NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

112

RECEIVED 2280
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NAT ... OF HISTORIC PLACES
... PARK SERVICE

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 of eligibility for individual properties or 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 an 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 listed in 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 Coleman Bridge

other names/site number

2. Location

street & number Windsor Bush Road over Phelps Brook ☐ not for publication

city or town Windsor ☐ vicinity

state Massachusetts code MA county Berkshire code 003 zip code 01270

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this [x] nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. ☐ See continuation sheet for additional comments.

Judith B. McDonough — 1/11/00

Signature of certifying official/Title — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet for additional comments.

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper — Date of Action

☑ entered in the National Register. ☐ See continuation sheet. — Edson H. Beall — 2/18/00

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:)

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [x] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [ ] district
- [ ] site
- [x] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION, Road-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION, Road-related

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE

Materials
(Enter categories from instructions)

foundation
walls
roof
other Metal

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

7. DESCRIPTION

The Coleman Bridge spans the Phelps Brook in a remote, upland section of the Town of Windsor in Berkshire County, Massachusetts. It is surrounded by woodland and marsh in the midst of the Windsor State Forest. The bridge lies on an abandoned section of Windsor Bush Road, a rugged secondary road that once connected mountain communities along Phelps Brook, an eastern tributary of the Westfield River. The road is named for the abandoned community of Windsor Bush, an old farming community that once existed in view of the bridge of which only one dwelling remains. The primary use for the road and bridge today is as a recreational trail in a protected wilderness area.

The small 31-foot span is a Ball-patent steel pipe pony truss bridge constructed c. 1894. The top cords of the trusses are hipped and fabricated from iron pipes 5 ¾ inches in diameter, which is the characteristic that distinguished the bridge type. For each truss, three pieces of pipe are joined together by threaded couplings to create the chord. A long pipe, bent at the ends, forms the upper-hipped section of the chord; two shorter pipes complete the diagonal sides of the chord. Pairs of iron rods, bolted to the bases of the top chords, function as the bottom chords. Each rod has a turnbuckle to keep the chords in tension. An iron rod or bar is bent over the top chord inside each hip and held fast by a hooked bolt fastened to the pipe. These rods descend below the deck of the bridge where they are bolted to iron I-bar floor beams. The bottom chord rods pass through holes cut in the floor beams. Two diagonal tension rods cross in the center panels of the trusses. These are flanged at the top and connected to the base of the hooked bolt securing floor beam hangers. At their base ends, they are bent horizontal and bolted through the floor beams. The side panels under the sloping sides of the pipe chord have a single diagonal tension rod bolted through the pipe at the top and the floor beam at the bottom. There are also diagonal tension rods crossing between floor beams under the deck. None of the tension rods have turnbuckles. The bridge is attached to its concrete abutments by spikes driven through holes at the end of the top chords. A 1923 state bridge report indicates that there were log abutments at that time, which explains the use of spikes as anchors. Five I-bards are strung across the floor beams and abutments to support the deck of the bridge. These iron stringers replaced the original wood stringers. The present wood plank deck is also a replacement, but it is likely similar to the original. One section of pipe railing survives on the outside of the hip in the northwest corner. Railings once existed at the other chord ends, but have been removed. Some Ball-type bridges had pipe railings within the chords as well, but there is not much evidence of them in this case.

(continued)

The Coleman Bridge is an identifiable example of a Ball iron truss bridge and retains virtually all of its original materials and its distinctive design characteristics. It is in its original location, even though the nature of its surroundings has changed dramatically from an upland farming community to a wilderness area.

Archaeological Description

While no prehistoric sites are recorded at the Coleman Bridge or in the general area (within one mile), sites may be present. The bridge is surrounded by a wooded swamp indicating poor soil drainage, an unfavorable locational characteristic for most prehistoric sites. Given the above information, the small land area at both ends of the bridge and rebuilding of the abutments in those areas, a low potential exists for the recovery of prehistoric resources.

A moderate to high potential exists for the recovery of historic archaeological resources in the area where the bridge meets the shoreline on both sides of Phelps Brook. Structural evidence may survive including evidence of the original log abutments and builder's trenches associated with the initial construction of the bridge. A 1923 highway report indicated that at that date the bridge had log abutments that were later rebuilt with concrete.

