



wheels of the train and the tracks, for propulsion and braking. To accomplish the mountain ascent, the Western Railroad, with Whistler as its lead engineer, built a group of ten large masonry arch bridges and made extensive cuts and fills to accommodate the roadbed within a winding three-mile section of the Westfield River Valley. As surviving components of that section of railroad, the Western Railroad Stone Arch Bridges, and the segment of Western Railroad Roadbed that connects them, exemplify the engineering accomplishment of the mountain crossing and are therefore eligible under NHL Criterion 4.

- The Chester Factory Village Depot meets Criterion Exception 2 since it was moved only a short distance to the east side of the tracks in 1990 to save it from demolition. It retains significance and integrity as one of few remaining examples of a pre-Civil War, post-and-beam Western Railroad depot, and is the only extant depot on the difficult segment of the line through the mountains of western Massachusetts.

Integrity:

- The Stone Arch Bridges and Railbed convey the Western Railroad’s significance as one of America’s earliest regional railroads, the country’s first mountain railroad, and as a work of George Washington Whistler. The design, materials, and workmanship of the three structures remain intact, excepting the railroad tracks, ties, and ballast—perhaps the most substantial impingement on the grouping’s collective integrity. The roadbed and bridges maintain their original alignment without any apparent widening or alteration. As a group, the bridges’ massive masonry arches and retaining walls, combined with the rock and earth cuts, embankments, and frequent and tight radius curves of the Western Railroad Roadbed, demonstrate the boldness of vision and strenuous manual labor that were necessary to build the Western Railroad through mountains in a remote part of Massachusetts in the 1830s and 1840s. The location and setting of the structures in the narrow, isolated mountain valley readily convey the challenges that Whistler faced in designing and constructing the railroad. Although the nominated resources are on an inactive portion of railroad line, the remainder of the Western Railroad’s historical right-of-way is still actively used by trains that are visible from the property and serve to enhance the setting, feeling, and association of the resources.
- The Chester Factory Village Depot was removed from its original location, but otherwise retains its original north–south orientation parallel to the tracks at the east end of Main Street in Chester and much of its original historic fabric. A sensitive renovation to repair deteriorated or missing elements was completed in the 1990s. Overall, the depot’s integrity of materials, workmanship, design, setting, feeling, and association remains intact.

Owner of the Property: The Massachusetts Department of Fish & Game is the owner of the Stone Arch Bridges and Railbed, and the Chester Foundation, Inc. owns the Chester Railroad Station.

Acres of Property: 4.53 acres

Origins of Nomination: The nomination was initiated by the Friends of the Keystone Arches,

Inc. (FKA), a nonprofit group that was formed in 2004 to assist in public planning efforts to preserve and provide access to the Stone Arch Bridges.

Potential for Positive Public Response or Reflection on NHL Program:

- NHL recognition has the potential to increase public awareness of the significance of the structures and facilitate subsequent educational and preservation efforts.

Potential for Negative Public Response or Reflection on NHL Program: None is known.

Public Comments (received as of):

Landmark Committee Comments:

Landmark Committee Recommendations:

Advisory Board Recommendation: