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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received NOV 1 0 1982
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Downtown Springfield Multiple Resource Area

and/or common ~~(Partial Inventory: Architectural and Historic Properties)~~ (con't)

2. Location

street & number Downtown Springfield N/A not for publication

city, town Springfield N/A vicinity of ~~congressional district~~

state Massachusetts code 025 county Hampden code 013

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	___ unoccupied	X commercial	X park
___ structure	X both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	X religious
___ object	~~N/A~~ in process	___ yes: restricted	X government	___ scientific
	___ being considered	X yes: unrestricted	X industrial	X transportation
X Multiple Resource		___ no	___ military	___ other:

4. Owner of Property

name Multiple Ownership

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Hampden County Registry of Deeds

street & number Court Square

city, town Springfield state Massachusetts

6. Representation in Existing Surveys

title Inventory of the Historic Assets of the Commonwealth of Mass. / National Register of Historic Places (continued) has this property been determined eligible? ___ yes X no

date 1979 - 1981 X federal X state ___ county ___ local

depository for survey records Massachusetts Historical Commission

city, town Boston state Massachusetts

7. Description Downtown Springfield Multiple Resource Area - Springfield

Condition		Check one	Check one	
___ excellent	___ deteriorated	___ unaltered	X original site	N/A
___ good	___ ruins	___ altered	___ moved date	
___ fair	___ unexposed	X mixed		
X Mixed				

Describe the present and original (if known) physical appearance

Introduction

The Downtown Springfield Multiple Resource Area includes the commercial and civic center of Springfield, the largest city and traditional trading center in Western Massachusetts and the Connecticut River Valley. The area contains approximately 157 acres, covers an area of twelve blocks and encompasses what are popularly known as the North Blocks and the commercial fringe of the South End. It is a predominantly commercial/light industrial area characterized by a regular grid pattern of streets with Main Street as the major north-south axis. The building stock is diverse in terms of use, age, style, quality and condition. Nevertheless, historic structures are predominantly of masonry construction and are moderately scaled, three to five stories in height.

Boundaries were selected to encompass the major commercial and industrial blocks which developed during the nineteenth and early twentieth centuries when the City became the major trade center of Western Massachusetts. To the west, the area is clearly bounded by Interstate Route 91 and the Connecticut River. To the north, lie the tracks of the former Boston and Albany Railroad marking a complete shift in density and use due largely to urban renewal efforts. Surrounding areas to the south and east are of a mixed residential/commercial/civic nature, differing from the industrial/commercial character of the survey area. The eastern edge directly abuts the Quadrangle-Mattoon National Register district, beyond which lies the United States Armory National Historic Site. The southeast corner abuts the Maple-Union Corners National Register District, with the Maple Hill National Register District just beyond to the south, and the Ridgewood National Register District to the east.

The Downtown Springfield Multiple Resource Area is distinctive for its role as the region's most important commercial/industrial center throughout the nineteenth and early twentieth centuries. It contains a high density of commercial and industrial structures reflecting this remarkable history and growth. Unfortunately their cohesion and impact are lessened by numerous vacant lots, and new buildings and building complexes.

Topography

Springfield is situated in the Connecticut River Valley as is apparent in the town's relatively gentle terrain; local elevations rarely extend over 250' above sea level. The westernmost portion of the community, where the survey area is located, is characterized by a narrow floodplain that is no more than one mile in width. Most of the remainder of Springfield is dominated by plateau which extends east from the floodplain.

The topography was a major determinant in the history and development of downtown Springfield. Main and State Streets date back to the original Springfield settlement of 1636. The street pattern was generated by early features: a sandy strip of land along the river less than ½-mile wide, bounded to the east by a broad marsh; and a steep wooded bluff,

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sloping up to a ridge along today's Chestnut Street. The present street pattern resulted from the city's gradual expansion, first in a north-south direction along the edge of the soggy marsh, and then up the hill to the east.

Community Development Patterns

Pre-Industrial Era (1636-1838)

Development of the downtown area during this period can be documented by several historic maps since there are few physical remains. The 1843 map of Henry M. Burt (map #1) illustrates early settlement of the area as it appeared in 1640, four years after its founding. Town Street (now Main Street) appears as the major north/south thoroughfare, with house lots fronting its west side, a "wet meadow" to the east, and further to the east, the wood lots of individual settlers. The major east/west axis is a slightly realigned Bay Path. This route had served as an important regional connector for native populations and continued to serve in that capacity for the settlers as a link in the Boston Post Road (later State Street/Route 20). A final feature is the Garden Brook which flowed west through the "wet meadow" and provided water for all the settlers' needs.

M. Bradley's map (#2) of the village of Springfield from 1775-1800 shows few major changes, especially in terms of new roadways, from the 1640's map. This is a direct reflection of Springfield's slow economic and population growth through the early Federal Period. The Bradley map does detail building locations and names, thus locating the village center in the vicinity of today's Main, State and Court Streets. Here stood the Courthouse, School House, Second Church and several taverns. Westward along Court Street were the training field and burial ground. The concentration of buildings was greatest in this area, thinning out to the north and south. A written description of the town in 1800 by historian Alfred M. Copeland amplifies the evidence of the Bradley map. It stated that the town had "about 2,500 inhabitants, a dozen stores and shops, two or three publichouses, two printing firms, a church and several schools."

This statement was made on the very eve of Springfield's transition to a major manufacturing center. In 1794 the U.S. Armory was located on State Street hill, just east of the survey area. This provided the impetus for new east-west axis streets, rapid population growth, diversified industrial development and a consolidation of the survey area's central role in the city.

By the 1830's, Springfield had become a full-fledged manufacturing town, as reflected in the 1836 map (#3). Houses lined both sides of Main Street and along the recently laid-out streets: Elm, Water (now East Columbus Avenue), Bridge, and Chestnut. Landfill east of Main Street had taken place to the extent that house lots in this area were being developed.

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Bridge Street derived its name from the early covered bridge which crossed the Connecticut River at this point.

By 1820 the town's population had reached 3914, surpassing West Springfield for the first time and becoming the most populous town in Western Massachusetts. Between 1820 and 1830, the town's population nearly doubled again, growing at an average rate of over 287 persons a year.

Industrial Foundations (1839-1859)

The coming of the railroad in 1839 was both a logical outcome of Springfield's growth to date and a major determinant in future growth. The initial line was the Boston and Albany, from Boston and Worcester, just north of the axis of the Bay Path and Garden Brook with the vital Connecticut bridge link to Western Massachusetts and Albany made in 1841. The major north-south axis, linking Northampton, Mass. and Hartford, Connecticut was located along the east bank of the river in 1844-45 as the Connecticut River Railroad. Springfield's first major rail station, Union Depot, opened in 1851 at the junction of these two lines, just west of Main Street, at the northern end of the survey area.

