

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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 West Brookfield Center HD (2006 boundary increase)

other names/site number _____

2. Location

includes all or parts of Central, Milk, Mechanic, Sherman, Front and Ware Sts., Long Hill, Old Long Hill Rds.
street & number _____ Railroad, Freight House Aves. _____ not for publication

city or town West Brookfield _____ vicinity _____

state Massachusetts code MA county Worcester code 027 zip code 01585

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.)

Brona Simon 3/29/06
Signature of certifying official/Title _____ Date _____
Massachusetts Historical Commission

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 _____

Date of Action _____

W. Brookfield Center HD (2006 boundary increase)
Name of Property

Worcester, 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

52

25

building

5

sites

1

structures

objects

58

25

Total

Name of related multiple property listing

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

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single dwelling, secondary structures/

barns/sheds

COMMERCE/TRADE/warehouse

CULTURE/monument

INDUSTRY/manufacturing facilities

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

DOMESTIC: single, multiple dwellings, secondary

structures/barns and sheds

COMMERCE/TRADE: warehouse

SOCIAL: social club/senior center

INDUSTRY: manufacturing facilities

LANDSCAPE: parking lot

TRANSPORTATION: rail-related/railroad bridge

VACANT: new senior center

7. Description

Architectural Classification

(Enter categories from instructions)

EARLY REPUBLIC: Federal

MID 19th CENTURY: Greek Revival, Gothic Revival

LATE VICTORIAN: Italianate, Rich. Romanesque

OTHER/MID 20th CENTURY: ranch, astylistic, cape
cod

Materials

(Enter categories from instructions)

foundation STONE/granite BRICK

walls WOOD/weatherboard METAL/steel

STONE/granite SYNTHETICS/vinyl

roof ASPHALT STONE/slate

other

Narrative Description

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

W. Brookfield Center HD (2006 boundary increase)

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 # _____

Worcester, MA

County and State

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMERCE

COMMUNITY PLANNING AND DEVELOPMENT

INDUSTRY

TRANSPORTATION

Period of Significance

ca. 1830-1956

Significant Dates

Ca. 1830 – construction of Howard House

1839 – Western Railroad opens

1850s – active residential development begins

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Eugene C. Gardner, Springfield (1884 RR Station)

Primary location of additional data:

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

Name of repository:

W. Brookfield Center HD (2006 boundary increase)

Name of Property

Worcester, MA

County, State

10. Geographical Data

Acreage of Property 37.5 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19 735680 4679280
Zone Easting Northing

2. 19 735580 4679080
Zone Easting Northing

3. 19 735920 4679060
Zone Easting Northing

4. 19 735800 4678870
Zone Easting Northing

x 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 Susan Ceccacci, consultant, with Betsy Friedberg, NR director, MHC

organization Massachusetts Historical Commission date March 2006

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 state zip code

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

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

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National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1 West Brookfield Center HD Boundary Increase
West Brookfield (Worcester), Massachusetts

Portions redacted

The West Brookfield Center Historic District boundary increase enlarges the West Brookfield Center National Register Historic District (NR, 1990) in the town center of West Brookfield, Massachusetts (population 3,804). Located in southwestern Worcester County, West Brookfield is about 15 miles southwest of the city of Worcester and about 21 miles east of the city of Springfield.

GENERAL DESCRIPTION

The West Brookfield Center HD boundary increase area is situated south of and contiguous to the existing West Brookfield Center Historic District. This section of the town center was built up in response to the opening of the Western Railroad in 1839, and to the subsequent growth of the town and its industries during the second half of the 19th century. In history and general character it is closely related to the southernmost section of the existing historic district. Included in the expansion district are all or portions of several streets: Central Street, Mechanic Street, Sherman Street, Milk Street, Front Street, Ware Street, Long Hill Road, Old Long Hill Road, Railroad Avenue, and Freight House Road.

Like the existing historic district, the expansion area is located on a plain that is bounded on the northwest by Lake Wickaboag, on the east by Coy's Brook, and on the south by the Quaboag River. The river runs east-west immediately south of the southern boundary of the expanded district. The highest point in the expansion area is the railroad overpass bridge, which arches up to carry Long Hill Road over railroad tracks in the southern section of the area.

An important focal point of the expansion district is a group of railroad buildings, and structures including two former passenger depots (1847 and 1884), a former freight house (1847), a single set of railroad tracks, and a railroad overpass bridge. Associated with the railroad is a small commercial/industrial area clustered on both sides of the tracks. Despite this concentration of distinctly non-residential structures, dwellings make up the largest number of buildings in the district. While only two houses stand south of the railroad in what is almost exclusively a commercial/industrial area, most of the larger section of the area north of the tracks is residential.

The district has a strongly residential character, defined by tree-lined streets of mostly modest mid-late-19th century middle- and working-class houses set on small shady lawns. By contrast, in the commercial/industrial area closest to the railroad tracks the look is utilitarian with few trees and lawns and with little attention paid to beautification. The most stylish buildings in this group near the railroad are the two former railroad passenger stations. Others are very plain.

RAILROAD BUILDINGS AND STRUCTURES

Many of the most significant buildings and structures in the area have direct associations with the railroad. The earliest are the 1847 passenger depot and freight house:

The 1847 Gothic Revival style Western Railroad Passenger Depot, 81 Ware Street (MHC #293, Map # 41, Photo # 1, Illustration # 1a, 1b, & 1c), was moved to its present site in 1884. It is a one-story, wood frame, gable-roofed building eight bays long and three bays wide, and is sheathed in board and batten siding. It has the low-pitched roof and broad overhanging eaves characteristic of railroad buildings of the mid-19th century period. The projecting roof is supported along the sides of the building on iron brackets that spring from the tops of the paneled pilasters articulating the eight bays. The most notable feature of the building is the richly detailed Gothic-arched portico on the west gable end. A matching portico on the east end has been removed. The present owner says that it no longer existed when he bought the building in the late 1960s.

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Photographs taken in the early 20th century (Illustration # 1b & 1c) show the decorative east end with the portico still in place but with a small one-story addition projecting from it. That addition still stands.

Gothic-style details include rectangular labeled window and door caps, trefoil-motif door panels, and upper window sash with trefoil-shaped tops. Other Gothic features include paneled corner boards, low-relief round panels on the portico trimmed with a quatrefoil motif, and lacelike floral-motif iron brackets under the eaves on the long sides. Thin iron posts on the present portico occupy the places of what must originally have been Gothic clustered colonnettes (of wood?). The present posts were already in place when the present owner bought the building in the late 1960s.

The interior of the former station was altered when the building was moved to its present location in 1884 and converted to use as a grain warehouse. At that time, grain storage areas were created in the former waiting room and in the ladies' parlor, which had previously been furnished with Brussels carpet and mahogany furniture. Original plaster and plaster ornament, which is said to have been an important decorative feature, was left in place. Some or all of the plaster survived until it was removed during 1970s interior alterations to the building.

Today the major part of the interior is a vast unfinished open space. Interior walls that once created a ladies' parlor, waiting room, and dining room in this space no longer exist. The surviving walls around the perimeter of the interior are covered with wood lath from which the plaster has been removed. Roof trusses, stiffened with wood bracing, can be seen above where both the lath and plaster that once created ceilings to interior rooms have been removed. The floor, dating from 1972, is of concrete.

Stylish evidence of the original interior survives in the heavy, moulded interior window and door frames, paneling beneath some windows, original doors, and upper window sash with trefoil tops. Most of the interior woodwork has not been repainted, so traces of the original wood grained finish are still visible on window and door frames and paneling.

According to the present owner, alterations were made to the building in about 1972. At that time a concrete foundation replaced the brick foundation that dated from the time the building was moved from its original location, ca.1884. A concrete floor also replaced the original 1847 wood floor. Major interior subdivisions, including the ceilings and upstairs rooms (said to have been the kitchen rooms for the station's lunch room), and plaster were removed. An entrance vestibule and an office were constructed in the northwest corner of the building and another office occupies the small wing at the northeast corner of the east end of the building. The building was braced and the bracing was tied into the new foundation at this time.

Also built in 1847 is the Western Railroad Freight House, 14 Freight House Road, (MHC #91, Map # 32, Photo # 2, Illustration # 1a, which still stands on its original site on Freight House Road. This 1½ story, gable-roofed, brick building has the broad overhanging eaves that were typical of mid-19th century railroad buildings. The three-bay gabled ends are articulated by a broad central loading door with a single window on either side. The loading door on the west end takes the form of a segmented arch. Just below the peak of the gable on each end is a low-arched, fan-shaped window. The sides are eleven bays in length and are punctuated by windows, each alternating with a segmented-arched loading door (six windows, five loading doors). Greek Revival details include brick corner pilasters and friezes with brick corbelling just below the eaves. The only obvious alteration is the enlargement of the loading door on the east end to make it rectangular in shape and taller than the others. It is possible that an addition was made to the east end about 1884. If such

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West Brookfield (Worcester), Massachusetts

an addition was actually made, it carefully duplicates the original elements of the building. The original appearance of the east end is seen in the wood engraving view of the West Brookfield station published in Bradbury and Guild's Rail-Road Charts: Number 1, Boston to Albany of 1847 (Illustration # 1a). Repairs made to the roof after it was damaged in the 1938 hurricane appear to have caused no major change in the appearance of the building.

Standing today on the original site of the 1847 passenger depot is the Richardsonian Romanesque Boston & Albany Passenger Depot, (MHC # 90, Map # 30, Photo # 3, Illustration # 2). Built in 1884, it was designed by E. C. Gardner, an employee of the Boston & Albany in Springfield. W.N. Flynt & Company of Palmer, Massachusetts was the builder. This one-story depot has the horizontal lines and the massive, sheltering, hip-roofed silhouette typical of the Richardsonian Romanesque stations that became the trademark of the Boston & Albany line. Characteristics of the style seen here are the rockface granite walls with rockface brownstone trim and the high hip roof of slate with broad overhanging eaves supported on heavy wooden brackets. Rectangular in plan, the building measures 58' x 22.8'. It is one bay deep and eight bays long. Stone is Braggville granite and Longmeadow brownstone. Windows are 1/1 with multipane transoms. A granite chimney, (Illustration # 2), has been removed from the roof at the center of the main facade. Irregularities in the present slate roof show where it was located.

The depot still preserves much of its original interior. Original wood-finish, vertical, tongue-and-groove-paneled walls, decorative beamed ceilings with reeded brackets, and corner block window frames are all in place. A few interior alterations were made in the 1990s to adapt the building to use as a meeting place for the town's senior citizens. Despite those changes, the overall original character of the interior has remained intact.

The original landscaping of the depot does not survive. Old photographs show that in the 19th century the area between the station and Front Street were planted trees and flowers. Trees also hid from view a parking-loading area that existed west of the depot (Illustration # 3a). Today an asphalt parking lot occupies the space immediately in front of the station. The storage yards and sheds of the Town of West Brookfield Department of Public Works are located a short distance to the northwest. Appropriate landscape planting along the street and the creation of landscaped islands at strategic locations could soften the present harsh appearance of the parking lot and storage area and restore something of the original character to this area.

The most recent surviving structure directly related to the operation of the railroad is the Long Hill Road Railroad Overpass Bridge (MHC # 924, Map # 31, Photo # 3), put in place here in 1955. Situated between the 1847 and the 1884 depots, it is oriented north-south to carry Long Hill Road over the railroad tracks. It is a single-span, riveted steel, built-up, plate-girder bridge, 77 feet in length. Its span is 71 feet and the overall deck width is 28 feet. The structure alongside the roadway consists of 16 framed panels, which rise above steel girders with pockets carrying wood deck beams. The roadway deck is of asphalted wood. The bridge rests on abutments of dressed rockface granite that were topped with cement and reinforced at the sides in 1988 to raise it up to its present height. It is presumed that the stone portion of the abutments was built in 1891 for the original bridge at this site.

This bridge is a reused structure originally built in 1924 for another location, not currently known. A plaque on the south end of the west girder identifies the original date of construction and the manufacturer, Pitt Bridge Company. In 1955 it was moved here and shortened. As originally built, it was six to eight feet longer than it is today. A section at the

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northernmost end was removed to make the original structure fit the present site. For this reason, the upright panels, which are of three different sizes, are arranged in what appears to be a random pattern. Closer study shows, however, that, if the north end had not been shortened, the pattern would be symmetrical (with an additional set of four narrow panels on the north end). Another result of the shortening is that the south end of the bridge has a rounded end while the shortened north end has a squared end. Original riveted knee braces between the girders and floor beams have been cut off and replaced with new shorter knee brace plates bolted into place.

The original bridge at this location was a Warren truss bridge built in 1891 by R. F. Hawkins. It was still in place as recently as 1921 and was probably the same bridge that was damaged in a train wreck (Illustration # 4) and replaced by the present bridge in 1955.

COMMERCIAL/INDUSTRIAL BUILDINGS

Also included in the area are several industrial and commercial buildings. Most were originally situated here to be close to the railroad.

Central Street

The late 20th century one-story Brookfield Machine Factory, 62 Central Street, (MHC #243 Map # 22) has a narrow landscaped lawn in front of it and is situated on the corner of Front Street nearly opposite the 1884 passenger depot. The flat-roofed building is a large, rectangular, late 20th century concrete block structure with no stylistic references. Located on the site of several late 19th and early 20th century factory buildings, it occupies a section of the district that has historically been used for manufacturing. The factory parking lot is on the site of the O. P. Maynard House (demolished in the early-mid 20th century) and of the Maynards' popular late 19th century restaurant, which stood on the corner of Central and Front streets in the late 19th and early 20th centuries. Some time before 1913 the restaurant (MHC Form # 32) was moved to 6 East Main Street, in the existing West Brookfield Center Historic District, where it still stands today. Illustration # 5 shows two factory buildings that occupied the site of the present factory and parking lot. A row of large trees that stood in front of the former Maynard property on the east side of Central Street near Front Street survives.

Front Street

Also included in the district are several modern storage and garage buildings belonging to the Town of West Brookfield Department of Public Works, Map # 30. They stand immediately west of the 1884 Boston & Albany Passenger Station. They are plain gable-roofed buildings covered in corrugated metal and vertical wood boards. The utilitarian appearance of these buildings, with their asphalt-paved yards and the mounds of sand stored there, is not out of character with other buildings in the area. However, their placement next to the Boston & Albany Passenger Station is not in keeping with the intended surroundings of the station building, which once served the town as an important aesthetic amenity.

Freight House Road

The two-story, gable-front, wood Charles Risley Monument Works Building, 17 Freight House Road, (Map # 33, MHC # 92) is sheathed with vinyl siding in imitation of clapboard. Built ca. 1885-1898, it has a mid-late 20th c. wing. Because it

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is so plain and is covered with substitute siding, only the broad eaves and the gable roof of moderate pitch give a hint of style or date. These features are characteristic of the mid and late 19th century, and of Greek Revival influence.

The building is rectangular in plan with an astylistic, one-story, gable-roofed wing attached to its west side. Loading doors at the ground and second levels occupy the main facade of the two-story section. The pedestrian entrance to the two-story section is located in the west wall of the ground floor. Garage doors flank a pedestrian entrance on the main facade of the wing.

Old Long Hill Road

A small building somewhat hidden from view is the Office/Storage Building, 5 Old Long Hill Road (MHC# 277, Map # 37, Photo # 4). This 27 x 24 foot, one-story, gable-roofed building is rectangular in plan with corrugated metal siding and a metal roof. The section on the south end contains the office portion while the northern section, with wide loading doors on the west and north side, contains the storage area. The office entrance is on the long west facade. No particular style can be associated with this building, which was built in 1936.

Nearby on the same lot is the Shed, 5 Old Long Hill Road, also astylistic and built in 1936. This small, one-story, shed-roofed building, probably containing a single room, is rectangular in plan with corrugated metal siding and asphalt roof.

On the south side of the lot are a number of concrete piles which once supported oil tanks used by Sherman Oil, the present occupant of the 1847 Western Railroad Passenger Depot nearby at 81 Ware Street.

The outer walls of the circa 1984 Precision Wire Shapes Factory, 11 Old Long Hill Road, (MHC# 273, Map # 39, Photo # 4, are said to encase an early 20th century building. It appears that none of the earlier building can be seen from the outside. This two-story building rests on a cement block foundation and has an exterior of sheet metal siding in a heavy corrugated texture. The building has an irregular footprint and occupies most of its lot. With the exception of the decorative qualities lent by some brick foundation trim and brick pilasters on one section of the Long Hill Road facade, the building is utilitarian in character with no stylistic allusions.

Railroad Avenue

The Cutler Grain Warehouse, 5 Railroad Avenue (MHC #80, Map # 40, Photo # 4), was built ca. 1913-1914. This one-story, low-pitched-gable-roofed, rectangular building is ten bays long and three bays wide. Resting on a brick foundation, it has a wood frame sheathed in corrugated metal. The utilitarian appearance of the building is slightly relieved by a bold simplicity suggestive of the Arts and Crafts style and by rhythms created by the repetition of the heavy outriggers at the eaves and by the pattern of repeated square windows along the sides. Appropriate for its original use as a grain warehouse, six-light windows are placed high on the walls all around the building. Three loading doors are located along trackside and a single loading door is placed at the east end of the Railroad Avenue side. A pedestrian door is in the east gable end. A large loading door, possibly of recent vintage, is located in the west end.

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DWELLINGS

THE AREA NORTH OF THE RAILROAD

North of the railroad, on Central, Mechanic, Sherman, Milk, Front and Ware streets are groups of dwellings that form a residential neighborhood. This section consists mostly of mid-late-19th century dwellings with tree-shaded yards. Most houses in the area take the gable-front form and are set close to the street with sidewalks in front of them. They range in height from 1- 2 ½ stories. The most common style is Greek Revival. Despite its residential character, a few buildings that serve, or once served, industrial or commercial purposes are also found in this area.

Central Street

The Central Street section of the expansion area includes two dwellings on the west side: 63 and 65 Central Street. Both houses are similar in proportions to other Central Street houses already included in the existing West Brookfield Center Historic District. On the east side of the street is a modern factory building described above.

This is a 2 ½-story, five-bay, center-entry, side-gable, double-pile house with a central façade dormer and a two-story rear ell. Characteristic of the Italianate style are the broad eaves with gable returns, deep frieze, paired brackets, and center gable. Also Italianate are the nearly floor-length ground floor windows on the main façade, the 6/6 sash, wide double-leaf entry, and the pair of round headed windows in the center gable. The present wood shingle exterior and the shed-roofed entry portico on a concrete and brick base are the result of alterations probably made in the early-mid 20th century.

63 Central Street, (MHC #244, Map # 17) is an unassuming mid-late 20th century addition to the neighborhood. This two-story, side gable house is very plain with no reference to style. It is, however, compatible in proportions to other buildings on the street.

Now under construction is the Town of West Brookfield Senior Center, southwest corner of Central and Front streets, 2003, (MHC #247, Map # 21). This one-story, gable-roofed, wood frame building is a 21st century interpretation of the Victorian Gothic style that was popular for railroad passenger stations. It is clad in vinyl siding imitating vertical weatherboard. Its style, size, and proportions are sympathetic to other buildings on the street and in the neighborhood. It is considered noncontributing due to its recent construction.

Mechanic Street

On the north side of tree-lined Mechanic Street stands a row of five 1½ -story, gable-front cottages set close to one another with small front yards and with a sidewalk along the street. Influenced by the Greek Revival style, they were probably originally nearly identical in appearance. However, changes to windows and siding and the addition of porches, wings, and upper stories have made them less uniform over time. Originally all probably took the three-bay, sidehall-entry form with a small one-story wing on the east side. They have projecting eaves with gable returns and friezes along the sides. Doors and windows are framed with plain frames. Main entrances of several have sidelights, suggesting that all may have originally had sidelights. Houses at 12 and 14 Mechanic Street, (MHC # 262-263, Maps # 7 & 6, Photo # 6), probably best represent the original appearance of the cottages in this group. The main body of the house at 8 Mechanic Street, (MHC #256, Map # 9, Photo # 6) is also little altered, although its wing has been greatly enlarged. Of note is the New England barn at 8 Mechanic (MHC #257), now attached to the adjoining house but originally free standing. The enlargement of 10 Mechanic Street, (MHC #259, Map # 8) made between 1870 and 1885, expanded the façade eastward

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by two bays and also extended the wing. To achieve the correct proportions without adding to the roof, the upper section of the gable on the main façade is treated as a false front.

Opposite this row, on the south side of the street, another gable-front cottage (Carleton Cushman House, (MHC #258, 9 Mechanic Street, Map # 10) is similar to the others in size and general appearance; however, it has no wing. Artisans' shops that once stood on either side of this house during the 19th century no longer exist.

Sherman Street

On the north side of Sherman Street are 1½ -2-story gable-front houses of Federal and Greek Revival style influence. Houses occupying the south side of the street have addresses on other streets. Several buildings on this street with Sherman Street addresses also are worthy of note:

The Italianate style George Crowell House, 5 Sherman Street, (MHC #245, Map # 18, Photo # 5, 1857-1870), is one of the most imposing houses in the expansion area. The main façade and large front yard face Central Street, but the north sides of the house and yard also have a major presence on Sherman Street. Because of its size, the high quality of its architectural detailing, and its corner location, this property makes an important contribution to the character of both streets.

The Federal style Jackson-Nolan House, 8 Sherman Street, (MHC #278, Map # 16, Photo # 5) probably built in the 1830s-1840s, was moved to this site between 1870 and 1885. This two-story, three-bay, sidehall-entry, gable-front dwelling is five bays deep. Originally, it had porches on the main facade at both the ground floor and the second floor levels with a pediment above. Today the ground floor is closed in, although the upper story porch with smooth shafted columns and pediment survive intact. As originally built, this house was nearly identical to the J. E. Bailey House (MHC # 64), which stands immediately south of the First Congregational Church on North Main Street in the existing West Brookfield Center National Register Historic District. Before its move to its present location, the Sherman Street house stood next door to and north of the Bailey House. It was moved to make way for horse sheds for the Congregational Church. Federal style details include the façade pediment with low-relief cornice, slim Classical style porch columns, and 8/8 sash.

The Sanford Adams House, 14 Sherman Street, (MHC #280-281, Map # 14, Photos # 5 & 7) was built in the Greek Revival style between 1857 and 1870. This 1½-story, three-bay, gable-front, sidehall-entry dwelling with rear ell and attached barn is one of the best preserved and handsomest houses in the expansion area. Greek Revival details include the gable-front form, broad eaves, the façade gable with returns, paneled corner pilasters, wide friezes at the eaves and in the gable, a pilaster/frieze/cornice doorframe with sidelights, plain window frames, and 6/6 sash. The barn also has Greek Revival features including smooth matchboard finish, broad eaves, gable returns, plain window frames and 6/6 sash. Atop the barn roof is an Italianate rectangular cupola with a low pyramidal roof and weathervane.

Milk Street

Milk Street is the oldest street south of Main Street to be included in the expansion area. On this tree-lined street, buildings vary more greatly in age, size, style, and design than do those on most other streets in the expansion district. Spanning the period ca.1830 to the late 20th century, they include a 2½ story, Federal style, side-gable house (16 Milk Street); Greek Revival-inspired, gable-front houses of 1½ stories to 2 ½ stories (17, 19, 26 Milk Street); a 2½ story Italianate style house with a turret added at the end of the 19th century (44 Milk Street, Map # 19, Photo # 7); a one-story, side-gable late-20th century ranch house (25 Milk Street, Map # 3); and a Cape Cod type house (30 Milk Street, Map # 12) of the late 20th century period.

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The Federal style Howland House, 16 Milk Street, (MHC #265, Map # 4) probably built around 1830, is a 2 ½ story, side-gable, four-bay, off-center-entry, double-pile, gable-roofed dwelling facing south with a two-story wing on its east end. A Federal period date of construction is suggested by the form of the house, its granite foundation, one of an original pair of interior chimneys, the slightly projecting eaves with gable returns, and narrow windows. The paired arrangement of the ground-floor windows on the long north façade is a hint that the house may originally have had its main entrance on that side, instead of on the south side as it is today. It appears that the north facade may have taken a five-bay, center-entry form. Now covered with vinyl siding and having had 1/1 window sash installed in the late 20th century, the house displays few original features, yet its imposing form nonetheless recalls its age.

Built between 1855 and 1870, the Methodist Parsonage, 17 Milk Street, (MHC #266, Map # 1) is a 2½- story, gable-front house with a short two-story wing on the north side and a wrap-around porch on the main façade and the north side. Built at the end of the period of popularity of the Greek Revival style, it has attenuated Greek Revival features. They include the gable-front form, broad eaves, gable returns, friezes at the eaves and in the gable, and narrow corner pilasters. The double leafed front doors may be original. Architrave/cornice window and doorcaps on the ground floor may have been added in a Colonial Revival period remodeling in the late 19th-early 20th century period when the Colonial Revival style wrap-around porch was probably added.

The Greek Revival style L.A. Sprague House, 19 Milk Street, (MHC # 267, Map # 2) was probably built in the 1850s. It takes the two-story, three-bay, sidehall-entry, gable-front form and has a one-story porch across the width of its main façade. Greek Revival features include the gable-front form, the pediment on the main façade, paneled corner pilasters and the pilaster/architrave/cornice doorframe. The only slightly projecting eaves suggest some alteration (possibly a roof replacement due to a fire), or an earlier (1840s?) date of construction. The thin turned porch posts with jig-saw-cut brackets, the fish-scale shingles in the tympanum of the pediment, and the door with the oval glazing at the center are evidence of a late 19th-early 20th century update.

The Crowell-Bragg House, 26 Milk Street, (MHC # 269, Map # 11) is a Greek Revival style cottage of a type common in this section of the town during the mid 19th century. It is a 1½ story, three-bay, sidehall-entry, gable-front house with a wing on the south side and a rear ell. Greek Revival style features include the gable front form, broad eaves, gable returns, and wide friezes at the eaves and in the gable, wide corner pilasters, and 6/6 sash. A simple pilaster/frieze/cornice doorframe has been replaced with the present late 20th century broken-pediment doorframe with short sidelights.

The Barnes-Holmes Heel Shop, 34 Milk Street, (MHC #271, Map # 13) is an 18th century tavern moved to this site in the 1850s for use as tenements and later converted to use as a factory for the manufacture of heels for boots and shoes. Its top floor burned in the late 1960s and was removed. The present building is a 1½-story, four-bay, off-center-entry, gable-front dwelling five bays deep with a one-story wraparound porch on the south end of the main façade and the west end of the south façade. It has shallow eaves with gable returns and no ornamental features. It preserves its plain window frames and some 6/6 sash. Pre-fire photographs (Illustrations # 6a & 6b) show it as a 2½-story building of Greek Revival influence. The earlier of the two views shows it in what was probably its boot shop configuration. A later view shows it after its conversion to a residence, with a porch with jig-saw-cut posts, railings, and brackets, extending the width of the main façade and around part of the south side. The present building is close in its configuration to this later version.