(end)

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.)

- [x] **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.
- [x] **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 a 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.

Areas of Significance
(Enter categories from instructions)

ENGINEERING
TRANSPORTATION

Period of Significance
c1894-1949

Significant Dates
c1894

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation
N/A

Architect/Builder
Charles H. Ball, designer and patentee

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(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 #
- [x] recorded by Historic American Engineering Record # MA-119

Primary location of additional data

- [x] State Historic Preservation Office
- [x] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of repository:
Mass. Highway Dept., bridge # W-41-11

8. SIGNIFICANCE STATEMENT

The Coleman Bridge, built c. 1894, is significant as a rare and distinctive example of a late 19th-century iron truss bridge type, patented by Windsor machinist and entrepreneur Charles H. Ball, and known as the Ball Pipe Truss Bridge. The bridge is the last intact example of Ball's invention to survive in Massachusetts (two others have been dismantled and warehoused). The bridge's characteristic use of iron pipes in the fabrication of the top chords of its trusses, as well as its sparing use of rods for lower chords, vertical members and tension rods, distinguishes it in the context of iron truss types in the period. Pipes had been used in the construction of bridge trusses in the past, but usually when there was need to transport water across the bridge as well. Ball applied the technology in a completely different way, essentially to economize on materials, reduce structural elements, avoid riveting (which he considered a waste of labor), and make a cheap and practical bridge. Ball's rationale was to create an iron replica of the small wooden bridges at secondary crossing such as Coleman Bridge, it appears that he was disappointed in this ambition and soon directed his creative energies elsewhere. The Ball Pipe Truss Bridge provides an interesting illustration of the rural application of iron construction methods recently introduced into American building practice. It also adds another important dimension to the history of bridge construction, thereby expanding the understanding and appreciation of the impact industrial materials and structural engineering had on their design and fabrication. That Charles H. Ball was a local entrepreneur, developing a cost-efficient solution for local highway improvement as it was becoming more important at the end of the 19th century, endows him and the Coleman Bridge, as the sole surviving example of his work in the state, with particular significance in the local and state context. The Coleman Bridge fulfills National Register criterion A and C at the local level; retaining integrity of location, design, materials, workmanship, feeling, association and setting.

WINDSOR BUSH

The Coleman Bridge was built along Windsor Bush road, a secondary road that wends its way through the mountains in the northeastern part of the town of Windsor. The road is so-named because a small, decentralized upland farming community once existed along it that was known as Windsor Bush. Phelps Brook was the largest of a number of small feeders draining south through the area and into the Westfield River. The area was dotted with springs and wetlands that were the sources of these streams. Phelps Brook originated in Windsor Lake, a popular fishing spot in the 19th century known as Skeeter Pond. This area was mountainous with poor soil ill-suited for

(continued)

agriculture. Farming was augmented by other mountain occupations such as lumbering and saw mills, spruce oil distilleries, mining talc, mica and copper, and maple sugaring. The map for Windsor in Beers' 1876 *Atlas of Berkshire Massachusetts* identified more than a dozen houses, a school and a cemetery. The map also shows what is now Windsor Bush Road crossing the brook near the farms of H. Coleman and W.M. Coleman, which is how the bridge assumed its name. The present Ball patent pipe truss bridge was introduced to the site nearly 20 years after the Beers map was published, so it must have replaced an older wooden bridge, which exemplified Ball's sales premise: to replace wooden bridges with an iron bridge for little more cost.

CHARLES H. BALL

Charles H. Ball was born in Peru, Massachusetts (Berkshire County), on January 14, 1861. His father, William Isaac Ball, was something of an adventurer and inventive spirit. He was a fortune-seeker in the California Gold Rush and worked for a time on the New York waterfront before returning to the Berkshire hills to farm and raise a family. In 1864 William Ball received a patent for an "improved potato masher," providing a model for his son's creative development. Charles Ball grew up and remained in Berkshire County for his entire life where he made a significant contribution to the region's economy and identity, as well as to the history of bridge design.