The area bounded by these rail lines, later to be known as the North Blocks, sprang up as a center for small shops, warehouses and industries which relied on the railroads for transportation of supplies and finished goods. Landfill activity picked up its pace in the area east of Main Street as businesses hurried to establish themselves in close proximity to the new railroad station. Despite these changes, the survey area remained heavily residential, a characteristic which was to change quickly.

Civil War and Industrial Boom (1860-1879)

An economic boom, largely the result of Civil War contracts, began about 1860. This established Springfield, and especially the survey area, as the commercial/industrial center of the region. The commercial district remained focused around Court Square, which also retained its role as a civic/institutional center. Its axis was along Main Street from the Depot to State Street. The importance of the railroad gradually shifted the center of trade north from State Street (old Boston Post Road) to the area between Worthington and Lyman Streets. By 1870, Dwight Street had been extended north nearly as far as the railroad and Chestnut Street was growing as a secondary business/commercial spine. The south end of the survey area (south of State Street) developed for retail and office uses, with many early residences being replaced by larger and more prominent commercial blocks.

This pattern was typical, as three to five story row structures replaced freestanding, wood-frame houses, barns and shops along Main Street and some of the side streets. Most of these were constructed of brick, especially

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after 1872 when a major fire destroyed much of the downtown and led to the establishment of fire zoning which required masonry construction. While a number of architectural styles appeared during this period, the Italianate and Second Empire were favored so that Main Street presented a fairly uniform appearance in terms of height, materials, setback and style. As Main Street became more and more heavily developed for commercial/industrial use, other sections, outside the survey area, were developed for residential use, creating large homogeneous districts.

All of these physical signs of growth were reflections of Springfield's phenomenal population increase. Between 1830 (population, including present-day Chicopee, 6784) and 1870 (population, 26,703) Springfield grew by nearly 20,000 persons. By far the greatest rise took place during the Civil War years when its 45% growth rate was twice that of the closest Massachusetts competitors. Springfield was the state's seventh largest city by war's end trailing only Worcester, Lowell, Fall River, and a few cities in the Boston metropolitan area.

By 1875, the city had grown tremendously and the entire downtown area was a densely built composition of commercial, industrial and residential structures of low to moderate scale, with a civic focus at Court Square.

Economic Consolidation and Expansion (1880-1929)

These were Springfield's golden years as economic and population growth continued unabated. The survey area became ever more concentrated as a commercial/industrial area with the filling of vacant lots and replacement of the last wood-frame commercial and residential structures. Continued prosperity also led to the widespread alteration of existing structures to accomodate new uses and to provide a more up-to-date appearance. Main Street lost some of its uniformity of appearance as the new construction and alterations reflected the wide-variety of turn-of-the-century styles, resulted in larger and taller structures, and often sported limestone or granite facings over traditional brick. Usage did become more consolidated however; Main Street was almost entirely commercial, the northern area between Main and Dwight was heavily industrial, and the railroad tracks were surrounded by stations, freightsheds, warehouses and hotels. Additionally, two small parks (Stearns Square and the Apremont Triangle-Area B) were laid out to complement the pre-existing Court Square. The most architecturally significant buildings constructed during this period expressed various classical revivals and included the magnificent Municipal Group of 1911 (NR - Court Square Historic District) as well as numerous banking and insurance buildings. Remodelings of existing buildings tended to be of generally poor quality.

There was only a minor slackening of Springfield's growth rate in the late 1880's. In the two decades 1895-1915, the city's population doubled,

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reaching 102,971 in the latter year. Of this number, a quarter were foreign born, with the majority (30%) Irish, though French Canadians (14%) and Italians (9%) also numbered significantly. In the five year period 1915-1920, the city experienced its greatest rise ever, growing by another 25%, although in the succeeding decade this growth slackened to negligible proportions.

Economic Decline (1930-1970)

During the depression, the vitality of Springfield's downtown began to decline, accelerating after 1950. While the area remains densely developed, fires and urban renewal activities have left many vacant lots, particularly along the western edge. Additionally, inappropriate modernizations have served to disguise the character of many remaining buildings, while new construction has blurred their original relationships. Finally, highways along the nortern (I-91) and western (I-90) edges have usurped the role of the railroads, unfortunately bypassing the city in the process.

Architecture

Springfield's downtown is composed primarily of buildings constructed in the late nineteenth and early twentieth centuries as is the rest of the city. It contains the densest concentration of the city's commercial, industrial and institutional buildings, including some of the finest examples of each of these types. While the bulk of downtown's buildings date from the turn of the twentieth century, the variety and richness of its architectural fabric encompasses a range of styles from Federal to Moderne.

Drawings, photographs and written accounts of the survey area's Colonial period buildings indicate that they were primarily detached, two-story, frame dwellings. None of these survive, but a comprehensive account of their appearance is provided in the Springfield Town Report of the Massachusetts State Survey Team. This report may also be referred to for information on Springfield architecture outside of this survey area.

The earliest building to survive in the survey area is the First Church of Christ, Congregational (1819), designed in the Federal style. Another fine Federal/Greek Revival structure is the Byers Block (1835), a three-story, six-bay commercial block which fronts on Court Square. It is of red brick with granite lintels and two chimneys. The ground floor storefronts have recently been restored to the period. Both buildings are included in the Court Square Historic District (NR). The only other building in the survey area, dating from before mid-century is Guenther and Handel's Block, a three story, Greek Revival style structure executed in brick. (#123)

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The Italianate Commercial style was popular during the 1850-1880 period, a time when the survey area experienced tremendous growth. Locally, these buildings were characterized by brick construction, 3-6 story height, and heavily scaled details consisting of corner quoins, stilted or round arched window surrounds in brick or brownstone, and overhanging bracketted eaves. Many of these were refaced at the turn of the century or subsequently demolished, so only a handful of reasonably intact period buildings remain today. The best remaining example is the Haynes Hotel, 1386-1402 Main Street, (1865; #112), originally one building in a two block span of Italianate style structures which included the Gilmore Opera House and the Gilmore Hotel. A small scale commercial block displaying the above defined characteristics is the Bangs Block, 1119 Main Street (c. 1870; #126). An austere example, ornamented only by its cornice, is the Union House/ Chandler Hotel on Main Street (1862; #128). The best example of a turn of the century remodelling is the Carlton House Block, 9 - 13 Hampden Street (1875; #5) where new and old design motifs are successfully integrated.

During the post-Civil War years, other commercial styles which supplanted the detached frame and masonry dwellings of the previous century included the French Second Empire and Panel Brick or Queen Anne styles. No longer do any structures of the former commercial style remain, although the style can still be seen in the residential townhouses of Mattoon Street (Quadrangle-Mattoon Street NR District) directly east of the survey area.

The Panel Brick or Queen Anne style is especially prevalent in the North Blocks portion of the study area, where brick buildings lined the streets to create a very densely developed commercial/industrial district. It is used most extensively for industrial buildings. These buildings adhered to a consistent frontage line, three-to-five story heights and regular fenestration patterns that created a unified, rhythmic streetscape. Illustrating the refined simplicity of the Panel Brick style is the Stacy Building, 41-43 Taylor Street (1893; #29), whose vertical emphasis, segmental-arched windows and corbeled brick cornices were appropriate to its industrial function. Similarly, the patterned brick cornice details of the Springfield Steam Power Company's Block, 51-59 Taylor Street (1881; #30) add interest to an otherwise straight-forward industrial design. The variety of brick detailing within the similarly scaled blocks of the Upper Lyman Street Warehouse District (Area A) reflects the character of the Panel Brick style.

Another style to appear frequently in the survey area from about 1870 to 1900 was the Romanesque Revival, a style of arches, ornate polychromy and rough-faced stone masonry which was adapted equally to civic, commercial and manufacturing blocks. Most notable of these Romanesque designs is H.H. Richardson's Hampden County Courthouse (1871; NR), built of random ashlar granite with a triple-arched entrance porch and a tall bell tower.

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As described by Michael Frisch, with this building Springfield, for the first time discovered the social significance of architecture, "adopting the symbols of urbanity and seeking to express through extensive public discussion and 'public' architecture its pride and its ambitions for the future." The original hipped roof with Gothic dormers was unfortunately removed in a 1906 remodeling. A less noteworthy example of the Romanesque Revival style, applied to an institutional building, is St. Joseph's Church, Howard St. (1873-77; #132).

Many of downtown Springfield's most imposing commercial blocks from the turn of the century were designed in the Romanesque Revival style; they stand as some of Main Streets finest landmarks today. They include the Chicopee Bank Building (1887; NR) with its prominent corner turret, and the adjacent Walker Block, 1228-1244 Main Street (1890; #115), which, although the top story has been removed, is a four story brick block with sandstone trim of the arched window openings. The Fuller Block, 1531-1545 Main Street (1187; #45), standing further to the north at the corner of Bridge Street, is the third major example of the style.

A remarkable amount of building and rebuilding occured in Springfield in the early twentieth century in a variety of revival and modern styles. Volume of activity alone would have been enough to change the survey area dramatically, but several factors were introduced which made the changes more visible. New technology was introduced in the form of steel frame elevator buildings which were taller than their predecessors and had larger expanses of glass. New materials such as glazed terra cotta and cut limestaone began to replace the ubiquitous brick and sandstone, breaking up the uniformity with their lighter color and smoother texture. Finally, new building types either appeared or proliferated: headquarters for banks and insurance companies, office towers and auto showrooms. While much of the new construction resulted in buildings of high quality, the refacings tended to be mundane and uninspired. Nevertheless, the activity did reflect an unusual preoccupation with being up-to-date.

Classically inspired revivals - Neo-classical, Renaissance Revival and Beaux-Arts - produced some of the finest buildings in the survey area. The Neo-Classical style is most magnificently illustrated by the Municipal Group: City Hall, the Auditorium and the Campanile (1911). Set upon a raised podium, they are faced entirely in limestone. The majestic pedimented entrance porticoes of the outer buildings create a grand sense of scale and prominence for these important civic monuments. (Court Square NR)

The Hampden Savings Bank, 1665 Main St. (1918; #27) features Neo-Classical Revival details in its broken pedimented entrance, raised Ionic colonnade, dentiled cornice and classical parapet. Here, as in the Paramount Theater (NR) across Main Street, limestone facing enhances the building's appearance. The Massachusetts Mutual Life Insurance Company, 1200 Main

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Street (1906; #118) and the Springfield Fire and Marine Insurance Company, 195 State Street (1904; #121) are also excellent examples of Neo-Classical design.

Like the Neo-Classical style, the Renaissance Revival style looked back in history for its models. It is suitably illustrated by the Hotel Worthy, 1571 Main Street (1895-1909; #38), an eight-story yellow brick block with exuberant decoration, which includes ornate terra cotta window trim and a variety of pilasters and arched window motifs.

The Union Trust Company Building (1909; NR) best exemplifies the Beaux-Arts style. Designed by the noted Boston firm of Peabody and Stearns, the limestone facade is dominated by the triumphal arch motif of its monumental center entry. The scale and refined Classical details of the design reflect the important role the bank played in the financial affairs of the city at the time it was built. Another fine example is the United Electric Company Building, 73 State Street (1910; #117) with its self-contained facade, round arched windows, and columns in antis.

As the new century progressed, so did additional revival styles, most notably the Gothic Revival. It is best seen in the Stearns Building 289-309 Bridge Street (1912; #48), which is crowned by ornate Gothic arches, tracery and small Gothic spires. Gothic motifs appear in more restrained form in the Green Block (1925) overlooking the Apremont Triangle. (Area B)

At the same time that the revival styles were thriving nationwide, the early twentieth century Commercial Style was being developed in Chicago. This innovative style quickly took hold throughout the country. Local interpretations of the style tend to combine large square windows with architectural details more reminiscent of the Revival styles. The best local example is the McIntosh Building, 158-164 Chestnut Street (1913; #63) which combines narrow masonry piers with the characteristic "Chicago window"; this building still retains most of its original storefronts.

The last major style to grace the survey area was known as Moderne and was popularized in the 1920's and 30's as a style of geometric shapes, incised surface ornamentation, and flat, planar relief. The Old Post Office, 442 Dwight Street (1932; #22), designed under James A. Wetmore, Supervising Architect of the U.S. Treasury, is a limestone building treated with decorative terra cotta coursing and glazed terra cotta spandrel panels. The simplified massing and sharp details add to the building's monumentality.

Since the 1930's, the area has experienced an economic decline. Major buildings of the past thirty years have included small-scale, non-distinguished brick commercial blocks and, more recently, the Baystate West

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complex, Civic Center and Garage. Three Main Street sites are now under construction for new office towers which are out of scale with their historic neighbors, but which will at least help to infill the gaps in the streetscape that recent decades of urban decline had unfortunately produced. Many existing buildings were also remodeled during this period, the most common changes being new storefronts and removal of upper stories.

Streetscape

The survey area is characterized by a regular grid pattern of streets. Main, Dwight and Chestnut Streets serve as major north-south streets, while State, Bridge and Worthington provide the major east-west access. This rectilinear street pattern dates back to the original plan of the village, when detached houses lined the west side of Main Street and both sides of State Street.

As the area developed for commercial use, new business blocks were set directly along the sidewalk's edge, creating a uniform rhythm of three to five-story buildings along all of the major business streets. As described by historian Michael Frisch, "Coordinated styles and continuous frontage gave Main Street a more distinctly urban flavor while manufacturing buildings and warehouses also clustered nearby, though keeping to the side streets."

