In 1855, the New Haven & Northampton Railroad, originally named the Westfield & Northampton, began construction to provide service to the commercial ventures here with tracks

laid partially in the old canal bed. Industrial activity began to decline in the Mill Pond area around 1900 when the flow of the Manhan River was restricted to provide a reservoir for the City of Holyoke to the east, following an 1897 sale to the City of Holyoke of portions of the Manhan River for the Tight Carmody reservoir.

The first English settlers came to Southampton after the area was laid out as New Precinct of Northampton in 1730. It was established as the Second Precinct of Northampton in 1741 and was incorporated as Southampton in 1775. The region was heavily wooded at European settlement and in 1832, four men, Ebenezer Sheldon, Jonathan Strong, Deacon John Clark, and Joseph Wright were granted land to set up a saw mill either on Red Brook, which empties into Lyman Pond, or below on the Manhan River. This sawmill was the earliest mill in Southampton to which was added a grist mill. Both were known as "Strong's Mill" and operated by Jonathan Strong's son, Ichabod, a prosperous landowner and businessman who also owned a potash works. Around 1840, Strong's mills were bought by Holly and Root and then passed to a Mr. Stimson. The location of these milling operations was on the south side of the Manhan River east of College Highway and north of the railroad tracks. Part of the mill building was used as a saw and shingle mill. The second floor contained a whip shop operated by Samuel Quigley. Stimson & Company of Westfield also manufactured piano legs here. Another part of the building was equipped for grinding flour and feed. From Stimson, the ownership passed in 1867 to Elijah Lyon, under the name "Lyon Brothers," but the mill buildings burned in 1873 and had also been damaged by flood.

The 1873 Beers' *Atlas* shows the mill property owned by "Atkins Lyon & Co." Part of the current Lyman Mill building (MHC # B-905) was apparently moved to this site, probably in the 1870s. It originally sat at the intersection of Route 10 and Moose Brook Road and operated as a steam saw and grist mill, as shown on the 1860 Walling map. According to several local history accounts, Gaius Lyman sold to Joseph Sheldon an acre and a half of land near the Manhan River and College Highway and erected a steam-powered sawmill and flouring mill, which he sold in 1858. Shortly after the Civil War, this building was converted to a tenement house known as the "Beehive." The property was sold to Stephen Lyman and the building was moved in 1877 to its present site to become the new mill. The building received a one-story west addition, one floor was demolished, and the converted building was fixed up as a gristmill and sawmill. After this conversion, the gristmill processed about 40,000 bushels of grain a year, the sawmill turned out 500,000 feet of lumber a year, and the shingle mill produced 50,000 shingles a year. The mills remained in the Charles Lyon family until around 1900 when Holyoke began taking

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Lockville Historic District
Southampton (Hampshire Co.), MA

water from the Manhan River and the water-powered mill was forced to close. Herbert B. Lyman purchased the mill property and used it for storage for the Lyman Sheet Metal shop for a time. In 1999, Glenn West, son of Richard D. West, adapted the mill building to use as an ice cream and sandwich shop known as "Sheldons."

The Phineas Strong House (MHC # 110), at 7 Moose Brook Road, was built in 1833. His son, Noah Lyman Strong, helped his father operate both the grist mill and saw mill at Lyman Pond. He was also elected a representative to the Massachusetts General Court in 1848 and later became a state senator. Elijah Lyon purchased the property in 1864 and Charles O. Lyon took over the farm in 1897 at 7 Moose Brook Road, while operating a retail meat business and sold meat from a specially-built cart in Southampton and Easthampton.

Two other properties are associated with industry in the 19th and early 20th centuries. The first is the blacksmith's house located at 280 College Highway and now the Keller residence. It sat just north of a blacksmith's shop which was moved ca. 1902 to the east side of the road and became the original part of the Lyman Sheet Metal Company (MHC B-88) at 281 College Highway. As early as 1841 there was a blacksmith's shop on the west side of College Highway just north of the Manhan River. An 1854 canal map shows the location where both the blacksmith's house and shop sat. The 1873 Beers's *Atlas* shows the blacksmith's house belonging to J. Beaulieu with the blacksmith's shop to the south. Herbert B. Lyman founded the Lyman Sheet Metal Company (MHC-88) in 1893 or 1894, sources vary. He constructed the first building on the east side of the road north of the Manhan River at what is now 281 College Highway. Around 1902 he expanded the physical plant by moving the blacksmith's shop from the west side of the road to the east side and attaching it to his existing building. The Lyman Sheet Metal Company plant expanded again in 1916, and again in the 1960s with the addition of a shipping room. In 1910, Lyman replaced many of the manual operations with the first power-driven belt machinery, a Woodpecker Gas Engine. The company began making furnace elbows and pipes, subsequently providing local employment during the Depression. In 1929, Mr. Lyman incorporated and sold the business to his son-in-law and daughter, Edward Rood Stone and Jennie Esther Stone. After Lyman's death in 1945, the Stones continued operations until December 31, 1959, when they sold to Harold Sheldon and Richard D. West, Sheldon's son-in-law. Richard D. West died in 1999. The Lyman Sheet Metal Company continues in business today, manufacturing customized safety guards for machinery and other specialty items.

Transportation over the years has changed dramatically in the area while the appearance around the Mill Pond area has not changed very much. In the early years, College Highway was the main road between Southampton and Westfield. It is so-named after the early route from Yale College to Dartmouth

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 4Lockville Historic District
Southampton (Hampshire Co.), MA

College. This road became Route 10 in the early 20th century. At least three bridges have been located where the current 1924 concrete highway bridge is located. The previous bridge was a metal truss bridge completed in early 1916, and an even earlier one was a wooden bridge, according to historic photographs. In the early-1830s the Farmington canal was extended from Westfield to Northampton and this leg became known as the New Haven & Northampton canal. A Canal Storehouse (MHC # B-90) at 100 Brickyard Road was built along the canal in 1832. Gaius Lyman was a lock keeper and agent for the canal company and ran the canal storehouse during the years the canal was in operation. The canal ceased operations in 1847. William S. Lyman ran a general store from the canal storehouse and by 1900 the building was converted to a residence with an open front porch, shutters, and a bay window on the south side. The remaining canal lock (MHC # B-907) parallel and north of the canal storehouse is one of three in the immediate area which was located just to the west of College Highway. Only the south wall of the easternmost lock remnant remains, the other two locks having been destroyed, according to a field inspection. These three locks at Southampton gave rise to the name "Lockville" for this area near the Manhan River. According to an article in the *Hampshire Gazette* of November 18, 1933, the Westfield to Northampton segment of the canal, including the Southampton section, was constructed by Thomas Shepard of Northampton.

