

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

RECEIVED 2280

DEC 18 2015

Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: Ashland Mill Bridge (Removal)

Other names/site number: N/A

Name of related multiple property listing:

N/A

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

2. Location

Street & number: near Ashland Street, over the Pachaug River

City or town: Griswold State: CT County: New London

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification


As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

national statewide local
Applicable National Register Criteria:

A B C D

		<u>11/25/15</u>
Signature of certifying official/Title:		Date
<u>Connecticut State Historic Preservation Office</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
<hr/>	
Signature of commenting official:	Date
<hr/>	
Title :	State or Federal agency/bureau or Tribal Government

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property

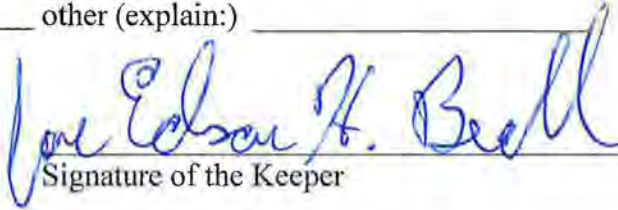
New London County,
Connecticut
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

REMOVED
from
National Register


Signature of the Keeper

2-2-16
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public - Local
- Public - State
- Public - Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property _____

New London County,
Connecticut
County and State _____

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Current Functions

(Enter categories from instructions.)

7. Description

Architectural Classification

(Enter categories from instructions.)

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property

New London County,
Connecticut
County and State

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _____

8. Statement of Significance

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

This documentation is presented to remove the Ashland Mill Bridge in Griswold, Connecticut from the National Register of Historic Places because it is not extant. The Ashland Mill Bridge formerly spanned property identified in the Town of Griswold's assessment database as Parcel 10732 (Map 27/Block 29/ Lot 35.1) and Parcel 10438 (Map 27/ Block 28/Lot 3).

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Ashland Bridge (NR: 99000407) was listed on the National Register of Historic Places on April 1, 1999 under Criteria A and C for its statewide significance as a representative example of late nineteenth century bridge engineering and as a product of the Berlin Iron Bridge company, a major manufacturing company and Connecticut's only large nineteenth-century bridge fabricator. The bridge was a single-span, lenticular pony truss structure built in 1886 by the Berlin Iron Bridge Company for the Ashland Cotton Company, a textile manufacturer in the Jewett City section of the Town of Griswold, Connecticut. Although the Berlin Iron Bridge Company built hundreds of bridges throughout the Northeast, relatively few have survived to present day. Many features of the Ashland Mill Bridge were typical of the early years of metal-truss engineering, including the use of wrought iron as the principal material, pinned connections, and an unusual patented truss pattern.

At the time this property was nominated for National Register listing, the bridge had deteriorated decking and surface rusting, but remained otherwise intact. In 1995, a fire destroyed the rest of the mill complex, with the exception of an associated office building, dam, and tailrace. Those

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property

New London County,
Connecticut
County and State

resources are currently (2015) extant, but were not included in the National Register nomination for the bridge. By 1999, the Town of Griswold began a project to convert the former mill site into a public park and restore the dam. Due to the deteriorated decking on the mill bridge, the town constructed a new pedestrian footbridge slightly downstream and closed the mill bridge to traffic. The mill bridge was removed from its site and around the time of its National Register listing in 1999.

This additional documentation is submitted in order to remove the Ashland Bridge from the National Register as per 36 CFR 60.15 (a)(1) because "the property has ceased to meet the criteria for listing the National Register because the qualities which cause it to be originally listed have been lost or destroyed...". The aerial images included below depict that the property has been removed.

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property _____

New London County,
Connecticut
County and State _____

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Westervelt, Robert. "Committee to plan new Griswold park," *The Day* (New London, Connecticut), February 1, 1999.

Westervelt, Robert. "Ashland Mill Bridge on National Historic Register," *The Day* (New London, Connecticut), February 11, 1999.

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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _____

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property _____

New London County,
Connecticut
County and State _____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

Boundary Justification (Explain why the boundaries were selected.)

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property

New London County,
Connecticut
County and State

11. Form Prepared By

name/title: Jenny Scofield, National Register Coordinator
organization: Connecticut State Historic Preservation Office
street & number: One Constitution Plaza, 2nd Floor
city or town: Hartford state: Connecticut zip code: 06103
e-mail: jenny.scofield@ct.gov
telephone: (860) 256-2766
date: November 25, 2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property

New London County,
Connecticut
County and State



Aerial image showing location of former Ashland Mill Bridge and location of the new pedestrian bridge (source: Google Earth, November 2015).

Ashland Mill Bridge Additional Documentation-
Removal
Name of Property

New London County,
Connecticut
County and State



Aerial image showing location of former Ashland Mill Bridge and location of the new pedestrian bridge (source: Bing.com, November 2015).