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Another gable-front house on the street is the Louvill W. Ford House, 44 Milk Street, (MHC #272, Map # 19, Photo # 7,) built on an L-plan between 1870 and 1885. This 2½ -story, two-bay, sidehall-entry, house is four bays deep with a rear wing on the north side. A two-story, three-faceted bay window on the south side is capped by a roof turret with a high-pitched eight-faceted slate roof accented with oculus windows on alternating facets. Although the bay windows may be original to the construction of the house, the turret is a later 19th century addition. This house shows influences both of the Greek Revival and Italianate styles. The gable-front form, friezes at the eaves and in the gables, and slim corner pilasters are derived from the Greek Revival. The strong vertical form and cornice on bracket window frames, and the overdoor on brackets as the main entrance are Italianate influences.

Front Street

Large trees line the eastern end of the north side of Front Street, where a row of five small, 1½-story, gable-front cottages were built close to one another between about 1855 and 1870 (Photo # 10). The cottages have small front lawns and a sidewalk runs alongside the street. A screen of trees and brushy growth on the opposite side shields them from a view of the railroad tracks to the south. Influenced by the Greek Revival style, all were probably originally more similar to one another than they are today. Additions and alterations have changed the appearances of some.

The best preserved cottages are located at either end of the row: At the west end and highly visible is the Jeremiah Clennan House, 36 Front Street, (MHC #249, Map # 24). Set on a brick foundation and now covered with synthetic shingle, it has a one-story porch that extends across the width of the main facade. The very slim turned porch posts suggest that they are of recent vintage. They probably replace 19th century posts, whose design is not known. At the main entrance is a plain door frame and double-leaf doors. Reference to the Greek Revival style is seen in the gable-front form, broad eaves (but no returns), and the substantial character of its overall appearance. The well preserved, small, gable-front barn (MHC #250) behind the house appears to be of 19th century date. One of the houses on Front Street is said originally to have been a school moved here from Long Hill in the mid-19th century. It may be this house, but references to which house it is are not clear. Further documentary and physical research will be necessary to determine which one it is.

Also well preserved is the Thomas Roache House, 56 Front Street, (MHC #254, Map # 28) located at the far east end of Front Street, where the street dead-ends into an orchard. This house appears to have been the first to have been built on this section of the street, in 1855 or earlier. A 1½-story, three-bay, sidehall-entry cottage, it rests on a brick foundation and has a two-story wing on the west side and a one-story rear ell. It preserves its clapboard siding and original plain window and door frames. Window sash are 1/1, rather than the 6/6 typical of the 1850s. Greek Revival influence is seen in the broad eaves, gable-front form, and its wide board door frame with sidelights. A small freestanding gable-front barn on the east side has close eaves (MHC #255). Although covered in asphalt siding, it appears to date from the 19th century.

Less well preserved are the dwellings at the west end of this row of cottages. Somewhat isolated from the other houses in the group is the much larger and more highly ornamented John Gallivan House, 32 Front Street, (MHC #248, Map # 23.) Set far back from the street, it was also built later than the others -- between 1870 and 1885. Access to this house is now through the asphalt parking lot of the Brookfield Machine and Tool Company factory on Central Street, immediately to its west. It is a 2 ½-story, gable-front house with a two-story wing on the west side and enclosed porches at both the first and second story levels extending across the width of the main façade. Its gable-front form, gable returns, friezes, corner

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pilasters, and plain window frames are elements of the Greek Revival style. Window sash are modern 1/1 replacements. The modern enclosed porches obscure most of the main façade and the main entrance.

Although it has a Front Street address, the Harriet H. Crowell House, 12 Front Street, (MHC #246, Map # 20) Illustration # 8, faces east and not toward the street. This is due to the fact that it was designed to face a street that no longer exists, which ran north-south between Sherman and Front streets. This 2½-story, three-bay, sidehall-entry house has a two-story rear ell. Built on a brick foundation between 1870 and 1885, it is Greek Revival/Italianate in style. Greek Revival style features include the gable-front form and façade pediment. Before the application of the present vinyl siding, it had Greek Revival style friezes at the eaves and in the pediment. Window sash are now 6/6 modern false muntin replacements. A one-story porch that once extended along the south side of the ell and a one-story addition to the north side of the main body of the house no longer exist. The least altered feature of the house is a handsome Italianate style main entrance with short sidelights, transom light, and a heavy overdoor on scroll brackets.

Ware Street

Only the south side of Ware Street is included in the expansion district. It is lined with buildings that date mostly from the mid-late 19th century period. At the east end of the street is the 1847 former Western Railroad Depot. West of it, are dwellings. Several are very small 1½-story cottages. Others are larger two-story houses. One small outbuilding appears to have been a shoe shop. Although they are simple in design, the nearest stylistic reference for most of the dwellings on this section of the street can be said to be Greek Revival.

The north side of Ware Street has not been included in the district. Most of it was not built up until the mid-20th century. Buildings that were built on parts of this side of the street either have not survived or are not well preserved. On the north side of the street today are small ranch and Cape Cod type dwellings, an automobile repair garage, a truck garage, and a mid-19th century school moved here and converted to use as a shed. Although their size and building materials are mostly in keeping with the buildings included in the district, their date and forms make them appear visually distinct from it.

The best preserved and most distinctive dwellings on the south side of Ware Street and are described below.

The earliest building to appear on the street after its opening in about 1847 was the Lynch-O'Day House, 29 Ware Street, (MHC #282, Map # 50, Photo # 8). It is the most imposing dwelling on Ware Street. An 18th century structure moved to its present site about 1850, this is a 2½-story, three-bay, side-gable, double-pile house with paired interior chimneys and a one-story ell at the rear. Resting on a brick foundation, it has an entrance in the center bay of each of the three-bay side gables. There is no entrance on the long street façade. It has broad eaves with gable returns and friezes on the long sides and in the gables. These features, influenced by the mid-19th century Greek Revival style, were probably added at the time of the move. Also dating to that time are identical doorframes at the entrances on either side. Influenced by the Greek Revival style, each one has a pediment-inspired lintel board above a slim transom that appears to date from the 18th century. This pediment element rests on pilasters framing the door. It is possible that mid-19th-century sidelights are now covered by an additional panel located between the pilasters and the door. A small gable-front barn (MHC #283) with a two-bay façade facing the street sits to the west of the house. It has broad eaves and no returns and appears to date from the mid-late 19th century.

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The John Dempsey House, 37 Ware Street, (MHC #284, Map # 49) was built between 1855 and 1857. It is a two-story, three-bay, center-entry, center-chimney, side-gable house that is one bay deep. Eaves are broad with no returns. It rests on what appears to be a brick foundation and has a two-story rear ell. Across the width of the main façade is a deep early 20th century porch with enclosed railing and screened-in upper portion. Window sash are 2/1. Due to its extreme simplicity, this house can be said to be of no particular style. It is possible that some stylistic details were covered by the present vinyl siding. To the west of the house is a mid-late-20th century two-car wood frame garage, noncontributing.

Very well preserved is the small J. Powers House, 43 Ware Street, (MHC #285, Map # 48) a excellent example of the small cottages that were typical of Ware Street in the 19th century. Probably built between 1857 and 1870, this 1½-story, gable-front, two-bay, sidehall-entry, cottage is two bays deep and rests on a brick foundation. A small, one-story wing projects from the southern end of the west side of the house. The gable-front form of the house and its broad eaves with no returns and narrow friezes may be said to be a distant reflection of the Greek Revival style that was popular during the mid-19th century, which lingered in an attenuated form through 1900 and later. A one-story front porch extends the width of the main façade. Built in the early 20th century, it has an enclosed lower portion from which rise smooth-shafted Classical style posts. Windows are 6/6 and 2/2. Window and door trim is of plain planks.

One of the larger houses on the street is the P. Connell House, 47 Ware Street, (MHC #286, Map # 47). Probably built between 1857 and 1870, it rests on a brick foundation. This two-story, side-gable, center-chimney, single-pile house has an enclosed one-story front porch embraced by a pair of one-story bay windows. Otherwise the main façade is treated asymmetrically. This asymmetrical arrangement may be due to alterations that have occurred over time. The enclosed porch, which projects forward of the bay windows on either side, has four openings -- window, window, door, window (left to right). The second story of the main façade has three windows irregularly placed. It appears, however, that a window must originally have occupied a place west of the westernmost window to create a balanced and symmetrical arrangement that does not presently exist. A one-story shed-roofed shed is attached to the southwest corner of the house. Broad eaves suggest a mid-late 19th century date although few details exist to associate the building with any particular style.

The small Dennis Fay House, 57 Ware Street, (MHC #288, Map # 45, Photo # 9) appears to have been built between 1857 and 1870. The front portion of this one-story house rests on a brick foundation. It consists of a small one-bay by one-bay rectangular front section with the long side facing the street and with gables on the sides. There is currently no entrance in this section. Greek Revival influence is evident here in the treatment of the eaves and gables. Eaves are broad. There are friezes at the eaves both on the long sides and in the gables, and there are gable returns. Extending from the rear of the front section is a one-story ell. The present entrance is in the street façade of an addition to the rear ell that projects westward of the front portion of the house. The location of the earlier entrance is unknown. Old maps indicate that the rear ell was originally narrower than the front section. Although the date of this addition is uncertain, it may date from the early 20th century. The present vinyl siding and 1/1 sash date to the late 20th century.

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Built between 1857 and 1870, the small rectangular, J. Kearns House and Shoe Shop, 59 Ware Street, (MHC #289, Map # 44, Photo # 9) is a 1½-story, gable-front, sidehall-entry cottage resting on a brick foundation. It shows the influence of the Greek Revival style in its form and in its broad eaves and gable returns. Other features of the style may survive under the present covering of aluminum siding. It is assumed that there were originally two windows to the east of the main entrance. In their place there is now a tri-partite picture window, probably added in the mid-late 20th century. It is likely that the application of the present siding took place at the same time as the alteration of the window.

A small one-story, side-gable building (MHC #290) with close eaves, which stands to the west of the house, may be the same building that was shown on the 1870 atlas map as a shoe shop.

The M. Connor House, 67 Ware Street, (MHC #291, Map # 43, Photo # 9, was built between 1870 and 1885 and has grown and changed over time. This 1½ story, three-bay, sidehall-entry gable-front house rests on a brick foundation and has wings on either side and a rear ell. Features inspired by the Greek Revival style include the gable front form and broad eaves with gable returns. Other features may be hidden under the present vinyl siding. The overdoor on scroll brackets that shelters the main entrance is typical of the 1870-1885 date of construction of the original portion of the house.

It appears that the house was originally rectangular in plan. A wing was added to the east side between 1885 and 1898. The west wing and rear addition date from the mid-to-late 20th century. A concrete block garage to the east of the house dates from the mid-late 20th century period.

An excellent and well preserved example of a small cottage is the P. Murphy House, 77 Ware Street, (MHC #292, Map # 42) built between 1870 and 1885. This 1½-story, two-bay, sidehall-entry, gable-front house has a gabled (brick?) foundation. Across the width of the main façade is a one-story porch. At the rear is a one-story, shed-roofed ell. On the east side is a small, one-story, gable-roofed wing. This house is plain in its treatment and bears no detail specific to any particular style. The gable-front form, broad eaves and gable returns, plank window and door frames, and 6/6 window sash reflect the mid-late 19th century period popularity of the Greek Revival style. However, the high pitch of the roof also shows the influence of the Gothic style that was popular during the late-19th century.

THE AREA SOUTH OF THE RAILROAD

South of the railroad tracks are mostly railroad, commercial, and industrial buildings. Nevertheless, some residential buildings and their outbuildings do exist here.

Old Long Hill Road

At the south end of this otherwise industrial/warehouse landscape, stand two dwellings, opposite one another, on Old Long Hill Road. Mixed in with railroad and commercial buildings, they are the lone survivors of a scattering of mid-19th century residences that once stood here. Now they are isolated from other dwellings and have no public sidewalks.

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Unlike other nearby buildings, they have small, grassy yards and trees around them. To their south is a quiet, undeveloped, wooded area (outside the historic district) that extends southward a short distance to the Quaboag River.

The best preserved of the two is the Stephen Carroll House, 23 Old Long Hill Road, (MHC #275, Map # 38, Photo # 4,) built between 1855 and 1870. This small gable-front, three-bay, sidehall-entry cottage is 1½ stories in height and is extremely simple in design. Hints of the Greek Revival style are seen in its gable-front form, broad eaves, narrow frieze and wide corner boards. Like many houses of this type built after the height of the Greek Revival period, there are no gable returns.

On the same piece of property is a barn that faces on Railroad Avenue:

The Stephen Carroll Barn, 23 Old Long Hill Road (MHC #276), faces on Railroad Avenue. It appears to have been built ca. 1855-1870 and has elements of Greek Revival style. This 1½ -story, gable-roofed barn is built on a rectangular plan. It is sheathed in clapboards and is oriented with its gable end to the street. On the main facade are central loading doors at the first two levels and a window higher up in the peak of the gable. Pedestrian doors and a few windows are located on the long sides. Earlier openings on the rear have been replaced with a row of small squarish windows of the type typical of horse barns. A hint of the Greek Revival style is seen in the frieze and broad eaves. This barn seems to be used as storage by the manufacturing enterprise next door.

Across the street from 23 Old Long Hill Road is the Catherine Whalen House, 20 Old Long Hill Road, 1855-1870, (MHC #274, Map # 36). This two-story, three-bay, sidehall-entry, gable-front house has a one-story, gable-roofed wing on the south side. The three-bay gable-front form, the pitch of the roof, the wide eaves, and the narrow frieze, characteristic of the Greek Revival style, suggest a mid-19th century date of construction for this house. The exterior chimney on the main facade and the 1/1 windows are of recent vintage. The foundation, which appears to be of cement block, indicates a major repair made in the mid to late 20th century.

Railroad Avenue

Shortly after the coming of the railroad some of the first houses in the district were built on Railroad Avenue. None of them survive today.

Archaeological Description

a total of nine sites are known in the general area (within one mile). Environmental characteristics of the expansion area represent several locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of ancient sites. The district includes a large, well-drained level to moderately sloping plain/riverine terrace within 1,000 feet of the Quaboag River to the south and west and Coys Brook to the east. The confluence of the Quaboag River and Coys Brook lies less than 1,000 feet south of the district expansion. The district is located within the Chicopee River Drainage.

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Other sites and related artifacts from the area reviewed during the study of the Craig Collection indicate the Chicopee River Drainage was continuously inhabited from the Early Archaic Period (ca. 9,000-8,000 B.P.) through Late Woodland Periods (ca. 1,300-400 B.P.). Historic evidence also exists that Native Americans occupied the southern shore of Wickaboag Pond during the Contact Period and possibly after European settlement. The Craig Collection documents the presence of ancient Native American settlement in a wide variety of ecological settings, including the floodplains of major waterways and at the headwaters and along the reaches of small tributary streams, most of which are represented in the proposed district locale. Given the above information and the size of the district expansion (36 to 40 acres), the presence of ancient Native American sites is documented in the district and a high potential that additional sites will be found.

A high potential also exists for locating historic archaeological sites in the West Brookfield Center Historic District boundary increase. European settlement in the area dates to the last half of the 17th century when the Wickaboag Valley area was settled for its agricultural and industrial related resources. No evidence of residential sites or farmsteads from this period in the district is known but potential exists for their identification. Any settlement prior to 1675 was probably destroyed during King Philip's War. Structural evidence of dwellings, outbuildings, and occupational-related features (trash pits, privies, wells) may exist from the first period of settlement and after resettlement in the late 1670s.

While 17th and latter 18th century settlement of the district may exist, documented settlement and the official start of the district expansion area began in the 1830s; specifically 1839 with the start of the railroad. Dispersed farmsteads characterized Brookfield's settlement until the turn of the 19th century. Only one house, the Howland House (1830) at 16 Milk Street survives from the pre-railroad settlement history of the expansion area. The Howland House is the earliest building in the district expansion and was possibly originally constructed as a farmhouse. Potential examples of 18th and early 19th century agricultural settlement may survive as archaeological resources in the district, however, most or all of the area south of Main Street is reported as still undeveloped at the time the Western Railroad first came to West Brookfield in 1839. The Western Railroad was one of the earliest railroads in the country.

Structural evidence of residential, industrial, and commercial buildings should survive in the district after construction of the railroad in 1839. Structural evidence may exist from the original 1839 buildings constructed by the Western Railroad. A depot, freight house, two water tank buildings, and two wood sheds were known to exist; however, none survive today. Maps showing the original arrangement of the railroad buildings are also non-existent. Structural evidence may also exist from the second passenger depot (1847) constructed in the area

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of the existing 1884 Boston & Albany Passenger Depot. Structural evidence may exist from two mid-19th century stores built in the expansion area. One store (1857-1870) was built at 12 Front Street where the Crowell House now stands. Another store (ca. 1848) was built on the south side of the railroad tracks at the approximate site of the Cutter Grain Depot at 5 Railroad Avenue. Livery stables and stagecoach lines were also known to exist in close proximity to the railroad corridor; however, none have been identified in the expansion area. Structural evidence may exist from the Wickaboag Hotel (ca. 1854) originally located on a lot now occupied by a house at 63 Central Street at the corner of Sherman Street. Archaeological evidence may also exist from the O. P. Maynard House; a popular late 19th century restaurant located at Central and Front Streets. Sometime before 1913 the restaurant was moved to 6 East Main Street within the listed NR district. Structural evidence may exist from several late 19th and early 20th century factory buildings reported in the expansion area. Most factory buildings were located in the vicinity of the Brookfield Machine Factory (late 20th century); an area of the district that has historically been used for manufacturing.

As railroad, commercial, and industrial facilities developed around the railroad corridor, residential development also began, primarily in the 1850s. Structural evidence may exist from several homes built on Railroad Avenue shortly after the coming of the railroad. None of these buildings survive today. Archaeological evidence may also exist from several mid-19th century residential buildings originally scattered between railroad and commercial buildings. Only two of these residences survive today. Residences also likely survive as archaeological resources on Ware Street. Residential buildings existed under private ownership and under railroad ownership. Immigrant workers including primarily Irish and French Canadians from the 1830s to the early 20th century settled much of the district expansion area. The Front Street, Railroad Avenue, and Ware Street area was known as an Irish Catholic ghetto for several generations.

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STATEMENT OF SIGNIFICANCE

The West Brookfield Center Historic District 2006 Boundary Increase meets National Register Criteria A and C. The area is significant under Criterion A for its association with early railroad history, both of Massachusetts and of the United States, and its impact on the development of the town of West Brookfield. Two railroad depots, dwellings, both small and large, and some industrial buildings survive here to tell the story of the growth of a previously undeveloped section of town after the arrival of the railroad in 1839. A concentration of dwellings in the area, occupied in the 19th and early 20th centuries by many of the town's Irish immigrant population, also play an important role in the town's ethnic and immigrant history. The area is architecturally significant under Criterion C for its generally well preserved collection of 19th century buildings associated with the development of the railroad and of the middle and working class residential neighborhoods that grew up around it. An example of the Gothic Revival style, the 1847 Western Railroad Passenger Depot is one of the earliest and best preserved early railroad stations in Massachusetts and, possibly also in the United States. The 1884 Boston & Albany Passenger Depot, an early Richardsonian Romanesque railroad station, is one of the first to have been designed in this style by an architect other than H. H. Richardson himself. Despite some contemporary development, the district retains its integrity. While the district as a whole is significant at the local level, it also holds statewide significance due to the presence of the 1847 depot.

WEST BROOKFIELD AND THE RAILROAD

The earliest building in the West Brookfield Center Historic District expansion area, is the Howland House, 16 Milk Street, Map # 4. Possibly originally a farm house, it was probably built about 1830. However, the history of the expansion area officially began in October of 1839 with the opening of the Western Railroad through what is now West Brookfield. The Western was not only the town's first railroad, but also one of the earliest railroads in the country. Passenger railroad service in the United States began in 1830 with the opening of the first twelve-mile section of the Baltimore & Ohio Railroad, from Baltimore to Ellicott's Mills, Maryland. This early effort followed hard on the heels of the inauguration of steam passenger railroad service in England, which had begun in 1825. During the 1830s other railroads began operating at several locations in the eastern United States. 1835 marked the inauguration of New England's first railroad service. In that year, three railroads began plying routes between Boston and other important centers in the region. The first was the Boston & Lowell Railroad. It was quickly followed by the Boston & Providence and the Boston & Worcester railroads.

The Western Railroad

Before any of these first three New England railroads were put into service, planning was underway for another line to connect Worcester, Massachusetts, and Albany, New York. The goal of this new railroad was to extend the Boston & Worcester line westward, providing a direct rail link between Boston and Albany. This longer route would capture trade for New England that would otherwise be lost to boat and rail connections between Albany and New York City.

The directors of the Boston & Worcester Railroad incorporated the Western Railroad on March 15, 1833 and the Massachusetts legislature soon granted it a charter. A survey of the route of the new line was carried out between 1836 and 1837, with George W. Whistler, the first superintendent and chief engineer of the railroad, as one of the surveyors. Construction on the line was begun in 1837. Part of the route, including the West Brookfield segment, was opened in 1839 to the Connecticut River, but travel all the way to Albany was not possible until 1842.

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On October 1, 1839, the Western Railroad began service from Worcester as far westward as the Connecticut River at Springfield. On the inaugural trip, the time required to travel the approximately 50 miles from Worcester to Springfield was over three hours, including stops along the way. According to the Worcester Palladium, "at several of the stopping places, particularly at Brookfield, crowds of spectators had assembled, who expressed their gratification by salutes, cheering and the waving of handkerchiefs. The collection of persons at Springfield was immense."

In December of 1839 the Western line was opened as far west as the Hudson River at Greenbush. Work on the line was fully completed by December of 1841. Service through to Albany in began 1842. Together, the Boston & Worcester and Western railroads formed the first rail route providing connections between New England with the American west. Linking Boston with Albany, these lines gave access to the Erie Canal and to land routes west. Additionally, with connections in Albany to New York City, the combined lines also offered the first railroad link between Boston and New York.

At first, two trains traveled daily in each direction from the Western Railroad's Washington Square station in Worcester to Springfield. Travelers to and from Boston via the Boston & Worcester line arrived and departed at a separate station on Norwich Street in Worcester. The first passenger cars on the Western Railroad, as on the Boston & Worcester line, were coach-like vehicles no more than twenty feet in length. The Western Railroad's first locomotives were American-made steam engines built by the Locks and Canals Company in Lowell, Massachusetts. Only four years earlier, in 1835, the Boston & Worcester had begun service with engines built in England by Robert Stevenson, since domestically made locomotives were not yet available.

American Travel During the First Half of the 19th Century

Travel in the United States improved greatly during the first half of the 19th century. Beginning in 1790s sustained efforts to build turnpikes and to improve county roads gradually made travel faster and easier. Better design and improvements in wheeled vehicles also made journeys more comfortable. By the 1840s, with the development of canals, the steamboat, and, finally, the railroad, the speed of travel and communications had grown remarkably faster than fifty years earlier.

The railroad had the greatest effect of all of these early 19th century improvements in transportation. Even as early as the 1830s, trains pulled by small locomotives on uneven track could make the same trip in half the time as a stagecoach. At that time, a stagecoach might travel at eight or nine miles an hour, while the speed of a train could reach as high as fifteen to twenty miles an hour. As a means for transporting goods, the railroad won hands down for speed and reliability over wagons and canal boats. The railroad's image of speed and modernity also caught the imaginations of travelers. Passengers quickly chose the train over the stagecoach. It didn't matter that, in the early days of the railroad, the noise of the engine and clatter of the rails banned conversation among traveling companions or that passengers arrived at their destinations dirtied by the soot and cinders that showered down upon them in open railway carriages. For many, the marvel and convenience of speed outweighed these early inconveniences.

The First West Brookfield Station and Its Accompanying Outbuildings

The route of the new railroad passed through what had been undeveloped farmland south of West Brookfield's center village. To provide shelter for passengers and goods and to facilitate the operation of the railroad, the Western Railroad Company built a depot, freight house, and associated buildings near the tracks in this previously undeveloped area. Although none of the original buildings survive, an 1839 newspaper announcement gives an idea of what they were like. This published item is a request for proposals to construct buildings for the Western Railroad. Buildings to be built at West Brookfield were to include:

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1. A Passenger House 60 ft. by 20 ft. Posts 15 ft.
2. A Freight House 60 ft. by 25 ft. Posts 15 ft.
3. An Engine House 20 ft. by 35 ft. Posts 15 ft.
4. Two Buildings for Water tanks 16 by 18 ft connected by a 4 inch iron pipe.
5. Two Wood Sheds 150 by 30 ft, Posts 12 ft.

The announcement further describes the buildings, to be completed by the first day of July 1839, at West Brookfield and at several other stops along the line:

All of the above buildings to be plain in appearance, but to be built of good materials and of approved workmanship.

The Passenger houses, Freight houses, Car houses and Water Tanks to be of wood. --
The Engine houses to be of brick. The Wood sheds to be formed of a roof of boards supported by Posts 12 feet high, without ends or sides.

A Portico 8 ft. wide is to be connected with each of the Passenger buildings, the roof to project sufficiently to cover the same and to be supported by square pillars 10-ft. apart. At Springfield, Wilbraham, Palmer, South Brookfield, Charlton and Worcester, the Portico will be confined to the south side of the building, at West Brookfield, it will extend around the entire building, and at Warren and Clappville it will be placed at the south side and at one end. At Springfield and Worcester two rooms will be constructed in each Passenger building, at West Brookfield three rooms, and at all the remaining passenger houses, a single partition will be required. All the above rooms to be lathed and plastered, and to be furnished with a chimney and fire place each.

All the wooden buildings to be weatherboarded and to be painted white with three coats of paint on the outside, the rooms are also to be painted. The Engine houses to be built after a plan to be furnished hereafter.

The above buildings to be placed on good substantial foundations, the underpinning to be carried high enough to allow a sufficient space between the bottom of the floor timbers, and the surface of the ground, for suitable ventilation.