This network of street corridors was broken only occasionally by open spaces. Court Square was altered from time to time until it adopted its present size and design. Although it functioned unofficially as a public park for many years prior to 1883, it was not until that year that Court Square was designated a City park. It plays an important role in enhancing the many distinguished buildings which front upon the Square. The only other open space was Stearns Square, originally a lovely park amidst the commercial and trading activity of Bridge and Worthington Streets. Not until after World War I were the Apremont Triangle dedicated and the three commercial blocks which enclose it, constructed.

Building Use

The majority of buildings in the survey area were constructed to serve commercial activities and continue to function in similar uses. Offices and general commercial/retail use are by far the most intensive uses, although upper floor vacancies are not uncommon in some buildings. The industrial and warehouse structures in the North Blocks area have been converted to small office space in some instances, while other buildings continue to serve light industrial and warehouse functions. Much upper story space has become vacant or difficult to rent; and in general; these buildings are highly underutilized at present. Several hotels have been converted to residential use and several new apartment towers on Chestnut and Dwight Streets have added to this use. The renovations of the Milton Bradley Company as Stockbridge Court and the Morgan Square

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project have continued the trend towards more intensive residential use, both as a means to preserve important buildings and to revitalize the downtown as a commercial and cultural center.

Survey Methodology

The Downtown Springfield Multiple Resource Area was surveyed by the Springfield Historical Commission in 1979, with research conducted by Fred Clark and Ed Lonergan. From March, 1981 to May, 1981, the survey was reviewed and updated by Margo Webber of Anderson Notter Finegold, Inc., who served as consultant to the City for compilation of the multiple-resource nomination. It was edited and reviewed by MHC staff in conjunction with the reports of the state's interdisciplinary survey team.

All buildings over 50 years old were surveyed and evaluated, applying the National Register eligibility criteria. Survey forms were completed for all buildings considered eligible for the Register. Research for the project involved inspection of primary and secondary source materials. Primary documents included building permits, city directories, early photographs, contemporary newspaper accounts, magazine articles and business publications. Secondary sources included books on Springfield's history and industrial development.

No subsurface archaeological testing was conducted in this densely-built urban area. The nomination is considered to be comprehensive only in its architectural and historical components.

Archaeology

Information on the archaeological potential of Court Square (existing National Register District) was gathered in a Phase I survey by the Institute for Conservation Archaeology for the Springfield Heritage Park. The report includes a wealth of historic maps and other documentary data chronicaling the history of the area. Court Square is considered to have high potential for the presence of archaeological deposits pre-dating the mid-19th century when it bacame a park and church yard. The report recommends Phase II testing to determine whether or not the area meets criterion D based on the cultural material and fill layers observed in auger cores.

Institute for Conservation Archaeology - Phase I Archaeological Survey of the Springfield Heritage State Park, 1982, Peabody Museum, Harvard University.

8. Significance Downtown Springfield Multiple Resource Area - Springfield

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	X architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	X commerce	___ exploration/settlement	___ philosophy	X transportation	
X 1900–	___ communications	X industry	X politics/government	___ other (specify)	
		___ invention			

Specific dates 1870-1929 **Builder/Architect** Multiple

Statement of Significance (in one paragraph)

Introduction

The Downtown Springfield Multiple Resource Area includes a combination of individual buildings and historic districts, several of which are already listed in the National Register of Historic Places. This densely developed, mixed use area achieved its greatest significance during the period from approximately 1870-1929 when the city became the regional commercial and trade center of the Connecticut Valley. Most of the important commercial blocks, industrial buildings, hotels and civic structures which make up the survey area date from that time. Many of these buildings represent a high degree of architectural quality and integrity which reflects the pride and enthusiasm which Springfield merchants and businessmen felt for their community. The Springfield Multiple Resource Area possesses integrity and meets criteria A, B, and C of the National Register of Historic Places.

Community Development

Pre-Industrial Era (1636-1838)

Springfield was founded as a private plantation of the Massachusetts Bay Colony by William Pynchon and seven other Roxbury (Boston) residents. The survey area includes the nucleus of the original 1636 settlement which was known as Agawam in honor of the local native community. Within a few years (1640-41), the settlement was renamed Springfield in recognition of the English origins of its founder, and it had been formally recognized by the Massachusetts General Court. By 1662, it had also been selected as Hampshire County's shire town. Springfield's primary economic pursuit during this period was commerce, with a secondary emphasis on agriculture. It was at the forefront of the Anglo-Indian trade which had been established by Pynchon and which dealt primarily in the trading of furs in Western Massachusetts.

Springfield's early years were marked by slow population growth and a relatively conflict free relationship between the town's colonial and native populations. King Philip's War (1675-1676) however, resulted in heavy damage to the community and permanently disrupted the fur trade. King George's War of 1743-45 and the French and Indian Wars of 1754-63 produced many skirmishes nearby, and the mobilization of a local militia remained a preoccupation of the town. Despite these conflicts, several new settlements were spawned in Springfield's outer periphery, which eventually became separate towns.

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The first major event to dramatically affect the settlement was the American Revolution. In 1776, Springfield was designated a military outpost and supply depot. The town's siting on the Connecticut River, secure against the enemy, was viewed as an ideal location for an arsenal. The first arsenal was established on Main Street in 1777. In 1794, it was moved to its present location on State Street (east of the survey area) along the Mill River and was designated the United States Armory. The Armory became the hub of Springfield's industrial economy and generated jobs in manufacturing, as well as increased business for local merchants.

For 174 years the Springfield Armory remained the U.S. Army's primary design and production facility for small arms. As its production geared up during the War of 1812, the Armory attracted hundreds of skilled workers from all over the state. Among them was the inventor, Thomas Blanchard, from Sutton, Massachusetts, whose lathe for turning irregular forms became an integral part of Armory production. (Blanchard went on to produce a steam motor carriage in 1826; and a steamboat on the River in 1828). David Ames, former Armory superintendent (1794-1802), established a paper business which by 1832 had become the largest in the state. Ames invented in 1822 a cylinder paper machine (continuous process) which proceeded the Fourdrinier, and was reputedly superior to the product of the latter.

The survey area itself continued to become more densely developed for residential and commercial uses during this period. The focus of activity was along Main Street between State and Court Streets, and it was here that the courthouse, jail and burial ground were also situated. Although recognized as a manufacturing town as early as 1820, many shops were located in the homes, and their proprietors farmed a small plot of land as well. Steamboat trade along the Connecitcut River began in 1826 and carried cargos of liquor, livestock, cheese and other merchandise, as well as offering passenger excursions.

Springfield had reached the peak of its agricultural prosperity in the period 1790-1815; by 1820 the town was classified by the census takers as a manufacturing town, with 58% of her populace engaged in manufactures. By 1820 the town's population had reached 3,914, surpassing West Springfield for the first time and becoming the most populous town in Western Massachusetts. Between 1820 and 1830 the town's population nearly doubled again, growing at an average rate of over 287 persons a year.

