

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	STH.B
Historic Name:	Lockville Historic District
Common Name:	Mill Pond Area - Strong's Mill - Lyman Mill
City/Town:	Southampton
Village/Neighborhood:	Southampton;
Local No:	
Year Constructed:	
Use(s):	Abandoned or Vacant; Industrial Complex or District; Residential District;
Significance:	Archaeology, Historic; Community Planning; Engineering; Industry; Transportation;
Designation(s):	Nat'l Register District (01/24/2001);
Building Materials:	
Demolished	No



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

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FORM A - AREA

Assessor's Sheets

USGS Quad

Area Letter

Form Numbers in Area

Massachusetts Historical Commission
80 Boylston Street
Boston, Massachusetts 02116

28, 29

Mt. Tom

B

B-87, B-88, B-89,
B-905, B-906, B-907,

110

NRD 15
1124/01Town SouthamptonPlace (neighborhood or village) Mill Pond AreaName of Area Mill Pond AreaPresent Use residential/ industrialConstruction Dates or Period 1768-1938Overall Condition good, some visible modern alterationsMajor Intrusions and Alterations some modern outbuildings; addition to Lyman Sheet Metal bldg. (see Archit. Descr.)Acreage approximately 21 acresRecorded by Norene A. RobertsOrganization Historical ConsultantDate (month/year) March, 1998

271 College Highway, view NE.

tion sheet if space is not sufficient here. Indicate north.

See attached sketch maps.

RECEIVED

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AREA FORM

ARCHITECTURAL DESCRIPTION ☒ *see continuation sheet*

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

HISTORICAL NARRATIVE ☒ *see continuation sheet*

Explain historical development of the area. Discuss how this area relates to the historical development of the community.

BIBLIOGRAPHY and/or REFERENCES ☒ *see continuation sheet*

☒ Recommended as a National Register District. *If checked, you must attach a completed National Register Criteria Statement form.*

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MASSACHUSETTS ARCHIVES BUILDING
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Check all that apply:

☒ Potential historic district

Criteria: A

Statement of Significance by Norene A. Roberts

The Mill Pond Area appears to possess integrity of location, design, setting, materials, workmanship, feeling, and association. It is significant as a largely untouched industrial area which supported a sawmill, a gristmill, a tannery, a potash works, a cider mill, a shingle mill, a whip shop, and a piano leg factory by taking advantage of the mill powers available in the valley of the Manhan River approximately a mile south of the Southampton center. These activities span over 200 years of land use in Southampton. This area brought together two events which helped it to maintain its reputation as an important junction of transportation in the nineteenth century. Together with the fact that the area was located on the county road between Southampton and Westfield, its location was further enhanced by the construction of three canal locks and a canal warehouse on the New Haven & Northampton canal which operated from 1835-1847. It was during this time that the area became known as "Lockville" and supplied not only a canal storehouse, but a hotel for canal travelers. The year 1863 witnessed the inauguration service on the New Haven & Northampton Railroad. This railroad provided transportation of goods between southern Connecticut and Northampton, Massachusetts, as well as towns along the way like Southampton and its industries at the Mill Pond. Its tracks were partially laid within the old canal bed. This combination of natural resources and transportation facilities made the Mill Pond Area the focus of Southampton's small scale industries. The Icabod Strong House, the Canal Storehouse and Hotel, and the Lyman Sheet Metal Works all survive in their original setting and clearly illustrate the scale and character of early industries in rural Southampton. The dam and mill building, the railroad trestle, and the canal lock remnant and "Lockville Hotel" are illustrative of the combination of forces which led to the growth and decline of small manufactures in Southampton and similar communities.

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ARCHITECTURAL DESCRIPTION:

Setting:

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

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

General Building Characteristics:

There are nine buildings with related outbuildings in the Mill Pond area, four structures, and one site, the mill pond itself. The principle buildings are the Icabod Strong House, ca. 1768, 271 College Highway (MHC # B-87); the Phineas Strong House, 1833, 100 Moose Brook Road, (MHC # 110); The Lockville Hotel, ca. 1828, 286 College Highway (MHC # B-89); the Canal Storehouse, 1832, 100 Brickyard Road (MHC # B-90), the Lyman Mill, ca. 1854 and 1877, on the east side of College Highway south of the Manhan River (MHC #B-905); and the Lyman Sheet Metal Company complex, 1894, 1902, ca. 1916, 1960s, at 281 College Highway (MHC # B-88). The principle structures are the canal lock remnant, 1835, south of the Storehouse at 100 Brickyard Road (MHC # B-907) and the mill dam, rebuilt in 1938 (MHC # B-905) which impounds Lyman Pond itself.

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There are three non-contributing properties where the buildings lack historical physical integrity, as in the **blacksmith house** at 280 College Highway (#3, ca. 1866, 1969), or because they are of recent construction, as in the **Harry Oliver Gorton House**, (#2), 275 College Highway, built in 1950, and the **George Gorton House**, (#3), 277 College Highway, built in 1952. Both of the Gorton houses are Builders' Colonial in style, based on a modern version of a Cape Cod style house.

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

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

This property has two outbuildings. To the west of the house is an El-shaped barn. The vertical board sided wing nearest Brickyard Road is the original barn, built before 1900. It is post and beam construction and now has 2-over-2 wooden framed windows. Sheathing on the barn is weatherboard. Forming an El with this barn is a gambrel-roofed asphalt shingled barn with

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shiplap siding and a metal monitor on the roof. It has nine-paned single hung windows. It was an addition to the original barn, built probably in the 1910s, 1920s or early 1930s, and was used for a family dairy operation. West of barn facing Brickyard Road is a simple side-gabled one story rectangular four-bay garage with a corrugated metal roof. This wood-framed building sits on a poured concrete slab, and dates from the 1950s.