It is believed that the 1839 West Brookfield passenger depot and the two later depots that followed it (1847, 1884) were all built on the same site. The Western Railroad's 1840 annual report corroborates the above remark about the simplicity of its original stations: "In the erection of Depot buildings, and the construction of cars and engines, the Board have consulted usefulness, convenience and durability with little regard to ornament or show." Although there is no depiction of West Brookfield's first passenger depot, the above description suggests that its general appearance was inspired by the Greek Revival style. Visual records of the first Western Railroad stations in the adjoining town of Warren and at the head of the line in Worcester show these simple, rectangular, gable-roofed buildings with porticoes (see Illustrations # 9a & 9b) that allude to the Greek Revival style. Since all three stations are described similarly in the 1839 request for proposals, it can be assumed that the West Brookfield station looked very much like them.

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Company records indicate that the original West Brookfield passenger station, like the 1847 depot after it, contained a refreshment room. At this stop there was time to get a bite to eat while water and fuel for the locomotives were being replenished. The existence of the refreshment room probably explains the three-room specification in the request for proposals. The names of the other spaces in the building have not been learned.

No maps have been found that show the physical arrangement of the railroad area during the days of the first depot. However, both the above description and the 1843 Annual Report of the Western Railroad indicate that the original complex consisted of several buildings and that wood, water, and freight were handled at this stop. None of the buildings built here in 1839 are known to exist today. The original freight house is said to have been moved to Cottage Street, where it stood until it was demolished about 1915. Neither the location nor the length of operation of the engine house is known. Existing maps, the earliest of which dates to 1855, show no building that can be identified as an engine house in West Brookfield's railroad district. However, local historian Anna Carter mentions the existence of a brick engine house in a story of a runaway train recounted in her "Industries of West Brookfield."

Need for Larger Accommodations

Annual reports of the railroad indicate that following the opening of the line to Albany in 1842, both passenger travel and the transport of freight increased markedly. The 1846 annual report noted the effects of this growth: "Largely increased accommodations are necessary at the Palmer Station, and the Board long since authorized provision for them, and for changes at West Brookfield." Not referring specifically to West Brookfield, the same report called for increasing space for the handling of freight: "A large increase in the merchandize traffic is anticipated in the coming season, and it will be a false economy not to provide ample facilities for its prompt transaction."

In 1847, fewer than ten years after the original passenger depot had been completed, a larger (and apparently more stylish) one was built here. In that year, not only a new passenger depot but also a new freight house, was built in the "West Parish" of Brookfield. West Brookfield was the shipping point for freight being delivered to and from nearby towns. According to Anna Carter's notes on West Brookfield, the freight house here was so large because bales of cotton being shipped to the textile mills at Ware were stored here until they could be delivered by wagon. Some mills in area towns may have depended upon the railroad's freight house for storage. However, at least one other had private storage. The West Brookfield tax records show that as early as 1848 the Otis Manufacturing Company in Ware was taxed for its own private freight house on one-half acre of land. Its location is not identified and it appears no longer to be standing.

The same increase in traffic that caused the construction of a new passenger depot and a new freight house also led to the installation of a second track along the Western Railroad line. It was completed over most of the route between Worcester and Springfield in 1847-1848.

Among the rooms included in the new 1847 West Brookfield depot were a large waiting room, a ladies' parlor, and a 75-foot refreshment room. The refreshment room, managed by Raymond Cummings from 1847 until 1861, was an important component of the station. From 1861 until 1884, while the station's food service was under the management of Onslow P. Maynard, West Brookfield was considered one of the best places to eat between Boston and New York.

According to the notebooks of the late Anna Carter of West Brookfield:

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The restaurant in the station was run by Mrs. G. (sic) P. Maynard and was a very popular eating place. I am told the counters for serving people ran the full length of the eating part with a dumb-waiter in the middle of the room. Two large ceiling pieces...are thought to be places where chandeliers were hung. It was a very high class station having red carpet on the floor and other appointments to correspond, as Express and fast trains stopped here.... The R.R. station at West Brookfield was a station to take on water and fuel.

Trains made 10-20 minute stops for refreshments here, except for a period during the Civil War. After an incident in which the Sixth Massachusetts Volunteers "took possession of the place" while stopping for lunch in 1861, the government had the doors locked. During that period, food baskets were passed to passengers directly on the trains. Restaurant service ended here in 1885 with the opening of the new passenger depot, which was not provided with a refreshment room. A short distance west of West Brookfield, in Palmer, the new (1884) Union Station then became the refreshment stop.

The "Christmas and New Year's Address and Business Directory of the Printer's Devil, West Brookfield, Jan. 1, 1864" mentions the town's railroad depot and characterizes in rhyme the restaurant and the three station employees -- the depot agent, telegraph agent/freight handler, and baggage master:

Down to the depot let's take a walk,
For the good things there kept are all the talk,
O. H. Maynard has everything done up brown,
His table's a credit to himself and the town,
From all parts of the Union his customers call,
And he's things cooked to suit the tastes of them all,
He's erecting a house of great splendor and beauty,
To build up the place is everyone's duty.
The agent at the depot is Mr. Carew,
Who gets along easy, without much ado,
He is popular with all who ride in the cars,
And in all his transactions he puts up the "bars."
S. Adams telegraphs, and attends to the freight,
He stands at his post both early and late,
He knows how to handle electric fire,
Has a head like Ben Franklin, whom all admire.
An intelligent young man is the baggage master,
He's on hand with the checks, and none can chalk faster,
He'll not wear out your patience by telling long yarns,
For agreeable in speech is our friend Lyman Barnes.

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THE EFFECTS OF THE COMING OF THE RAILROAD **THE RAILROAD AND THE GROWTH OF WEST BROOKFIELD**

When the Western Railroad first began service in 1839, what is now West Brookfield was still part of the town of Brookfield. Until its incorporation as a separate town in 1848, West Brookfield was known as the "West Parish" of Brookfield. Yet even before the establishment of the new town, Western Railroad documents had already begun referring to the station here as "West Brookfield." This fact suggests that the railroad may have been influential in naming the new town. It was in the "West Parish" that the earliest Brookfield settlement occurred in the 17th century. Therefore, if the village had not already become known by the name of the station on the Western Railroad, it seems logical that West Brookfield should rightly have retained the name Brookfield when it was made a separate town.

Until shortly before the turn of the 19th century, Brookfield had been a community of dispersed farmsteads. The present town center (West Brookfield Center National Register Historic District, 1990) first began to take shape during the Federal period. A clustered settlement began to grow up in the late 18th century around the West Parish meeting house and along the Boston Post Road (South and West Main Street -- Massachusetts Route 9). The 1828 map of Brookfield shows a clustered village of as many as 32 buildings situated to the north, south, and west of the meeting house and common.

The arrival of the railroad not only suggested a name for the future town, but also influenced the community's growth patterns and its economy. The site of the new Western Railroad depot focused future real estate development on an undeveloped area south of the existing village cluster. At the time of the opening of the railroad, the only route from Main Street to the depot was an existing road, later named Milk Street. The 1830 Brookfield map shows only one house on that street, probably the then recently-built Howland House, 16 Milk Street, Map # 4. Land to its east, west, and south was entirely undeveloped at that time.

Railroad Avenue

The area south of Main Street was still undeveloped at the time the railroad first came to West Brookfield. For some time after the inauguration of the rail line it appears that only railroad-related buildings stood nearby. Within a few years of the arrival of the railroad, a small amount of building may have occurred near the depot. But before the mid- 1850's only a few dwellings were standing in the area. One of the earliest was probably the home of railroad laborer, Michael McCormick (d. 1849). In 1844 McCormick bought an acre and 88 rods of land south of the tracks from Nathaniel Lynde. His "small house," no longer standing today, was mentioned in an 1852 deed (495/228). Located on what is now Railroad Avenue, it was probably the same dwelling shown on the 1870 West Brookfield map as the property of Edward O'Dea, another railroad laborer. It is not known what sort of work McCormick did when he was living in West Brookfield. However, he must have become familiar with this locality when he was helping put through the original Western Railroad. During the summer of 1839 he was listed on the Western's payroll as a laborer "Taking up the bottom" on the 2nd Division, in which West Brookfield was located.

A few early dwellings in the area were probably owned by the railroad itself. The Western Railroad was taxed by the Town of West Brookfield in 1848 for a house, barn, and one-half acre of land and the following year for an additional two houses with three acres of land. The location of these houses has not been identified, but it is supposed that they must have stood near the depot. Tax records show that as early as 1848 there was also a store near the railroad. It was probably a building (no longer standing, Illustration # 1c) on the south side of the tracks on the approximate site of the

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Cutler Grain Depot at 5 Railroad Avenue (Map # 40, Photo # 4). The 1855 map shows this building as the property of White & Hamilton. The partners in this business, J. L. White and Alanson Hamilton, appear also to have been active in the development of houses on Mechanic Street perhaps as early as the late 1840s or early 1850s (see below).

Ware Street

Ware Street was opened about 1847. According to historian Edward O'Day, this new street was put through specifically for the purpose of transporting goods more directly from the railroad station to and from the nearby manufacturing town of Ware, to the west. This statement seems to be corroborated by the fact that at least one Ware-based company had its own freight house here in the days before that town got railroad service around 1870.

Despite a little bit of building near the railroad and the opening of Ware Street in the 1840s, development south of Main Street was slow until after the construction of the new passenger depot and freight house in 1847, the incorporation of the West Parish as the Town of West Brookfield in 1848, and the opening of Central Street about 1852. These combined events spurred active development in the area, making former farmland desirable as house lots.

No building seems to have taken place on Ware Street for several years after it was opened around 1847. By 1855 the stable and office (no longer existing) of Wesson & Phelps stagecoach lines were standing on the northwest corner of Milk and Ware streets (just outside the expansion district). Also by 1855 the Lynch-O'Day House, 29 Ware Street, (Map # 50, Photo # 8) had been moved from Pond Hill at mile marker 69 on the old Boston Post Road to its present site (or possibly dismantled and rebuilt here). By 1857 two other dwellings and a blacksmith shop had been built on the south side of Ware Street. One of these buildings, the John Dempsey House, 37 Ware Street (Map # 49), is still standing. The others, located more or less on the present site of the 1847 Western Railroad Passenger Depot, no longer exist. By 1870 the south side of the street was fully built up. Many of those buildings are still standing today.

Central Street

In about 1854-1855 houses went up quickly south of Main Street. 1855 and 1857 maps show the area dotted with new houses. Much of this growth was related to the circa 1852 opening of Central Street as a new more easterly route from Main Street directly to the railroad depot. Several houses were built on Central Street within only a few years of its opening. In about 1854 the Wickaboag Hotel (no longer standing) (Illustration # 10) was built on a lot now occupied by a house at 63 Central Street (Map # 17), at the corner of Sherman Street. By 1855, but possibly earlier, Mechanic Street was already lined with modest gable-front Greek Revival style cottages, some with associated artisan's shops. High Street, which intersects the east side of Central Street (in the existing West Brookfield Center National Register Historic District), was also built up with several houses by 1855.

Front Street

At about the same time that Central Street was put through in about 1852, Front Street was opened as a public east-west connector linking the depot with the southern ends of Milk and Central streets. Before that date there would have been little need of a public street at this location, since there was yet no development to the immediate east or west of the depot. The 1855 Clark map of West Brookfield shows that the section of Front Street between Milk and Central streets was open by that date. The homes (no longer standing) of the Western Railroad station agent, F. M. Carew, and Raymond Cummings, manager of the station restaurant, are shown opposite the depot on that map. Their former location is reflected in the current position of Front Street. Since the northern boundaries of their lots bordered the south side of Front Street, the street was required to join Milk Street a little further north than does Ware Street. That explains the

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present jog between Ware and Front streets at Milk Street. The north side of this portion of the street was undeveloped until a store was built between 1857 and 1870 where the Harriett Crowell House, 12 Front Street (Map # 20), now stands.

The Thomas Roache House, 56 Front Street (Map # 28), built before 1855, was the first house to appear on the eastern segment of Front Street, which is shown on the Clark map as a driveway rather than a street. Two years later, the 1857 Worcester County map confirms that Front Street had been opened as a full-fledged street to its full present length. By 1870 the east end of the street had been built up with five houses set close to the street on the north side.

Sherman Street

Sherman Street is shown on the 1855 map as a driveway from Milk Street to the Wickaboag Hotel. The 1857 map indicates that, within two years time, a public street had been put through all the way to Central Street. Nonetheless, the hotel was still the only building on the street. Between 1857 and 1870 three other houses were built here. The owner of the hotel, George Crowell, built his own house at 63 Central Street (Map # 18, Photo # 5). The Daniel Thurston House, 10 Sherman Street (Map # 15, Photo # 5), was built for Mrs. Crowell's parents in the 1860s. The Sanford Adams House, 14 Sherman Street (Map # 14, Photos # 5 & 7) may have been built earlier. In 1864 Adams was telegraph operator and freight master at the railroad depot.

LAND DEVELOPMENT

Current research has not made it clear exactly what the development mechanisms were for the area south of Main Street. It appears that several individuals owned land there, which they either developed themselves or sold off as house lots to buyers. Some property owners, such as the Merriam family and innkeepers Cowee & Hathaway, were the owners of the property on either side of Central Street when it was put through. They seem to have been responsible for some of the earliest subdivision here. However, tax records suggest that other persons may have bought up parcels of land on speculation, later profiting in its subdivision for housing. Some who appear to have bought and sold land for development in this neighborhood during the mid-19th century are Nathaniel Lynde, Edwin B. Taintor, Joseph E. Cutler, Pliny Cutler, Charles Cutler, G. W. Lincoln, Alanson Hamilton, and George Crowell. Some of these men may already have owned land in the area at the time of the arrival of the railroad. The railroad bought land from Lynde, Taintor, and one of the Cutlers. Nathaniel Lynde also sold several lots of land to buyers in the area immediately around the railroad from as early as the 1840s through at least as late as the 1860s. Some of these men also seem to have built houses on speculation. For example, Alanson Hamilton was taxed in 1850 for five houses and one barn in the village and for one-third of a store at the railroad. He, either alone or in partnership with others, must have been responsible for building up parts of the developing area.

It seems likely that Mechanic Street was laid out as a residential subdivision. Because the houses on that street were all originally nearly identical, it is tempting to believe that they were built as a subdivision by a single developer. In 1848 storekeeper J. L. White was taxed for one half of the "Howland place" and one half of five new houses, suggesting that he may have been involved in the subdivision of the Howland property. Southworth Howland, inventor of a wooden leg, a wooden hand, and a patent churn, is presumed to have been the previous owner of the property referred to. He was taxed in 1841 for a house, barn, and a six-acre home lot, but moved to Worcester in 1844. In 1851 White's business partner, Alanson Hamilton, sold the Howland House, 16 Milk Street (Map # 4), immediately north of the Mechanic Street row of houses, to Levi Ross with only one acre of land. It is supposed that the Mechanic Street subdivision was built upon the part of the remaining Howland acres that were not sold to Ross in 1851.

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George Crowell

George Crowell (1823-1870), the original owner of the Wickaboag Hotel, and his family were influential in determining the settlement patterns on Sherman Street and also the development of parts of Front and Milk streets. In 1848 Crowell bought from Elbridge Sibley a house, barn and blacksmith shop on Milk Street, apparently the property of the present Crowell-Bragg House, 26 Milk Street (Map # 11). A few years later, in 1852, he bought from Pliny Cutler a contiguous 4¼ -acre tract of land, bounded on the west, south, and east by Milk, Front, and Central Streets. In about 1854 he built the Wickaboag Hotel (Illustration # 10) on part of that property, on the corner of Sherman and Central streets. Sometime before 1855 he moved a building to be used as tenements to 34 Milk Street (Map # 13, immediately south of 26 Milk Street). Around 1860 he seems to have begun developing Sherman Street. In that year he sold to his wife's father the lot for the Daniel Thurston House, 10 Sherman Street (Map # 15, Photo # 5). The Thurston deed shows that by that date he had already subdivided and sold off the lot next door for the Sanford Adams House, 14 Sherman Street (Map # 14, Photos # 5 & 7). Around this time, or possibly as late as 1865, he built a house for himself, the George Crowell House, 65 Central Street (Map # 18, Photo # 5).

A street running north-south between Sherman and Front streets is shown in front of Crowell's house on the 1870 map, suggesting that further subdivision of the land was being planned. However, that street was never actually put through as a public way and the land where it was to have passed was sold in 1872 to Philip M. Butler, track master for the railroad, together with the Crowell house and the lot fronting on Central Street. Thus, the Crowell House maintained its Central Street frontage. Even today it still has a large front lawn, somewhat unexpected in this neighborhood of smaller lots. The western section of the Crowell house lot extended all the way to Milk Street in 1870 and included the southeast corner of Front Street. But by 1872 the Crowells had already sold off that back section. Sometime between 1872 and 1885 the Louvill W. Ford House, 44 Milk Street (Map # 19, Photo # 7), was built on that lot.

By the time of George Crowell's death in 1870, several other previously undeveloped pieces of his "Cutler" lot had been sold off or developed. The 1870 map shows a store on the site of the present Harriett H. Crowell House, 12 Front Street (Map # 20), and a livery stable standing behind it. Although it may still have belonged to Crowell in 1870, the livery stable (no longer standing) had become the property of James Dillon by 1872. By 1870 the vacant lot on the south side of Sherman Street in front of the Wickaboag Hotel had been sold to O. P. Maynard, whose house then stood across the street on the east side of Central Street (site of the present Brookfield Machine parking lot).

After George Crowell died, his widow Harriett, sold the house where she and her husband's mother, Sally R. Crowell, were apparently living. Where the store had been on Front Street, she either built a new house or converted the existing building to a dwelling for her own home. Working as a dressmaker, she lived in that house until she died about 1914. Her daughter, Harriett Crowell Jones, lived there for many years afterward.

Excavations on the grounds of the new Town of West Brookfield Senior Center in August of 2003 turned up a brownstone monument at the corner of Front and Central streets (Map # 21, Illustration # 11). With one corner chipped off and lost in the excavation process, this stone is inscribed "Crowell Corn____" (Crowell Corner?). It appears to have been the base of a larger monument, possibly with an urn or some other decorative element resting on top. At the time of this writing, this archaeological "find" is stored in the yard of the Town of West Brookfield Department of Public Works across the street. The West Brookfield Historical Commission is researching the history of the monument and may restore it to its original location. Considering the important role the Crowell family had in developing this section of West Brookfield, the return of the monument to its original site would be particularly appropriate.

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Town Hall at the Head of Central Street

Central Street achieved new status, both visually and symbolically, when the West Brookfield Town Hall, in the West Brookfield Center HD) was built on Main Street in 1859. Set at the head of Central Street, with its main façade facing south in the direction of the depot at the opposite end, the situation of the new town hall recognized the important role of the railroad in the life of the community and the in growth that was then taking place around it. This orientation must have given further impetus to development south of Main Street.

Population Growth and Development South of Main Street

The mid-19th century was a period of increasing population in West Brookfield. In 1850 the count was 1,344. Between 1855 and 1870 it climbed from 1,364 to 1,842. Between 1855 and 1870 the development in the area south of Main Street doubled. During this period the most upper class residential neighborhood in the town center continued to be the area around the common near the Congregational meetinghouse and along Main Street. The various streets in the neighborhood south of Main Street were developed during the mid and late 19th century as the homes of business owners, boot manufacturers, storekeepers, blacksmiths, a tinsmith, a hotelkeeper, railroad workers, and boot and corset workers. Between Main Street and the depot new, mostly middle class, dwellings were built, interspersed with small factories, along Central Street between the town hall and the railroad station. Secondary streets were also built up with smaller dwellings, some with associated artisans' shops. Front and Ware streets and Railroad Avenue, paralleling the tracks on the north and south, were dotted mostly with small working class cottages.

To accommodate the growing residential neighborhood south of Main Street the Town opened a public school there. According to Grace Wilbur's "School History" notes, classes were first held at the Barnes-Holmes Heel Shop, 34 Milk Street (Map # 13). She does not say at what date they began or for how long they were held there. In 1876 the Town built its own school building on the site of the present Richard Frew House, 25 Milk Street (Map # 3), at the corner of Milk and West streets (Illustration # 12). Named Milk Street School, it was built on land acquired by the Town from Augustus Makepeace. This school served the children of this area until March 3, 1953, when students were transferred, with their belongings carried in paper bags, to a newly built school on North Main Street. The Milk Street School was sold at auction in July of 1953 to Richard Frew with the understanding that it be dismantled within 90 days. The building was taken apart and never rebuilt. In the 1980s Frew built the house that now stands on the site. Both of the Town's two center schools were decommissioned with the opening of the large new 1953 elementary school and sold at auction. Neither building still survives.

IRISH SETTLEMENT NEAR THE RAILROAD

With the arrival of the railroad, Irish immigrants were among the new families who came to town. Several of the town's earliest Irish settlers chose West Brookfield as their home after having worked as laborers building the Western Railroad through the Brookfields in the late 1830s. Another group arrived a short time later as a result of the exodus from Ireland caused by the Great Famine of 1845-1850. Many of the small working class cottages built on Railroad Avenue, Front, and Ware streets were owned by Irish families from the 1850s through the early 20th century. Several of those families had associations with the railroad. Others were shoe workers or laborers. According to Prof. O'Day:

Streets near the railroad -- Front Street, Railroad Avenue and Ware Street -- were a veritable Irish Catholic ghetto for two or three generations. Over 70% of the households on those streets were Irish or Irish-Americans in 1880, and a parcel of land on Ware Street enjoyed tax exemption as "church land," as the planned future site of a Catholic church.

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Despite this concentration of Irish families near the railroad, the town's Irish were also scattered elsewhere through the town. Some lived in enclaves on lower Church Street (known as "Galway") and in an area extending from Winter Street to lower Foster Hill Road. Others settled on farms in outlying sections of town, including Wickaboag Valley and Ragged Hill.

Until 1892, the town's Irish Catholics had no official house of worship. As early as 1870, land on the north side of Ware Street (just outside the Center Historic District expansion area) had been set aside for a future Catholic church. But many years passed before a church was actually built. The site finally selected was not the lot on Ware Street. Instead, it was at the heart of the town center, just east of the southeast corner of Main and Milk streets (in the existing West Brookfield Center NR Historic District).

Until a Catholic church was built, services were held in private homes or rented space. Prof. Edward O'Day, a descendant of both the Lynch and O'Day families of West Brookfield, writes:

...according to family tradition, in the years before the arrival of a resident pastor in Brookfield in 1885, priests on monthly mission would begin the weekend liturgy with Saturday night confessions heard in the [Michael] Lynch home. Sunday Mass, probably at first also offered in private homes, was later regularly conducted in the Town Hall until the present church (Sacred Heart) was completed in 1892.

The home of Michael Lynch (the Lynch-O'Day House), where Saturday confessions were heard, still stands at 29 Ware Street (Map # 50, Photo # 8). Lynch and his wife, Ann (Dalton) Lynch, were living in this house as early as about 1858-1860.

The Irish were West Brookfield's chief immigrant group during the mid-19th century, amounting to 12.5 percent of the total population at that time. Prof. Edward J. O'Day's brief unpublished history of the early Catholic church in West Brookfield notes that the 1880 federal census reported over 22% of the town's population as Irish or of Irish-born parentage. French Canadians were the second most numerous immigrant group in town. In 1880, 3.5% of the town's inhabitants were listed as being of French Canadian stock. It is estimated that by 1889 there were as many as 75-80 Catholic households in West Brookfield. This number included both Irish and French Canadians and, possibly, a small representation of other nationalities. The largest number was Irish.

THE RAILROAD AND ECONOMIC GROWTH

Towns and villages all along newly built 19th century rail lines profited from their link with the wider world. Local industries and agriculture thrived as a result of faster and more reliable transportation and the availability of a wider market. As the railroad opened a national market to New England, it stimulated the region's manufacturing economy and led to the growth of diverse and flourishing industries. Small farmers could be more independent in how they traded their produce. They no longer had to depend on the local storekeeper as middleman, since they could now bring or ship goods to market themselves. Railroad links to the agricultural western states ultimately lowered the cost to consumers of certain products, especially grain and flour.

Commercial and Industrial Development Near the Railroad

In West Brookfield the area south of Main Street was built up with the dwellings of a growing population while it also attracted businesses that depended upon the railroad.

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Travel-Related Businesses

Some of the earliest businesses to locate in the area near the railroad seem to have been travel-related businesses, such as livery stables, stage coach lines, and a hotel. None of the buildings of these enterprises still survive.

Hotel

The Wickaboag Hotel (no longer standing) was established by George Crowell and opened in about 1855. It stood on the north side of Sherman Street near the corner of Central Street on the site of the present house at 63 Central Street (Map # 17). The main façade of the hotel would originally have been visible from the passenger depot, since there was little development between Sherman and Front streets. At first, a large lawn in front of the hotel extended all the way to Front Street. As late as 1870 this open space provided a vista from the depot to the main façade of the gracious 2½-story, Greek Revival style hotel with a monumental colonnade across its front. After the death of George Crowell in 1870 William Thompson operated the hotel until the building was destroyed by fire in the late 1880s.

Livery Stables and Stagecoach Lines

Passenger traffic encouraged the location of livery stables and stagecoach lines near the railroad station. A livery stable was kept at the Wickaboag Hotel (see barn in Illustration # 10). After the hotel burned in the late 19th century, the W. A. Marcy House, 57 Central Street (in the existing West Brookfield Center National Register Historic District) was built on the site of the hotel livery.

As early as 1870 an Irish immigrant, James Dillon, kept a livery stable in a barn (no longer standing) behind what was then a store on Front Street. The business continued through the end of the century at that same location, even after the store was replaced with the Harriett Crowell House, 12 Front Street (Map # 20). A part of the stable can be seen behind the house in Illustration # 8. The site of the barn is the back yard of the Crowell House.

There were several stagecoach lines that took railroad passengers to destinations in nearby towns. For example, an 1857 rhyme, quoted in the unpublished paper, "Industries of West Brookfield", mentions two stage lines in operation at that time: "Wesson's commutation goes through Hardwick, daily line/Sedgewick thru snows takes you to Ware on time." As early as 1855 Wesson & Philips had its office and barn (neither still standing) at the northwest corner of Ware and Milk streets (just outside the historic district opposite the present location of the 1847 Western Railroad Passenger Depot).

Other Businesses

A growing economy helped promote other development south of Main Street during the mid- and late 19th century period. Several industries that were facilitated by the railroad were established at this time:

Agricultural Products

The town's agriculture, mostly dairy and meat production, evolved during this period as the most prosperous and most commercial agricultural economy in the Brookfield region. Compared to other towns in Worcester County, West Brookfield was exceptionally strong in dairy production. Industrially produced condensed milk and cheese became important commercial items for the town. The availability of railroad transportation encouraged the economic success of these businesses. According to a description of the town's economy in 1889, West Brookfield's "product of butter and cheese for distant markets is by no means insignificant." The condensed milk factory, which was operating as early as 1870 and burned in 1910, was located, convenient to shipping by rail, a short distance south of the railroad depot, (just

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outside of the historic district expansion area, on the south bank of the Quaboag River). The street leading from Main Street to the milk factory took the name Milk Street.