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**



407

1. Name of Property

historic name: ASHLAND MILL BRIDGE

other name/site number: N/A

2. Location

street & number: near Ashland Street, over Pachaug River

city/town: Griswold

not for publication: N/A
vicinity: Jewett City

state: CT county: New London

code: 011 zip code: 06351

3. Classification

Ownership of Property: public-local

Category of Property: structure

Number of Resources within Property:

Contributing	Noncontributing
<u> </u>	<u> </u> buildings
<u> </u>	<u> </u> sites
<u> 1 </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u> 1 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

=====
4. State/Federal Agency Certification
=====

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby 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 X meets does not meet the National Register Criteria. See cont. sheet.

John W. Shannahan 2/25/99
Signature of certifying official Date
John W. Shannahan, Director, Connecticut Historical Commission

State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

=====
5. National Park Service Certification
=====

I, hereby certify that this property is

- entered in the National Register Edson A. Ball 4.1.99
 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 Keeper Date of Action

=====
6. Function or Use
=====

Historic:	<u>TRANSPORTATION</u>	Sub:	<u>road-related</u>
Current:	<u>Not in use</u>	Sub:	<u> </u>

7. Description

Architectural Classification:

Other: lenticular pony truss

Other Description: N/A

Materials: foundation	_____	roof	_____
walls	_____	other	<u>METAL: iron</u>
	_____		<u>STONE</u>

Describe present and historic physical appearance. X See continuation sheet.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: state

Applicable National Register Criteria: A,C

Criteria Considerations (Exceptions) : N/A

Areas of Significance: ENGINEERING
INDUSTRY

Period(s) of Significance: 1878-1900

Significant Dates: 1886

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Berlin Iron Bridge Company (fabricator)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Description **Ashland Mill Bridge** **7-1**
Jewett City (Griswold), New London County, CT

The Ashland Mill Bridge (Photographs 1-4) is a single-span lenticular pony truss built in 1886 by the Berlin Iron Bridge Company for the Ashland Cotton Company, a textile manufacturer in the Jewett City section of the Town of Griswold, Connecticut. The bridge carries a roadway that leads from Ashland Street into the former millyard of the cotton company, immediately adjacent to a two-story brick building that once served as the mill's offices. The body of water spanned by the bridge is the Pachaug River, which at this point, just below the mill dam, is a stone-sided channel that served as the mill's tailrace. Recently, all the manufacturing buildings, heavily damaged in a fire, were razed, and the area is being improved as a town park. It is anticipated that the bridge, now closed to traffic, will be rehabilitated to serve as a pedestrian way within the park.

The bridge's key measurements are as follows: it consists of four panels approximately 16 feet long for a total length of 65 feet; the roadway is 10 feet in width; the truss is 6 1/2 feet deep at its widest point; and the bridge crosses the river, typically 8 feet below, at a skew angle of 28 degrees.

The truss has wrought-iron members; joints are pinned except for the end-posts' lower-chord nut connections, a feature distinctive to the Berlin Iron Bridge Company (Photographs 5 and 6). The end posts and curved upper chord are box girders, measuring 6 1/2 inches by 12 inches, that are built-up of plates, angles and, on the undersides, a single set of lacing bars. The lower chord (which is curved in the opposite direction, providing the truss's distinctive lens-shaped profile) consists of a double chain of 3-inch eye-bars. The middle panels have 1 1/2-inch tension rods as cross-bracing. Uprights (other than the end posts) are lattice girders that diminish in width as they rise to meet the upper chord. Tapered plate-girder floor beams carry wooden stringers, on top of which thick planking is laid across the width of the bridge. The floor beams are suspended from the lower-joint pins by means of long threaded U-bolts or "hairpins" that pass through the beam's flanges and are secured by means of a plate and nuts. The floor beams are braced with crossed tension rods beneath the roadway and with rods running longitudinally between the lower panel points. The bridge retains its original railing, which consists of two 5/8-inch rods bolted to the inside of the trusses.

Although the decking is deteriorated, the bridge appears to be in relatively good condition for its age. There is some surface rusting, and little remains of any paint. An old colored postcard view (c.1905) depicts the bridge in the same red color as the brick mill buildings.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance

**Ashland Mill Bridge
Jewett City (Griswold), New London County, CT**

8-1

Summary

The Ashland Mill Bridge has statewide significance as a representative example of late 19th-century bridge engineering (Criterion C) and as a product of the Berlin Iron Bridge Company, a major manufacturing concern and Connecticut's only large 19th-century bridge fabricator (Criterion A). It also has local historical significance (Criterion A) as one of few remaining historic resources associated with the Ashland Cotton Company, once a major employer in Jewett City. Now that the burned hulks of the company's 19th and early 20th-century brick mills have been cleared away, only the dam, office building, and this bridge remain to recall the company's importance in the economic development of Jewett City as a textile manufacturing center. The bridge's significance is heightened because it has experienced neither subsequent modifications nor excessive deterioration.