Industrial Foundations (1839-1859)

Springfield's development from town to city began in earnest in 1839, the year the railroads arrived. Traditionally a major crossroads of New England commerce, after 1839 Springfield became the hub of rail lines up and down the Connecticut River and east and west to Boston and Albany. The western route of the Boston and Albany line began a Springfield- Worcester route, and the town immediately experienced tremendous new growth as a commercial and trading center. By 1845, there were six rail lines serving the town, and routes ran east, west, north and south. The Boston and

Maine, New York Central and Hudson River, and New York, New Haven and Hartford Railroads quickly joined the Boston and Albany in transforming the area into a bustling freight clearinghouse. These rail lines determined the location of many new industries, one of which was rail service. By 1855 the production of railroad cars, coaches and wagons (represented by six firms) led the list of all other products manufactured with $339,00 worth.

Main Street by 1840 was lined with a mixture of stores, shops and frame houses, reflecting the bustling activity of a community of 11,000 people. New streets were laid out bisecting Main Street and forming the street pattern as we know it today. Meanwhile, the focus for trading shifted from State Street north to the area near the new railroad lines, commonly referred to as the North Blocks. The marshlands were filled in and numerous wooden warehouses and shops were built in this area during the 1840's and 1850's.

By 1847, Springfield had exceeded the 12,000 population limit required to become a city and was anxious for the change to occur. With the 1848 creation of Chicopee as a separate town and the subsequent population decline, the adoption of a city charter was delayed until 1852. A City Hall was started in 1854 and stood on the site of the present City Hall until it was destroyed by fire. Under the new form of government, the mayor and city council could more effectively handle the details of governing a large population than the old town council format.

Predictably, Springfield acquired the beginnings of what would become a large foreign born population during this period. Irish Catholics first arrived with the railroads in 1840, and, by 1855 they made up 80% of the foreign born. However, this was no more than 20.5% of the city's population that year, a figure which approximated both the county and state averages.

With Springfield's railroad connections firmly established in all directions and the political framework for a growing city now in place, the foundations were laid for the extraordinary commercial and trading center which would come to be in the years ahead.

Civil War and Industrial Boom (1860-1879)

The Civil War years were, for Springfield, a period of growth and prosperity so sudden and concentrated that it dramatically transformed the city. When the Arsenal at Harper's Ferry fell to the Confederacy, the Springfield Armory became the primary supplier of small arms for the Union Army. It brought to the Connecticut Valley an enormous, sustained, and uncomplicated prosperity in every branch of industry and trade. Private factories in Springfield received orders for ammunition, uniforms, swords,

(continued)

and other equipment. Smith and Wesson was awarded a large Federal contract to manufacture pistols. Employment at the Armory alone leaped from 200 to 2,600, and production boomed from 1,000 guns per month in 1861 to 1,000 guns per day by 1864.

Springfield quickly adjusted to the pace of war production. War material had to be produced somewhere, and Springfield was a logical focal point. But the community continued to be surprised by the more general prosperity it enjoyed in every branch of industry and trade. Official statistics show activity in over fifty categories and the diversity is impressive. Many were military related industries including the manufacture of cannons, gun carriages, railroad cars and cotton goods. Smith and Wesson, located at Cross and Willow Streets, was one of the major arms-related manufacturers. The Wason Car Company, maker of railroad carriages, was located in the North Blocks area until 1871 when it relocated to a larger facility in the city's Brightwood section. This was to be a typical growth pattern: industries spawning near the railroads then moving to less congested areas as they grew.

Other major items of production were iron castings, buttons, clothing, boxes, dictionaries and tools. Most impressive of all, however, was the rise of consumer and "luxury" production, faddishly reflecting the pace of local life. There were "rages" over the photo albums brought out by Samuel Bowle's Springfield Printing Company, and over the introduction of stiff, glossy paper shirt collars; both of these swept New England and became major industries centered in Springfield. The list could go on -- the Barney and Berry Skate Company; the Milton Bradley Company (#137) and the new "educational" parlor games; James Rumrill's gold chain factory -- all were established during those years. Flush times brought new firms and ideas to Springfield, catering to people's fancies as well as stoking the fires of heavy industry.

The end of the Civil War generated a drastic reduction in the Armory's labor force, but many other manufacturers easily diversified to civilian production. Businesses expanded, particularly in the North Blocks warehouse and industrial area, and many new companies were formed to compete for growing market demand.

The City began to accept its responsibilities to provide public services to the citizens of the community. In 1861, the City declared Main and State Streets a fire district and disallowed the erection of wooden buildings. Three years later, Main Street was paved in macadem from Union Street north to the Depot. By 1869, nearly all the downtown streets were macadem-paved. In 1865, after much controversy, a 40-million gallon reservoir was built at Van Horn, and new pipes were laid to give the

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the downtown a reliable water supply. The Worthington Street sewer was laid in 1865, and within five years, there were fifteen miles of sewers in the city.

The first horse-drawn streetcar line was laid on Main and State Streets in 1870. Started by Chester W. Chapin and George M. Atwater, the Springfield Street Railway Company was immediately successful. Converted to electric trolleys in 1891, the street railway played a very important role in connecting outlying residential areas to the downtown trading district.

A major fire in the downtown in 1875 destroyed numerous residential and commercial blocks. The fire was concentrated in the blocks between Vernon and Lyman Streets and spread as far east as Dwight Street. Several other conflagrations followed, but each time, they were met with renewed building of commercial and industrial blocks. The recession of 1873-74 also had its effects and Main Street became dotted with vacant shops. The base of diverse heavy industry enabled the city to recover quickly, however.

Springfield's rapid economic growth during the Civil War years was matched by equal gains in population. Census figures reveal great leaps every five years: 1860: 15,199; 1865: 22,035; 1870: 26,703; 1875: 31,053.

Economic Consolidation and Expansion (1880-1929)

The railroads continued to play a vital role in the downtown's growth and stability as a regional trade center during these years. In 1889, a new railroad station, designed by prominent Boston architect, H. H. Richardson, was completed, and the granite railroad arch spanning Main Street (#109) was also completed. Construction of the elevated trackage and the resulting arch were important in relieving downtown congestion and were intended to promote trade and commerce to areas north of the tracks.

The 1889 railroad station was replaced in 1925 by the present station (#15). Designed by the Boston firm of Feldhumer and Wagner, the station is a mammoth of Classical design with subdued detailing. It stands on the site of the earlier station. Stone from demolition of the earlier station was used to construct the granite retaining wall (#110) on Lyman Street. The new station included enlarged passenger facilities, baggage, mail and express services to meet anticipated growth in the years ahead.

Downtown businesses continued to grow as their market areas expanded. In 1890, the Springfield Board of Trade was established to further promote local and regional commerce. It was housed in the Olmsted Block (#24). By the turn of the century, the city had attained pre-eminence in the number and size of its industries and had clearly become the major commercial center for the western half of the state.