The railroad also benefited George S. Jennings, who is said to have had the most extensive greenhouses between Boston and New York located behind his house on West Main Street (just west of the western boundary of the existing West Brookfield Center Historic District). Roses were his specialty. According to Anna Carter's paper "Industries of West Brookfield," he shipped flowers to Boston and New York by train. His rear property line bordered the north side of Ware Street, opposite the historic district expansion area. There he carried on a thriving florist business, apparently from before 1870 to the time of his death, about 1885. Mrs. Jennings continued the business afterward and was listed as a florist in the 1892-1893 Worcester County Register, a directory for West Brookfield and other county towns.

At the same time that agricultural products were being shipped by trains from West Brookfield to the wider world, another agricultural product, grain, was brought in by rail. Research has not shown where grain was stored before 1884. However, from 1884 through the mid-20th century grain arriving by rail was stored in the old 1847 Western Railroad Passenger Depot, at its present site at 81 Ware Street. That business was operated by R. K. Makepeace through some time in the 1890s, then by T. E. Gould until about 1902, by W. R. Traill through about 1913, and then by the Cutler Company through 1966. The Cutler Warehouse at 5 Railroad Avenue, Map # 40, was built in about 1914 by the Cutler Company. The Cutler Company's operations were apparently extensive by the mid-20th century. Two Cutler Shed buildings, which nearby on the east side of Old Long Hill Road (Map # 37), built in 1936, seem also to have been associated with its operations, which included the sale of grain, fuel, and lumber. A sign still attached to the track side of the Western Railroad Freight House, 14 Freight House Road (Map # 32), indicates that it too housed Cutler's operations.

Artisanal Products

Manufacturing increased in West Brookfield during the mid-19th century. During this period the town's small scale artisan-based production included: hatmaking, currying, saddlemaking, harnessmaking, and the production of trunks, sleighs, wagons, chairs, cabinetware, axe handles and other wooden tool parts, and tinware.

In 1870 a currying shop was in operation opposite the railroad freight depot in the approximate location of the Risley Monument Building, 17 Railroad Avenue (Map # 33). It is possible that the Risley Monument Company, which was in business there in the 1880s and 1890s, occupied that earlier building.

Other handwork was carried out in sheds and outbuildings associated with the homes of the artisans themselves. Although, for the most part, the outbuildings where this work was carried out no longer survive, the following listing is included because it reminds us of the commercial life that was once associated with the dwellings that still stand at those locations. A blacksmith shop and a tin shop (no longer standing) are known to have been in located on either side of the Carleton Cushman House, 9 Mechanic Street (Map # 10), in 1870. A blacksmith operation was carried on here by George W. Bliss (b. 1826), who lived across the street at 14 Mechanic Street (Map # 6). He is known to have been at this location from as early as 1855 until 1857 or later. His blacksmith business was continued at this same location through the end of the century by his son, Albert W. Bliss, who lived nearby in the former Methodist Parsonage, 17 Milk Street (Map # 1). Anna Carter's notes refer to a wheelwright shop operated by Mr. Cushman, mentioned above, in the basement of his house at 9 Mechanic Street (Map # 10). Although she gives no date, Carleton Cushman owned the house from as early as the 1850s through 1870 or later. Miss Carter also mentions Mr. Nolan's blacksmith shop on Sherman Street in about 1895. A blacksmith shop behind the Jackson-Nolan House, 8 Sherman Street (Map # 16), is shown on the 1885 map but was no longer existing in 1898.

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In the 1890s Addison Beals occupied a small building (no longer standing) immediately east of the house at 9 Mechanic Street as his tin shop. That building is known to have been a tin shop as early as 1870, however it is unclear who was the tinsmith at that time since the map shows no ownership of the property. In 1857 the shop at this location belonged to Senate Johnson, who then lived across the street in the Johnson-Allen House at 8 Mechanic Street, Map # 9. Anna Carter's notes credit Johnson with making axe helves, whip stalks, bows, and handles for rakes. It is not known if he carried on his trade in the former tin shop or at his house.

Harriett Crowell, the widow of George Crowell, was a dressmaker. An old photograph of the house at 12 Front Street (Illustration # 8) where she lived after the death of her husband, shows her "dressmaker" sign on the building. She was one of two dressmakers listed in West Brookfield in the 1892-1893 Worcester County Register.

Before the Civil War many West Brookfield people did boot and shoe hand outwork at home. During this early period most elements of the boot and shoe making process were hand processes and it was not unusual to find shoe bottoming shops behind houses in town. Many local shoe workers were employed by the Batcheller Company in North Brookfield. In 1833 and afterward, shoe manufacturing companies were also established in West Brookfield.

Anna Carter listed in her notes fifteen West Brookfield boot shops that she was aware had existed. Two were in the historic district expansion area. One was at the Johnson-Allen House, 8 Mechanic Street, where Joseph W. Allen lived in the 1870s and 1880s. This shop was apparently no longer standing in the 1890s. The 1870 atlas map shows three shoe shops apparently all owned by Dennis Fay and associated with the Dennis Fay House, 57 Ware Street (Map # 44, Photo # 9). A small one-story building attached to the rear of the Fay House may be a former shoe shop. Another of those shoe shops may be a small one-story outbuilding on the property of the J. Kearns House, 59 Ware Street (Map # 45, Photo # 9). A former shoe shop said to have been moved from Ware Street (possibly one of Fay's shops?) now stands at 49 Central Street in the existing West Brookfield Center Historic District.

Manufacturing

Boot and shoe manufacturing and corset making were the town's two most important industries during the second half of the 19th century. Several boot factories and a corset factory were located south of Main Street near the railroad, convenient to shipping. With the decline of the shoe industry in the 1890s the manufacture of sporting goods, fishing rods, and toys was carried on here in the same buildings through the 1920s-1930s. Many who lived in the neighborhood were employed in these factories.

Most of the buildings where 19th century manufacturing was carried out are no longer standing. However, these industries and the locations of the buildings where manufacturing took place are described here because of their associations with those who lived in this neighborhood and because of their roles in the physical development and economic history of this section of West Brookfield.

Boot & Shoe Making

Shoemaking, mostly for the southern trade, flourished as the town's major industry before the Civil War. After the town recovered from the blow to the shoe market caused by the war, several new shoe factories were established using more industrial methods than before. In the late 1880s West Brookfield's five shoe factories employed about 200. During this latter period, boots were made for the western market. The industry faltered at the end of the 19th century and was replaced in importance by corset manufacturing.

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According to local histories, West Brookfield's first manufacturer of boots and shoes was John M. Fales, who began operation in 1833. The company remained in business until 1892. The factory, taken down in 1905, was located at 11 East Main Street in the existing West Brookfield Center Historic District. A number of other boot and shoe shops were scattered through the town center during the last three quarters of the 19th century.

In 1870 two boot factories were in operation on Central Street near the railroad. Neither building still stands today. One, owned by Lemuel Fullum, stood north of his house at 49 Central Street (in the existing historic district). That factory, which had been established before the Civil War, burned in 1882 and was not replaced. The other, the Smith & Dane Boot Factory, stood on the site of the present Brookfield Machine and Tool Company factory (Map # 22), near the corner of Central and Front streets. When the Smith & Dane factory burned in 1886 a new factory building, occupied by McIntosh & Company, manufacturers of boots and shoes, was built on the same site. McIntosh was still in business in 1898.

The Henry & Allen Boot Factory (later Allen & Makepeace) (no longer standing) was built in 1873 on the southwest corner of Central and Front streets. It continued in operation there until about the 1890s. After standing vacant and then being used for storage for many years, the building was demolished in 1936 to make way for the Town of West Brookfield Town Barn (see Illustration # 5a). On that site the West Brookfield Senior Center (Map # 21), is currently under construction.

Another boot and shoe factory was opened in 1874 by J. L. Wood (also on the site of the present Brookfield Machine and Tool factory) immediately north of Smith & Dane and later McIntosh. Over time, this building was occupied by Wood & Savage, M. J. Savage, then Savage & Burke in 1885. Savage & Burke was apparently out of business by 1896, when the building was shown on a Sanborn map as "vacant."

No longer serving their original purposes, the McIntosh and Savage & Burke boot factories were adapted in the early 20th century for the manufacture of fishing rods by the Standard Fishing Rod Company. The McIntosh Boot Factory later was used as a chair factory, a toy factory, and a slipper factory. It was demolished in 1937. The Savage & Burke factory was bought in about 1948 by Brookfield Machine and Tool Company and adapted for use as its factory. This company was established by J. Irving England and partners to supply machine parts to area mills and to design and develop special parts to order. The company expanded quickly and before 1951 additions were made to the old building. Late 20th century expansion led to the demolition of both the original building and these later additions to make way for the entirely new building, which now occupies the site.

Heel Shop

Another manufacturing activity, associated with the boot and shoe industry, was also carried out in the neighborhood south of Main Street. A heel shop, where heels for boots and shoes were made, was in operation at 34 Milk Street (Map # 13), from 1870 or earlier through as late as 1892. In 1870 this building was occupied by S. L. Barnes & Son Heel Factory. Barnes joined in partnership with Philander Holmes in about 1873, operating as Barnes & Holmes. In 1875 Holmes bought out Barnes and conducted the business on his own until as late as 1892. Holmes still owned the property in 1898, but it was apparently being used as a dwelling at that time. It is said that in the 1890s tinsmith Addison Beals was living here.

The heel shop building was moved to this site in the early 1850s, apparently by George Crowell, who was shown as the owner on the 1855 map and who owned the house next door at 26 Milk Street, Map # 11. The building that stands here today is somewhat altered from its 19th century appearance. Originally a 2½-story (continued)

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structure (Illustration # 6), it suffered a fire in about 1969, which destroyed the upper floors. The present first floor door and window arrangement closely reflects that of the pre-fire building. The present gable-front design also follows the lines of the original, although the eaves are not as broad and the trim is much simpler.

Believed to have been built before 1771, this building originally stood at 84 East Main Street (outside of and to the east of the center National Register historic district). In the 18th century it served as Pritchard's Tavern. In the early 19th century it was the home of Congregational minister, Ephraim Ward. Before its move to Milk Street, the building had been subdivided and used as three tenements by cobbler, Patrick Bradley. It is supposed that it was moved to its present site in the early 1850s. After the move, it continued to be used as tenements. In addition, the West Brookfield Methodist Episcopal Church, established in 1851, was using part of the building, possibly the upstairs, for religious services in 1855 when Crowell sold the property to Alanson Hamilton. It is unclear how long the Methodist Society continued to use this space. In 1859 the congregation acquired a church building on West Main Street (now George Whitefield United Methodist Church in the existing center National Register historic district). The building is also said to have housed a town public school before the construction of the Milk Street School in 1876.

Corset Manufacturing

Charles H. Jackson established a corset factory in 1869 opposite the railroad passenger depot in a store building on the site of the Harriett Crowell House at 12 Front Street. The business expanded into a larger building (no longer standing) built in 1870 to house the growing business on Central Street (Illustration # 5, top). The new factory stood south of the Smith & Dane Boot Factory, on what is now the property of Brookfield Machine & Tool Company (Map # 22). By 1875, 73 women and girls and 7 men were employed there. In 1886 a terrible fire destroyed the building, Mr. Jackson's home next door, and the Smith & Dane boot factory too. After the fire, corset manufacturing was carried on in the Town Hall until 1894. A new factory was built in that year at 34 Pleasant Street (in the existing National Register district) after the formation of the Quaboag Corset Company as the partnership of C. L. Olmstead, John G. Shackley, and William P. Garrett. At the peak of the company's production it employed 250 hands, many of whom lived nearby. Although boot manufacturing declined at the end of the century, the corset company flourished and was further expanded with an addition to the Pleasant Street factory in the early 20th century. Corsets were made there until the factory closed in 1922.

Other Manufacturing: Toys and Yeast

The Precision Wire Shapes Company Building, 11 Long Hill Road (Map # 39, Photo # 4), located immediately south of the railroad tracks, is said to contain within its present exterior part of an earlier building. A wood building is believed to have been built on this site before 1920, possibly by the Cutler Company, dealers in grain, coal, and lumber, which also operated the nearby 1847 Western Railroad Passenger Depot as a grain warehouse. Because of its 20th century date, no easily available maps have been found to show its original size or plan. There is no published West Brookfield history for this period either. During the 1920s Leon Thompson, of the Little Giant Toy Company, owned the building. It is unclear whether or not toys were ever made here or whether the building was used simply for the company's storage. The toy company factory may have been located on Central Street in a former boot factory on the site of the present Brookfield Machine and Tool Company building. The Gavitt Wire Company, founded by Lester Gavitt and now operated in Brookfield by the Chesson family, manufactured wire in the building from about 1923 to 1928. In 1929 Leon Thompson sold the building to the Varnum Yeast Company, owned by Elmer Varnum, for the manufacture of yeast. With a turnover in management, the name was changed to Capitol Yeast Company in about 1938. At about that time a masonry addition was made to the wood building. Associated with the yeast factory at later stages of its history were Charles Newton Prouty and Edmund Kitzmeyer. In the 1960s Mr. Kitzmeyer was in charge of its operations. The company sold out to Federal Yeast of Baltimore in the late 1960s and yeast production at this location ceased. The building was sold in 1970.

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Precision Wire Shapes Company began manufacturing here in the early 1970s. In about 1984 part of the old factory was demolished to make way for the present building, presumably incorporating the 1930's masonry section into the present building.

Changing Times: The Boston & Albany Railroad

In 1867 the Western Railroad and the Boston & Worcester Railroad were consolidated as the Boston & Albany Railroad. The merged companies then became the commonwealth's single wealthiest and most powerful corporation. Even by that date the railroad had already made a contribution to the evolution of business in this country by becoming the first American railroad to professionalize its management.

In 1884 the Boston & Albany Railroad built a new stone passenger station in West Brookfield. The Western Railroad had built the town's earlier two stations, the first West Brookfield passenger depot of 1839 and the passenger depot and freight house of 1847. As part of the 1884 project, the old 1847 station was moved to its present site and sold to a private party to serve as a commercial grain depot.

In 1900 the New York Central Railroad took a 99-year lease on the Boston & Albany. In the face of the construction of much longer new railroad lines across the country by that time, this arrangement extended the influence of these two shorter lines. The two railroads functioned cooperatively under this agreement, somewhat as the Boston & Worcester and the Western had before their merger as the Boston & Albany.

The high point in both passenger and freight business on the Boston & Albany was 1920. By the mid and late 1920s, as the automobile and gasoline-powered buses and trucks became increasingly popular, both the number of passengers and the amount of freight began to decrease. Railroad passenger service ceased in West Brookfield in the mid or late 1950s. Railroad service in the United States changed greatly after World War II as widespread automobile ownership and, later, a growing interstate highway system made travelers increasingly independent of public transportation. Not only did passenger use plummet, but trucking on an improved highway system also cut the amount of freight handled by railroads during this period. As a result, American railroads saw major reorganization in the 1960s and 1970s. The New York Central and the Boston & Albany became part of the Penn Central Railroad in 1968. In turn, the Penn Central was taken over by Conrail in 1978. That line has been operated by CSX since it took over from Conrail in the 1990s. The single track that now runs along the line at West Brookfield testifies to the limited use of this route today.

The Passenger Depot and Other Railroad Buildings

Today no railroad-related outbuildings survive on the station grounds. However, study of historic maps and old photographs shows how the station grounds have changed over time. The 1855 map of West Brookfield is the earliest to show railroad buildings. In it the 1847 passenger depot and freight house are in place, with the Gothic Revival style depot standing on the site of the present 1884 station. Development in the immediate vicinity of the depot at that time was limited almost entirely to buildings built by the railroad itself and there was still little residential or commercial development south, east, or west of the station and freight house.

Several buildings, shown but not named on the 1855 map, are identified on the 1870 map. East of the depot on the north side of the tracks was a water tank. On the south side of the tracks there were, west to east, an unidentified railroad building, a warehouse, and the freight house. Further east were wood and coal sheds. There were three in 1855 and four in 1870. A long unidentified building, possibly a warehouse, seen west of the depot on the 1855 map no longer existed by 1870.

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Due to practical needs, the number and placement of railroad-owned buildings in the West Brookfield Railroad District changed gradually over time. However, major changes in the placement of railroad-owned service and warehouse buildings occurred at the time of the construction of the new passenger station in 1884. In the 1880s there was a change in the railroad's philosophy, which resulted in a conscious effort to place warehouses and service sheds away from the station and freight house. Although no documentation has been found to verify the railroad's actual planning goals for West Brookfield, physical evidence corroborates what is known about the beautification and marketing efforts of the Boston & Albany during the 1880s & 1890s.

After the construction of the 1884 station, between 1885 and 1898 railroad buildings on Front Street just west of the station were removed. By 1898, this Front Street area had become part of the landscaped station grounds. At that time, the 1847 Freight House stood (just as it does today) on its original site on Freight House Road, on the opposite side of the tracks from the passenger depot. A large railroad service or warehouse building (no longer standing) also stood a good distance away from the station, east of Long Hill Road on the south side of Freight House Road. A short distance east of it was a cluster of small buildings belonging to a private enterprise. One of them appears to have been the two-story portion of the surviving Charles Risley Monument Works Building, Map # 33.

In about 1891, a portion of Long Hill Road was rerouted and a bridge over the tracks was constructed there. This effort not only eliminated the grade level crossing of the tracks but also assisted in the beautification of the station grounds. What is now known as Old Long Hill Road was by-passed and a new parallel road was cut through from Front Street. The new route extended southward to pass over the newly constructed railroad bridge and rejoin the older route further south. This route was cut through in such a way as to provide a site for railroad service and storage buildings to its west. The rerouting of the road allowed the placement of railroad-related buildings on both sides of the tracks to the west of the station, while keeping them hidden from the station grounds. Today no railroad-built buildings survive in this section, bounded by Front Street, Milk Street, Long Hill Road, and Old Long Hill Road. Oil distributor buildings stand south of the tracks (Map # 37) and a Town storage yard (Map # 34) occupies the area north of the tracks. With the rerouting of Long Hill Road, this section and the area west of it became a segregated warehouse-commercial area where not only railroad buildings but also buildings that served private warehouse and commercial purposes were built.

Apparently as part of this effort to divide passenger services from freight and commercial services, the old 1847 passenger depot was moved away from the passenger area with the construction of the new station in 1884. It was relocated to the corner of Ware and Milk streets (Map # 41) where it was converted to use as a commercial grain warehouse. It now serves as the headquarters of an oil distributor. As early as 1885 another grain depot was standing on the site of the present building at 5 Railroad Avenue (Map # 40).

Yet, despite beautification efforts to the area around the passenger depot, certain practical features still prevailed. Water tanks flanking the station can be seen on 1889 and 1898 maps. In fact, until the railroad converted to diesel locomotives in the 1950s, water tanks were necessary to replenish the tanks of the steam engines. A pair of water tanks and an adjoining shed on the east side of the station can be seen in Illustration # 13 in the late 1940s in use at West Brookfield. None of these structures survive. Neither do any other related structures seen on historic maps or in old photographs. The only railroad-built buildings still standing in the area today are the 1847 passenger depot, the 1847 freight house, and the 1884 passenger depot.

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Mid- and Late-20th Century Changes Around West Brookfield Station

The railroad's mid-20th century conversion from steam to diesel engines led to changes in the yards around West Brookfield station. The last steam locomotive made its run on the line between Boston and Albany on April 17, 1951. After that date, the Boston & Albany Railroad (and its parent company the New York Central) operated solely with diesel engines. The advent of diesel powered locomotives meant greater ease of operation and a large saving on the cost of equipment, operation, and maintenance. Fewer diesel locomotives were required and fewer employees were needed for daily operation. With steam, stops had been required to replenish water and coal at intervals along the route. On long distance routes, such as from Boston to Chicago, several steam engine changes were also needed. With diesels interval stops were necessary only for crew changes. Conversion to diesel engines had an effect on the types of structures found in the yards of railroad stations all along the route. With the elimination of steam engines, water towers and coal pockets were soon removed. At West Brookfield, a water stop before the conversion, the water towers were torn down.

The present Long Hill Railroad Overpass bridge, resting on the 1890s abutments of the earlier bridge at this site, is a 1955 remnant of the New York Central era. It replaced the original 1890s light truss bridge at this location, which was demolished when it was struck by a train loaded high with automobile frames (see Illustration # 4). The present bridge is an altered example of the relatively common plate-girder-and-floor-beam structural type. It is one of some 400 bridges and culverts of this type that were included in the Massachusetts Highway Department database in 1993. Moved here from another site, this is a much older bridge -- actually built in 1924. It was shortened on its northern end to adapt it to the present location. In 1988 the structure was again altered when it was raised (and its knee braces shortened?) in order to provide room for the taller modern railroad vehicles that now pass beneath it.

ARCHITECTURAL SIGNIFICANCE

RAILROAD BUILDINGS

Of particular note within the West Brookfield Center Historic District expansion area are two railroad passenger stations and a railroad freight house representing important stages in the development of American railroad architecture. The 1847 Western Railroad Depot and its freight house are rare survivors from what can be considered the early stage of American railroad station construction. The 1884 Boston & Albany Railroad Passenger Depot is an excellent early expression of the mature late 19th century stage.

The 1847 West Brookfield Western Railroad Passenger Depot, 81 Ware Street (Map # 41, Photo # 1), and the Western Railroad Freight House, 14 Freight House Road (Map # 30, Photo # 2), of the same date, rank among the earliest railroad buildings recorded in the files of the Massachusetts Historical Commission. The importance of these buildings also appears to extend beyond the boundaries of the state. According to Great American Railroad Stations by Janet G. Potter, the 1847 West Brookfield passenger station also "may be one of the oldest depots left in the United States." If this statement is accurate, it is likely that the West Brookfield freight house is also one of the nation's earliest railroad buildings. In addition to being notable for their age, both buildings are significant for the good state of preservation of their exteriors. The survival of both 1847 buildings is particularly noteworthy, considering the small number of railroad buildings surviving at all from such an early period both in Massachusetts and across the country.

Early Railroad Buildings in Massachusetts and the United States

There are as many as six surviving pre-1847 railroad passenger stations listed in the Massachusetts Historical Commission's MACRIS files. Three were built for lines other than the Boston & Worcester or Western railroads. The earliest, in Andover, dates from 1835, the same year the state's first railroads were opened for service. It is described as

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having “no style” and its present condition is not known. The other two include a drastically altered depot in Auburn (1838) and a small, well preserved octagonal, gazebo-like, Gothic Revival style station in Belmont. Although it began serving as a railroad station in the 1850s, the Belmont station was originally built about 1840 not as a railroad building but as a private one-room school house.

The earliest Western Railroad passenger depot still standing in Massachusetts may be the Greek Revival style Warren Passenger Depot (1839) (MHC Warren inventory form # 140), also illustrated in Rail-Road Charts, Illustration # 9a. Moved from its original location and converted to use as a dwelling, it now serves as a two-family house. Three other early Western Railroad depots, in Cheshire (MHC # Cheshire, A/44), Hinsdale (MHC # Hinsdale, 112), and Chester, Massachusetts, are thought to have been erected in 1841. These stations, plainer versions of the Gothic Revival style than the West Brookfield depot, are similar to one another (Illustration # 15). These less style-conscious stations may be among the earliest examples of this popular Gothic-inspired design, which was widely used on the Western Railroad line and on its affiliated branch lines for years afterward. Current research has not discovered the reason why the version of Gothic Revival used at West Brookfield was chosen here over the simpler version. It is supposed that as a station that was important as a refreshment stop and as a freight hub, it was thought that its architecture should be more stylish and distinctive.

Illustrations published in Bradbury & Guild's Rail-Road Charts: Number I Boston to Albany give an idea of the stations that stood along the Boston & Worcester and Western Railroad lines in 1847. Intended to help passengers enjoy what they were seeing as they traveled along the routes of these two railroads, the guidebook illustrated landscapes, bridges, and buildings of particular interest. Many, but by no means all, of the stations between Boston and Albany were pictured in wood engravings. Most of the illustrated passenger depots are shown as relatively small and built of wood. Some on the earlier Boston & Worcester arm of the route appear as unassuming barn-like structures with wide bracketed overhanging eaves along the sides. But more stylish and imposing stations on both the Boston & Worcester and Western lines are also included. Several of the Western Railroad stations pictured in the book are Greek Revival in style. Some are Gothic Revival and others are Egyptian Revival.

Of all the buildings illustrated in Rail-Road Charts, the West Brookfield station and its brick freight house are among only a very few that are still standing today. An excellent view of both buildings (Illustration # 1a) is included in this publication, which was issued at just about the time they were built. Two other Western Railroad passenger stations of the same Gothic Revival style design as the West Brookfield station are also illustrated in the same volume. One is a smaller but nearly identical station is shown in Westfield, Massachusetts, near Springfield, (Illustration # 14a). A partial view of the depot at Palmer, Massachusetts, (Illustration # 14b) indicates that it too was of the same design. It is not known whether other similar stations might also have existed along the line. Today, the West Brookfield depot is the only example of this design known still to be standing.

Comparison of Gothic Revival Style Stations on the Western Railroad

The 1847 West Brookfield depot is more elaborate than the 1841 Gothic Revival stations in Cheshire, Hinsdale, and Chester, mentioned above. Like them, it has broad eaves supported by brackets along their sides. However, the brackets on the 1841 stations are of wood while those at West Brookfield are of cast iron. At West Brookfield the siding is board and batten, while the others have ordinary clapboard exterior walls. The Gothic-style labeled window caps and door caps seen at West Brookfield are the same as those at Cheshire, Hinsdale, and Chester, but West Brookfield's fancier upper window sash have trefoil Gothic trim decorating their tops. In place of the end porticoes of repeated Gothic arches used at West Brookfield, the earlier stations only have broad eaves on their gable ends trimmed with Gothic style stick ornament.

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No examples of the simpler version of the Gothic Revival were illustrated in Rail-Road Charts, suggesting that their effect and style may have been considered to be less picturesque and less worthy of special note than the more elaborate design used at West Brookfield.

The West Brookfield Depot and the Architectural Styles of the Day

In England and in continental Europe early railroad stations were built in a variety of styles popular at the time, including Greek Revival, Neo-Classical, Italianate, and Gothic Revival. Some early American stations were extremely plain and essentially astylistic, but as early as the 1830s and 1840s, many were being built in a variety of popular, picturesque, and exotic styles. The reason for the choice of “exotic” styles seems to have been to give railroad buildings more than a utilitarian appearance and to create a picturesque effect in the landscape.