Another property associated with the canal is the John Strong, Jr. House (MHC # B-89) more widely known as the Lockville Hotel. John Strong, Jr. acquired the land from his father in 1803 and a construction contract shows that Stephen Wolcott, a Southampton contractor, was awarded the building contract for this house in 1828. It became known as the Lockville Hotel, serving travelers of the canal, during the years the New Haven & Northampton canal was in operation in the 1830s and 1840s. In 1840, Delano Bartlett bought the house and it became the home of five generations of the Bartlett family. Delano Bartlett's daughter, Sarah Almira Bartlett, married Rufus Lyman and the young couple moved into the house around 1870. In turn, their son, Herbert B. Lyman, moved into the house in 1894 and remained until he died in 1945. Lyman was the founder of the Lyman Sheet Metal Company (MHC # B-88). Herbert Lyman's daughter, Jennie, and her husband, Edward Rood Stone, lived in the house until 1958 while operating the Lyman Sheet Metal Company. Their daughter, Miriam, married Richard S. Howland in 1957 and continued to be the current owners of the house.

The canal was replaced by the railroad when planning for construction of a rail line from Westfield to Northampton, by way of Southampton, was begun in 1852. Passenger service ran until around 1926, and the Hampshire & Hamden Railroad trestle (MHC B-906) was constructed ca. 1855 over the Manhan River. The Hampshire & Hamden Railroad was known as the "Canal Road" because it built largely along the right of way of the old canal bed, although deviated where necessary. The only portion where the

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Lockville Historic District
Southampton (Hampshire Co.), MA

railroad built within the canal prism is at the Canal lock remnant. It then deviated slightly heading east and north to the railroad trestle, as shown on the 1854 railroad survey map that also shows the canal.

Archaeological Significance

Since patterns of prehistoric settlement and subsistence in Southampton are poorly understood, any surviving sites could be significant. Prehistoric sites in the district may contribute significant data that identifies patterns of Native landuse in a temperate forest riverine environment. Important information may be present indicating the role of sites along secondary drainages of the Connecticut River to larger core areas along the main branch of the river. Regional and/or seasonal variability may also be present between sites and secondary drainages. Information may be present at sites in the district that enables research into lithic tool assemblages and chronologies, ceramic technology and style and the analysis of prehistoric exchange. While the Connecticut River provided a regional north/south corridor for transportation and the movement of goods and ideas, smaller drainages including the Manhan River may have played a vital role in a similar function for an east/west corridor covering a much smaller geographical area.

Historic archaeological resources in the district have the potential to contribute strongly to the district's significance, though much of it remains to be fully documented. Many known, expected and potential historic archaeological resources in the district await precise documentation of their location, integrity and research potential. The locations of other archaeological resources, however, have been precisely identified and sufficient documentation exists to support their integrity and indicate their potential for research. Given this information, the district is significant under Criterion D, primarily for its associations with the New Haven and Northampton Canal. Additional historical and archaeological research may also document Criterion D level significance for many of the district's residential, industrial and water- power related sites.

Little information relating to the social and cultural history, engineering, construction and operation of the New Haven and Northampton Canal in Massachusetts is available. Also known as the Farmington Canal in Connecticut, the canal extended from New Haven, Connecticut to the Connecticut River in Northampton, Massachusetts. In Connecticut, much of the canal's history, construction and engineering have been documented, however, north of the Connecticut border, even the route of the canal cannot precisely be delineated. In Massachusetts, a complete description of the canal's components remains to be identified as well as dimensions for the canal prism, its variability and similar information for its locks. Historic archaeological resources in the Lockville Historic District present the opportunity to document an important segment of the New Haven and Northampton Canal in Massachusetts and the start of the

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 6

**Lockville Historic District
Southampton (Hampshire Co.), MA**

canal's study in its entirety. While many research questions could be addressed from the diverse archaeological remains within the district, several canal related topics seem appropriate based on the precise location of remains, expected integrity of resources, demonstrated research potential of the Connecticut segment of the canal and research conducted at other canals in northeastern United States. One of the more important research topics that could be investigated includes the construction and engineering techniques used in early canal construction. Related research questions might include: What was the original canal route and how was it chosen? What were the general techniques used in construction of different segments of the canal? On what basis and to whom were construction contracts for the canal parceled out? Did canal designers and contractors prefer the long level method, cut and fill, embankment or combination of these techniques in canal construction and why? To what extent were fluctuating water levels a problem in the canal and locks? What methods of waterproofing, if any, were used in construction of the canal and locks? Is evidence present indicating that puddling and/or puddle gutters, two forms of waterproofing commonly mentioned but rarely documented, were used? Were masonry and/or wood structures used to line portions of the canal prism and locks? What was the scale and form of the Manhan River Aqueduct and what materials were used in its construction? Did financial considerations and the availability of skilled labor play a role in the methods and techniques used in canal construction?