The **Hampshire and Hampden Canal Company lock remnant**, north of 100 Brickyard Road on College Highway, ca. 1835 (MHC # B-907) is a remnant of the south wall of one of three canal locks in this vicinity of Southampton built by the Hampshire and Hampden Canal Company and opened in 1835. The other two locks at this point were west and south several hundred feet from this remnant and have entirely disappeared. This remnant lock is approximately seven feet tall and extends for some 65-75 feet along the side of the former Canal Storehouse at 100 Brickyard Road. It is built of dressed stone blocks and is dry laid. There is a slot in the stone wall indicating the location of former canal gates. This wall forms a south embankment for the railroad tracks which, at this point, were laid in the canal bed. It also acts as a south wall along the Canal Storehouse property at 100 Brickyard Road. Together the three locks at this point served to lift the canal boats 30 feet to the level of the Manhan River.

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

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

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

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

The current appearance of these buildings is much as they were originally. The mill still has a standing seam metal roof with one red brick chimney. The weatherboard has been replaced or covered with metal siding to look like wooden weatherboard. The windows are boarded up and the condition of the structure is good. The second building also has a corrugated metal roof, a poured concrete foundation with one pier over the water, open eaves and vertical plank walls. A concrete pier over the water supports the building at the northwest corner.

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

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

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

This **highway bridge** (#4), at Route 10 at the Manhan River, was built in 1924 and spans the Manhan River carrying Route 10. It is constructed of reinforced concrete with metal girders and concrete abutments. The bridge has projecting pilasters and an open balustraded concrete railing in four segments. At both ends of the bridge is a "Commonwealth of Massachusetts" seal and at the south end a concrete date block, "1924".

The **blacksmith house** at 280 College Highway (#3, ca. 1866, 1969), is now the Keller residence, located on the west side of Route 10 across from the Lyman Sheet Metal Works. This non-contributing property is a small wood-framed building originally covered in weatherboard and has a front-facing gable toward the road with overhung eaves. A six-foot wide open porch was constructed before 1890 and ran along the south side of the building, making its overall dimensions 28 feet by 26 feet deep. The house was hit by a car in January, 1980, after which it was completely resided and the south side porch was enclosed. It also has replacement windows.

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

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

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

The **Harry Oliver Gorton House**, (#2), 275 College Highway, built in 1950, measures 34 feet wide by 23 feet deep and is one story with a gabled roof. The house has a concrete block foundation and is metal sided. Windows are one-over-one and there is a full dormer at the rear facing east. The house has a red brick chimney on the north side and an asphalt roof. The front door has an arched fanlight. Behind the house is one outbuilding: a gabled and shed roofed barn and garage with horizontal and vertical rusticated plank siding. The Assessors' date for this outbuilding is 1960 and 1970.

The **George Gorton House**, (#3), 277 College Highway, built in 1952, measures 36 feet wide by 27 feet deep and to the south on a sloping lot is a 24 feet by 26 foot slightly gabled tuck-under

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garage which supports an enclosed porch an open deck. This house has a concrete block foundation, a red brick chimney on the south side, and six-over-one double-hung windows. The front facade is asymmetrical with a picture window on the south side of the front door. A detached prefabricated gabled shed is behind the house.

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

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

Archaeological and historic archaeological potential:

Although no prehistoric sites are known to be located within the proposed Mill Pond Area, sites may be present. The physical characteristics of this area along the Manhan River include gently sloped hills, well-drained terraces, an available floodplain, and the Red Brook tributary to the west of the mill pond. The drop in the river at the current dam may have enhanced this location as a possible fishery. A moderately high potential may exist for the recovery of significant prehistoric resources.

There is also a high potential for locating significant historic archaeological resources in the proposed area. The 1794 Barret map shows a grist mill and a sawmill near the south bank of the Manhan River in the vicinity of the Lyman mill's current location. South of the railroad tracks and the Lyman mill the 1860 Walling mill shows a railroad depot. The original location of the "Beehive," a former steam grist and sawmill, was located in 1860 on the east side of Route 10 before part of the building was moved and incorporated into the current Lyman mill building. Around the current mill itself, the grade of the bank in this vicinity appears much like that in a ca. 1900 Howes Brothers photograph. Possible artifacts which may be located with milling in

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this area may exist. Finally, an attempt was made to locate the other two canal locks west of the proposed boundaries and west of the current lock remnant, using an 1854 railroad survey map showing the three original locks in relation to the current railroad bed. This was done by pedestrian survey and the lock remnants, if they exist, were not located. Subsurface testing, however, may pinpoint the original location and uncover foundations. If so, the boundary of this area could be extended west of the Canal Storehouse to include these structures.

HISTORICAL NARRATIVE:

The Mill Pond area is located approximately a mile south of Southampton Center where the Manhan River crosses under Route 10 or College Highway. The combination of natural resources and transportation facilities made the Mill Pond area the focus of Southampton's small scale industries. Because the center of Southampton is on a hilly rise, the area, now a historic district, had no available water power and was largely given over to residences and town buildings. To the south of the center district at the Mill Pond area, the Manhan River wended its way through the surrounding hilly terrain, providing direct water power to a long history of small enterprises along both Red Brook and the river itself. The Southampton Center Historic District, placed on the National Register of Historic Places in 1991, extends south from the center of town to just west of the Lyman Mill Pond, and includes what may be early industrial sites along Red Brook. The Lyman Sheet Metal company continues to survive as a small-scale manufacturing business today.