The Greek Revival style, the style of the moment in the 1830s, was widely used for the nation’s first railroad stations. One of the earliest, the 1830s station at Lowell, Massachusetts, was Greek Revival in style and was built to look like a Greek temple. Rail-Road Charts and other sources show that several of the earliest stations on the Western line were Greek Revival. In Worcester, Massachusetts, two 1830s railroad stations -- the Boston & Worcester's Norwich Street station and the Western Railroad’s Washington Square station (Illustration # 9b) -- were Greek Revival style buildings. The 1839 Western Railroad Passenger Depot in West Brookfield’s neighbor town of Warren was one of several Western Railroad stations in Greek Revival style illustrated in Rail-Road Charts. It is likely that West Brookfield’s own first passenger depot was also in that style.

The picturesque spirit of the 1847 Gothic Revival station at West Brookfield and its look-alikes in Palmer and Westfield is clearly in keeping with its time. The Gothic style was also used in the United States for railroad stations before 1845 in Charleston, South Carolina, and in Boston (the Fitchburg station). As has been mentioned above, both simple and more elaborate expressions of the Gothic Revival style were adopted for passenger stations on the Western Railroad as early as the 1840s, with the earliest believed to date from about 1841.

The Gothic Revival style is closely associated with the history of the Romantic era and the “Picturesque” movement. Examples of Gothic Revival architecture first appeared in England in the mid-18th century in tandem with the birth of the “Picturesque,” nostalgic for the lost Gothic era past. Recognizing the role of emotions in human experience, romanticism and the philosophy of the picturesque took hold in reaction to the then prevalent Enlightenment period emphasis on rational thought. Beginning in the 1830s, influential American architects, such as Alexander Jackson Davis, Richard Upjohn, and Isaiah Rogers built churches and houses for the well-to-do in the Gothic Revival style. The 1844 publication of Andrew Jackson Downing’s architectural handbook, Cottage Residences, promoted the “Picturesque” and made the Gothic Revival one of several popular alternatives to the then all-pervasive Greek Revival style. During the 1840s and

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1850s, at the same time that Gothic Revival style railroad stations were being built along the nation's early railroads, Gothic Revival buildings, especially houses and churches, were appearing across the country. As illustrated in Bradbury and Guild's Rail-Road Charts, railroad stations in the Gothic Revival and other "Picturesque" and exotic styles built along the route of the Western Railroad have the charm and make-believe quality of follies scattered across a very large garden. In keeping with the "man vs. nature" philosophy of Romanticism, these "civilized" stations set out along the line made a striking contrast to the "wild" Massachusetts landscape, which was also abundantly illustrated in the guidebook.

1847 Freight House

From the beginning, the transportation of freight was seen as a major income stream for American railway companies. Freight houses were included in the 1830s request for proposals for the construction of railroad buildings to be built at stations along the Western Railroad. Views of the Boston to Albany route illustrated in Bradbury & Guild's 1847 Rail-Road Charts Number 1 show freight houses together with passenger depots at stops along the route. Other views of freight houses can be seen in railroad documents and other publications of the period. Freight houses shown in these illustrations are typically utilitarian buildings, either of wood or brick construction. Most are rectangular, gable-roofed buildings with broad eaves. They are set parallel to the railroad tracks and have sets of windows and loading doors on the long sides and at either gable end. Although they are generally utilitarian in appearance, some, including the West Brookfield freight house, are treated with subtle stylistic references.

West Brookfield's first freight house (no longer standing), built in 1839, was of wood construction and measured 20 x 35 feet with 15 foot posts. Its appearance is not known, although the railroad's request for proposals required that the buildings to be built on the line should be "plain". Western Railroad records for the years shortly before 1847 mention the need for larger freight facilities along the line (see above under "Need for Larger Accommodations"). The present brick freight house (Western Railroad Freight House, 14 Freight House Road, Map # 32, Photo # 2, was built in 1847 and measures approximately 50 x 150 feet. This building is one of the earliest freight houses surviving in Massachusetts. Earlier freight houses believed still to be standing in North Andover and Russell date from 1840. A freight house in Webster is dated 1845. Russell is on the Western Railroad arm of the Boston to Albany route. The other towns are on other railroad lines.

The West Brookfield freight house appears to be among the earliest surviving freight houses to be treated with stylistic detailing. Earlier identified freight houses are described in the Massachusetts Historical Commission's listing as being of "no style." The West Brookfield freight house has elements of the Greek Revival and Italianate styles in its corner pilasters, frieze, and segmental arched openings. A freight house (Illustration # 9a, no longer standing) at Warren, illustrated in Rail-Road Charts, was smaller but similar in design to the one in West Brookfield. Other later freight houses still standing on the line, such as one at Warren (circa 1860s) and another similar one at Palmer, have more distinctly Greek Revival features, with pilaster and panel treatment of their sides and corbelling at the eaves.

1884 Boston & Albany Railroad Passenger Depot

The 1884 Boston & Albany Railroad Passenger Depot, 15 Front Street (Map # 30, Photo # 3, Illustrations # 2, 2a & 3a), is of interest for its association with the important late 19th century development of the Boston & Albany line. By the 1880s, the Boston & Albany had been overshadowed by newer, larger railroads with much longer routes. To make its place in the market, the company now endeavored to encourage high volume local traffic and to create an attractive corporate image for itself. To do this, it built a series of substantial, high quality new stations and set them in carefully tended, landscaped grounds.

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During this period of image building, in the 1880s and 1890s, the Boston & Albany line became associated with the Richardsonian Romanesque style. The great Boston architect, Henry Hobson Richardson, was responsible for the earliest Romanesque style stations built on the line. The first two were designed in 1881 for Auburndale, in the town of Newton, and Palmer, Massachusetts. By the time of his death in 1886, Richardson had designed nine depots for the Boston & Albany. After he died, his successors, Shepley, Rutan, & Coolidge, designed twenty-three more in the same style. With its distinctive Richardsonian Romanesque stations and careful attention to the landscaping that surrounded them, the Boston & Albany created for itself a corporate image that earned it the name "A Railroad Beautiful."

The 1884 West Brookfield Passenger Depot is among the earliest of the Boston & Albany's new Richardsonian style stations to be built outside the environs of Boston. It is also one of the first of Richardsonian Romanesque style stations to have been designed by someone other than Richardson. Because Richardson was in Europe during the summer of 1882, when the West Brookfield depot and another one in Adams, Massachusetts, were commissioned, he was not available to carry out the project. E. C. Gardner, a Springfield, Massachusetts architect drew the plans for the West Brookfield station (Illustration # 2).

Eugene C. Gardner (1836-1915) was born in Ashfield, Massachusetts and began his architectural practice in Northampton at the age of twenty-two. After the Civil War he settled in Springfield, where he was in sole practice for twenty-five years. One of his first commissions in the city was the brick Trinity Church, 1870, which he modeled after Henry Hobson Richardson's Unity Church in Springfield. Architectural historian Henry-Russell Hitchcock credited Gardner as one of the earliest architects in the country to be inspired by Richardson's work. In 1889 in association with George Pyne and his own son, George C. Gardner, he became head of the architectural firm, Gardner, Pyne & Gardner. After the death of Pyne in 1911, he continued in practice together with his son. Gardner designed a large number of buildings of all types in Springfield and western Massachusetts. Many of his surviving buildings are listed on the National Register of Historic Places. He was also the author of several books, including Homes and How to Make Them, Illustrated Homes, and Home Interiors.

Gardner's design for West Brookfield adopts the rockface granite and brownstone walls, high sheltering hip roof, and broad, bracketed eaves of Richardson's earlier Boston & Albany stations to express the company's new corporate image. The building was planned as a simple rectangle with deeply projecting eaves around all four sides. Apparently because of the small size of the expected clientele, no porches or covered trackside walkways extend from the building as they did at several of the stations designed by Richardson. For example, more passengers were expected to get on and off at the Richardson-designed station at Palmer, which was located at the intersection of two separate rail lines and which, at its completion in 1885, took over the restaurant service that had previously been provided at West Brookfield.

The grounds of the new West Brookfield station were certainly landscaped, since landscaping was an important part of the Boston & Albany image. However, it is unclear exactly what its landscape plan was. The 1898 Worcester County Atlas map of the town (inset, Illustration 3a) shows what must have been stylish landscaping of the area immediately in front of the station. Curved driveways are shown in front of the building, interspersed with several planted islands in naturalistic forms. Available historic photographs of the station seem to corroborate this plan and suggest that most of the landscape planting consisted of trees. One photograph shows what appears to be a flower bed at the base of a tree (Illustration # 3a).

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The celebrated landscape architect, Frederick Law Olmsted, did landscape plans for many stations along the Boston & Albany line. However, no documentation has been found to indicate whether or not Olmsted made plans for the grounds at West Brookfield. Nonetheless, if not actually designed by Olmsted, the planting here must have been inspired by his designs and was probably in conformity with other stations along the line. Upon the recommendation of Olmsted, masses and picturesque groupings of hardy shrubbery, plants, and perennial flowers were chosen by the railroad for the landscaping of its station grounds (Illustration 3b). It is not known exactly what kind of plantings or what arrangements might have been used here, although photographs suggest that trees in front of the station were maples. Since the space in front of the station building now serves as a parking lot for cars and heavy equipment, none of the original landscape pattern or planting survives to give us a clue. A mounding of earth east of the station building and south and east of the present parking lot is not part of the original landscape plan, but is of recent date.

The Romanesque Style in American Architecture

The Richardsonian Romanesque style seen in the 1884 West Brookfield passenger station is one of several "Revival" styles that were popular in the United States during the 19th century. While the Romantic movement held sway, architectural styles associated with the distant past or with exotic cultures were popular both in England and the United States. Styles such as Greek Revival, Gothic Revival, Romanesque Revival, Renaissance Revival, Moorish, Byzantine, and others, entered the design vocabularies of architects of the day. Romanesque Revival and its German source, *Rundbogenstil*, were popular during the middle of the 19th century. But Boston architect Henry Hobson Richardson carried the Romanesque Revival style further. He made it his own. In the 1860s and 1870s he began to adopt in his buildings the massive heavy stone construction and round arches of the medieval Romanesque architecture he had seen in France during his training at the Ecole des Beaux Arts in Paris. Richardson achieved fame for his monumental Romanesque design for Trinity Church in Boston, dedicated in 1877. During the 1870s and 1880s Richardson's Romanesque-style libraries, town halls, commercial buildings, and residences ultimately earned the style the name "Richardsonian Romanesque" and confirmed the significance of the style in late 19th century American architecture. During the 1880s and 1890s the Richardsonian Romanesque style was interpreted by architects other than Richardson himself and became popular across the United States for buildings of all sorts.

Richardson changed the direction of railroad station design in this country with his commissions in the 1880's to design passenger stations for the Boston & Albany Railroad. James F. O'Gorman, writing on Richardson's depots, quotes an 1889 article in the periodical Garden and Forest, which remarks upon the change:

...until Richardson began to build rural railroad-stations none had been erected in America which deserved much consideration as intelligent and pleasing works of art....the best of our small country stations were plain, cheap structures, looking no more like stations than like buildings of some different kind, while the average varied between grotesque and fragile attempts at picturesqueness of aspect and shabby make-shifts disgracing the very name of architecture. We had vulgar little stations that looked like exaggerated kiosks, and brick and wooden boxes which merely displayed the railway company's desire to spend as little money as possible.... When the Boston and Albany Railroad Company asked him [Richardson] to design their station at Auburndale he showed for the first time what such a building ought to be."

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Although today we view the earlier picturesque stations with more comprehension and respect than did the author of this article, Richardson's influence is undeniable. With their high, broad roofs and earthbound qualities, Richardson's stone stations created an image of shelter and permanence. Seemingly rooted to the ground and in harmony with the landscape, these substantial buildings offered a dramatic comparison to the more frivolous designs and lightweight wood construction of earlier depots. Not only did these stations fit the image desired by the Boston & Albany, but they also became an inspiration for later railroad stations both large and small.

COMMERCIAL WAREHOUSES/INDUSTRIAL BUILDINGS

Convenient to shipping and receiving, the section of the district that is close to the railroad has historically been home to industry and commercial warehousing. This tradition continues, with businesses and industries in operation here today occupying both historic and modern buildings.

Although numerous industries have been located in the expansion area since the mid-19th century, only two historic manufacturing buildings still survive. Both are small, unassuming, woodframe buildings with little allusion to style. Both have been altered. The Barnes-Holmes Heel Shop, 34 Milk Street, has lost its upper floors, and the Risley Monument Works, 17 Freight House Road (Map # 33) has suffered some alteration as a result of the application of synthetic siding. In comparison to the area's lost factories, they are much smaller. The shoe factories, which stood on Central and Front streets were several stories high and very plain in appearance (Illustration # 5, bottom, and Illustration 5a).

Better preserved are the area's surviving historic commercial structures. The relatively well-preserved 1847 Western Railroad Passenger Depot was converted to use as a commercial grain warehouse in 1885. Although it was not built for that purpose, it served in that capacity from 1885 until about 1966. Today it is still functioning as a warehouse for the Sherman Oil Company. The building's Gothic Revival style is, of course, due to its grander original use as a railroad station, although its long rectangular shape is well suited to the purpose of grain storage. Much less imposing, but built specifically for utilitarian warehouse purposes, are the Cutler Warehouse, 5 Railroad Avenue (Map # 40, Photo # 4), ca. 1913-1914, and two Cutler Sheds, Railroad Avenue at Old Long Hill Road, built in 1936, apparently also by the Cutler Company. All three Cutler buildings are box-like structures with gable roofs and corrugated metal exteriors. The more stylish of the three is the warehouse, which has as its only ornamental features rhythmical, regularly placed windows along its long sides and bold Arts and Crafts style eave trim of simple rafter-like outriggers.

Two late-20th century factories carry on the manufacturing tradition in the historic area today. Another modern factory is also in operation immediately east of the eastern boundary of the expansion area, south of the railroad tracks. All are flat-roofed plain structures that are utilitarian in design and built of materials that include corrugated metal, concrete block, and brick.

DWELLINGS

By comparison with the houses in the existing West Brookfield Center National Register District to the north, most of those in the expansion area are generally smaller and more modest with fewer ornamental features. They are, for the most part, small to middle-sized and are quite simple and unassuming. Styles range from no style, or "style-less", to the Greek Revival and Italianate. Both very plain and more elaborate expressions of the Greek Revival style can be found in the area. Two larger houses are interpreted in the Italianate style. Both side-gable and gable-front houses are seen here.

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However, the largest number take the gable-front form, which was the most popular house form during the mid-late-19th century period when the neighborhood was developed. The side-gable type is seen in some of the earlier or less style conscious houses.

The small size and ornamental simplicity of dwellings found in the expansion area reflects the generally modest economic status of most of the original inhabitants. Differences in economic level can be seen in the varying size and treatment of houses on different streets in the neighborhood. The simplest houses are found on the east end of Front Street and on Ware Street, which were originally populated mostly by Irish immigrant workers. Many of the simple but slightly more stylish Greek Revival style cottages on Mechanic Street were the homes of artisans, such as blacksmiths, tinsmiths, and woodcrafters.

Sherman Street appears to have been planned by developer George Crowell as a more elegant section. Houses on this street are somewhat larger and more style conscious than those on other nearby streets. The first building to be built on the street, the colonnaded, temple-front, Greek Revival style Wickaboag Hotel (no longer standing), set a stylish tone. The Greek Revival dwelling of railroad telegraph operator Sanford Adams and Crowell's own Italianate style house gave Sherman Street the a more substantial appearance, comparable to that of the northern section of Central Street (in the existing West Brookfield Center National Register Historic District). Before its trim was removed and the building was covered with synthetic siding, the Daniel Thurston House at 10 Sherman Street (Map # 15, Photo # 5), probably also possessed similar architectural class.

Traditional two-story, side-gable form

Among the few two-story, side-gable houses found in the district, one is the oldest house to have been built in the neighborhood and the other is an 18th century building moved here. The circa 1830, Howland House, 16 Milk Street, (Map # 4) is the only house in the expansion district dating from the pre-railroad era of the neighborhood. It takes the side-gable form, which was typical of New England houses beginning in the 17th century and which was still the most popular house form in the 1830s at the time of its construction. Despite changes to its exterior associated with the late 20th century application of synthetic siding, its overall form and proportions are nonetheless distinctive of an era predating the development of the rest of the neighborhood. This late Federal period house is one of the largest dwellings in the expansion area. Since it was built at a time when the houses of ordinary people were quite small, its size suggests that its original owner (not yet identified) was a prosperous member of the community. The 2½-story, double-pile, side-gable body and the broad eaves, gable returns, and paired interior chimneys were characteristic of the houses of prosperous families of the day. This house appears originally to have had a five-bay, center-entry main façade on the north side, now treated as the rear. The five-bay, center-entry arrangement was common for the main facades of 19th century side-gable houses. This arrangement can be seen in numerous other houses in the existing West Brookfield Center National Register District. Originally set on a larger lot, the house was associated with at least six acres of land, which in the mid-19th century was developed with the houses now standing on Mechanic and Milk streets.

The side-gable Lynch-O'Day House, 29 Ware Street, Map # 50, Photo # 8, is said to have been built in the mid or late 18th century. However, it did not appear in this neighborhood until the 1850's when it was moved here from its original site. This 2½-story, double-pile house is believed to have spent part of its pre-move life as the Jennison Tavern a short distance west of here. Its side-gable form derives from its 18th century origins. When the building was standing on its original site, its main entrance was probably at the center of its three-bay, longer façade. Upon its move, it was updated with broad Greek Revival-style eaves with gable returns, friezes along the sides and in the gables, and Greek-inspired door frames. The present paired chimneys may also have replaced an original central chimney at that time. The

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present plan, which features an entrance in each of the side gables with an associated interior stairway for each, suggests that the house was adapted at the time of the move for use by two or more families. Buildings of a similar two-stairway plan are known to have served as multi-family dwellings in mid-19th-century New England mill villages. However, even though it may have been intended for use by more than one family, the house is believed to have become a single family dwelling when it became the home of Michael Lynch 1858 or 1860. It has continued to be used by a single family ever since, although at times it has been occupied by multiple adult family members.

The small size and ornamental simplicity of dwellings found in the expansion area reflects the generally modest economic status of most of the original inhabitants. Differences in economic level can be seen in the varying size and treatment of houses on different streets in the neighborhood. The simplest houses are found on the east end of Front Street and on Ware Street, which were originally populated mostly by Irish immigrant workers. Many of the simple but slightly more stylish Greek Revival style cottages on Mechanic Street were the homes of artisans, such as blacksmiths, tinsmiths, and woodcrafters.

Sherman Street appears to have been planned by developer George Crowell as a more elegant section. Houses on this street are somewhat larger and more style conscious than those on other nearby streets. The first building to be built on the street, the colonnaded, temple-front, Greek Revival style Wickaboag Hotel (no longer standing), set a stylish tone. The Greek Revival dwelling of railroad telegraph operator Sanford Adams and Crowell's own Italianate style house gave Sherman Street the a more substantial appearance, comparable to that of the northern section of Central arrangement of windows and doors on the main façade and the sides suggests that this house might have originally been planned for two families and later converted to single family use. Future physical investigation may answer this question.

An example of a style-conscious mid-19th century expression of the side-gable form is the 2½-story, Bracketed Italianate style George Crowell House, 65 Central Street (Map # 18, Photo # 5), with a wide central facade dormer. Built in the late 1860's, it has heavy bracketed eaves--an important ornamental feature. Both its trim and its side-gable form are derived from the broad-fronted Italian palaces that inspired this popular mid-19th century style. This is one of the largest and most imposing houses in the expansion area. Its size and architectural pretension are in keeping with the tenor set by the temple-front Greek Revival style Wickaboag Hotel, which stood across the street and nearby at the time of its construction.

Gable-Front Form

The gable-front house type was first made popular in mid-19th century America in association with the Greek Revival style, which was inspired by the gable-front form of ancient Greek temples. The popularity of this form was also due to its suitability to narrow urban lots, such as those on Front and Mechanic streets in West Brookfield, in fast growing American cities and towns in that day. Most houses in the expansion district are of the gable-front type and many of these gable-front houses have at least some hint of Greek Revival style inspiration. Some, however, are very plain and can be called "style-less". In size they range from very small one-story cottages to medium-sized 1½-story houses, to larger dwellings, as well.

One-and-a-half-story Gable-front Houses

Small, 1½-story, gable-front houses were built throughout the neighborhood from possibly as early as the 1840s, on through the 1870s and 1880s, and possibly as late as the 1890s. A few have ornamental trim that alludes to a popular style, but many are very plain.

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One of the most handsome and best preserved houses in the expansion area is the 1½-story, gable-front Sanford Adams House, 14 Sherman Street (Map # 14, Photos # 7 & 5). Built between 1857 and 1870, it is substantial in appearance and is treated with full-blown Greek Revival details, including paneled corner pilasters, broad eaves with gable returns, wide friezes at the eaves and in the gable, plain window frames, 6/6 sash, and a modest pilaster-architrave-cornice door frame with long sidelights. The house is made more imposing by the existence of a rear ell and an attached barn with cupola. The form of this house, its ornamental features, and attached ell and barn set the Adams House in the same class as houses on Central Street in the existing West Brookfield Center National Register District.

A group of less style conscious, gable-front houses are found on Mechanic Street. Houses at 8, 10, 12, 14, 16, and 9 Mechanic Street (Photo # 6), were built in the late 1840s or early 1850s. They may all originally have been nearly identical -- 1½-stories high and three bays wide on the main façade with a small one-story wing on the east side. Of modest appearance, they were nonetheless treated with simplified Greek Revival features including wide corner boards, friezes on the sides, façade gables with returns, and a pair of windows in the tympanum of the gable. The Crowell-Bragg House around the corner and facing on Milk Street is of this same design. Despite changes that have been made to them over time, their general form, proportions, and some or most trim have been preserved. This row of houses pleases the eye with the rhythmic repetition of its gabled facades neatly lined up along the edge of the sidewalk.

These houses are slightly smaller and have less ornamental trim than another group of similar dwellings built at about the same time in a contiguous section of the existing West Brookfield Center National Register Historic District. The Central Street houses are 1½-story, three-bay, sidehall-entry, gable-front Greek Revival style dwellings with larger one-story wings. Standing on the west side of Central Street north and south of the Mechanic Street intersection, these houses are numbered 25, 31, 37, and 43 Central Street. Associated with the Merriam family of publishers, they were among the first houses to have been built on Central Street. Further research will be necessary to determine whether or not the Mechanic Street houses and their counterparts on Central Street were related in some way other than in their similar appearance -- possibly as the work of the same carpenter builder.

One-and-a-half-story, gable-front houses on the east end of Front Street date from the 1850s and 1860s (Photo # 10), and show very little reference to style. Unlike the row of Mechanic Street houses, they seem not to have all been built on a single design. Although they are not identical, all have a gable facing the street to create a rhythmical pattern along its length. Some have been so greatly altered that it is difficult to discern their original appearances. Others, such as the Jeremiah Clennan House, 36 Front Street (Map # 24), and the Thomas Roache House, 56 Front Street (Map # 28), are well preserved. Both have three-bay main facades with a sidehall entry, broad eaves with no returns, and a pair of windows at the half story in the gable. They have little ornament and few stylistic allusions, yet they are similar to the Mechanic Street houses in size, proportions, and in the arrangement of their windows and doors.

A one-and-a-half-story, gable-front house on Old Long Hill Road is similar in appearance and contemporary in its date of construction to the Front Street houses. Like the Clennan and Roache houses, the S. Carroll House, 23 Old Long Hill Road (Map # 38, Photo # 4), is small in size, dignified in its design, but "style-less" -- with the same three-bay façade arrangement, paired windows in the gable, and broad eaves with no returns. Similarly "style-less" is the contemporary J. Kearns House, 59 Ware Street (Map # 44, Photo # 9), which differs in its even smaller size, gable returns, and the substitution of a modern "picture" window for the original pair of ground floor windows on its main façade. The P. Murphy House, 77 Ware Street (Map # 42), is of a slightly later date (1870-1885), but is similar in size and very plain design to the houses already mentioned, except for its Gothic-influenced high-pitched roof and gable returns. The J. Powers House, 43 Ware Street (Map # 48), built between 1885 and 1898, is a well-preserved example of a small,

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dignified, but “style-less”, 1½-story, gable-front cottage.Two-and-a-half-story, Gable-front Houses

Between about 1855 and the 1870's and 1880's a number of larger gable-front houses appeared in the neighborhood. They include the L. A. Sprague House, 19 Milk Street (Map # 2, 1855-1857), the Methodist Parsonage, 17 Milk Street, (Map # 1, 1857-1870); the Harriett H. Crowell House (12 Front Street, Map # 20 , 1870-1885); the John Gallivan House, 32 Front Street (Map # 23 , 1870-1885); and the Louvill W. Ford House, 44 Milk Street (Map # 19, Photo # 7, 1870-1885)w. The Greek Revival style is the predominant stylistic influence seen in these houses. One can be called Italianate in style. None are high style expressions of their style and most are very spare in their trim. Only one of the group, the Italianate-style Louvill W. Ford House, is somewhat elaborate in its detailing. It is the most imposing of this group due to its cornice-on-brackets window caps, broad eaves with dentil trim and gable returns, and a two-story bay window on the south side capped with a roof turret, possibly added at a later date, which accents the roofline above the bay windows. The larger size of houses being built during this period in this section close to the railroad corresponds with the new construction that was occurring during the same period on Central Street in the existing historic district. Many of the houses on Central Street were, however, larger and more stylish than most of these.

These houses are slightly smaller and have less ornamental trim than another group of similar dwellings built at about the same time in a contiguous section of the existing West Brookfield Center National Register Historic District. The Central Street houses are 1½-story, three-bay, sidehall-entry, gable-front Greek Revival style dwellings with larger porches and more trim.

BARNES

Barns were once a common feature of the neighborhood south of Main Street, as they were in other parts of the town center before the advent of the automobile. However, only a few barns survive in this area today. The surviving barns are small gable-roofed, wood structures. They are mostly of the gable-front, New England type with the doors in the gable end. All of them appear to date to the mid-late 19th century period of the development of the neighborhood. Barns stand at the following addresses: 36 Front Street (Map # 24); 56 Front Street (Map # 28); 8 Mechanic Street (Map # 9); 10 Mechanic Street (Map # 8); 14 Sherman Street (Map # 14); and 29 Ware Street (Map # 50).