Many of the research questions indicated above could be addressed through research strategies proven at other canals in northeastern United States and in Massachusetts. First, a systematic survey, clearing, recording and mapping of the entire canal route, locks and other engineering elements should be completed to accurately establish the location and integrity of all canal-related features. Much of the canal route is thickly overgrown, especially those portions that were not used by the railroad. Documentary research combined with archaeological survey and testing can locate the exact route of the canal, areas where railroad construction diverged from the canal corridor, and, impacts to the canal from railroad construction. Deed level research may be necessary to identify the exact route of the canal. At least one area of the canal in the district was not used by the railroad and lies virtually undisturbed. In other areas, the railroad was laid on a raised surface in the canal bed probably impacting some portion of the canal bed, towpath or berm. Portions of these components may, however, survive beneath or adjacent to the raised surface of the railroad bed. These segments may contain valuable information to answer some of the research questions identified above. Archaeological testing can be designed in selected areas to test specific hypotheses and to verify identifications made from surface evidence and documentary research. This process has been used with success in the study of canal segments including the

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 7**Lockville Historic District
Southampton (Hampshire Co.), MA**

Farmington Canal in Connecticut (Cook et al. 1990; Raber 1981), the Blackstone Canal in Massachusetts and Rhode Island (Anthony et al. 1988), and the Middlesex Canal, also in Massachusetts (Elia and Seasholes 1990).

Documented and potential archaeological resources associated with the New Haven and Northampton Canal in the Lockville Historic District present an opportunity to study a wide range of canal related resources and the growth of a small rural mill community in which the canal played a vital role. The Lockville Historic District not only contains archaeological remains associated with the canal prism, towpath and berm, but three locks, the Manhan River Aqueduct and the resources of a community that evolved, in part, as a result of the canal's existence. Each of the resources identified above represent a microcosm of the resource types likely present over the entire route of the canal. South of the present railroad right-of-way and the Lyman Mill over 350 feet of the canal survives intact and undisturbed since its period of operation. Archaeological research at this canal segment has the ability to provide detailed drawings of the design features of the canal and as built drawings at its completion. Portions of the canal prism might also survive in the district area north of Brickyard Road. The canal reportedly followed the existing railroad right-of-way in this locale, however, the exact route has not been verified and the railroad may have diverged from the canal route. Three locks are also reported in the area north of Brickyard Road and west of College Highway. One Lock, Lock#22 survives partially intact with railroad tracks laid in the lock. Surviving portions of the lock's stonework and can still contribute important information on its construction, dimensions and location. The remaining two locks cannot currently be located, possibly because they have been destroyed. However, the construction materials used for the locks are unknown and portions of the locks may survive intact under fill and thick vegetative growth. Portions of the Manhan River Aqueduct may also survive near the existing Hampshire and Hampden Railroad Trestle. Dry laid stone walls in this area may identify a location where structural evidence and stratigraphic features might survive relating to construction details of the aqueducts abutments and the structural form of the canal that carried boats over the Manhan River. Another important resource type that survives related to the canal are extant architectural resources and their related archaeological components. In the Lockville Historic District, these resources collectively represent the social and economic history related to the canal that is so often overlooked or ignored in canal studies. Structural evidence from outbuildings and occupational related features (trash pits, privies, wells) may survive related to the Lockville Hotel and Canal Storehouse, both structures that functioned as facilities for the canal. Archaeological remains from outbuildings and detailed analysis of the contents of occupational related features may contribute important information on passenger facilities for the canal and the types of goods received and imported at commerce centers for the canal. Similar sources may also contribute information on the lives of construction workers who built the canal. Archaeological evidence from

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 8

**Lockville Historic District
Southampton (Hampshire Co.), MA**

loading/docking areas might also exist in the area where Lock#22 and the Canal Storehouse are located. Historical and archaeological data associated with the Canal Storehouse might identify the types of goods stored and shipped by the canal company and, as a result, the types of goods manufactured at homes and mills in the district area. Archaeological information might also exist in the district indicating how canal traffic was dealt with in a commercial area lacking a layover basin. Information may be present indicating variations in canal design to enable canal traffic to proceed while a vessel was loading or off-loading. This factor might also have been a benefit for the Lockville Hotel. Gaius Lyman, the proprietor of the Canal Storehouse also functioned as the lock keeper and agent for the canal. Further historical research and archaeological resting may identify a lock keeper's house, specifically constructed for his canal duties. Similar research in the vicinity of the Canal Storehouse might also identify that facility also functioned as a residence and/or office.

Industrial/manufacturing sites in the district may also contain important information relating to the district's economic growth and prosperity as a result of the New Haven and Northampton Canal. Structural evidence and archaeological features may survive from 18th century saw and grist mills that operated in the vicinity of Lyman's Mill. These mills may contain information that contributes to the districts patterns of growth prior to the addition of transportation facilities in the area in the 19th century. These early mills may have functioned in response to local needs for lumbering and agriculture during that period. During the 19th century, industrial/manufacturing activities in the district expanded to include a potash shop, shingle mill, whip shop, piano leg manufacturing and the saw and grist mills. Documentary and archaeological evidence may exist in the district indicating the extent to which the canal was responsible for this expansion, much of which occurred during the period of the canal's operation. Canal record's and related sites may also contain information indicating the relationship between canal commerce and potential cottage industries that may have operated in the district locale during the early 19th century period. Industrial/manufacturing activity continued in the district after the closing of the canal in 1847. Information may be present in the district indicating the extent to which the adaptive reuse of the canal was important in the selection of the district area for the route of the railroad. This information may document the continuing role of transportation facilities in the district in its industrial/manufacturing development.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 1

Lockville Historic District
Southampton (Hampshire Co.), MA

BIBLIOGRAPHY:

Published Sources:

Camposeo, James Mark. "The History of the Canal System Between New Haven and Northampton [1882-1847]. *Historical Journal of Western Massachusetts*. Vol. 6 No. 1, Fall, 1977, pp. 37-53. Westfield State College, Westfield, Massachusetts.

Department of the Army, New England Division, Corps of Engineers. Lyman Mill Pond Phase I Inspection Report, National Dam Inspection Program. March 1979. On file: Southampton Historical Society.

Gay, W. B. *Gazetteer of Hampshire County, Mass., 1654-1887*. Syracuse, N.Y.: W. B. Gay, 1887.

Harte, Charles Rufus. "Connecticut's Canals. *Annual Report of the Connecticut Society of Civil Engineers, Inc.* Vol. 55 (1939).