The only other areas of Southampton with histories similar to that of the Mill Pond Area are the West Part and Russellville areas. The West Part area of Southampton is located in the northwest portion of Southampton along the east branch of the Manhan River and its tributaries. The West Part area was altered with the construction of the Tighe Carmody reservoir impounded by the Manhan Dam at the turn of the century. Here were located early sawmills, tanneries, and small family businesses, but this area has been altered beyond its original appearance today. The other industrial area was at Russellville, in the southwestern portion of Southampton. The industrial history of Russellville dates from around 1791 when Russellville Falls, then known as Wolf Hill Falls, saw the location of a gristmill built by Israel Sheldon. There were several early sawmills and shingle mills in the Russellville area, including a mid-nineteenth century sawmill owned by Rufus Strong, as well as a cider mill, clothier mill for carding and dressing cloth, a blacksmith shop, and other small industries. Like the West Part area of Southampton, the 1897 sale to Holyoke of portions of the Manhan River put an end to the small industries around Russellville and the area today has some of little its historic appearance and building stock.

The Mill Pond area survives almost undisturbed and with few modern intrusions. The area around what became known as Lyman Pond was identified as a good location for a sawmill as

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early as 1732. In subsequent years, the Manhan River at this point supported potash operations, sawmills, a whip shop, a shingle mill, a shop to manufacture piano legs, a grist mill, and a blacksmith shop. The New Haven and Northampton Canal operated just south of the pond from 1835 to 1847 and helped provide transport for both raw goods heading by barge to New Haven and finished goods and foodstuffs flowing north. In 1855, the New Haven & Northampton Railroad, originally named the Westfield and Northampton railroad, began construction to provide service to the commercial ventures here with tracks laid partially in the old canal bed. Industrial activity began to decline in the Mill Pond area around 1900 when the flow of the Manhan River was restricted to provide a reservoir for the City of Holyoke to the east.

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

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

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town

Southampton

Property Address

Mill Pond Area

Area(s)

Form No.

B

see data sheet

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

Two other properties are associated with industry in the 19th and early 29th centuries. The first is the blacksmith's house (#3) located at 280 College Highway and now the Keller residence. It sat just north of a blacksmith's shop which was moved ca. 1902 to the east side of the road and became the original part of the Lyman Sheet Metal Company (MHC B-88) at 281 College Highway. As early as 1841 there was a blacksmith's shop on the west side of College Highway just north of the Manhan River. An 1854 canal map shows the location where both the blacksmith's house and shop sat. The 1873 Beer's *Atlas* shows the blacksmith's house belonging to J. Beaulieu with the blacksmith's shop to the south. Herbert B. Lyman founded the Lyman Sheet Metal Company (MHC-88) in 1893 or 1894, sources vary. He constructed the first building on the east side of the road north of the Manhan River at what is now 281 College Highway. Around 1902 he expanded the physical plant by moving the blacksmith's shop from the west side of the road to the east side and attaching it to his existing building. The Lyman Sheet Metal Company plant expanded again in 1916, and again in the 1960s with the addition of a shipping room. The company began making furnace elbows and pipes, continued with customized sheet metal products, and is still in operation today.

Transportation over the years has changed dramatically in the area while the appearance around the Mill Pond area has not changed very much. In the early years, College Highway was the main road between Southampton and Westfield. It became Route 10 in the early 20th century. At least three bridges have been located where the current 1924 concrete highway bridge (#4) is located. The previous bridge was a metal truss bridge completed in early 1916, and an even earlier one was a wooden bridge, according to historic photographs. In the early-1830s the Farmington canal was extended from Westfield to Northampton and this leg became known as the New Haven & Northampton canal. A Canal Storehouse (MHC # B-90) at 100 Brickyard Road was built along the canal in 1832. Gaius Lyman was a lock keeper and agent for the canal company and ran the canal storehouse during the years the canal was in operation. The canal ceased operations in 1847. William S. Lyman ran a general store from the canal storehouse and by 1900 the building was converted to a residence with an open front porch, shutters, and a bay window on the south side. The remaining canal lock (MHC # B-907) parallel and north of the canal storehouse is one of three in the immediate area which was located just to the west of College Highway. Only the south wall of the easternmost lock remnant remains, the other two

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locks having been destroyed, according to a field inspection. These three locks at Southampton gave rise to the name "Lockville" for this area near the Manhan River. According to an article in the *Hampshire Gazette* of November 18, 1933, the Westfield to Northampton segment of the canal, including the Southampton section, was constructed by Thomas Shepard of Northampton.

Another property associated with the canal is the John Strong, Jr. House (MHC # B-89) more widely known as the Lockville Hotel. John Strong, Jr. acquired the land from his father in 1803 and a construction contract shows that Stephen Wolcott, a Southampton contractor, was awarded the building contract for this house in 1828. It became known as the Lockville Hotel, serving travelers of the canal, during the years the New Haven & Northampton canal was in operation in the 1830s and 1840s. In 1840, Delano Bartlett bought the house and it became the home of five generations of the Bartlett family. A grandson of the Bartletts, Herbert B. Lyman, moved into the house in 1894 and remained until he died in 1945. Lyman was the founder of the Lyman Sheet Metal Company (MHC # B-88).

The canal was replaced by the railroad when planning for construction of a rail line from Westfield to Northampton, by way of Southampton, was begun in 1852. Passenger service ran until around 1926, and the Hampshire & Hamden Railroad trestle (MHC B-906) was constructed ca. 1855 over the Manhan River. The Hampshire & Hamden Railroad was known as the "Canal Road" because it built largely along the right of way of the old canal bed, although deviated where necessary. The only portion where the railroad built within the canal lens is at the Canal lock remnant. It then deviated slightly heading east and north to the railroad trestle, as shown on the 1854 railroad survey map which also shows the canal.