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Reflecting its new prominence, the City completed its new Municipal Group in 1911. National attention was given to this bold and elegant design which represented a major commitment to Beaux Arts city planning concepts. (Court Square Historic District _ NR)

The Court Square Theater became the focal point of the city's cultural/ entertainment activities. Built in 1892, the original building housed the theater, offices and retail shops. Constructed by Dwight D. Gilmore, the theater seated 2,000 people and hosted many top performers up to and during its peak years, the 1920's. The theater later became a motion picture house, but in 1956, it was demolished.

World War I promoted increased productivity for the Armory and for military-related industries. As had happened after the Civil War, the decline in Armory jobs after the war was compensated for by diversification to civilian goods. The 1920's were a period of prosperity and growth for downtown business and industry, despite traffic congestion caused by the introduction of automobiles to city streets.

The downtown also expanded southward during this period. New commercial blocks on Main Street south of State Street replaced earlier wooden structures and served the growing immigrant population of the South End. East of Main Street, industrial expansion continued, reflecting a larger scale phase than the early incubator industries of the North Blocks. Smith and Wesson and Milton Bradley Company (#137) were the two prime manufacturers in the area. The Smith Carriage Works (Area C) also expanded, and, with the development of the automobile industry, diversified into auto parts and repairs.

The automobile industry also promoted development in the Apremont Triangle area along Chestnut Street (Area B). The automobile showrooms of Arthur E. Center Pontiac and the local Rolls-Royce dealershop were constructed in 1925 to frame the newly dedicated Apremont Triangle, which was created by the 1924 realignment of Pearl and Bridge Streets. The park is a World War I memorial, named after the famous battle at Apremont, France. The development of this area completed the commercial growth of downtown.

Economic Decline (1930-1970)

The Depression years depleted the city's resources and the economic setbacks were not readily overcome. Factory layoffs were common; street railways cut service; and the volume of building dropped considerably. The city had some respite in the fact that its industry was diversified, and thus, there was less demand for New Deal programs than in some other cities. The Federal Post Office (#22) was completed in 1932 and contains one of the largest and best known murals of the WPA program. The auto industry declined, but the lull was somewhat taken over by the aeronautics

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industry. This new industry tended to be located in outlying areas and did not particularly help the recovery of the downtown. A major flood in 1936 and a hurricane/flood in 1938 paralyzed the city even further.

During the 1940's, the city managed to recover from hard times but never to the extent of prosperity it had witnessed earlier. Again, military industries and the Armory played a significant role in the recovery program. However, by this time, much industry was moving out of the downtown, and suburban residential development was increasing. The downtown slowly followed a pattern of decline, experiencing major demolition and urban renewal during the 1960's and early 1970's.

Architectural Significance

The Downtown Springfield Multiple Resource Area includes a building stock which is diverse in terms of use, age, style, quality and condition. This last factor reflects the typical inner city process of neglect, underutilization, demolition and inappropriate attempts at modernization which occured during the city's years of decline (1930-70). Most recently Springfield has experienced new growth resulting in both the careful rehabilitation of historic structures and new construction on vacant lots. Buildings and areas included in this nomination possess a high degree of integrity, and were selected because of their high architectural quality and for their relationship to major commercial and industrial development themes.

The survey area includes numerous buildings which are notable examples of American building styles, building types or construction methods. All major periods of the area's commercial and industrial growth are represented by its architecture, which ranges from the Federal style to Art Moderne. Most of the buildings represent the work of local architects, often demonstrating these architect's growth and/or diversity over a period of years. Among local architects whose work predominates in the area are E. C. and G. C. Gardner, Frederick Newman, Samuel M. Green and Kirkham and Pell. Nationally known architects also played a role in the area's architectural significance, including Isaac Damon, Pell and Corbett and Henry Hobson Richardson.

Commercial/Industrial Significance

The survey area became the leading commercial trading center for western Massachusetts and surrounding areas in the 1830's and continued in that role for nearly a century to follow. Development of the survey area was crucial to the city's effort to promote and expand this image and role.

Military-related industries kept the city booming during wartimes and were diversified enough to stay busy during peacetime. Smith and Wesson,

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Milton Bradley, Morgan Envelope, Smith Carriage Company, Massachusetts Mutual Life Insurance and Springfield Fire and Marine Insurance were among the largest firms in the area. Other industries, ranging from paper products, printing, valves, wireworks and automobiles and auto parts were equally important to the overall growth of the area, all of which was, of course, tied into growth and expansion of the railroad industry and the city's role as a transportation crossroads.

Commercial activity centered on Main Street, with secondary activities on many of the side streets such as Bridge and Vernon Streets.

Hotels opened to serve the growing number of visiting businessmen. These included the Chandler Hotel, Haynes Hotel, Cooley's Hotel, Hotel Kimball and Hotel Henking. Cultural activities were provided, first by the Gilmore Opera House, later by the Court Square Theater, and after that, by several theaters including the Capitol, Bijou, Poli and Paramount, of which only the Paramount survives. Symphony Hall, built as part of the Municipal Group, has also continually served as a major performance center for the area, sustaining the commercial life and vitality of the downtown.

Preservation Activity

During the 1960's, the City of Springfield undertook an extensive urban renewal program in the downtown area. A number of major buildings were demolished to make way for new development. While Baystate West and the Springfield Civic Center were immediately put into construction, other parcels sat idle for years and are only now under construction for the new Chase Building and SIS Tower.

In the interim, the City of Springfield and Springfield Central, Inc., an organization of downtown businessmen and merchants, contracted with Anderson Notter Finegold, Inc. in 1977 to prepare a master plan for revitalizing the downtown. The Springfield Downtown Revitalization Plan was completed in 1978 and received national acclaim for its Time magazine format and innovative planning concepts. The Plan proposed several key reuse projects as the backbone for revitalization, combined with sensitive infill construction, a transit mall and extensive public improvements throughout the area.

To date, over $120 million in public and private investment has been committed to the downtown. The Milton Bradley complex was sensitively recycled as the first intown housing. Two other housing conversions are underway: The Park Street Lofts in the old Smith Carriage Works property on Park Street, and Morgan Square, a mixed use project in the Kennedy-Worthington Blocks and Wason/Springfield Steam Power Blocks between

(continued)

Taylor and Lyman Streets. Other projects include Main Markets, a commercial/office reuse which involves the Republican Block and Union Trust Company, renovation of the Haynes Hotel for first class offices, reuse of the Hotel Worthy for elderly housing and preservation of the Wells/Bicycle Block.

Many owners of small commercial blocks have expressed interest in upgrading their properties and are supportive of the National Register program. The City of Springfield offers facade grants for restoration and rehabilitation under its Community Development Block Grant program.