Harte, Charles Rufus. "Some Engineering Features of the Old Northampton Canal. *Annual Report of the Connecticut Society of Civil Engineers, Inc.* Vol. 49 (1933).

Lower Pioneer Valley Regional Planning Commission. "A Future for the Past: Historic Preservation in the Lower Pioneer Valley." West Springfield, December 1974.

"Much Damage in House Fire." *Daily Hampshire Gazette*, February 6, 1965.

"Report of Jarvis Hurd, Esq. Civil Engineer of the Hampshire and Hampden Canal Company. . . . Northampton: Hiram Ferry, printer, 1826. On file: Forbes Library, Northampton, Massachusetts.

Southampton Historical Society. *Newtown on the Manhan*. Chicopee, Massachusetts. Southampton Bicentennial Committee, 1975.

Thompson's Maps of Connecticut, Two volumes in one. Reprint edition, G. B. Manasek, Inc., Norwich Vt., 1995.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

Lockville Historic District
Southampton (Hampshire Co.), MA

Willard, Lawrence. "Doomsday of a Doomed Canal." *Yankee Magazine*, October 1955, pp. 24-27. On file: Southampton Historical Commission.

Maps and Atlases:

Barret, Daniel. "A Plan of the Town of Southampton," Massachusetts Historical Survey map, 1794.

Dwight, Justus. "Plan of Southampton," Massachusetts Historical Survey map, 1830.

Stone, L. M., Chief Engineer, and Samuel Williston, President. *Map of the Location in Hampshire County of the Hampshire and Hampden Railroad*, March 31, 1854, Bound Books of Railroad Locations in Hampshire County, Book 12, Section 1. Hampshire County Courthouse, County Commissioners Office, Northampton, Massachusetts.

Walling, Henry F. *Map of the County of Hampshire*. New York: H. & C. T. Smith & Co., 1860.

Beers, F. W. *Map of Hampshire County*, 1873. On file: Forbes Library, Northampton, and Southampton Historical Society.

Tracing of the New Haven and Northampton Canal from a June, 1895, U.S.G.S quadrangle map with the canal line and constructions put on the map by an unknown person. In Edward Stone's Collection, 85-2. One of a set of three framed maps.

Massachusetts Geodetic Survey City and Town Map Series, "Southampton, Hampshire County," May 1937." On file: Southampton Historical Society.

Southampton Massachusetts Assessors Plans, Sheets 28 and 29, Current Through December 31, 1996.

Unpublished Sources:

Assessors' Records, Town of Southampton.

Barra, Ken. "The Farmington Canal." Hampshire Regional High School, Junior High Division Mass. State Historical Day Contest, April, 1985. On file: Southampton Historical Society.

Canal Scrapbook by Judge Gaius Lyman. No. 66-34, Southampton Historical Society.

(continued)

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

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 3

**Lockville Historic District
Southampton (Hampshire Co.), MA**

Farmer, Gregory. "Historic Resources of Southampton, Massachusetts." Prepared for the Southampton Historical Commission, April, 1987.

Massachusetts Historical Commission, "MHC Reconnaissance Survey Report," December, 1982. On file: Mass. Archives, Boston.

Newspaper Clipping Notebooks, Edwards Library, Southampton.

Parsons, Atherton W. "History of Old Houses, with Index, 1966, 1967. Index by Richard M. Frary, March, 1977." On file: Southampton Historical Society.

Raeber, Michael. Farmington Canal National Register of Historic Places nomination. National Park Service, Washington, D. C. Listed on September 12, 1985.

Roberts, Norene. Mill Pond Area Form B, December 12, 1997. On File: Massachusetts Historical Commission, Boston, MA.

Southampton Historical Society files:

- Communications/Transportation/ Railway, Folder 35.7
- Communications, Canal, clippings, etc., Folder 35.6
- Howes Brothers Photographs, Book 1.
- Old House Photos of Southampton, Book 1, Folder 86-7A.
- Miscellaneous Railroad Materials--Ed Stone's Collection, Folder 85-11.
- "Extracts from Newspapers dated 1890--and other years through 1922."
- Stone, Edward R. "Early Industries of Southampton, Mass."

Walter, Carl. North Granby, Connecticut canal researcher. Video-computer presentation, Southampton Historical Society, April 22, 1999.

(end)

LOCKVILLE HISTORIC DISTRICT
Name of Property

HAMPSHIRE, MA
County, State

10. Geographical Data

Acreage of Property Approx. 240 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1.
Zone 18 Easting 687120 Northing 4676390

2.
Zone 18 Easting 687430 Northing 467435

3.
Zone 18 Easting 687540 Northing 4676050

4.
Zone 18 Easting 687000 Northing 4675830

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 Norene A. Roberts, Historical Consultant, and Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date November, 2000

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

street & number _____ telephone _____

city or town Southampton state MA zip code 01073

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**

Section number 10 Page 1

**Lockville Historic District
Southampton (Hampshire Co.), MA**

VERBAL BOUNDARY DESCRIPTION:

The parcels shown on the two Assessors' maps and the associated buildings outlined by a solid dark pencilled line.

BOUNDARY JUSTIFICATION: The boundary includes the buildings, structures, and objects which have been historically associated with the Mill Pond area and that maintain historic integrity within a historic landscape. The exception to existing property boundaries is between the vacated Brickyard Road on the north and Moose Brook Road on the south through fields owned by the property associated with 7 Moose Brook Road. The District's east line in this area is the west line of the north-south right-of-way of the so-called "Route 10 Alteration" shown on Sheet Number 29 of the Assessor's maps for the Town of Southampton. This line was chosen to eliminate vast agricultural acreage to the east of the proposed District boundaries, which are not associated with the history of the District.