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MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
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MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
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MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

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Southampton

Mill Pond Area

Area(s) Form No.

B see data sheet

Photo #	Assessors' #	Resource	Address	Form/Style	Date	MHC #
2/6,7,8,9, 11	28-18A	Icabod Strong House	271 College Highway	Georgian, 2 with connecting El	ca. 1768, 1973	B-87
2/10, 12,	28-19	Harry O. Gorton House	275 College Highway	modern Cape	1950	1-125
2/13,14	28-20	George Gorton House	277 College Highway	modern Cape	1952	2-126
1/23	28-81	blacksmith house	280 College Highway	Vernacular	1866, 1969, 1980	3-127
1/5	_____	highway bridge	College Hwy. (Rt. 10) over Manhan River	concrete, metal girder	1924	4-900
1/11	_____	Lyman Pond	Manhan River at Route 10	residential/industrial	1768-1938	B-87-90; 905-907 413
1/0, 1, 10, 21	28-21A	Lyman Mill	south side Manhan River east of College Highway	Vernacular	ca. 1854, 1877	B-905
1/1		dam	Manhan River east of Rt. 10		rebuilt 1938	B-905
1/3, 7	28-21B, 21C, 21-D	Lyman Sheet Metal Co.	281 College Highway	Vernacular	1894, 1902, ca. 1916, 1960s	B-88
1/16,17,19	28-82	Lockville Hotel	286 College Highway	Federal	ca. 1828	B-89
1/18	39-82	canal lock remnant	College Hwy. near Brickyard Rd.	stone wall	1835	B-907
2/5, 1/12, 1/13, 1/15	28-24	Canal Storehouse	100 Brickyard Road	Vernacular	1832, pre-1900, 1965	B-90
1/22	39-82	railroad trestle	Manhan River east of College Highway	Industrial	ca. 1855	B-906
2/1,2,3	29-46	Phineas Strong House	7 Moose Brook Road	Federal	1833, 1970	110

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
 MASSACHUSETTS ARCHIVES BUILDING
 220 MORRISSEY BOULEVARD
 BOSTON, MASSACHUSETTS 02125

Town

Southampton

Property Address

Mill Pond Area

Area(s)

Form No.

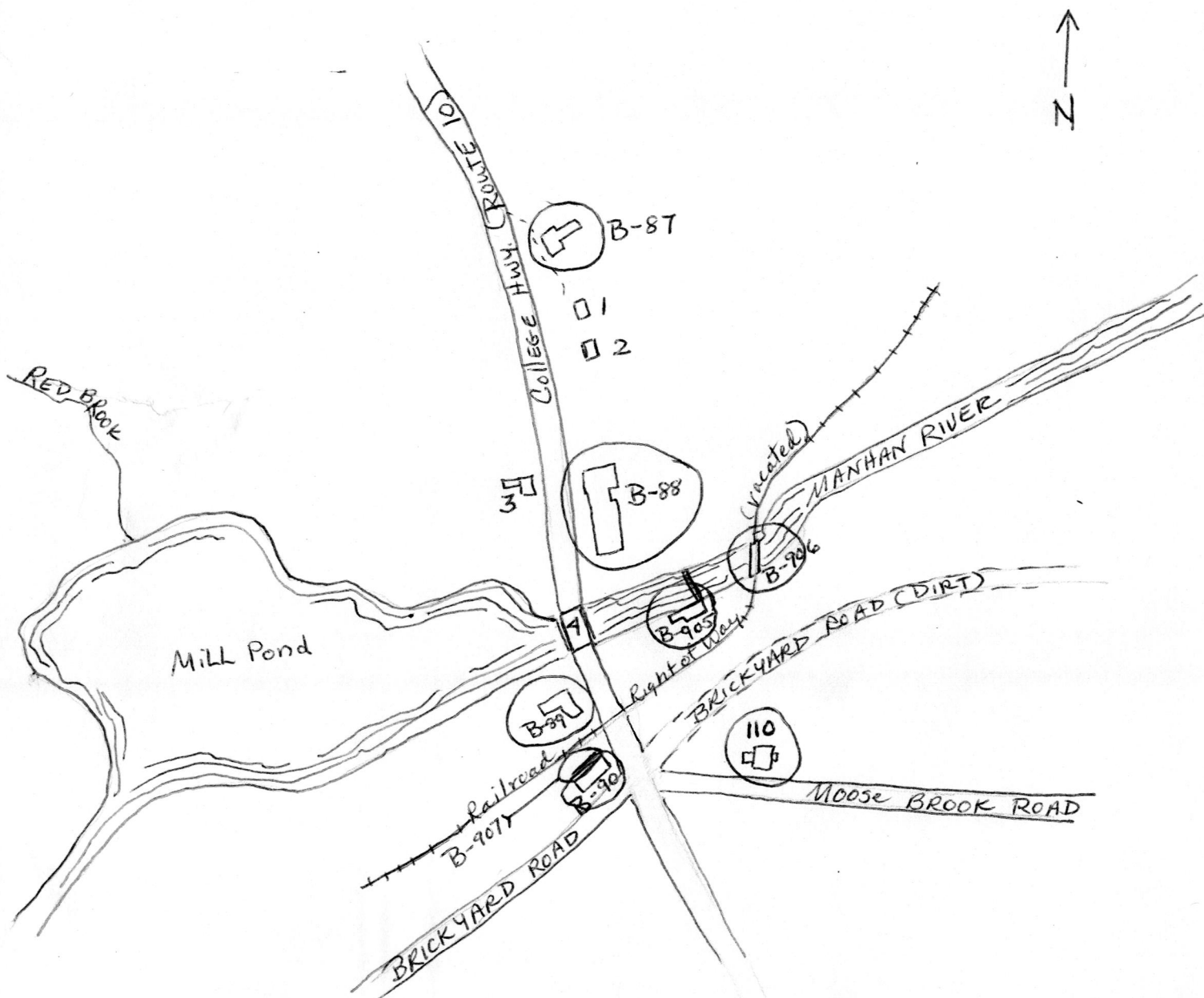
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see data sheet

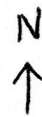
SKETCH MAP #3

Numbers are keyed to data sheet.