Ball received his only formal education in the district school, but was said to be an avid reader and self-taught in many fields. As a young man he was introduced to factory tools and production working at the Stevens Manufacturing Co. in nearby Cummington, a manufacturer of pencils and tool handles. In the early 1880s he entered the employment of Granville Jordan, the proprietor of an iron foundry and machine shop in East Windsor that made "Jordan's Improved Turbine Water Wheels," circular and band saws, and woodworking machinery. Jordan made Ball a partner in 1885, and the firm continued as Jordan & Ball, adding wrought iron bridge stringers to their inventory. In 1888 the firm sold a small bridge to Peru for fifty dollars, the first recorded instance of Charles Ball's involvement in bridge design and construction. That same year Ball built a machine shop in East Windsor to further his work in bridge design, employing his brother Frank and a friend, Harrison Hathaway, as a construction team. Several years, and more than a dozen bridges later, on July 25, 1893, Ball received a U.S. patent for an iron pipe truss bridge of his design. By the end of the century, more than 25 of his patented bridge types were erected in western New England.

However, by 1895 Charles Ball was already pursuing other interests. He had purchased a portable saw mill and moved it into a factory in the nearby town of Savoy to launch a new woodworking enterprise known as the "High Ball Mill" for the manufacture of barrel

(continued)

staves and broom handles. By 1905 the factory was specializing in the manufacture of lollipop sticks, meat skewers, coat hangers, knitting needles, lead pencils and other wood products. Ball continuously redesigned and improved the machinery to produce ever-greater amounts of these items. Output grew continuously and significantly over the years so that by 1924, Ball could boast an increase in production from 30,000 annually in the early days to 700,000 pieces per year. By then Ball was selling his products in markets all over the world. While his bridges never made headlines and were concentrated around his home, Charles Ball's lollipop sticks did, internationally.

Throughout his life, Charles Ball was an active participant in local government and held nearly every elective town office at one time or another. He was regarded as one of the best known and popular men in Berkshire County. Ball's mill employed about 30 people, which represented the bulk of East Windsor's labor force at the time. He owned more than 2,000 acres of land and many East Windsor houses which he rented to employees. Charles Ball died at his East Windsor home on May 15, 1928, and was buried at the Peru Cemetery.

BALL'S PIPE TRUSS BRIDGES

Charles Ball disparaged most iron bridges being built in his day, saying "the builders of iron bridges seem to be paying more attention to appearance than to the strength of their bridges." He also thought that rivets reduced the strength of the metal, and their use represented unnecessary labor. Thus, Ball's bridges were designed for easy manufacture and assembly. The main members of the bridges were large sections of iron pipe. Connections were simplified by bending the pipe for hipped sections and by looping vertical members over it. In a sales pamphlet, Ball described the premise of his bridge technology as follows:

> To meet the demand for a low priced iron bridge having all the important qualities of strength and durability found in the best iron bridges now made, I have perfected a pipe truss bridge...The question of artistic or architectural effect was not considered in planning this bridge, the main point being to produce a strong, cheap bridge that would last as long as any iron bridge, and cost but little, if any, more than a good wooden bridge.

(continued)

The majority of Ball's pipe truss bridges were small, having only one or two vertical members, although a drawing in his sales pamphlet suggests that the structure could be extended to a multi-panel truss in a modified Howe-type configuration.

During the 1890s, Ball's shop manufactured and erected an unknown number of bridges, of which 24 have been documented. His concept of a cheap iron bridge was a compelling sales point; small towns could have several small Ball truss bridges erected for the cost of a single conventional iron-truss span. However, unlike his later lollipop stick business, his bridge sales apparently did not extend very far afield. While Ball bridges are known to have existed as far north as Jericho, Vermont, and as far south as Washington Depot, Connecticut, most were built in a 12-mile radius of his East Windsor headquarters. The Town of Windsor was, in fact, his best customer. At least six of his bridges (a quarter of his output) were built there, and he was paid for highway and bridge repair work on numerous occasions between 1889 and his death. Curiously, with this extensive record of bridgework in the town, there is no recorded reference to the construction or maintenance of the Coleman Bridge.