SHOPS

Shops were associated with several houses in the neighborhood during the 19th century. Although in at least one case a shop occupied the cellar of a house, small blacksmith shops, shoe shops, and other artisans' shops were typically small outbuildings on the grounds of a craftsman's home. There were once several artisans' shops on Mechanic Street and others on Ware Street. Of those once numerous shops, only a small, one-story, gable-roofed outbuilding that appears to have been shoe shop still stands next to the J. Kearns House, 59 Ware Street (Map # 44). Another former shoe shop may have been incorporated into the Dennis Fay House, 57 Ware Street (Map # 45), next door. What appear to be reused buildings are attached to the front and rear of the Fay House. The small one-story, gable-roofed building at the rear is of the size that suggests a shoe shop. The small size of these structures and the fact that shoe shop buildings are shown in this general location on the 1870 map suggest that the freestanding shop at 59 Ware Street and the attached rear structure at 57 Ware Street could well be shoe shops. Further physical and documentary investigation may answer this question.

Some 20th century outbuildings used for lawnmower sales and service during the mid-late 20th century can still be found behind the Methodist Parsonage, 17 Milk Street (Map # 1).

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TREES

Large trees make an important contribution to the historic character of the West Brookfield Center Historic District Boundary Increase (Photos # 6, 7 & 10). Tree-lined streets throughout the expansion area lend the neighborhood an air of dignity as well as of age. Particularly notable are the intentional plantings of rows of trees on the north side of the east end of Front Street (Photo # 10) and along the east side of the south end of Central Street. Neither the histories of their planting nor the histories of other beautification projects in West Brookfield have been discovered. It is possible that tree planting took place in this neighborhood near the railroad station at about the same time the new passenger depot was built and landscaped in 1884-1885. However, young trees already of a certain size are seen on the east side of Central Street in an undated pre-1886 photograph of Charles H. Jackson's corset factory (Illustration # 5).

Archaeological Significance

Since patterns of ancient Native American occupation in West Brookfield are poorly understood, any surviving sites could be significant. Ancient sites in this area can be important by contributing important information on the activities and adaptations of Native American people to the Worcester Plateau uplands of Western Massachusetts and the upper reaches and headwaters of the Connecticut River drainage. The Quaboag River, the southern branch of the upper Chicopee River Drainage, drains West Brookfield. Locally, the district is drained by the Quaboag River and Coys Brook immediately south of Wickaboag Pond. Ancient sites in the expansion locale may contribute important information that defines patterns of exploitation and adaptation by Native Americans. This information may then help understand similar patterns used by later Europeans. Riverine and nearby upland resources were important to Native Americans for subsistence, trade, transportation, tool technologies, and their social environment. Native sites in this area should contain lithic and ceramic artifacts that can help identify intra-site activities through time, and the functional importance and variability of sites. The analysis of lithic and ceramic artifacts can also help identify patterns of trade, possibly along riverine transportation routes, and the spread of tool technologies. Ancient sites in this area may also contain information that helps understand the importance and relationship between riverine drainage boundaries as social boundaries. Ancient Native American social/political boundaries in the area of the Worcester Plateau/Central Massachusetts Uplands may represent a cultural adaptation to that physiographic region rather than the boundaries of the Connecticut, Thames, Blackstone, and Merrimack Rivers, each of which has its headwaters and tributaries in the region.

The West Brookfield Center Historic District Boundary Increase area is potentially significant for its historic archaeological resources because it contains several of the archaeological remains associated with West Brookfield's early history and development of its agricultural and industrial past. Archaeological resources in the District may represent residential, commercial, and industrial sites dating from the town's early settlement in the mid-17th century through mid-19th and early 20th century expansion around railroad facilities constructed through the district. Additional documentary research combined with archaeological survey and testing may locate unknown and documented structures important in the district's settlement history. Structural evidence may exist from farmsteads that existed in the expansion area before construction of the railroad in 1839. The area south of Main Street, which includes the entire district expansion, was

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reported as undeveloped when the railroad first came to West Brookfield. The Howland House, however, was constructed ca. 1830, possibly as a farmhouse. Additional documentary research and archaeological testing may help determine whether the Howland House functioned as part of a larger farm. The same research may also help locate additional examples of dispersed farmsteads in the expansion area that characterized the town's settlement until construction of the railroad.

While railroad construction in the district expansion area was responsible for much of the residential, commercial, and industrial development that followed, no maps exist that document the layout or organization of this early development. Documentary research combined with archaeological testing and detailed mapping can help document the initial settlement and evolution of these resources in the expansion area. The Western railroad developed in West Brookfield as one of the earliest railroads in the country. Archaeological resources can help document patterns of this early development and architectural characteristics of these early railroad buildings.

Historical and archaeological research may contribute important information related to the growth and operation of industries that developed around the railroad corridor in the district expansion area. Any information related to 19th century manufacturing in the district may be important since most of these buildings are no longer standing attesting to the importance of manufacturing related archaeological resources. Potential archaeological resources at manufacturing or industrial sites may include architectural characteristics of mill buildings, technological aspects of the manufacturing process, manufacturing products, and energy or power supply. In the district expansion area, archaeological resources related to manufacturing may survive at several location the site of the Smith and Dane Boot Factory (ca. 1870) and later McIntosh & Company (1886) boot and shoe manufacturers at the same location on the site of the present Brookfield Machine and Tool Company factory, near the corner of Central and Front Streets; the J. L. Wood (1874) boot and shoe factory immediately north of the latter mills; the Henry and Allen Boot Factory (1873) at the southwest corner of Central and Front Streets; and the Charles H. Jackson corset factory (1869) opposite the railroad passenger depot on the site of the Harriet Crowell House at 12 Front Street.

Structural evidence from residences, outbuildings, and detailed analysis of occupational-related features may contribute important information related to ethnic studies and the district's 19th century Irish and French-Canadian immigrant population. Important archaeological information may exist that identifies the social, cultural, and economic characteristics of immigrant populations and how these characteristics either changes or were reinforced by life in the district and immigrant community. Archaeological evidence from outbuildings and occupational-related features may identify economic activities conducted to supplement jobs with the railroad or factories in the area. Archaeological evidence from outbuildings and the contents of occupational-related features may identify agricultural activities conducted at homes to supplement the subsistence base of immigrant families. Information may also exist that identifies manufacturing activities conducted at home as part of the larger boot and shoe industry present in the district.

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Photograph, 12 Front Street, collection of Bill Jankins, West Brookfield

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S. Ceccacci with Mark Sherman, 2002

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West Brookfield (Worcester), Massachusetts**SECTION 10 GEOGRAPHICAL DATA continued****UTM REFERENCES**

E.	Zone	19	Easting	735/960	Northing	4678/780
F.	Zone	19	Easting	735/860	Northing	4678/640
G.	Zone	19	Easting	735/560	Northing	4678/850
H.	Zone	19	Easting	735/490	Northing	4678/840
I.	Zone	19	Easting	735/200	Northing	4678/860
J.	Zone	19	Easting	735/260	Northing	4679/080
K.	Zone	19	Easting	735/080	Northing	4679/110
L.	Zone	19	Easting	735/940	Northing	4679/270
M.	Zone	19	Easting	735/420	Northing	4679/100
N.	Zone	19	Easting	735/540	Northing	4679/280
O.	Zone	19	Easting	735/480	Northing	4679/370

VERBAL BOUNDARY DESCRIPTION

Boundaries of the West Brookfield Center Historic District Expansion are indicated on accompanying West Brookfield Assessors Maps 8, 37, and 38. On Milk and Central streets the northern boundaries of the expansion district adjoin the southern boundaries of the existing West Brookfield Center Historic District. The boundaries of both the existing and expansion districts are determined by property lines. In general, other expansion district boundaries also coincide with property lines. On Map 37, Lot 1, a boundary line has been drawn arbitrarily to make the large lot smaller. Some undeveloped lots historically associated with houses included in the district, but now subdivided off, have been included in the district. The backs of several lots on Front Street have been included as if they had never been subdivided.

BOUNDARY JUSTIFICATION

The West Brookfield Center Historic District Expansion extends the existing historic district southward to include dwellings and railroad, commercial, and industrial buildings associated with the 19th and early 20th century development of the town center following the arrival of the railroad in 1839. Along Milk and Central streets the boundaries of the expansion district meet those of the existing district to join the two areas together as one. Extending east and west of Milk Street, along Front and Ware streets, the expansion area includes neighborhoods of 19th century worker housing associated with the railroad and with the increasing number of industries that located in the district after the coming of the railroad. Only the south side of Ware Street is included in the district. This is due to the fact that very little development occurred on the north side of the street during the historic period and the present buildings there mostly date from the mid-late 20th century. While dwellings line the north side of Front Street, railroad property historically occupied the south side. The southern boundary of the expansion area incorporates within it properties associated with the railroad, the properties of two dwellings, and those of businesses and industries that benefited by locations close to the railroad. The southern district boundary reflects the outer limit of historic development of the area. Further south is marshy, undeveloped land. A modern factory located on the east end of Freight House Road has not been included in the district.

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ILLUSTRATION #1A

Western Railroad Passenger Depot and Freight House, West Brookfield, as illustrated in Bradbury & Guild's Rail-Road Guide #1. Looking west along tracks, 1847.

ILLUSTRATION #1b

Early 20th century view of 1847 Western Railroad Passenger Depot after the 1880s move to its present location on Ware Street. View of east end with small gable-roofed addition and north side. On the far left, the Cutler Warehouse is seen on the opposite side of the tracks.

ILLUSTRATION #1c

1907 View looking west from the Long Hill Road Bridge. On the right side is the 1847 Western Railroad Passenger Depot before the alteration of its east end. On the left a store building stands on the site of the present Cutler Grain Warehouse at 5 Railroad Avenue. (Photo: collection of Robert A. Buck, Warren MA)

ILLUSTRATION #2

Plan of 1884 Boston & Albany West Brookfield Passenger Depot, designed by E.C. Gardner.

ILLUSTRATION #2a

1884 Boston & Albany West Brookfield Passenger Depot. View looking east probably in the late 19th century. Building on far right is unidentified. Its location is so close to the station, suggesting it was probably a railroad building. (photo: West Brookfield Historical Commission)

ILLUSTRATION #3a

1884 Boston & Albany West Brookfield Passenger Depot, view looking east from parking and loading area west of station. Railroad tracks are at far right. This postcard from around the turn of the 20th century shows the station grounds with original landscaping in front of the station. Inset 1898 map shows islands of lawn interrupted by curved driveways and a parking area to the west of the station.

ILLUSTRATION #3b

View of H.H. Richardson's Auburndale station on the Boston & Albany line showing the type of landscaping typical of the railroad's stations during the late 19th century. The landscaping of the West Brookfield station

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shown in the previous postcard is similar to that of the Auburndale station in the use of trees, lawns, and curved driveways.

ILLUSTRATION #4

Original Long Hill Road bridge after damage in a 1955 train wreck. (photo: West Brookfield Historical Commission)

ILLUSTRATION #5

Top: view of Charles H. Jackson's Corset Factory (1870) on Central Street nearly opposite Sherman Street. Building was destroyed by fire in 1886, which swept away several other structures in this area. The business was revived after the fire and carried on at other locations. Corset manufacturing continued to be an important part of West Brookfield's economy well into the early 20th century. (photo: Anna Carter, West Brookfield Historical Commission)

ILLUSTRATION #5a

The Henry & Allen Boot Factory (later Allen & Makepeace) ca. 1936. Built in 1873 on the southwest corner of Central and Front streets (site of the present West Brookfield Senior Center), it served for the manufacture of boots until about the 1890s. After standing vacant and then being used for storage for many years, the building was demolished for the Town Barn (below). (factory photo: West Brookfield Historical Commission; Town Barn photo: Archie Jay collection, Gilbert-Merriam Library, West Brookfield)

ILLUSTRATION #6a

Barnes-Holmes Heel Shop, 34 Milk Street, unknown date. The configuration of the main façade with three entrances may date from its 19th century use as tenements, with a meeting hall upstairs, and later as a shop where heels for boots and shoes were made. (photo: collection of Rodney Hanks, West Brookfield)

ILLUSTRATION #6b

34 Milk Street seen in the 1950s when it was being used as a single-family residence. This view shows the building before a 1960s fire, which caused the removal of the top floor. The arrangement of doors and windows seen here is the same as seen on the building today. (photo: Hanks collection)

ILLUSTRATION #6c

34 Milk Street as seen today after 1960s fire.

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ILLUSTRATION #8

Postcard view of Harriett Crowell House, 12 Front Street, looking northwest ca. early 20th century. On the far right is the James Dillon Livery Stable (no longer standing). (postcard: collection of Bill Jenkins, West Brookfield)

ILLUSTRATION #9a

Greek Revival-style Western Railroad Station, Warren, MA as shown in Bradbury & Guild's Rail-Road Charts, 1847.

ILLUSTRATION #9b

Greek Revival-style Western Railroad Station, Worcester, MA, built in 1839

ILLUSTRATION #10

Wickaboag House Hotel, built ca. 1854 on the corner of Sherman and Central streets. Burned in the late 1880s. The hotel's livery stable is seen at the rear of the building.

ILLUSTRATION #11

Above: site of excavation of Crowell monument at corner of Front and Central streets in August, 2003, during construction of West Brookfield Senior Center. View looking north from Front Street. Below: brownstone monument inscribed with name of Crowell on the right face.

ILLUSTRATION #12

District #1 School (Milk Street School) (1876), served as a public school for the town center through 1953. The building, which stood at the corner of Milk and West streets, was demolished shortly after it closed. A house at 25 Milk Street now stands on the site.

ILLUSTRATION #13

West Brookfield railroad yards with a steam locomotive. View looking northwest was taken in about the 1940s. The 1847 Western Railroad freight house is seen at the far left. Water towers and other outbuildings are seen here which do not survive today. (photo: Robert H. Jones, West Brookfield Historical Commission)

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ILLUSTRATION #14a

ON #14a Western Railroad passenger station at Westfield, MA illustrated in Bradbury & Guild's Rail-Road Charts of 1847. Its design closely resembles that of the 1847 West Brookfield station.

ILLUSTRATION #14b

Western Railroad passenger station at Palmer, MA on the far left of this illustration in Rail-Road Charts (1847). The design of the post, iron bracket, and window trim suggest that this station was also of the same design as the stations at Westfield and West Brookfield.

ILLUSTRATION #15

Western Railroad Passenger Depot, Chester, MA, believed to have been built in 1841. Stations of this design were built at numerous locations along the Western Railroad and on its secondary lines. This appears to have been the most common version of the Gothic Revival style used by the railroad.

PHOTOGRAPHS

Photographer: Susan Ceccacci

Date: April 2003

Location of negatives: West Brookfield HC

1. Western Railroad passenger depot, looking SE from Ware Street
2. Western Railroad freight house, looking NW from Freight House Road
3. Boston & Albany passenger depot, looking NW
4. Railroad-related buildings, Old Long Hill Rd., Railroad Ave., looking SW from overpass
5. 65 Central St., 14, 10, 8 Sherman Street, looking W from Central Street
6. 16, 14, 12, 10, 8 Mechanic Street, looking N from Milk Street
7. 26 Milk St., 14 Sherman St., 44 Milk St., looking N from Milk St. near Front St.
8. 29 Ware Street, looking SW from Ware Street
9. 67-59-57 Ware Street, looking E
10. 42, 44, 48 Front Street, looking NE

(end)

District Data Sheet**WEST BROOKFIELD CENTER HISTORIC DISTRICT EXPANSION****WEST BROOKFIELD, MASSACHUSETTS****Central Street**

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
22	243	38/77	Brookfield Machine & Tool Fact'y	62 Central Street	c. 1980's?	modern astylistic	NC	B
		38/78	parking lot	52 Front Street				
17	244	38/12	house	63 Central Street	mid-20th century	astylistic	NC	B
21	247	38/5	West Brookfield Senior Center	73 Central Street	2003	RR Revival John Catlin & Assoc	NC	B

Freight House Road

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
32	91	38/1	Western Railroad Freight House	14 Freight House Rd	1847	Greek Revival	C	B
33	92	38/1-1	Risley Monument Works	17 Freight House Rd	1885-1898	elements of Gk Rev	C	B

Front Street

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
20	246	38/4	Harriett H. Crowell House	12 Front Street	1870-1885	Greek Rev/Italianate	C	B
			tool shed	12 Front Street	late 20th c		NC	B
30	90	38/3	Boston & Albany Railroad Depot	15 Front Street	1884	Richardsonian Rsque	C	B
			West Brookfield DPW shed		mid-late 20th c	astylistic	NC	B
			West Brookfield DPW barn		mid-late 20th c	astylistic	NC	B
			West Brookfield DPW shed		mid-late 20th c	astylistic	NC	B
			West Brookfield DPW barn		mid-late 20th c	astylistic	NC	B
		38/2	West Brookfield parking lot	27 Front Street			C	SI
34		37/81	West Brookfield DPW Storage Y	Front & Milk streets			C	SI
23	248	38/76	J. Gallivan House	32 Front Street	1870-1885	elements of Gk/Rev	C	B

Front St continued

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
24	249 250	38/79	Jeremiah Clennan House barn garage	36 Front Street	1857-1870 mid-late 19th c mid-late 20th c	elem Gk Revival	C C NC	B B B
25	251	38/80	Timothy Fitzpatrick House	42 Front Street	1857-1870	gable front form	C	B
26	252	38/81	D. Gaffney House	44 Front Street	1857-1870	elem Gk Revival	C	B
27	253	38/82	M. Savage House shed	48 Front Street 48 Front Street	1857-1870 late-20thc	elem Gk Revival	C NC	B B
28	254 255	38/83	Thomas Roache House barn shed	56 Front Street 56 Front Street 56 Front Street	c1850-1855 mid-late 19th c late 19th-e-20th c?	elem Gk Revival	C C C	B B B
29		8 19	vacant lot	Front Street			C	SI

Long Hill Road

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
31	924		Long Hill Road Overpass	Long Hill Road	c.1910, 1955, 19 panel		C	S

Mechanic Street

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
9	256 257	38/33	S. Johnson House barn	8 Mechanic Street 8 Mechanic Street	c1850-1855 c.1850-1855	Greek Revival	C C	B B
10	258	38/17	Carleton Cushman House garage	9 Mechanic Street 9 Mechanic Street	c.1850-1855 early-mid 20th c	Greek Revival	C NC	B B
8	259 260 261	38/32	J. Perry House barn small barn	10 Mechanic Street 10 Mechanic Street 10 Mechanic Street	c.1850-1855; 18' c.1850-1855 c1850-1855	Greek Revival	C C C	B B B
7	262	38/31	S. Perry House garage	12 Mechanic Street 12 Mechanic Street	c.1850-1855 early-20th c	Greek Revival	C C	B B

Mechanic

(continued)

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
6	263	38/30	G. W. Bliss House	14 Mechanic Street	c.1850-1855	Greek Revival	C	B
5	264	38/29	C. Cutler House garage	16 Mechanic Street 16 Mechanic Street	c.1850-1855 c1950's?	Greek Revival	C NC	B B

Milk Street

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
4	265	38/28	Howland House	16 Milk Street	c1830?	elements of Gk Rev	C	B
1	266	38/24	Methodist Parsonage shop mower sales/service store	17 Milk Street 17 Milk Street 17 Milk Street	1855-1870 early-mid 20th c c1950's?	Greek Revival astylistic m-20thc commercial	C NC NC	B B B
2	267	38/23	L. A. Sprague House gambrel roof tool shed	19 Milk Street 19 Milk Street	c.1850-1855 late 20th c	Gk Revival/Italianate	C NC	B B
3	268	38/22	Richard Frew House garage	25 Milk Street 25 Milk Street	1980's c 1953	ranch type	NC NC	B B
11	269	38/18	Crowell-Bragg House	26 Milk Street	c.1850-1855	Greek Revival	C	B
12	270	38/19	modern house	30 Milk Street	c1970	cape type	NC	B
13	271	38/20	Barnes-Holmes Heel Shop	34 Milk Street	18thc, c1850, c19	astylistic	C	B
19	272	38/7 38/7-1	Louvill W. Ford House	44 Milk Street	1870-1885	Bracketed	C	B

Old Long Hill Road

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
37	277	37/82	Cutler Company Office/Shed Cutler Company Shed	5 Old Long Hill Road 5 Old Long Hill Road	1936 1936	astylistic astylistic	C C	B B
		37/84-1	vacant lot	6 Old Long Hill Road			C	SI

Old Long Hill Road (continued)

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
39	273	37/1 37/1-1 37/85	Precision Wire Shapes	11 Old Long Hill Roac	1984	astylistic modern	NC	B
				28 Old Long Hill Road			C	SI
36	274	map 8/14	C. Whalen House	20 Old Long Hill Roac	c.1850's-1870	Greek Revival	C	B
38	275	37/1	S. Carroll House	23 Old Long Hill Roac	1855-1870	Greek Revival	C	B
	276		storage barn	23 Old Long Hill Roac	1850's-1870's?	elements of Gk Rev	C	B

Railroad Avenue

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
40	80?	37/2	Cutler Company Warehouse	5 Railroad Avenue	c1910-1925	elements of Arts/Crfts	C	B

Sherman Street

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
18	245	38/6	George Crowell House	5 Sherman Street	1855-1870	Bracketed/Italianate	C	B
16	278	38/11	Jackson-Nolan House	8 Sherman Street	c1840's, moved	Federal/Greek Rev	C	B
			tool shed	8 Sherman Street	early-20th c	astylistic	C	B
15	279	38/10	Daniel Thurston House	10 Sherman Street	1857-1870	elements of Gk Rev	C	B
14	280	38/9	Sanford Adams House	14 Sherman Street	1857-1870	Greek Revival	C	B
	281		attached barn	14 Sherman Street	1857-1870?	Greek Revival	C	B

Ware Street

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
50	282	37/15	Lynch-O'Day House	29 Ware Street	18thc&c1850	Greek Revival	C	B
	283		barn	29 Ware Street	c1850		C	B
49	284	37/14	John Dempsey House	37 Ware Street	1855-1857	astylistic	C	B
			garage	37 Ware Street	mid-late 20th c		NC	B
48	285	37/13	J. Powers House	43 Ware Street	1886-1898	elem Gk Revival	C	B
47	286	37/12	P. Connell House	47 Ware Street	1857-1870	elem Gk Revival	C	B

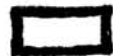
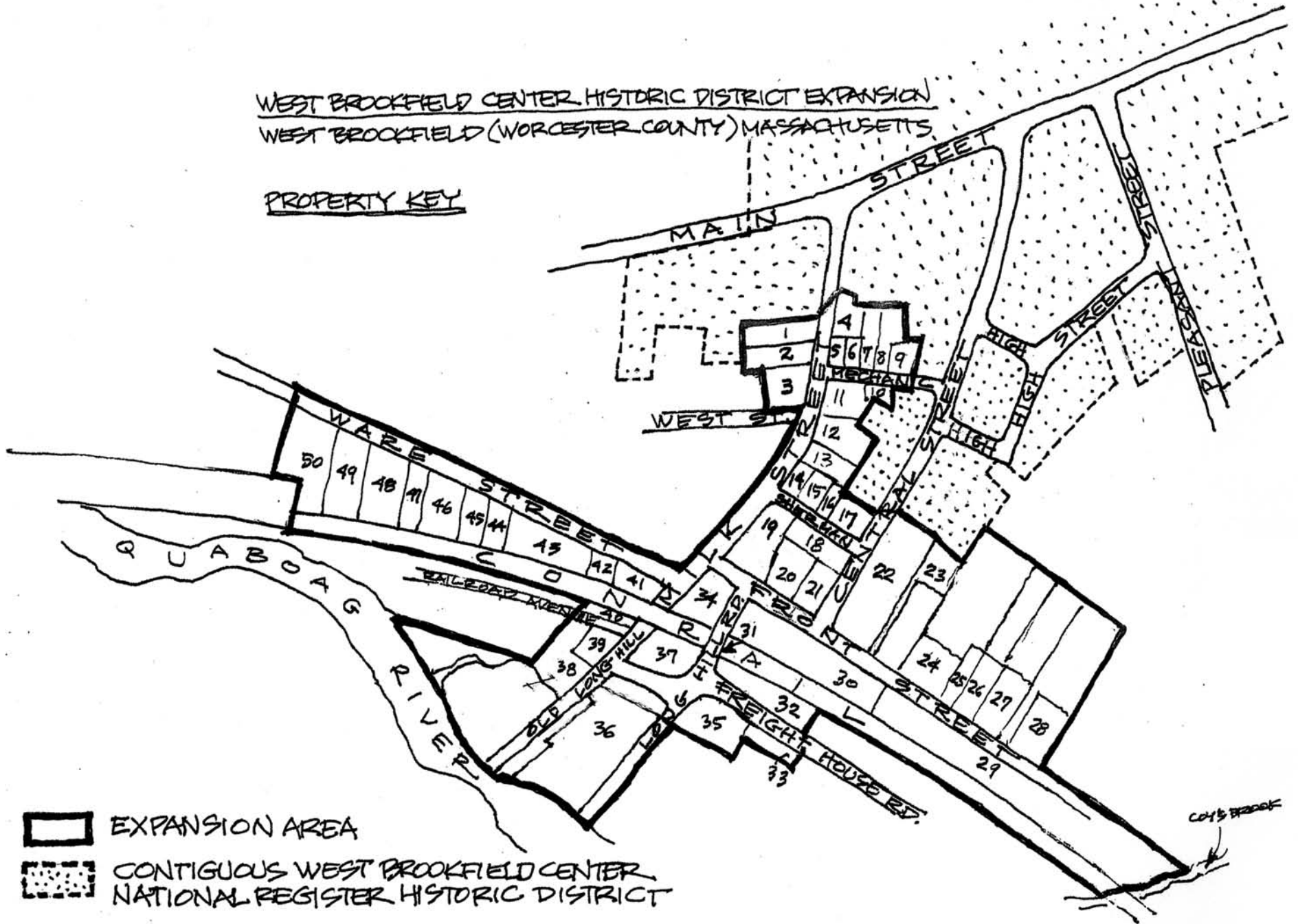
46	287	37/11	modern house	51 Ware Street	mid-20th c	ranch	NC	B
			garage	51 Ware Street	mid-20th c		NC	B

Ware Street (continued)

Map #	MHC #	Assess#	Historic Name	Address	Date	Style	Status	Resource
45	288	37/10	Dennis Fay House	57 Ware Street	1857-1870	elem Gk Revival	C	B
			garage	57 Ware Street	mid-20th c		NC	B
44	289	37/9	J. Kearns House	59 Ware Street	1857-1870	elem Gk Revival	C	B
	290		shoe shop	59 Ware Street	1857-1870		C	B
43	291	37/8	M. Connor House	67 Ware Street	1870-1885	elem Gk Revival	C	B
			garage	67 Ware Street	mid-late 20th c		NC	B
			outbuilding	67 Ware Street	mid-late 20th c		NC	B
42	292	37/7	P. Murphy House	77 Ware Street	1870-1885	elem Gk/Gothic	C	B
41	293	37/6	Western RR Passenger Depot	81 Ware Street	1847	Gothic Revival	C	B

WEST BROOKFIELD CENTER HISTORIC DISTRICT EXPANSION
WEST BROOKFIELD (WORCESTER COUNTY) MASSACHUSETTS

PROPERTY KEY



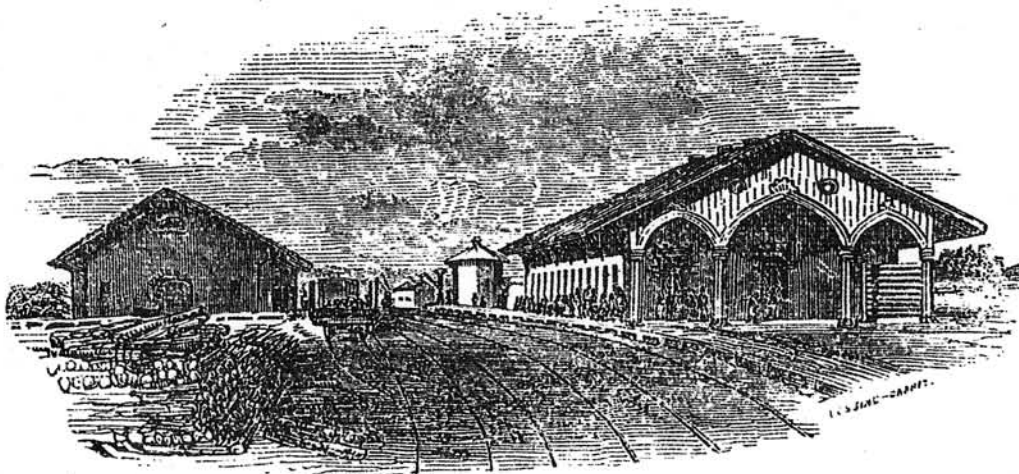
EXPANSION AREA



CONTIGUOUS WEST BROOKFIELD CENTER
NATIONAL REGISTER HISTORIC DISTRICT

ILLUSTRATION # 1a

Western Railroad Passenger Depot and Freight House, West Brookfield, as illustrated in Bradbury & Guild's Rail-Road Guide # 1. Looking west along tracks, 1847.