Circled properties have individual B Forms.



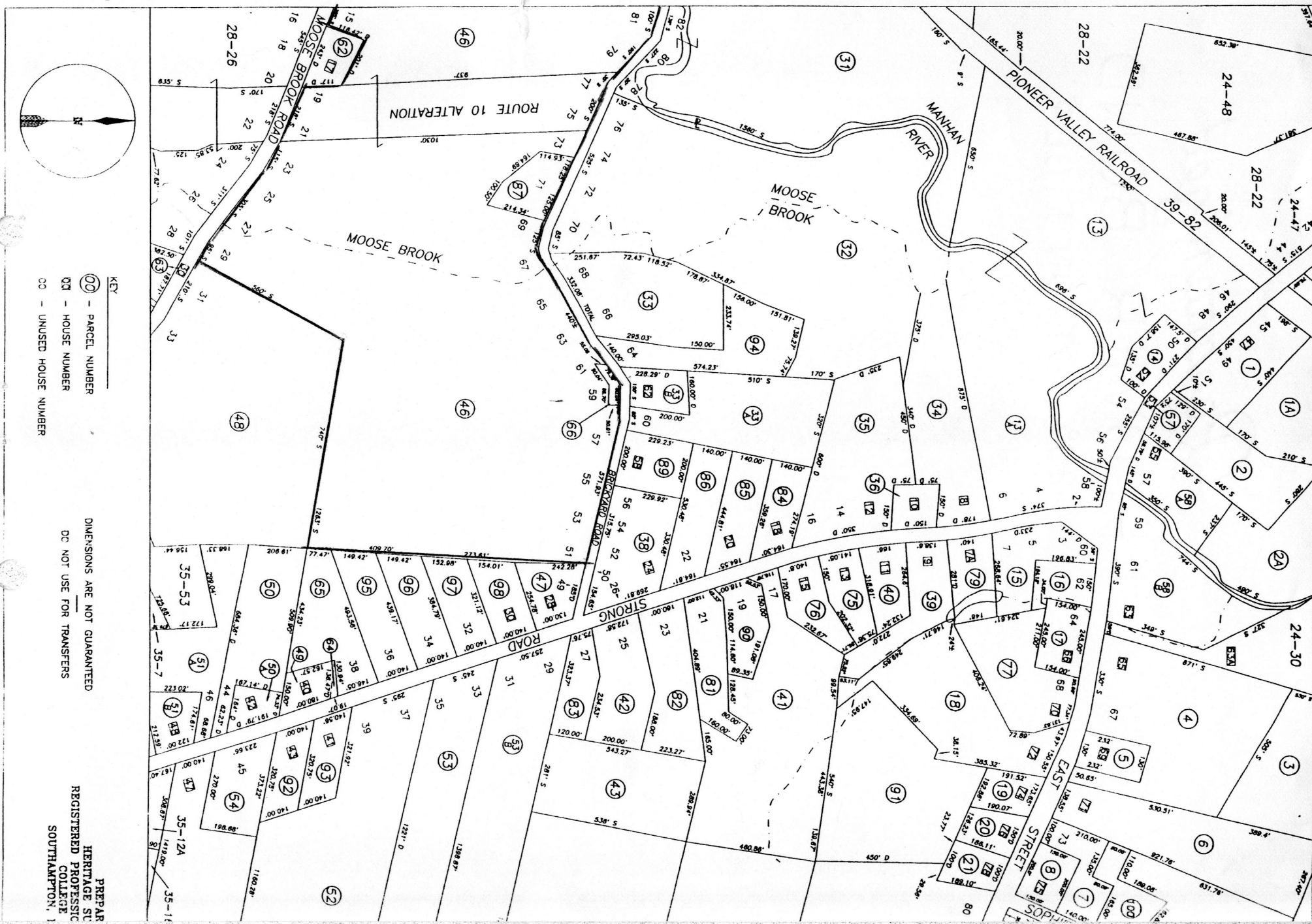
Sketch Map #1 Mill Pond Area
Southampton, Massachusetts



CURRENT THROUGH DECEMBER 31, 1998

STH.B

Sketch Map # 2 Mill Pond Area
 Southamptn, Massachusetts Sheet Number 29,
 Southamptn Massachusetts Assessors Plans, Current Through December 31, 1996



KEY

00 - PARCEL NUMBER

01 - HOUSE NUMBER

00 - UNUSED HOUSE NUMBER

DIMENSIONS ARE NOT GUARANTEED

DO NOT USE FOR TRANSFERS

PREPARED BY
 HERITAGE SURVEYING
 REGISTERED PROFESSIONAL
 COLLEGE
 SOUTHAMPTON, MASSACHUSETTS



Canal storehouse - 100 Brickyard Road
Looking northwest. Oct. 1997.



Canal storehouse - 100 Brickyard Road
Looking northeast. Jan. 1998.



Canal storehouse barn - 100 Brickyard Rd.
Looking northwest. Oct. 1997.



Canal storehouse - garage - 100 Brickyard Rd.
Looking northwest. Oct. 1997.