Three Ball pipe truss bridges are known to survive, all in Massachusetts. In addition to the Coleman Bridge, the other two are the Holiday Road Bridge (1895) in Dalton, and the Stage Road Bridge (1890) in the Hampshire County town of Cummington. While all three are materially intact, the Dalton and Cummington bridges were both removed from their sites in 1990 and stored to await restoration on another site. Although no longer in its original use on an active town road, and while the small farm community it serviced has since moldered away around it, the Coleman Bridge remains a landmark to the history of transportation and community development in northwestern Massachusetts as well as to the integrity and enterprising spirit of one of Windsor's favorite sons, Charles H. Ball.

Archaeological Significance

Historic archaeological resources described above have the potential to provide detailed information on certain aspects of the Coleman Bridge construction not included in the 1893 Ball Patent. Additional documentary research combined with archaeological testing can help identify the form and techniques used in the construction of the original timber bridge abutments and their later rebuilding with concrete. Archaeological research may identify changes that were made in the abutment design and the reasons for their rebuilding.

(end)

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(end)

Coleman Bridge
Name of Property

Berkshire County, Massachusetts
County and State

10. Geographical Data

Acreage of property less than one

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	664800	4710620	3			
2				4			

☐ 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 Information supplied by Deborah Balmuth/Mary Ann Corcoran, Windsor HC; edited byNeil Larson, preservation consultant, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date January 2000

street & number 220 Morrissey Blvd. 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 Town of Windsor

street & number 1890 Route 9, PO Box 205 telephone 413-684-3878

city or town Windsor Stat e MA zip code 01270

9. GEOGRAPHICAL DATA

Verbal Boundary Description

The boundary of Coleman Bridge is location on the attached assessor's map for the Twon of Windsor.

Boundary Justification

The nominated property consists only of the bridge and its abutments; it is only the area that has been historically associated with the bridge.

(end)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Coleman Bridge

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Berkshire

DATE RECEIVED: 1/18/00 DATE OF PENDING LIST: 2/02/00
DATE OF 16TH DAY: 2/18/00 DATE OF 45TH DAY: 3/04/00
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00000112

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

_✓_ACCEPT ___RETURN ___REJECT 2/18/00 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

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

Property name: Coleman Bridge
Street Address: Windsor Bush Road over Phelps Brook
Community: Windsor

Photographer & date:
Douglas F. Pierce, 11/97
Location of negative:
Windsor Historical Commission

Photograph number 1 of 3
Description of view:
view to the south

Property name: Coleman Bridge
Street Address: Windsor Bush Road over Phelps Brook
Community: Windsor

Photographer & date:
Douglas F. Pierce, 11/97
Location of negative:
Windsor Historical Commission

Photograph number 2 of 3
Description of view:
view to the east

Property name: Coleman Bridge
Street Address: Windsor Bush Road over Phelps Brook
Community: Windsor

Photographer & date:
Douglas F. Pierce, 11/97
Location of negative:
Windsor Historical Commission

Photograph number 3 of 3
Description of view:
view to the west

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

PLAINFIELD QUADRANGLE
MASSACHUSETTS
7.5 MINUTE SERIES (TOPOGRAPHIC)

6369 II NE (NORTH ADAMS) | 6469 III NW (ROWE) | 6469 III NE (HEATH)

73° 00′ | 42° 37′ 30″ | 72° 52′ 30″ | 42° 30′

6369 II SE (WINDSOR) | 6469 III SE (ASHFIELD)

(PERU) 6368 I NE | (WORTHINGTON) 6468 IV NW | (GOSHEN) 6468 IV NE

ADAMS 10 MI. SAVOY 2 MI. | ASHFIELD 6 MI.

CHARLEMONT 1.8 MI.