(end)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number photo Page Lockville Historic District
Southampton (Hampshire Co.), MA

PHOTOGRAPHS

Photographer: Norene Roberts

Negatives: Southampton Historical Commission

All photographs, except for #5, were taken December 1, 1998

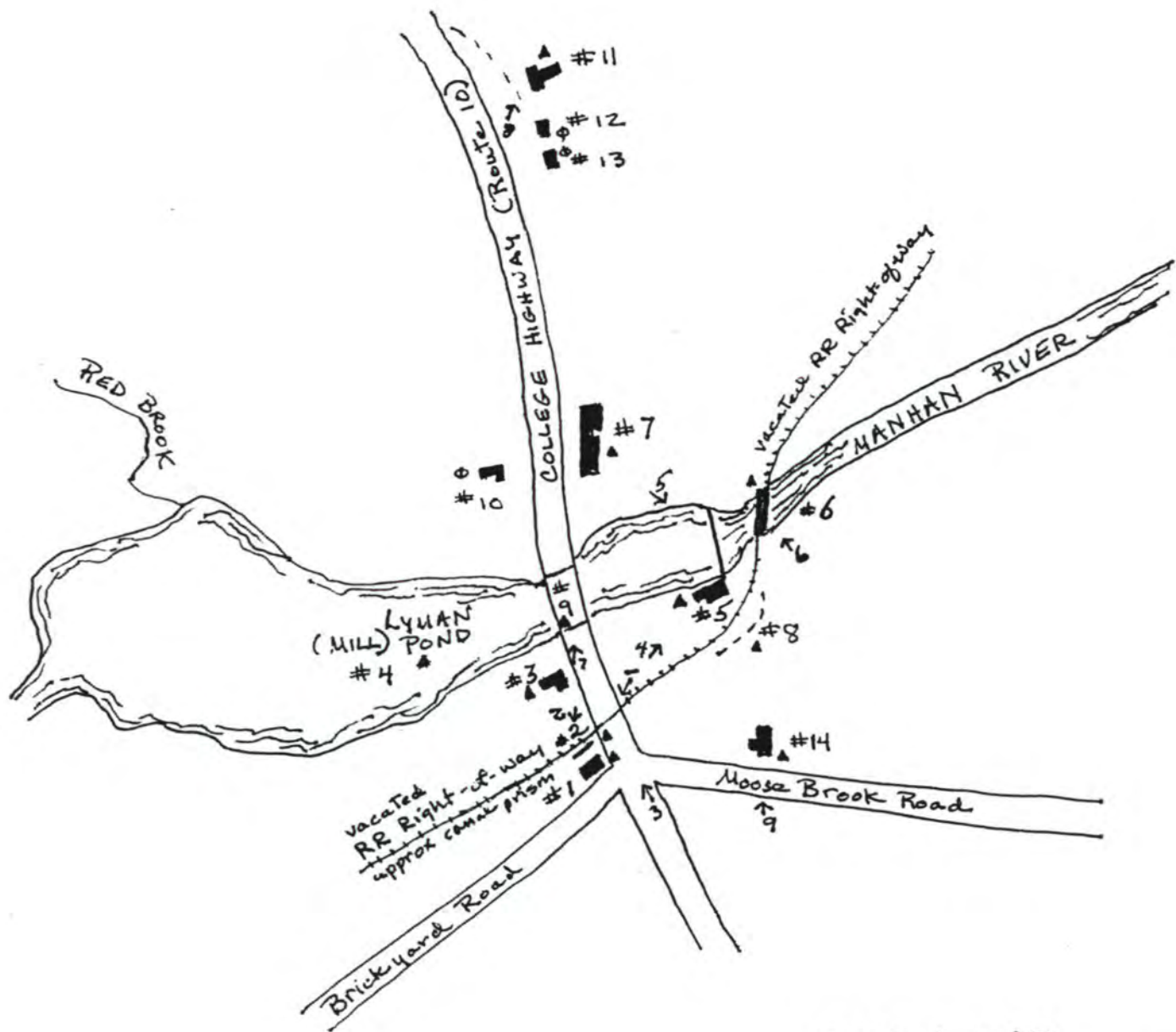
1. Canal storehouse, 100 Brickyard Road, view facing W
2. Canal lock remnant, north of 100 Brickyard Road, facing SW
3. John Strong, Jr. House ("Lockville Hotel"), 286 College Highway, view facing NW
4. Lyman Mill (R) and Lyman Sheet Metal Works (L), view facing NE
5. Lyman Mill, JUNE 2000 VIEW, view facing NE
6. Railroad trestle, Manhan River, view facing N
7. Lyman Sheet Metal Works, view facing N
8. Ichabod Strong House, 271 College Highway, view facing NE
9. Phineas Strong House, 7 Moose Brook Road, view facing N

(end)

DISTRICT DATA SHEET
LOCKVILLE HISTORIC DISTRICT, SOUTHAMPTON (HAMPSHIRE), MA

Map #	MHC#	Assessors Map	Resource	Address	Form/Style	Date	Type	Status
1	B-90	28-24	canal STOREHOUSE	100 Brickyard Road	Vernacular	1832	B	C
			BARN		Vernacular	pre-1900	B	C
			GARAGE		utilitarian	1950s	B	NC
2	B-907	39-82	canal LOCK REMNANT	College Highway	stone wall	1835	ST	C
3	B-89	28-82	LOCKVILLE HOTEL	286 College Highway	Federal	c. 1828	B	C
			BARN				B	C
			GARAGE/SHED				B	C
4	B-87-90		Lyman POND	Manhan R. at Rte 10		1768-1938	SI	C
5	B-905	28-21A	Lyman MILL	s. side Manhan River	Vernacular	c. 1854, 1877	B	C
			storage SHED		industrial	pre-1900	B	C
			DAM	Manhan River		rebuilt 1938	ST	C
6	B-906	39-82	railroad TRESTLE	Manhan River	Industrial	c. 1855	ST	C
7	B-88	28-21B, C,D	Lyman SHEET METAL	281 College Highway	Vernacular	1894 et al.	B	C
8			canal PRISM REMNANT	east of Lyman Mill		c. 1835	SI	C
9			highway BRIDGE	over Manhan River	metal girder	1924	ST	C
10		28-81	BLACKSMITH House	280 College Highway	Vernacular	1866 et al.	B	NC
11	B-87	28-18A	Ichabod STRONG House	271 College Highway	Georgian	c. 1768	B	C
			BARN			19 th Century	B	C
12		28-19	Harry GORTON House	275 College Highway	modern cape	1950	B	NC
			BARN/GARAGE			1960, 1970	B	NC
13		28-20	George GORTON House	277 College Highway	modern cape	1952	B	NC
			SHED		utilitarian		B	NC
14	110	29-46	Phineas STRONG H.	7 Moose Brook Road	Federal	1833	B	C
			BARN		modern		B	NC
			GARAGE				B	NC
			UTILITY building				B	NC