Canal Lock Remnant - College Hwy, near 100
Brickyard Rd. Looking southwest. Oct. 1997.



Icabod Strong House - 271 College Highway.
Looking south. Jan. 1998.



Icabod Strong House - 271 College Hwy.
Looking north. Jan. 1998.



Icabod Strong House Barn - 271 College Hwy.
Looking northeast. Jan. 1998



Harry Gorton House - 275 College Hwy.
Jan. 1998.



Harry Gorton House - 275 College Hwy.
Looking southeast. Jan. 1998.



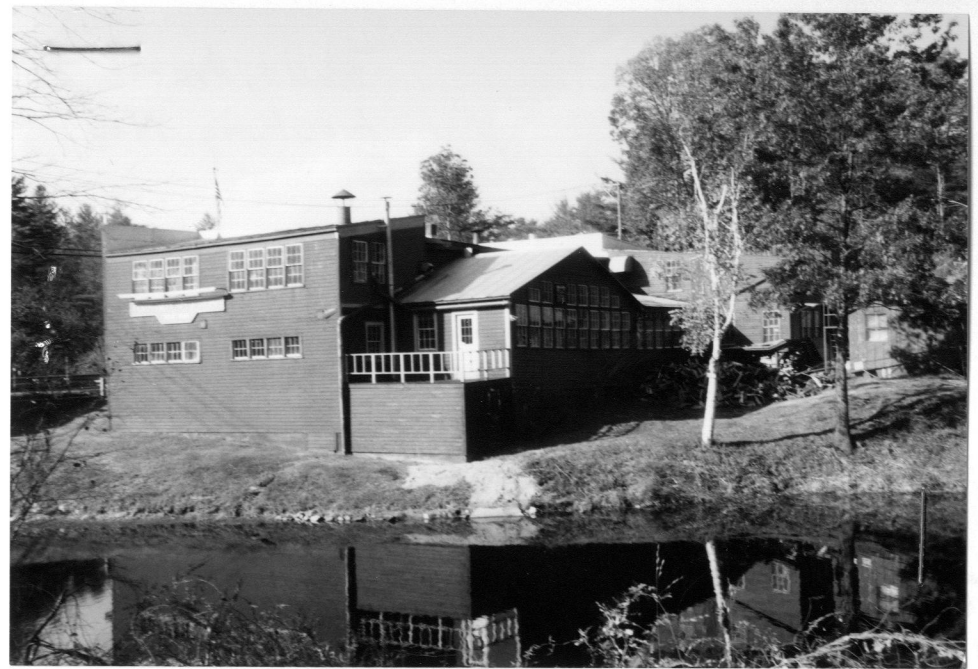
George Gorton House - 277 College Hwy.
Looking northeast. Jan. 1998.



George Gorton House - 277 College Hwy.
Outbuilding - looking east. Jan. 1998.



Blacksmith's House - 280 College Highway
Looking northwest. Oct. 1997.



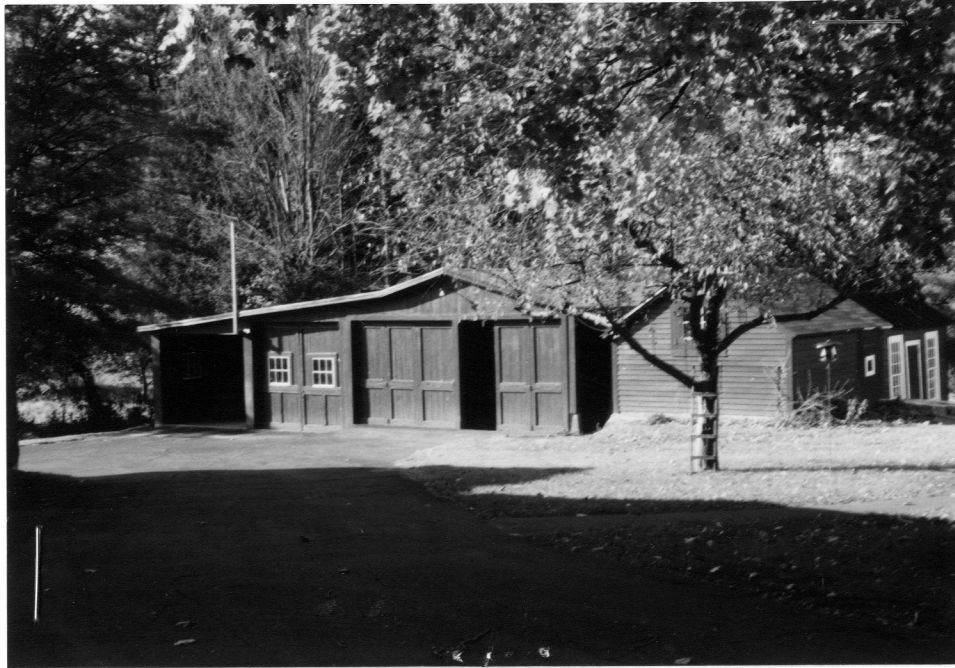
Lyman Sheet Metal Co. - 281 College Hwy.
Looking northwest. Oct. 1997.