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and Massachusetts Geodetic Survey

Planimetry by photogrammetric methods from aerial photographs taken 1942. Topography by planetable surveys 1944. Revised from aerial photographs taken 1970. Field checked 1971

Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system, mainland zone
1000-meter Universal Transverse Mercator grid, zone 18

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

UTM GRID AND 1971 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:25 000

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

CONVERSION SCALES

Feet	Meters
15000	4500
14000	4000
13000	4000
12000	3500
11000	3000
10000	3000
9000	2500
8000	2000
7000	2000
6000	1500
5000	1500
4000	1000
3000	1000
2000	600
1000	300
0	0

Feet	Meters
1	.3048
2	.6096
3	.9144
4	1.2192
5	1.5240
6	1.8288
7	2.1336
8	2.4384
9	2.7432
10	3.0480

To convert feet to meters multiply by .3048

To convert meters to feet multiply by 3.2808

ROAD CLASSIFICATION

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

QUADRANGLE LOCATION

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

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1978

PLAINFIELD, MASS.
N4230—W7252.5/7.5

1971

AMS 6469 III SW—SERIES V814

SAVOY

PLAINFIELD

SEE SHEET 2

SEE SHEET 8

SEE SHEET 4

SEE SHEET 5

WINDSOR POND
49 ± ACRES

WINDSOR POND BROOK

CLEAR BROOK

WESTFIELD RIVER

WINDSOR POND RD.

PLAINFIELD ROAD

WINDSOR ROAD

JAMES BROOK

TOWER BROOK

SCHOOLHOUSE ROAD

CEMETERY
25
0.5 AS

STATE FOREST (EXEMPT)

NOTCHVIEW (EXEMPT)

2-29

2-29

28

3

1
EXEMPT

1
57A
EXEMPT

2
40 AD
34 AS

34
9A
EXEMPT

4

4

4

4-50

4-4

5
4.148A

41

42
3.305A

7
3.2A

8
7AS

9
10.2A

10
10.1A

11
30.1A

12
30.3A

13
30.4A

35
11.0A

14
24AS

15
56AS

16
93AS

17
20AS

18
90AD
110AS

19

20

21
8.3A

22
5.3A

23
8.34A

24
68AS
EXEMPT

24
EXEMPT

26
6A
STATE FOREST (EXEMPT)

36

40
2.316A

39
3.651A

29
2.407A

30
11AS

31
2A

33
75AS

44
7AS

45
4.003A

32
100A

8-6

8-7

8-8

NOTE:
THIS MAP IS NOT TO BE USED FOR CONVEYANCING

REVISED TO: JAN. 1, 1995

ASSESSOR'S MAP
TOWN OF WINDSOR
SCALE 1" = 400' DECEMBER 1980

METERS 0 100 200 300 400 500 600
FEET 0 400 800 1200 1600 2000

HENRY C. NEFF ASSOCIATES, INC.
CIVIL ENGINEERS, LAND SURVEYORS
AND CONSULTING FORESTERS
ADAMS, MASS.

FIND BRIDGE NEAR CENTER OF MAP SHEET 3

LAST PARCEL NO USED 45

3

LBF
NR

Town of Windsor

BERKSHIRE COUNTY ● MASSACHUSETTS

P.O. BOX 205
WINDSOR, MASSACHUSETTS 01270
TELEPHONE 413 684-3811

OFFICE OF THE SELECTMEN

July 27,1998

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Mass. 02125
Attn: Betsy Friedberg

Dear Ms. Friedberg,

The Board of Selectmen wish to go on record as supporting the nomination of the Coleman Bridge on Windsor Bush Road in Windsor for the National Register of historical structures. The Board is certain that our HIstorical Commission has provided you with all of the historical background of this bridge.

Sincerely,

Gary B Boody

Gary B. Boody
Chairman

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

January 14, 2000

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

Dear Ms. Shull:

Enclosed please find the following nomination form:

Coleman Bridge, Windsor (Berkshire Co.), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the properties included in the district were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

A letter of support has been received from the Windsor (Mass.) Board of Selectmen.

Sincerely,

Betsy Friedberg

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Nicole Pierce, Windsor Historical Commission
Joseph Landquist, Jr.; Windsor Board of Selectmen
Neil Larson, Preservation consultant
Planning Director, Town of Windsor
Matthew Amorello, Massachusetts Highway Department
Ross Dindio, District One, MHD

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