West Brookfield Station.

ILLUSTRATION # 1b

Early 20th century view of 1847 Western Railroad Passenger Depot after the 1880's move to its present location on Ware Street. View of east end with small gable-roofed addition and north side. On the far left, the Cutler Warehouse is seen on the opposite side of tracks.



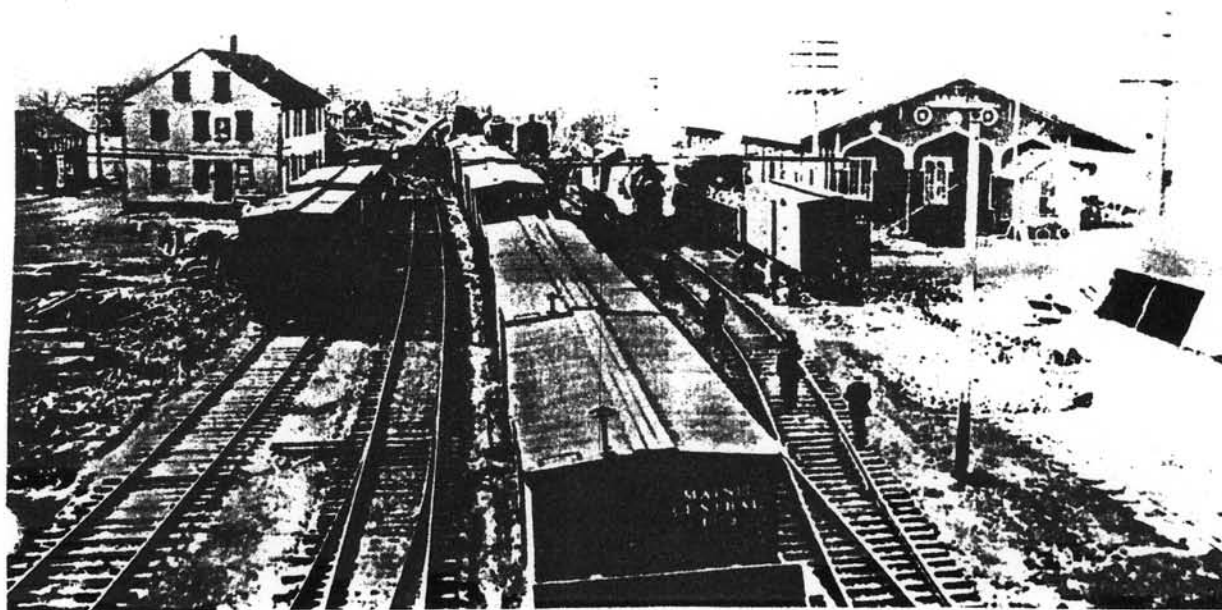


ILLUSTRATION # 1c

1907 view looking west from the Long Hill Road Bridge. On the right is the 1847 Western Railroad Passenger Depot before the alteration of its east end. On the left a store building stands on the site of the present Cutler Grain Warehouse at 5 Railroad Avenue. (Photograph, Collection of Robert A. Buck, Warren, Massachusetts)

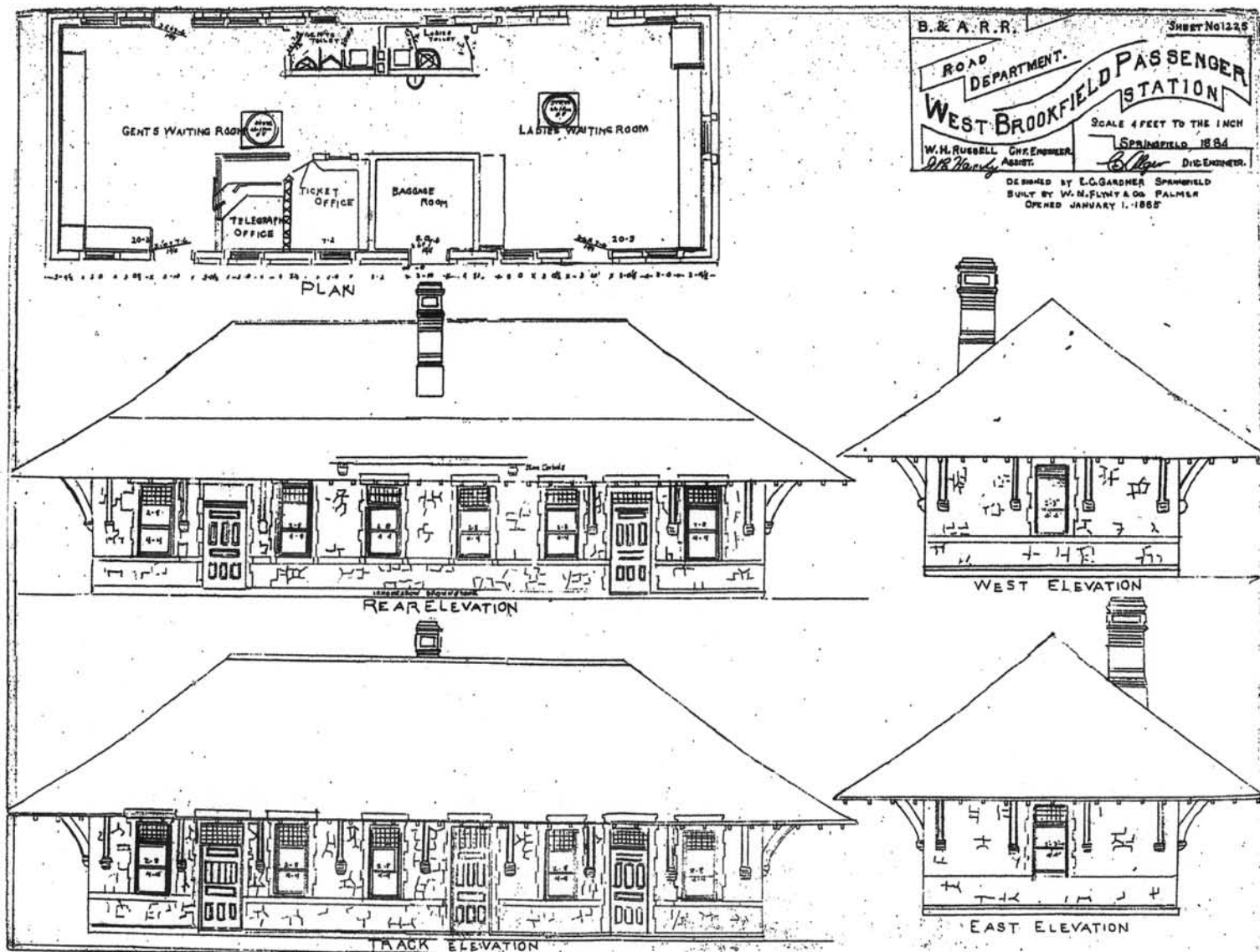


ILLUSTRATION # 2

Plan of 1884 Boston & Albany West Brookfield Passenger Depot designed by E. C. Gardner

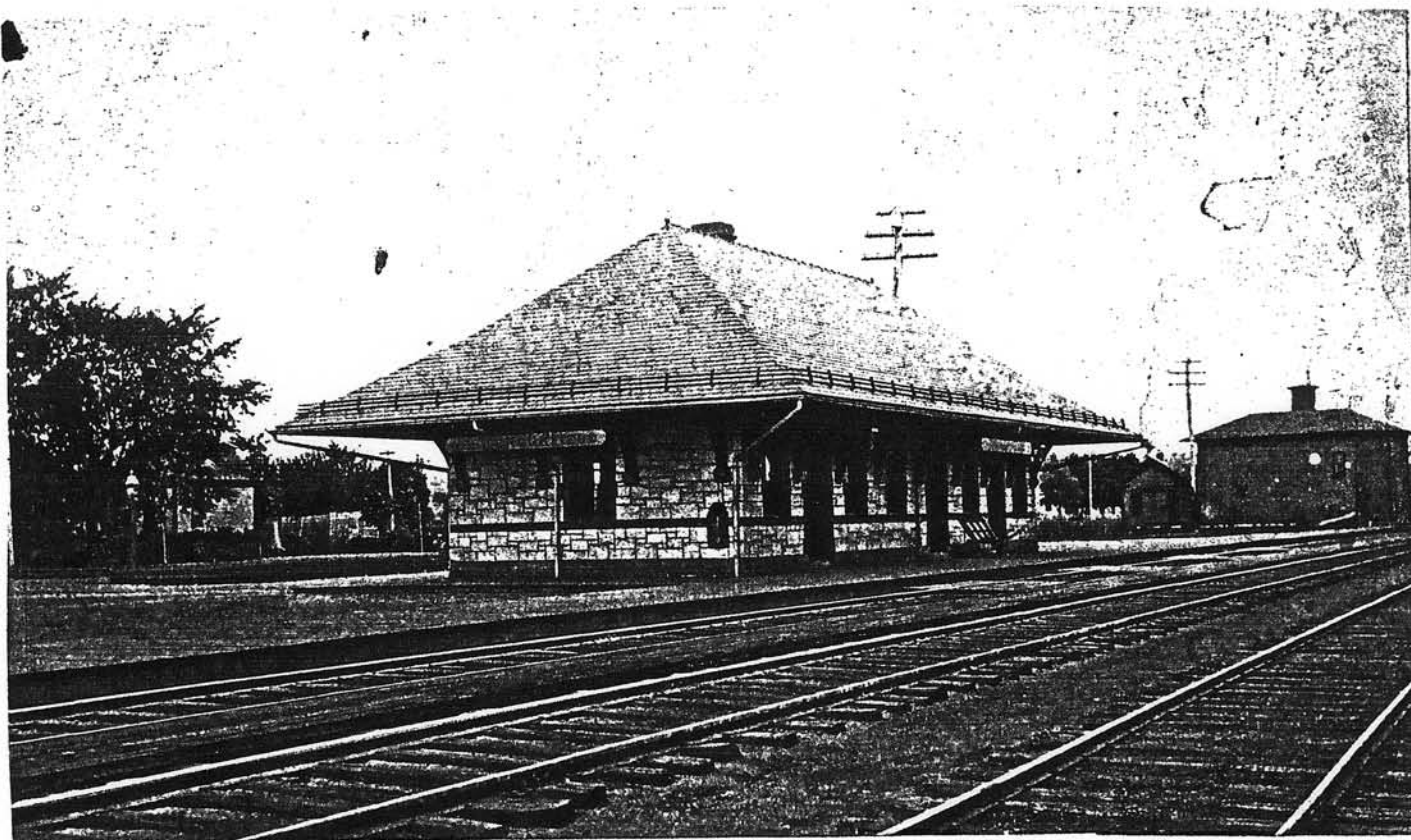


ILLUSTRATION # 2a

1884 Boston & Albany West Brookfield Passenger Depot View looking east probably in the late 19th century. Building on far right is unidentified. Its location so close to the station suggests that it was probably a railroad building. (photograph, West Brookfield Historical Commission)

ILLUSTRATION # 3a

1884 Boston & Albany West Brookfield Passenger Depot, view looking east from parking and loading area west of station. Railroad tracks are at far right. This postcard from around the turn of the 20th century shows the station grounds with original landscaping in front of the station. Inset 1898 map shows islands of lawn interrupted by curved driveways and a parking area to the west of the station.

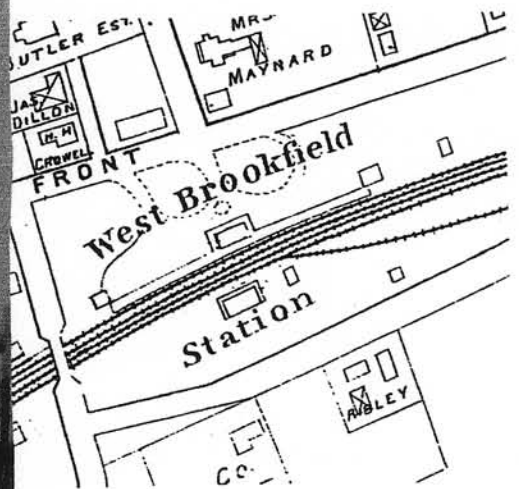
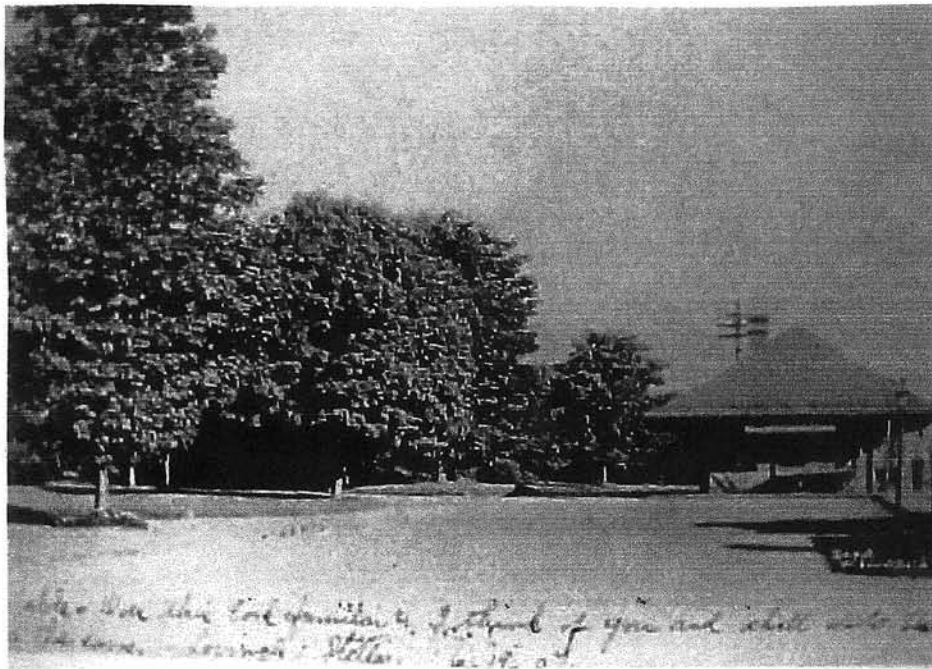
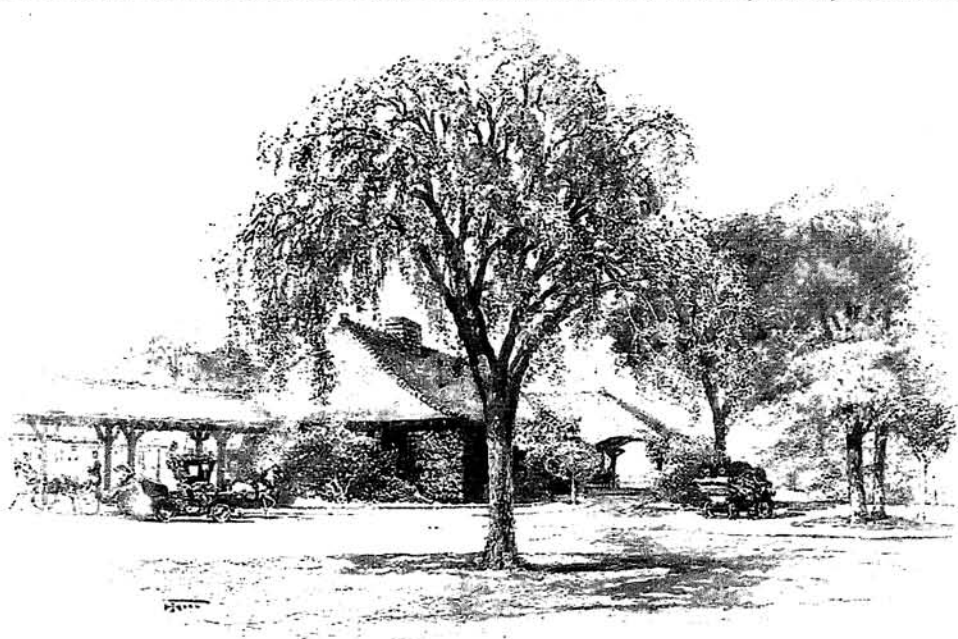


ILLUSTRATION # 3b

View of Henry Hobson Richardson's Auburndale Station on the Boston & Albany line showing the type of landscaping typical of the railroad's stations during the late 19th century. The landscaping of the 1884 West Brookfield station shown in the postcard above is similar to that of the Auburndale station in the use of trees, lawns, and curved driveways.



Drawn by Harry Fenn. Half-tone plate engraved by R. C. Collins.

AUBURDALE STATION, ON THE BOSTON & ALBANY RAILWAY

It was here that the movement for beautiful stations had its start, the originators being the late Frederick Law Olmsted, the landscape-architect, and the late Henry H. Richardson, the Boston architect.



ILLUSTRATION # 4

Original Long Hill Road bridge after damage in a train wreck in 1955
(photo West Brookfield Historical Commission)

ILLUSTRATION # 5

Top: View of Charles H. Jackson's Corset Factory, built in 1870 on Central Street nearly opposite Sherman Street. The building was destroyed in 1886 by a disastrous fire that swept away several other structures in this area. The business was revived after the fire and carried on at other locations. Corset manufacturing continued to be an important part of West Brookfield's economy well into the early 20th century. (Photograph from Anna Carter, West Brookfield Historical Commission)



Bottom: McIntosh & Company Boot and Shoe Factory occupied part of the site of the present Brookfield Machine Tool building. It was built about 1886 on the site of the Smith & Dane boot factory, destroyed by fire. McIntosh manufactured boots and shoes here until around the turn of the 20th century. Later used for the manufacture of fishing rods, chairs, toys, and slippers, the wood frame building was demolished in 1937 after having stood vacant for some time.

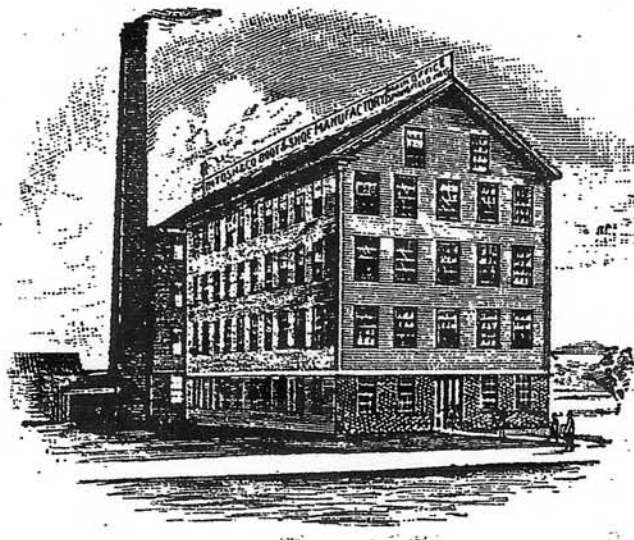


ILLUSTRATION # 5a

The Henry & Allen Boot Factory (later Allen & Makepeace) seen during demolition about 1936. Built in 1873 on the southwest corner of Central and Front streets (the site of the present West Brookfield Senior Center), it served for the manufacture of boots until about the 1890's. After standing vacant and then being used for storage for many years, the building was demolished to make way for the Town of West Brookfield Town Barn (below).

(factory photo: West Brookfield Historical Commission; Town Barn photo: Archie Jay Collection, Gilbert-Merriam Library, West Brookfield)

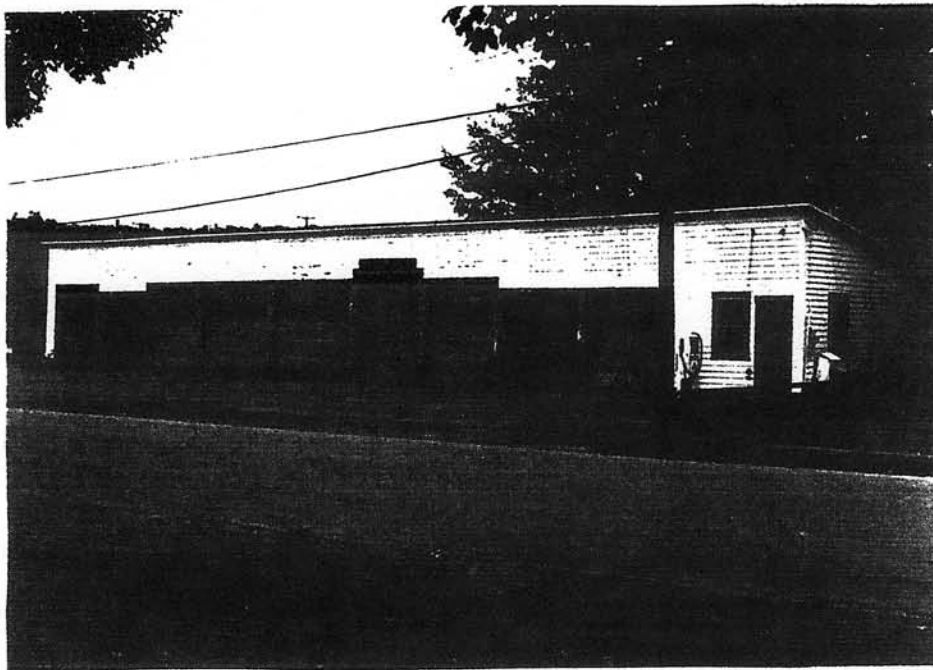
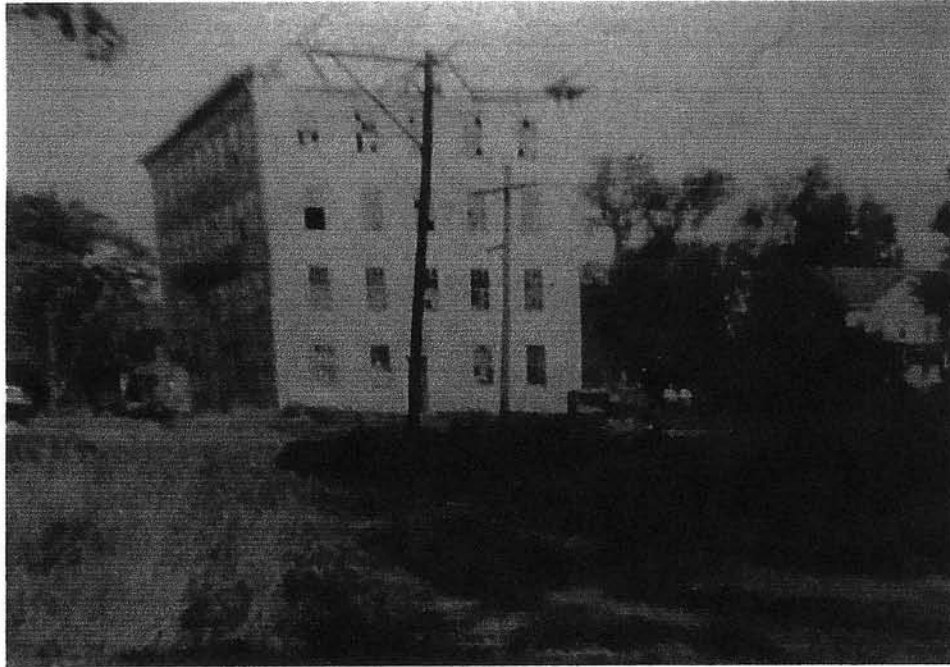


ILLUSTRATION # 6a

Barnes-Holmes Heel Shop, 34 Milk Street, seen at an unknown date. The configuration of the main façade with three entrances may date from its 19th century use as tenements, with a meeting hall upstairs, and later as a shop where heels for boots and shoes were made. (Photograph, collection of Rodney Hanks, West Brookfield)



ILLUSTRATION # 6b

34 Milk Street seen in the 1950's when it was being used as a single-family residence. This view shows the building before a 1960's fire, which caused the removal of the top floor. The arrangement of the windows and doors seen here is the same as seen on the building today. (Photograph, collection of Rodney Hanks, West Brookfield)