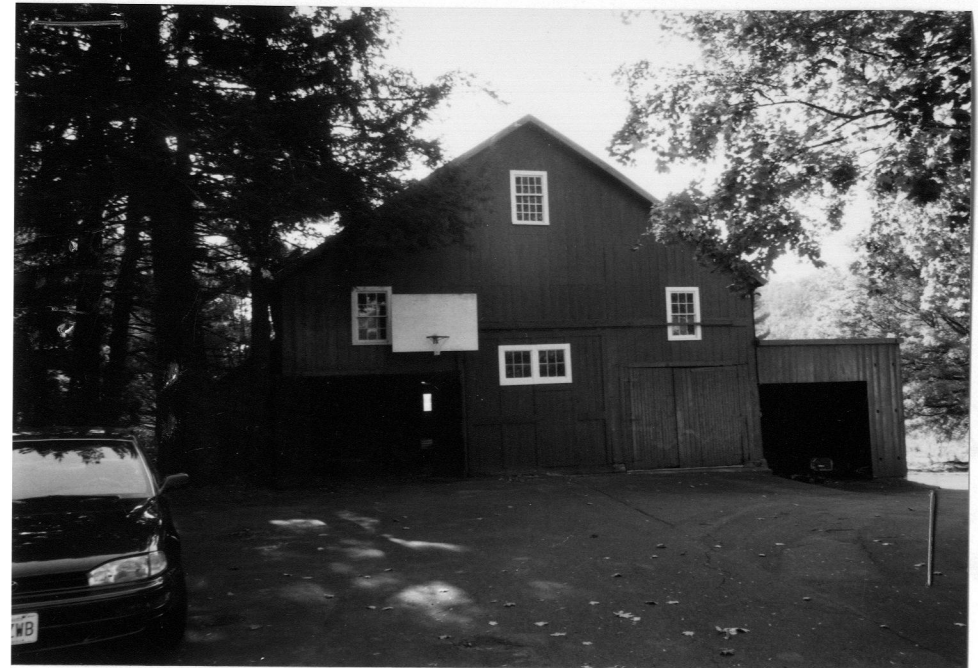
Lyman Sheet Metal Co. - 281 College Hwy.
Looking southeast. Oct. 1997.



Lockville Hotel - 286 College Highway.
Looking northwest. Oct. 1997.



Lockville Hotel outbuilding complex - 286 College Hwy, looking NW. Oct. 1997.



Lockville Hotel Barn - 286 College Hwy. Looking west. Oct. 1997.



Bridge - College Hwy (Rt. 10) over the Manhan River. Looking SW. Oct. 1997.



Lyman Mill and Dam at Manhan River, east of Route 10. Looking South. Oct. 1997.



Lyman Mill at Manhan River east of Rt. 10.
Looking northeast. Oct. 1997.



Lyman Mill, west end - at Manhan River
east of Rt. 10, looking northwest. Oct. 1997.



Lyman dam, mill in background,
looking south.
Manhan River east of Rt. 10.
Oct. 1997.



Lyman mill pond, Manhan River impoundment at Route 10. Looking west. Oct. 1997.



New Haven and Northampton Railway Trestle Manhan River east of Route 10. Looking NE.



Phineas Strong House - 7 Moose Brook Road Looking northwest. Jan. 1998.



Phineas Strong House - 7 Moose Brook Road Looking north. Jan. 1998.



Phineas Strong House-outbuildings.
7 Moose Brook Road.
Looking northwest. Jan. 1998.

8472

FORM A - AREA

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET, BOSTON, MA 02116

Area Letter Form numbers in this Area

B	87-90, 905-907
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Southampton

f Area (if any) Lyman Pond

t Use residential/industrial

l Date or Period 1768-1900

al Condition Very good

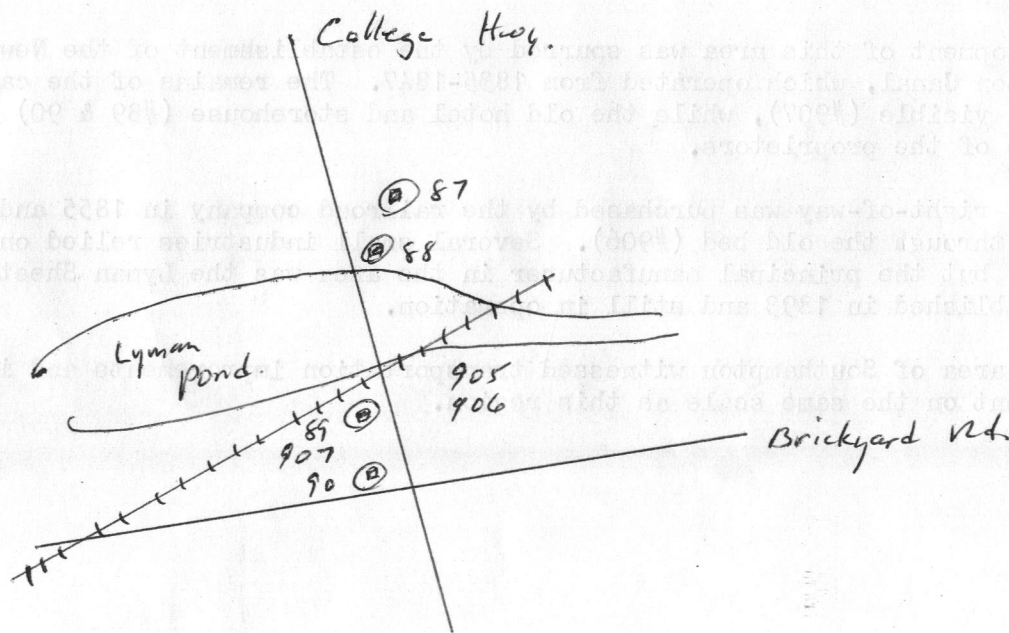
ge _____

area indicating properties within it.
Number each property for which individual
inventory forms have been completed.
Label streets including route numbers, if
any. Indicate north. (Attach a separate
sheet if space here is not sufficient).

Recorded by NE Historical Services, Inc.

Organization Southampton Historical Comm.