9. Major Bibliographical References

See continuation sheets, Section 9

10. Geographical Data

Acreage of nominated property See individual forms

Quadrangle name Springfield South **Quadrangle scale** 1: 25,000

UMT References

		Zone	Easting	Northing
A				
B				
C				
D				
E				
F				
G				
H				

Verbal boundary description and justification

See Section 7 and individual inventory forms.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
state		code	county	code

11. Form Prepared By

name/title Candace Jenkins, Registration Director, MHC, with Margo B. Webber, Anderson Notter Finegold, Inc.

organization Massachusetts Historical Commission **date** July, 1982

street & number 294 Washington St. **telephone** (617) 727-8470

city or town Boston **state** Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

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

State Historic Preservation Officer signature Valerie Ann Talmage

title Executive Director, Massachusetts Historical Commission **date** Nov. 2, 1982

For NPS use only

I hereby certify that this property is included in the National Register

[redacted] **date** [redacted]

for Keeper of the National Register

Attest: See Continuation Sheet for Listings **date**

Chief of Registration

References compiled by State Survey Team

Brown, Richard D., Urbanization in Springfield, Massachusetts, 1790-1830 (Springfield, 1962).

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Springfield City Library, Geneology and Local History Room, Clipping Files.

Springfield City Library, Geneology and Local History Room, Photographic Files.

Springfield House Directories, 1896, 1909.

Springfield Scrapbooks, Newspaper Clippings from Springfield Republican, Springfield Union, Springfield Daily News.

Springfield of Today, 1898.

Stearns Directory of Springfield, 1856.

Western New England, 1912-1913.

All of the above noted magazines and publications are in the collection of the Springfield City Library, Geneology and Local History Room.

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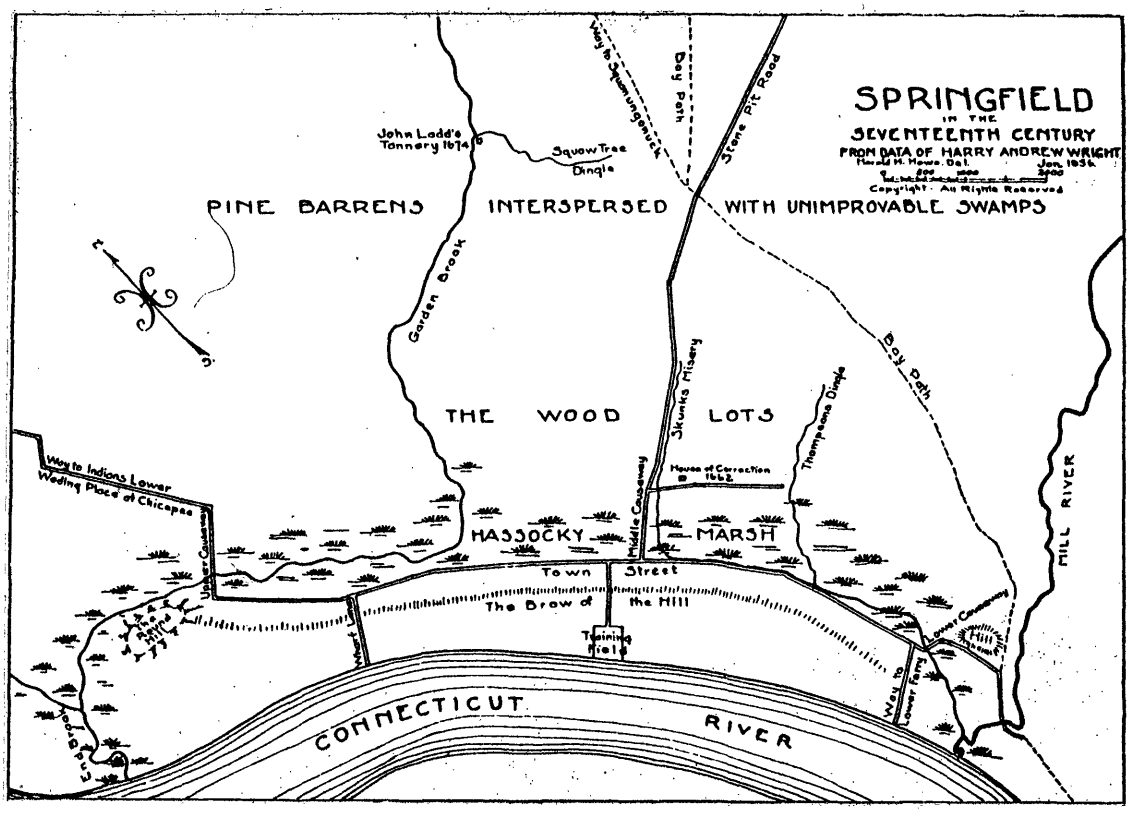
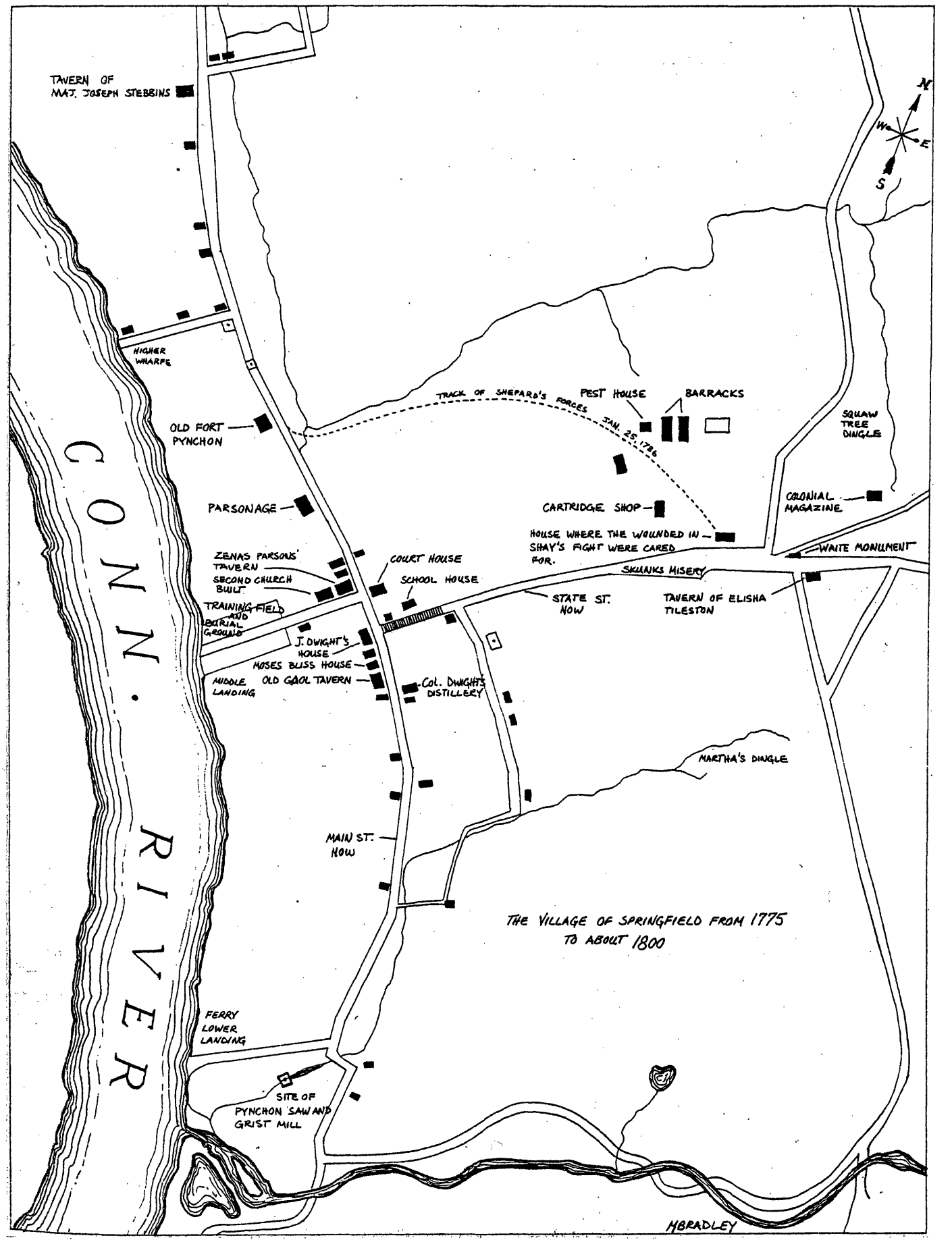
In this urban nomination, boundaries were consistently selected to correspond to the assessors' parcels on which the nominated buildings stand. Springfield assessors have not assigned specific lot numbers to downtown parcels; rather, they refer to lots by their street address. Therefore, assessors' map numbers and street addresses have been used to identify buildings in this nomination. In the case of districts, boundary lines follow the lot lines of the component buildings.