TOTALS: 11 contributing buildings 9 non-contributing buildings
2 contributing sites 4 contributing structures



SKETCH MAP LOCKVILLE HISTORIC DISTRICT

Southampton
Hampshire County
Massachusetts

approx. 250 feet = 1 inch

- ▲ = contributing
- ◻ = non-contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 00001657

Date Listed: 01/24/01

Lockville Historic District

Hampshire

MA

Property Name

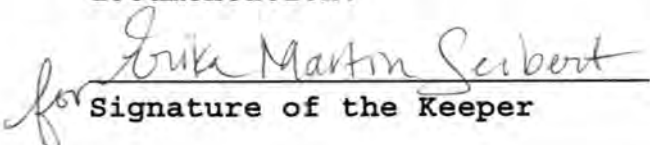
County

State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for _____
Signature of the Keeper

01/24/01
Date of Action

Amended Items in Nomination:

* The Cultural Affiliation has been amended to read: American

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Lockville Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Hampshire

DATE RECEIVED: 12/12/00 DATE OF PENDING LIST: 12/27/00
DATE OF 16TH DAY: 1/12/01 DATE OF 45TH DAY: 1/26/01
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00001657

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:

Although not much excavation has been done, the resource has been well defined through survey and has archeological integrity. SLR adds cultural affiliation.

RECOM./CRITERIA A, C, D

REVIEWER Seibert / Andrus

DISCIPLINE Archeology

TELEPHONE 202/343-9513

DATE 1/24/01

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 Continuation Sheet



00001657
OMB Approval No. 1024-0018

Lockville Historic District
Southampton (Hampshire) MA

Section number 10 Page 1

The coordinates originally provided for Lockville Historic District were:

1. 18 687120 4676390
2. 18 687430 467435
3. 18 687540 4676050
4. 18 687000 4675830

The correct coordinates are:

1. 18 687116 4676442
2. 18 687661 4676338
3. 18 687696 4675935
4. 18 686974 4675783

(North American Datum 1927)

Corrected April 2009

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY Lockville Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Hampshire

DATE RECEIVED: 10/28/11 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 12/13/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00001657

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: N NATIONAL: N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

Additional Documentation Approved

RECOM./CRITERIA Accept

REVIEWER E Beall

DISCIPLINE Historic

TELEPHONE _____

DATE 12.9.11

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Canal storehouse
100 Brickyard Rd.
Mill Pond Historic District

Southampton, Hampshire Co., MA

photographer: Norene Roberts
December 1, 1998

Negative: Southampton Hist. Commission

View facing west.
Photo #1



Hampshire & Hampden Canal Co. lock remnant
north of 100 Brickyard Rd.
Mill Pond Historic District

Southampton, Hampshire Co., MA

photographer: Norene Roberts

December 1, 1998

negative: Southampton Historical Commission

View facing southwest.

Photo #2



John Strong, Jr. House / "Lockville Hotel" (left)
286 College Highway
Mill Pond Historic District

Southampton, Hampshire Co., MA
photographer: Morene Roberts

December 1, 1998

Negative: Southampton Historical Commission
View facing northwest, intersection of College
Hwy. + Moose Brook Rd.

Photo #3



Lyman Mill (right) & Lyman Sheet Metal Works (left)
College Highway at Lyman Pond
Mill Pond Historic District

Southampton, Hampshire Co., MA
photographer: Morene Roberts
December 1, 1998

negative: Southampton Historical Commission
View facing northeast on east side of College Hwy.
Photo # 4



Lockville Historic District

Lyman Mill

285 College Highway

Southampton, Hampshire Co., Mass.

Photographer: Norene A. Roberts

Date: June 14, 2000

View facing: Northeast

Negative: Southampton Historical Society

Photo #5



Hampshire + Hampden Railroad trestle
Manhan River east of College Highway
Mill Pond Historic District

Southampton, Hampshire Co., MA
photographer: Norene Roberts
December 1, 1998

negative: Southampton Historic Commission
View facing north.

Photo # 6



Lyman Sheet Metal Works
281 College Highway
Mill Pond Historic District

Southampton, Hampshire Co., MA
photographer: Norene Roberts
December 1, 1998

negative: Southampton Historical Commission
View facing north.

Photo #7



Icabod Strong House

271 College Highway

Mill Pond Historic District

Southampton, Hampshire Co., MA

photographer: Norene Roberts

December 1, 1998

negative: Southampton Historical Commission

View facing northeast.