ILLUSTRATION # 6c

34 Milk Street as seen today after 1960's fire



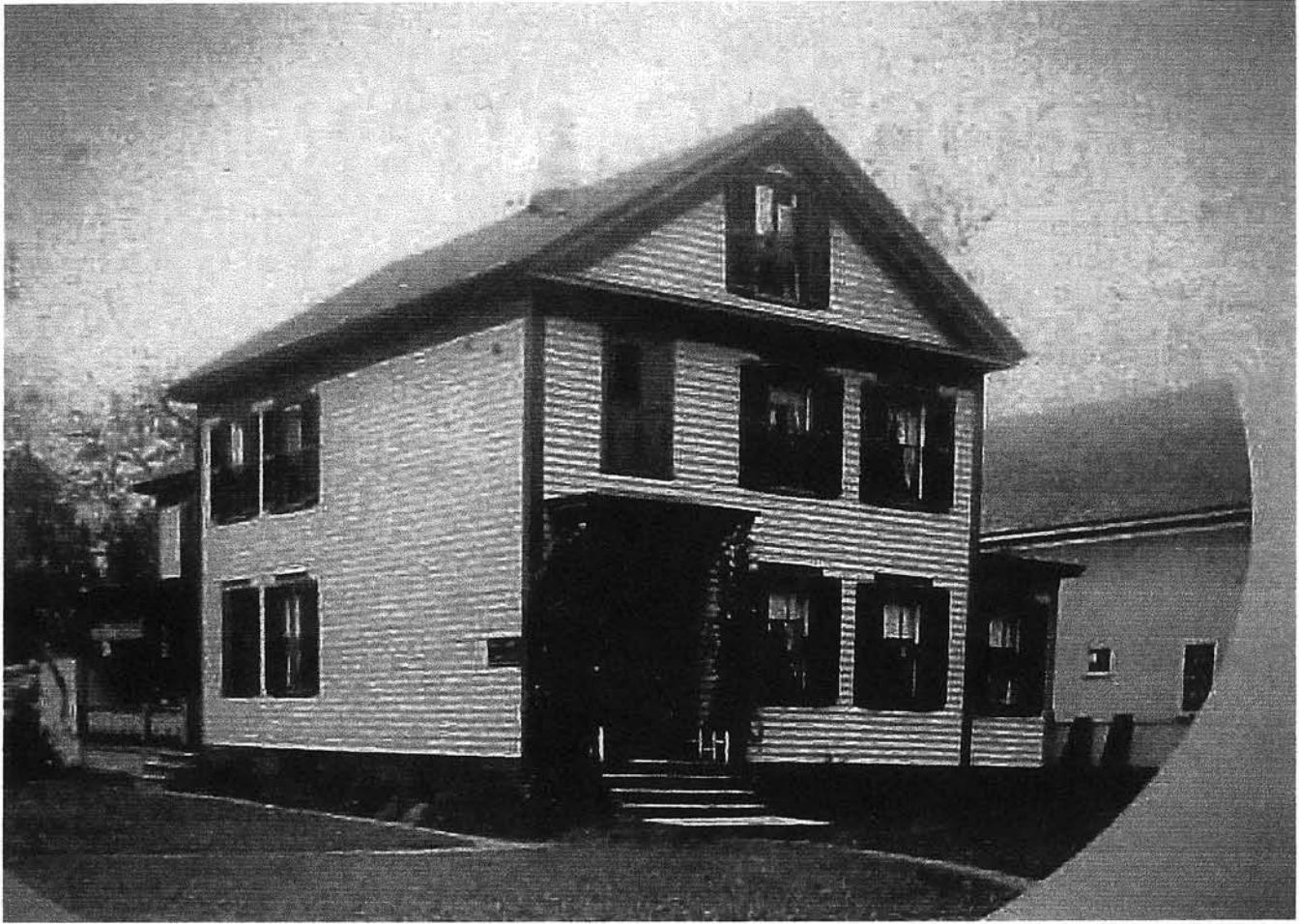
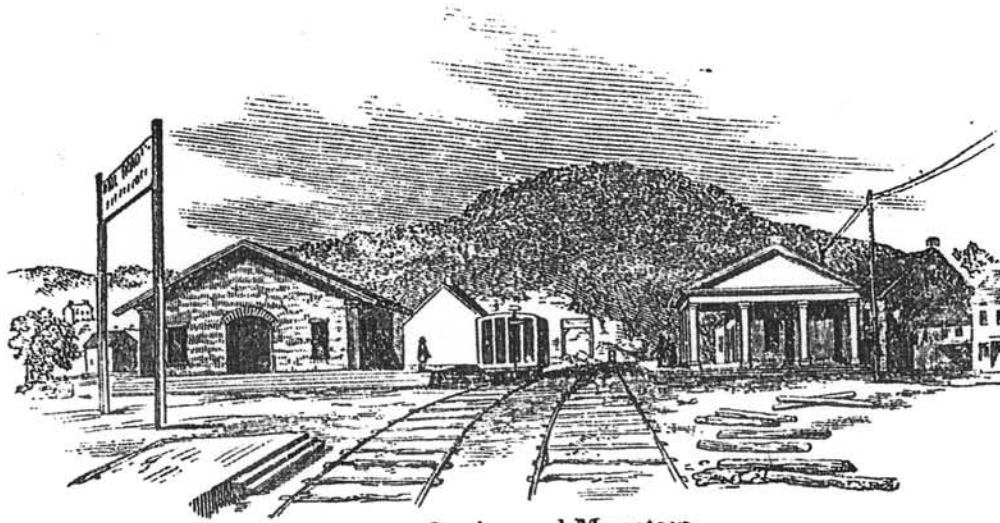


ILLUSTRATION # 8

Postcard view of Harriett Crowell House, 12 Front Street, looking northwest from Front Street around the turn of the 20th century. On the far right is the James Dillon Livery Stable (no longer standing). (Postcard, collection of Bill Jenkins, West Brookfield)

ILLUSTRATION # 9a

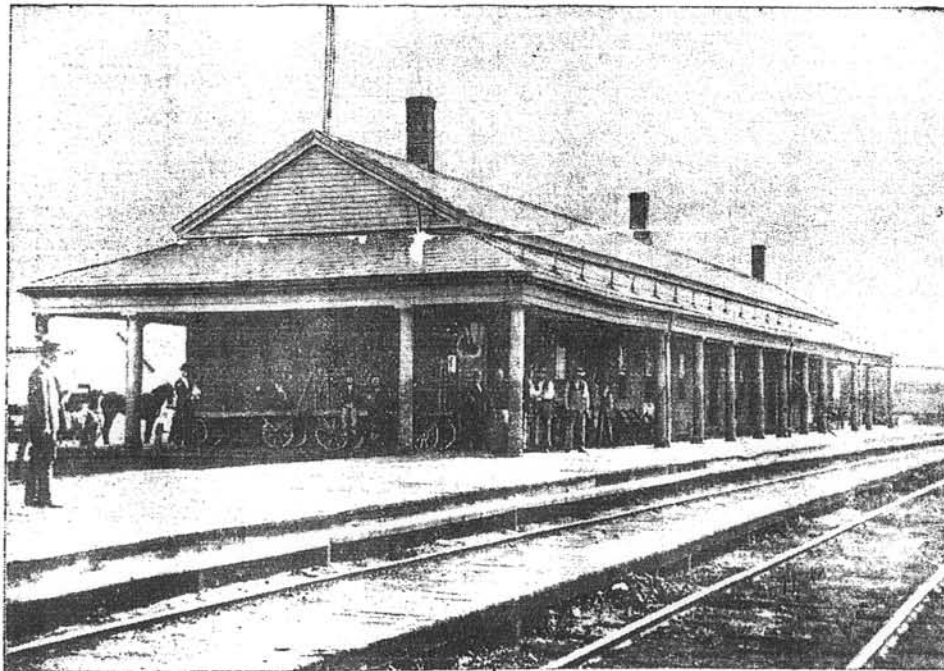
Greek Revival style Western Railroad Station, Warren, Massachusetts, as shown in Bradbury & Guild's Rail-Road Charts, 1847.



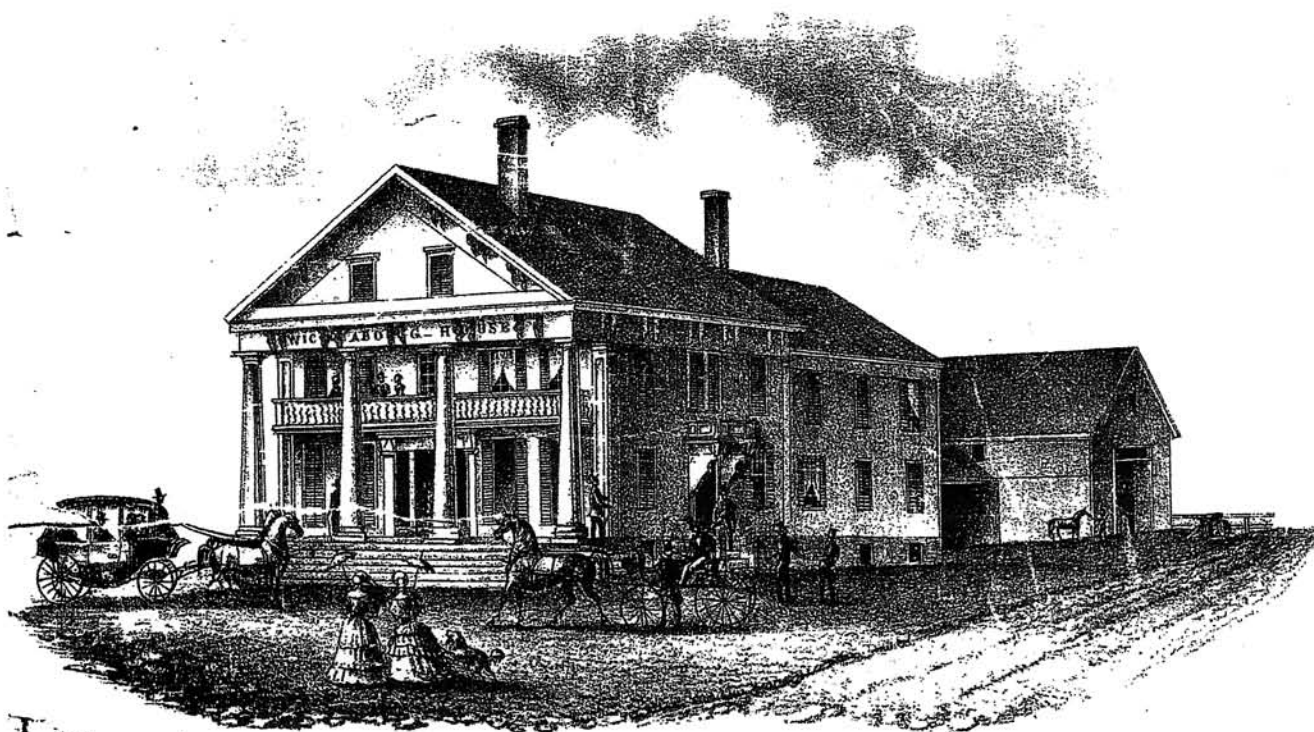
Warren Station and Mountain.

ILLUSTRATION # 9b

Greek Revival style Western Railroad Station, Worcester, Massachusetts, built in 1839.



Western Railroad Station at Washington Square. This picture was taken about 1850. Station was built in 1839.



Wickaboag House - George Crowell, Proprietor
opposite the R.R. Depot, West Brookfield

ILLUSTRATION # 10

Wickaboag House Hotel, built about 1854 on the corner of Sherman and Central streets. Burned in the late 1880's. The hotel's livery stable is seen at the rear of the building.



ILLUSTRATION # 12

District # 1 School (Milk Street School), built in 1876, served as a public school for the town center through 1953. The building, which stood on the corner of Milk and West streets was demolished shortly after it closed. A house at 25 Milk Street now stands on the site.



ILLUSTRATION # 11

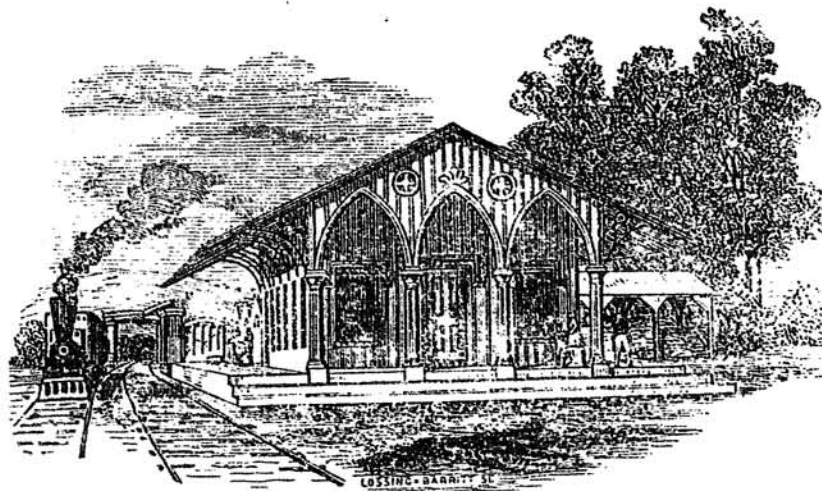
Above: Site of excavation of Crowell monument at corner of Front and Central streets in August of 2003 during the construction of the West Brookfield Senior Center. View looking north from Front Street. **Below:** Brownstone monument inscribed with the name Crowell on the right face.





ILLUSTRATION # 13

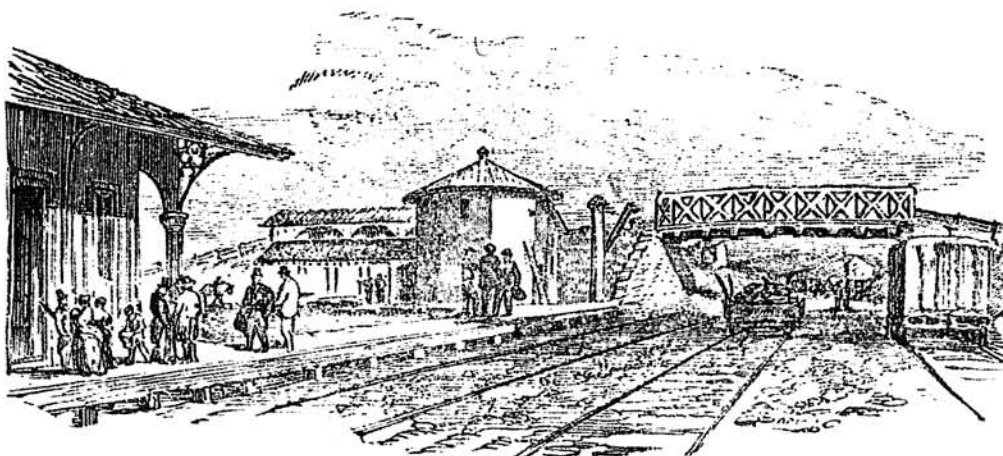
West Brookfield railroad yards with a steam locomotive. View looking north west taken in about the 1940's. The 1847 Western Railroad Freight House is seen on the far left. Water towers and other outbuildings are seen here which do not survive today. (Photograph, Robert W. Jones, West Brookfield Historical Commission)



Westfield Station.

ILLUSTRATION # 14a

Western Railroad passenger station at Westfield, Massachusetts illustrated in Bradbury & Guild's Rail-Road Charts of 1847. The design of this station closely resembles that of the 1847 West Brookfield station.



At Palmer.

ILLUSTRATION # 14b

Western Railroad passenger station at Palmer, Massachusetts is seen on the far left of this illustration in Bradbury & Guild's Rail-Road Charts of 1847. The design of the post, iron bracket and window trim suggest that this station was also of the same design as the stations at Westfield and West Brookfield.



ILLUSTRATION # 15

Western Railroad Passenger Depot, Chester, Massachusetts, believed to have been built in 1841. Stations of this design were built at numerous locations along the Western Railroad and on its secondary lines. This appears to have been the most common version of the Gothic Revival style used by the railroad.



LEGEND
PARCEL NUMBERS 2
MATCH LINE 2

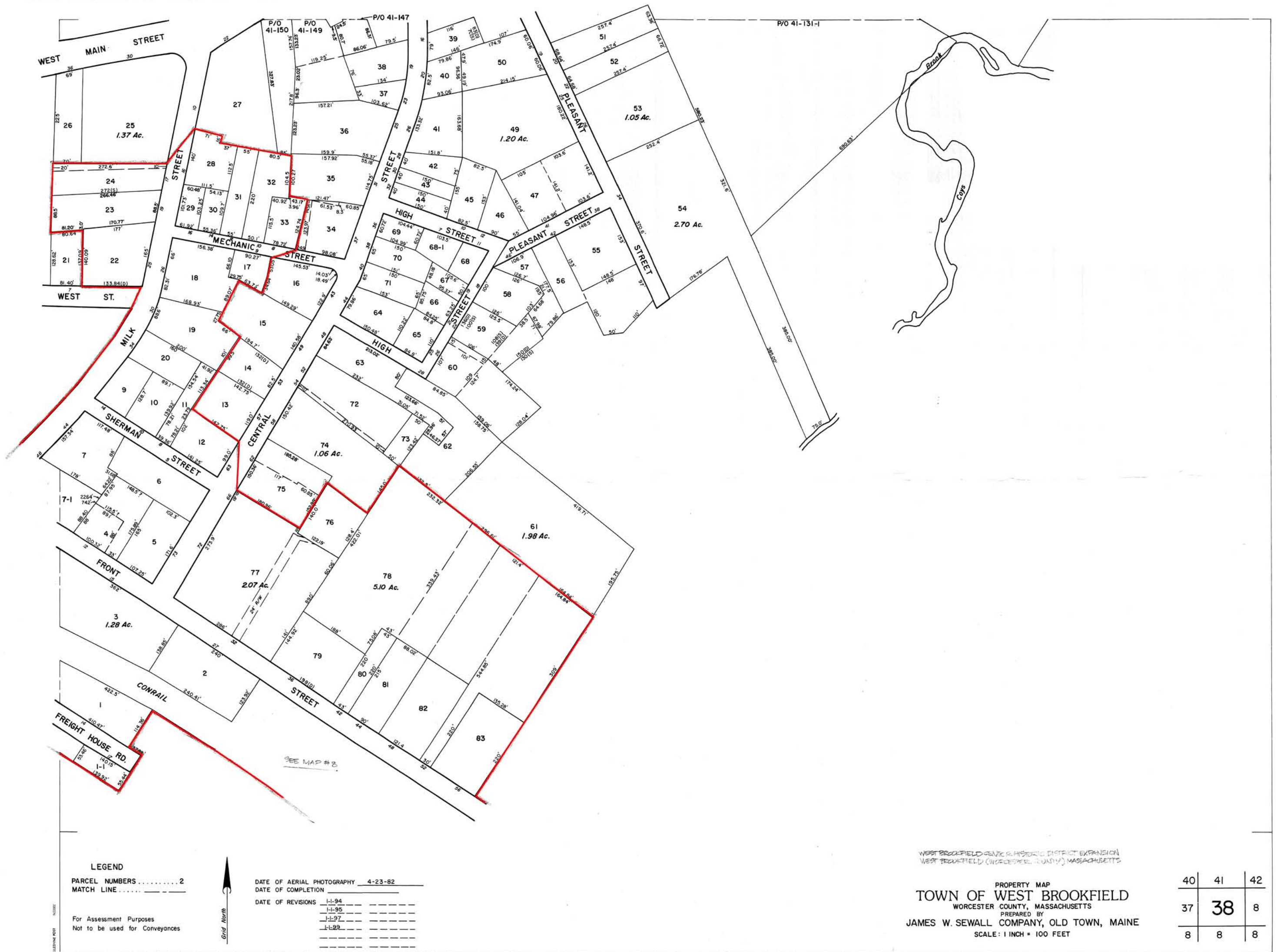
For Assessment Purposes
Not to be used for Conveyances

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DATE OF COMPLETION
DATE OF REVISIONS 1-1-84 1-1-89
1-1-86 1-1-03
1-1-88
1-1-92
1-1-93
1-1-98

WEST BROOKFIELD CENTER HISTORIC DISTRICT EXPANSION
WEST BROOKFIELD (WORCESTER COUNTY) MASSACHUSETTS

PROPERTY MAP
TOWN OF WEST BROOKFIELD
WORCESTER COUNTY, MASSACHUSETTS
PREPARED BY
JAMES W. SEWALL COMPANY, OLD TOWN, MAINE
SCALE: 1 INCH = 100 FEET

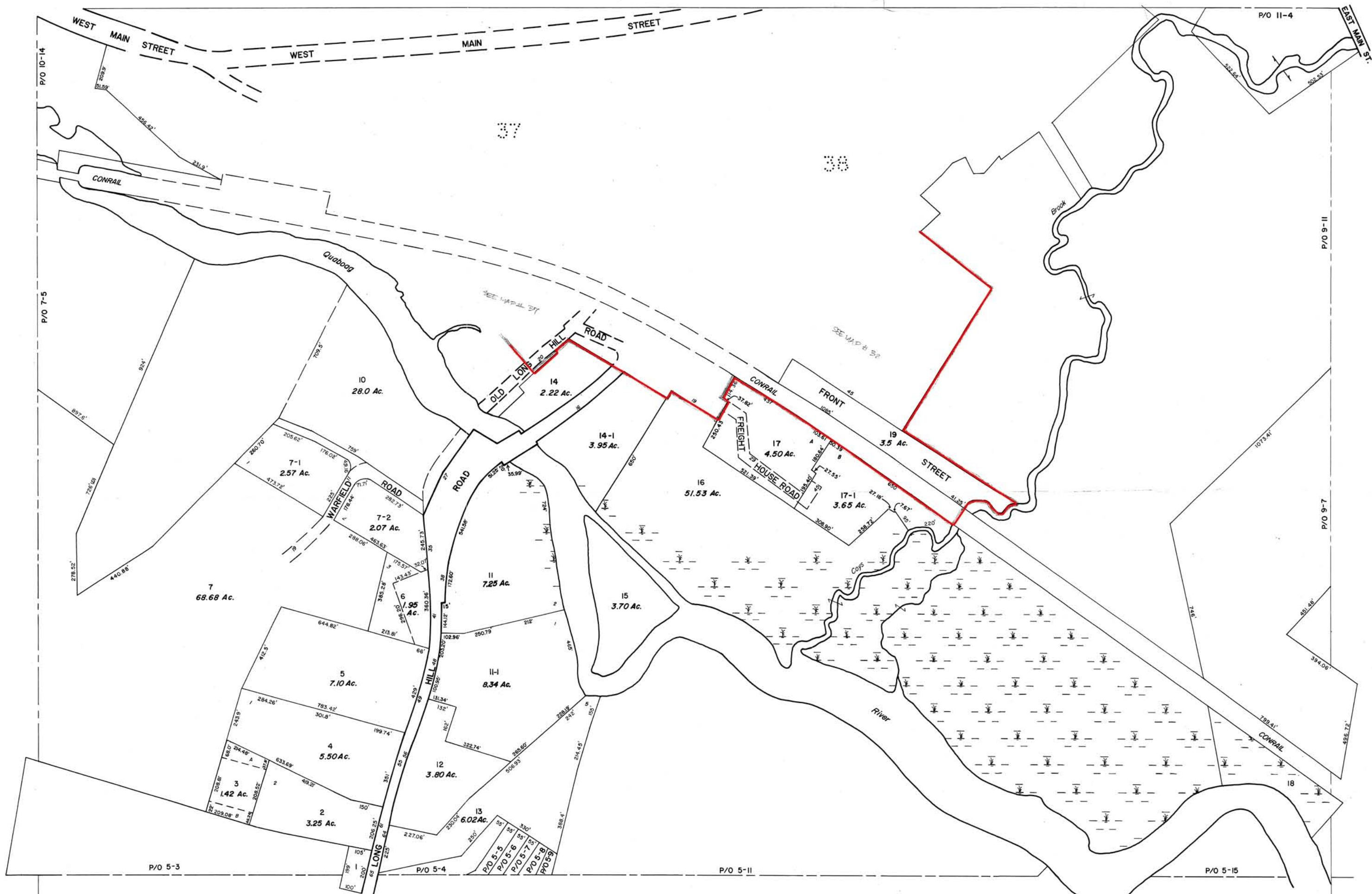
39	40	41
8	37	38
8	8	8



WEST BROOKFIELD CENTRAL HISTORIC DISTRICT EXPANSION
WEST BROOKFIELD (WORCESTER COUNTY) MASSACHUSETTS

PROPERTY MAP
TOWN OF WEST BROOKFIELD
WORCESTER COUNTY, MASSACHUSETTS
PREPARED BY
JAMES W. SEWALL COMPANY, OLD TOWN, MAINE
SCALE: 1 INCH = 100 FEET

40	41	42
37	38	8
8	8	8



LEGEND
 PARCEL NUMBERS 2
 MATCH LINE - - - - -

For Assessment Purposes
 Not to be used for Conveyances



DATE OF AERIAL PHOTOGRAPHY 4-23-82
 DATE OF COMPLETION
 DATE OF REVISIONS
 1-1-86
 1-1-87
 1-1-91
 1-1-93
 1-1-99
 1-1-03

WEST BROOKFIELD CENTER HISTORIC DISTRICT EXPANSION
 WEST BROOKFIELD (WORCESTER COUNTY) MASSACHUSETTS
PROPERTY MAP
TOWN OF WEST BROOKFIELD
 WORCESTER COUNTY, MASSACHUSETTS
 PREPARED BY
 JAMES W. SEWALL COMPANY, OLD TOWN, MAINE
 SCALE: 1 INCH = 200 FEET

10	11	12
7	8	9
4	5	6

WEST BROOKFIELD CENTER HISTORIC DISTRICT EXPANSION
WEST BROOKFIELD (WORCESTER COUNTY) MASSACHUSETTS





1. Western Railroad passenger depot, looking SE from Ware Street (Photographer: Susan Ceccacci, April 2003)



2. Western Railroad freight house, looking NW from Freight House Road (Photographer: Susan Ceccacci, April 2003)



3. Boston & Albany passenger depot, looking NW (Photographer: Susan Ceccacci, April 2003)



4. Railroad-related buildings, Old Long Hill Rd., Railroad Ave., looking SW from overpass (Photographer: Susan Ceccacci, April 2003)



5. 65 Central St., 14, 10, 8 Sherman Street, looking W from Central Street (Photographer: Susan Ceccacci, April 2003)



6. 16, 14, 12, 10, 8 Mechanic Street, looking N from Milk Street (Photographer: Susan Ceccacci, April 2003)



7. 26 Milk St., 14 Sherman St., 44 Milk St., looking N from Milk St. near Front St. (Photographer: Susan Ceccacci, April 2003)



8. 29 Ware Street, looking SW from Ware Street (Photographer: Susan Ceccacci, April 2003)



9. 67-59-57 Ware Street, looking E (Photographer: Susan Ceccacci, April 2003)



10. 42, 44, 48 Front Street, looking NE (Photographer: Susan Ceccacci, April 2003)