Date April 1987



UTM REFERENCE _____

USGS QUADRANGLE SCALE _____

NATIONAL REGISTER CRITERIA STATEMENT (if applicable)

The Lyman Pond area was the focus of 19th century industrial development and meets criteria A, C, and D of the National Register.

ARCHITECTURAL SIGNIFICANCE Describe important architectural features and evaluate in terms of other areas within the community.

Most of the buildings in this area related to 19th century industrial development, with the exception of the Ichabod Strong house (#87). The Strong house, dating from 1768, rests on a knoll overlooking the Manhan River and suggests that the potential of the site was recognized early on. The Canal Storehouse (#90) and the Lockville Hotel (#89) are good examples of vernacular building styles in the early 20th century. The Lyman Sheet Metal complex (#88) represents the survival of a late 19th century manufacturing plant with very little alteration.

HISTORICAL SIGNIFICANCE Explain historical importance of area and how the area relates to the development of other areas of the community.

The development of this area was spurred by the establishment of the New Haven - Northampton Canal, which operated from 1835-1847. The remains of the canal locks are still visible (#907), while the old hotel and storehouse (#89 & 90) suggest the hopes of the proprietors.

The canal right-of-way was purchased by the railroad company in 1855 and tracks were run through the old bed (#906). Several small industries relied on the railroad, but the principal manufacturer in the area was the Lyman Sheet Metal Co., established in 1893 and still in operation.

No other area of Southampton witnessed transportation improvements and industrial development on the same scale as this region.

BIBLIOGRAPHY and/or REFERENCES

Southampton: Newtown on the Manhan.

Original yellow form: Eligibility file _____
Copies: Inventory form ☒ _____
Town file(w/corresp.) _____
Macris _____
NR director _____

Community: Southampton

MHC OPINION: ELIGIBILITY FOR NATIONAL REGISTER

Date Received: 3/20/98

Date Due:

Date Reviewed: 4/1/98

Type: Individual

X District (Attach map indicating boundaries)

Name: Mill Pond Area

Inventory Form: B

Address:

Requested by: Southampton Historical Commission

Action: X Honor ITC Grant R & C Other:

Agency:

Staff in charge of Review: BF

INDIVIDUAL PROPERTIES

Eligible
Eligible, also in district
Eligible only in district
Ineligible
More information needed

DISTRICTS

Eligible
Ineligible
X More information needed
(Site Visit)

CRITERIA: X A B C X D

LEVEL: X Local State National

STATEMENT OF SIGNIFICANCE by Jessica Rowcroft and Leonard Loparto

Located just south of the Southampton Center National Register Historic District, the Mill Pond Area is an interesting collection of remnants of Southampton's industrial and transportation past. This area once supported a saw mill, a grist mill, a tannery, a potash works, a cider mill, a shingle mill, a whip shop, and a piano leg factory. The movement of this freight was facilitated for a period by the New Haven and Northampton canal, which operated from 1835 to 1847. There were three locks in this area, only one of which survives. Also remaining are a canal warehouse and a hotel for canal travelers. During this period the area became known as 'Lockville'. In 1863, railroad service came through, and was partially laid on the old canal bed. This area helps to illustrate the combination of forces which led to the growth and decline of small manufacturers in Southampton and similar communities.

MHC staff evaluated this area for its potential eligibility for listing on the National Register of Historic Places and found that there are some questions regarding the boundaries. For instance, the proposed district does include the Phineas Strong House, the Ichabod Strong House, and the John Strong Jr. House (the Lockville Hotel). However it does not include the home of John Strong Sr (located at 306 College Highway), who was one of the four men who were initially granted the land in 1832 to set up a saw mill at this location. Without knowing just how the area reads, the question of boundary justifications may best be answered through a site visit by MHC staff. Otherwise, the area may indeed be potentially eligible for listing as a National Register Historic District, under Criterion A for its association with the industrialization of communities and the use of transportation to facilitate these needs during the 19th century.

There is also evidence that the area may be potentially eligible under criterion D for potential archaeological components. Structural evidence in the district and documentary sources indicate several potential archaeological sites within the nominated area, some of which may qualify the district for eligibility under criterion D. Since no archaeological field studies have been performed in this area, locations and the integrity of these resources are questions which will decide the applicability of this criteria. Numerous mills, no longer extant, have been reported in the district area including a saw mill, grist mill, tannery, potash ash works, cider mill shingle mill, whip shop and a piano leg factory. A major portion of the existing Lyman mill and dam has also been destroyed and could exist as an archaeological resource. Water power related resources also play an important role in the district and its archaeological resources. Power canals are still visible and may also exist as archaeological resources in the district. Portions of the building foundation for the Lyman Mill are also reported to be built on the side walls of the original mill race in the area. The district may also contain portions of the New Haven and Northampton Canal which survive as archaeological resources. Portions of at least one canal lock are still visible south of the Storehouse and two other locks are reported in the district area. Archaeological evidence of the canal prism

including the trench, towpath and berm may also survive although the later New Haven and Northampton Railroad was reported to be laid within the old canal bed.

A site visit should be made to this area by MHC staff before a decision is made relating to the use of criterion D. That visit should evaluate any visible archaeological resources and known locations of below ground resources for their integrity with a special emphasis on land use history after the period of functional use for the resources or it's demolition. The visit should concentrate on the Lyman Mill area and the canal route through the district to its terminus with the Manhan River. Additional cartographic and/or documentary research specific to particular archaeological resources may also be needed. The exact route of the canal through the district should be documented as well as any canal related resources in the area. After the site visit and any further necessary documentary research is completed a decision can be made whether to use criterion D or to simply discuss potential archaeological resources and their significance. In the event criterion D is not used, known archaeological resources may still be included as contributing members of the district.