Photo # 8



Phineas Strong House

7 Moose Brook Rd.

Mill Pond Historic District

Southampton, Hampshire Co., MA

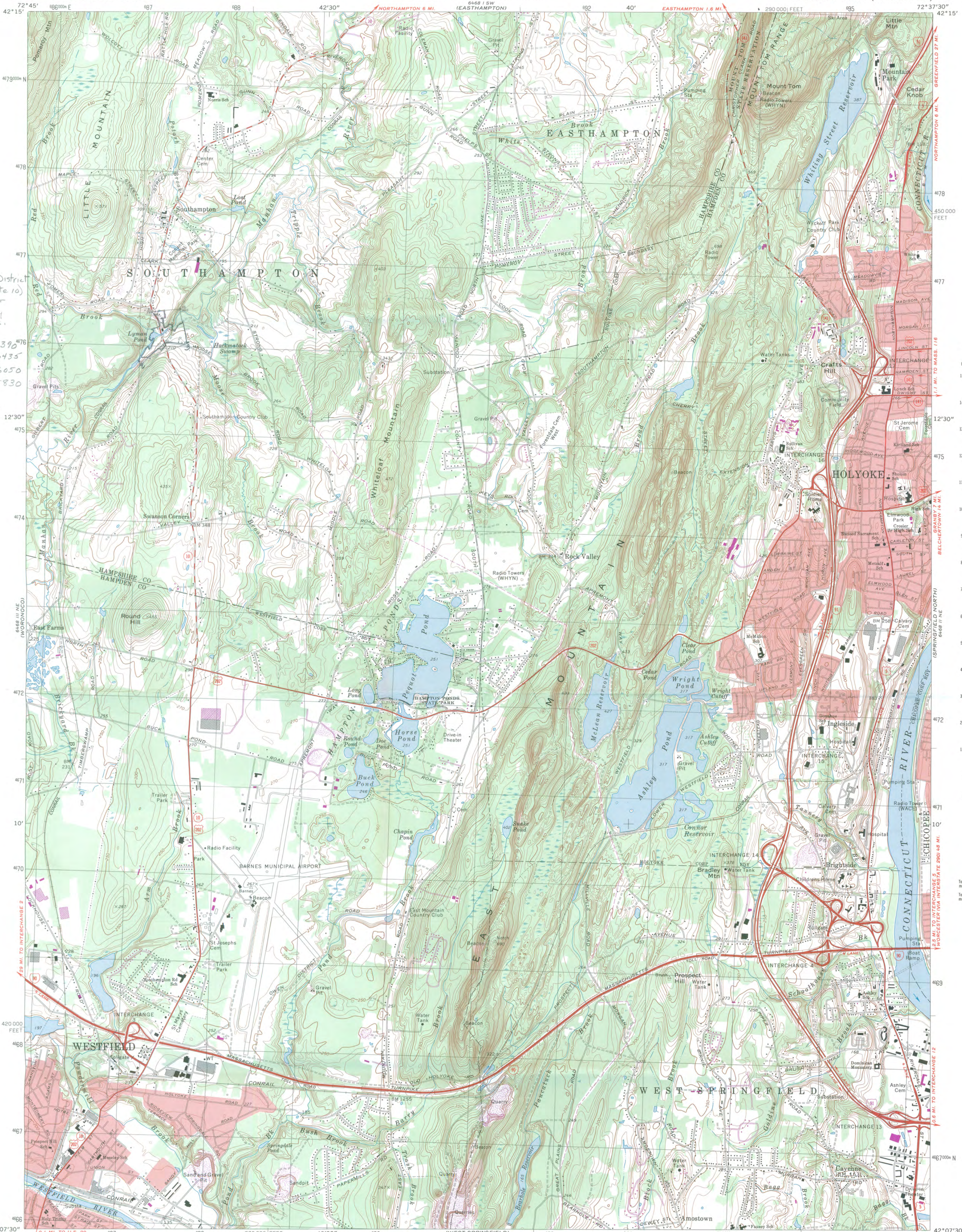
Photographer: Norene Roberts

December 1, 1998

negative: Southampton Historical Commission

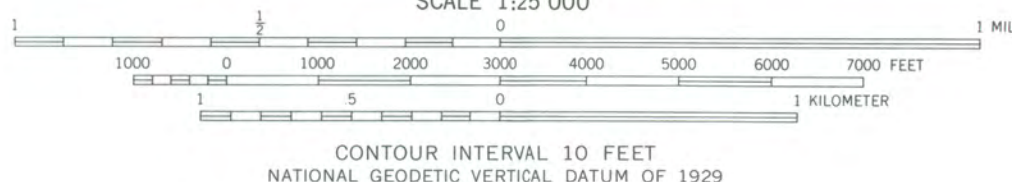
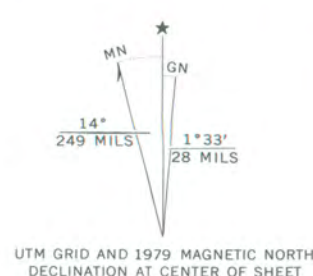
View facing north.

Photo # 9



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1934. Revised from aerial
photographs taken 1971. Field checked 1972
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system, main land zone
1000-meter Universal Transverse Mercator grid,
zone 18

Red tint indicates areas in which only landmark buildings are shown
Revisions shown in purple compiled in cooperation with the State of
Massachusetts agencies from aerial photographs taken 1975 and other
source data. This information not field checked. Map edited 1979



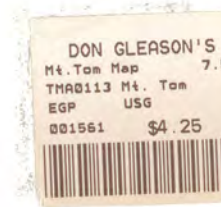
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