Sketch 1
Springfield in the seventeenth century

1893 map prepared by Henry M. Burt, from Town into City, Michael Frisch, 1972.



Sketch 2

Springfield from 1775 to 1800, Map by M. Bradley, from At the Crossroads, F. Bauer.

Sketch 3. 1836 Map of Springfield, from At the Crossroads, Frank Bauer, 1975.

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Multiple Resource Area
Thematic Group

dnr-11

Name Downtown Springfield Multiple Resource Area
State MA

Nomination/Type of Review			Date/Signature
1. Whitcomb Warehouse	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
2. Patton Building	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
3. Patton and Loomis Block	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
4. Carlton House Block	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
5. Stacy Building	Substantive Review	Keeper	Beth Grosvenor 5/27/83
		Attest	
6. Springfield Steam Power Company Block	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
7. Bicycle Club Building	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
8. Wells Block	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
9. Worthy Hotel	Entered in the National Register	for Keeper	Delores Byers 2/24/83
		Attest	
10. Smith Carriage Company District	Substantive Review	Keeper	Beth Grosvenor 5/27/83
		Attest	

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Multiple Resource Area
Thematic Group

Name Downtown Springfield Multiple Resource Area
State MA

	Nomination/Type of Review			Date/Signature
R	11. Downtown Springfield Railroad District		Keeper	Bruce Sundlun Boyd 5/27/83
			Attest	
	12. Chapin National Bank Building	Entered in the National Register	for Keeper	Helen Byers 2/24/83
			Attest	
	13. Henking Hotel and Cafe	Entered in the National Register	for Keeper	Helen Byers 2/24/83
			Attest	
	14. Massachusetts Mutual Life Insurance Company	DOE/OWNER OBJECTION	Determined Eligible Keeper	Bruce Sundlun Boyd 2/24/83
			Attest	
12	15. Old Post Office		Keeper	
			Attest	
	16. Olmsted-Hixon-Albion Block	Entered in the National Register	for Keeper	Helen Byers 2/24/83
			Attest	
	17. Hampden Savings Bank	Entered in the National Register	for Keeper	Helen Byers 2/24/83
			Attest	
	18. Fuller Block	Entered in the National Register	for Keeper	Helen Byers 2/24/83
			Attest	
	19. Stearns Building	Entered in the National Register	for Keeper	Helen Byers 2/24/83
			Attest	
	20. Morgan Block		Keeper	Bruce Sundlun Boyd 5/27/83T
			Attest	

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EXP. 10/31/84

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Multiple Resource Area
Thematic Group

Name Downtown Springfield Multiple Resource Area
State MA

Nomination/Type of Review			Date/Signature
21. Cutler and Porter Block	Entered in the National Register	for Keeper	Delores Byrne 2/24/83
		Attest	
22. Produce Exchange Building	Entered in the National Register	for Keeper	Delores Byrne 2/24/83
		Attest	
23. Edisonia Theater Block	Substantive Review DOE/OWNER OBJECTION	Determined Eligible Keeper	Barbara Mae Boyd 5/21/83
		Attest	
24. Baystate Corset Block	Entered in the National Register	for Keeper	Delores Byrne 2/24/83
		Attest	
25. Smith's Building	Substantive Review	Keeper	Barbara Mae Boyd 2/29/83
		Attest	
26. Y.W.C.A. Building	Substantive Review DOE/OWNER OBJECTION	Determined Eligible Keeper	Barbara Mae Boyd 2/29/83
		Attest	
27. Driscoll's Block	Entered in the National Register	for Keeper	Delores Byrne 2/24/83
		Attest	
28. Fitzgerald's Stearns Square Block	Entered in the National Register	for Keeper	Delores Byrne 2/24/83
		Attest	
29. Trinity Block	Entered in the National Register	for Keeper	Delores Byrne 2/24/83
		Attest	
30. Kellogg's Envelope Block	Substantive Review	Keeper	S + T
		Attest	

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Multiple Resource Area
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Name Downtown Springfield Multiple Resource Area
State MA

Nomination/Type of Review			Date/Signature
31. Hibernian Block	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
32. McIntosh Building	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
33. Willy's Overland Block	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
34. Haynes Hotel Waters Building	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
35. Springfield District Court	Substantive review	Keeper	Brenda Mae Boyd 2/24/83
		Attest	
36. Walker Building	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
37. United Electric Company Building	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
38. Radding Building	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
39. Springfield Fire & Marine Insurance Company	Entered in the National Register	for Keeper	Delores Byrd 2/24/83
		Attest	
40. Guenther & Handel's Block	Substantive review	Keeper	Brenda Mae Boyd 2/24/83
		Attest	

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Multiple Resource Area
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Name Downtown Springfield Multiple Resource Area
State MA

Nomination/Type of Review			Date/Signature
41. Colonial Block	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
42. McKinney Building	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
43. Bangs Block	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
44. Burbach Block	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
R 45. Apremont Triangle Historic District	Substantive Review	Keeper	Beth Grosvenor 5/27/83
		Attest	
46. WCA Boarding House	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
47. French Congregational Church	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
48. St. Joseph's Church	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
49. Milton-Bradley Company	Entered in the National Register	for Keeper	Helen Byers 2/24/83
		Attest	
50.		Keeper	
		Attest	