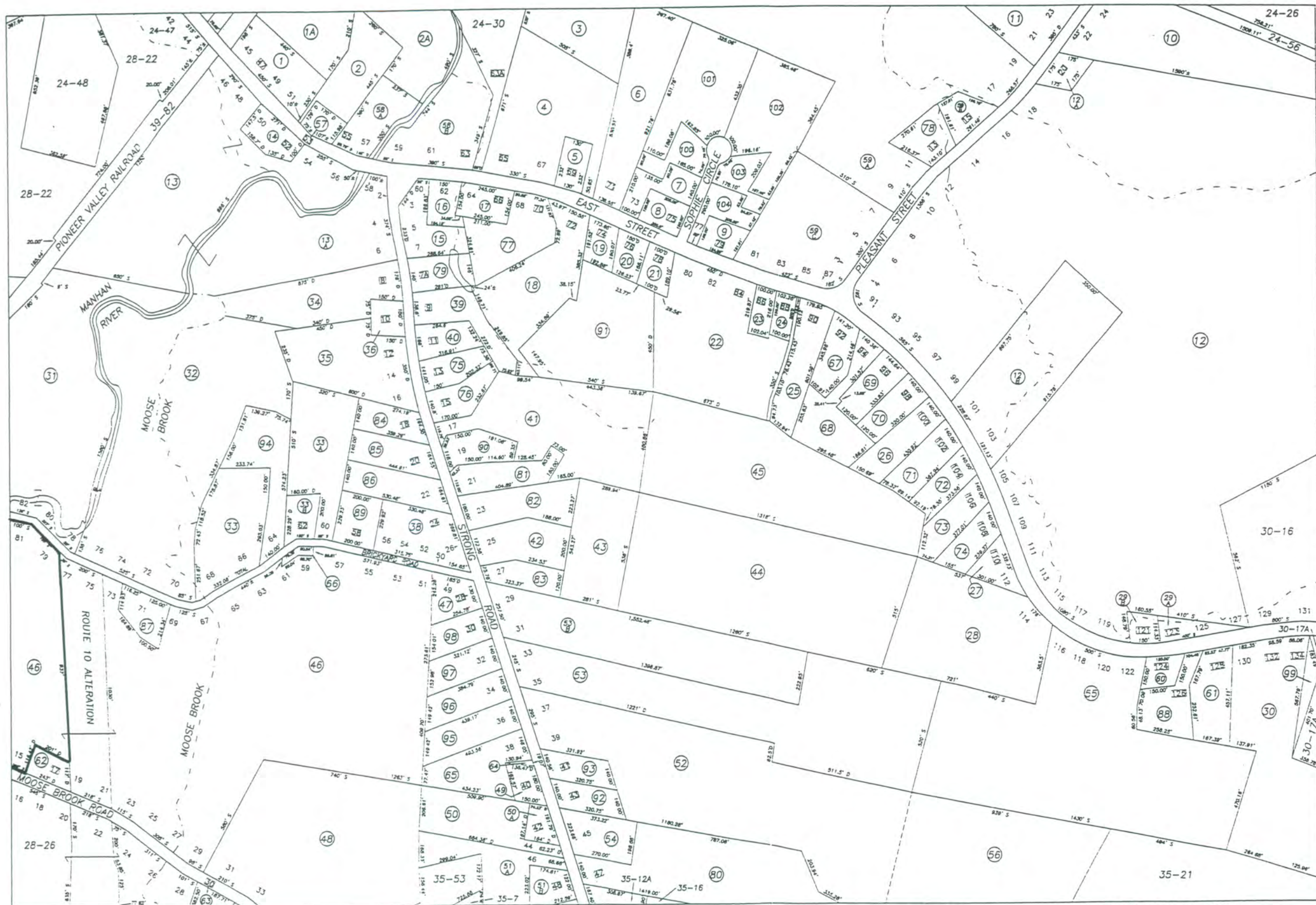
Primary highway,
hard surface. Light-duty road, hard or
improved surface.
Secondary highway,
hard surface. Unimproved road, hard or
improved surface.
Interstate Route U. S. Route State Route

MOUNT TOM, MASS.
N4207.5-W7237.5/7.5

1972
PHOTOREVISED 1979
AMS 6468 11 NW-SERIES V814



ISBN 0-607-23359-1
9 780607 233599



LOCKVILLE HISTORIC DISTRICT boundaries
Sheet 29, Assessors' map
Southampton, Hampshire County, MA



KEY
○ - PARCEL NUMBER
□ - HOUSE NUMBER
○ - UNUSED HOUSE NUMBER

DIMENSIONS ARE NOT GUARANTEED
DO NOT USE FOR TRANSFERS

PREPARED BY
HERITAGE SURVEYS, INC.
REGISTERED PROFESSIONAL LAND SURVEYORS
COLLEGE HIGHWAY
SOUTHAMPTON, MASSACHUSETTS

1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32
33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56
57	58	59	60	61	62	63	64
65	66	67	68	69	70	71	72
73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88
89	90	91	92	93	94	95	96
97	98	99	100	101	102	103	104
105	106	107	108	109	110	111	112
113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128
129	130	131	132	133	134	135	136
137	138	139	140	141	142	143	144
145	146	147	148	149	150	151	152
153	154	155	156	157	158	159	160
161	162	163	164	165	166	167	168
169	170	171	172	173	174	175	176
177	178	179	180	181	182	183	184
185	186	187	188	189	190	191	192
193	194	195	196	197	198	199	200

SOUTHAMPTON
MASSACHUSETTS
ASSESSORS PLANS

200 0 200 400 600
200 FEET TO 1 INCH
CURRENT THROUGH DECEMBER 31, 1997

SHEET
NUMBER
29



KEY
OO - PARCEL NUMBER
OO - HOUSE NUMBER
OO - UNUSED HOUSE NUMBER

DIMENSIONS ARE NOT GUARANTEED
DO NOT USE FOR TRANSFERS

PREPARED BY
HERITAGE SURVEYS, INC.
REGISTERED PROFESSIONAL LAND SURVEYORS
COLLEGE HIGHWAY
SOUTHAMPTON, MASSACHUSETTS

1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32
33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48

SOUTHAMPTON
MASSACHUSETTS
ASSESSORS PLANS

200 0 200 400 600
200 FEET TO 1 INCH
CURRENT THROUGH DECEMBER 31, 1997

SHEET
NUMBER
28



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

December 6, 2000

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
Mail Stop 2280, Suite 400
1849 C Street, NW
Washington, DC 20240

Dear Ms. Shull:

Enclosed please find the following nomination form:

Lockville Historic District, Southampton (Hampshire Co.), 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 properties included in the district were notified of pending State Review Board consideration 30 to 45 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

enclosure

cc: Richard Ahart, Chair, Southampton Historical Commission
Norene Roberts, Preservation Consultant
Patrick Monahan, Chair, Board of Selectmen
Michael Phelan, Southampton Planning Board



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 20, 2011

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Re: Additional Documentation (Technical corrections of UTM's)

In the process of mapping National Register nominations for our GIS database, we have identified errors in UTM coordinates for 23 properties. The errors vary from a few hundred feet to hundreds of miles, often due to transposition of numbers.

As recommended by Edson Beall, we are enclosing a continuation sheet for each of the nominations. Please let me know if you need more information in order to correct your records.

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

Enclosures