Although the Berlin Iron Bridge Company built hundreds of bridges throughout the Northeast, relatively few have survived to the present; the Ashland Mill Bridge is one of only 19 remaining road bridges in the company's home state of Connecticut, of which two face imminent demolition. Many features of the Ashland Mill Bridge are typical of the early years of metal-truss engineering, including the use of wrought iron as the principal material, pinned connections, and an unusual patented truss pattern. By 1900, all of these characteristics had virtually disappeared from American bridge building. In their place, a standardized design emerged for bridges based on the use of steel members, riveted connections, and variations on one of only two major truss patterns, the Warren and the Pratt trusses. The Ashland Mill Bridge thus represents a rare survivor of the era before standardized design prevailed.

Engineering Significance

The Ashland Mill Bridge's lenticular truss was one of a myriad of patented designs that characterized the American bridge industry in its formative stage. In part, such designs were an attempt to improve the technology of bridge building, but they also served to distinguish the products of one fabricator from another. The Berlin Iron Bridge Company's design, which it termed a "parabolic truss," appears to have offered some savings of material over a comparably sized Pratt truss, though the savings must have been largely offset by the greater complexity in fabricating the curved top chord's multiple angles.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance

**Ashland Mill Bridge
Jewett City (Griswold), New London County, CT**

8-2

Nevertheless, the design's unique profile provided something distinctive that Berlin salespeople could point to when trying to convince local highway officials or mill agents of their product's superiority.

In other respects, the truss is similar to the vast majority of its contemporaries. Steel had not yet replaced wrought iron for structural forms, so most bridges of the 1880s and early 1890s were built with wrought-iron members; although it was substantially stronger, steel took some time to become cost-competitive. Similarly, pinned connections were only beginning to give way to riveted joints in that period. Pinned connections were popular because they simplified the erection of the bridge, requiring only large wrenches to join prefabricated members instead of the more demanding technique of field riveting. Many engineers also claimed that pinned joints allowed load forces to be transferred less ambiguously, though all agreed that riveted bridges were more rigid. A final characteristic of the period evident in the Ashland Mill Bridge is the use of unusual details, such as the tapered uprights and floor beams, both of which achieved a minor savings in material at the cost of greater fabrication complexity. Like the lenticular truss itself, such idiosyncratic details soon gave way to simpler, more standard forms.

Berlin Iron Bridge Company

Unlike most American bridge firms, which were closely tied to iron and steel makers, Connecticut's leading manufacturer of bridges began as an offshoot of the tinware industry. Roys and Wilcox, an East Berlin maker of tinner's tools and other metal-forming machines, set up a company in 1868 to market sheet-iron products made with its rolling machines. The Corrugated Metal Company, as it became known, produced roofing material and metal-clad firedoors and shutters; the company soon found itself involved in structural iron work when it began to provide roof trusses as well as the exterior material. The company was not particularly successful until a new investor in 1877, S. C. Wilcox, realized that the plant had the capacity to manufacture highway bridges. The following year, the Corrugated Metal Company purchased rights to William Douglas's patented parabolic truss and produced the first of the lenticular bridges that would soon dot the landscape of the Northeast. Douglas, educated in engineering at West Point, joined the company as treasurer and executive manager and continued to refine

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance

**Ashland Mill Bridge
Jewett City (Griswold), New London County, CT**

8-3

his design; he was awarded a second patent in 1885, by which time the company had changed its name to the Berlin Iron Bridge Company.

The late 19th century was a good time to be in the bridge business. As the industry developed, the price of iron trusses steadily dropped until they were competitive with wooden spans, especially when their superior durability was figured in (wooden bridges had an average lifetime of 20-25 years). The only other alternative, for shorter spans only, was building in stone, which remained very expensive. Throughout America, local highway officials opted to replace their wooden bridges with iron, and firms such as the Berlin Iron Bridge Company were happy to oblige. Similarly, the country's manufacturing enterprises frequently needed small bridges over their waterpower channels for the convenient movement of employees and materials, and they were increasingly built of the more durable iron rather than wood.

At its height, the Berlin Iron Bridge Company was probably the largest structural fabricator in New England. Some 400 workers were employed at its East Berlin plant, with additional large numbers of construction workers in the field during the erection season. There is no definitive count of the company's bridges, though at least 600 are known to have been completed during its first ten years. Most were in the Northeast, where the company claimed to have provided 90 percent of the region's highway bridges. The company shipped bridges as far away as Hawaii, and even today Berlin trusses survive in Texas. Although the lenticular design accounted for the bulk of its output, the company also built bridges along more conventional lines and furnished structural iron for buildings and specialized industrial structures.

The Berlin Iron Bridge Company was absorbed in 1900 by the American Bridge Company, a largely successful attempt by J. P. Morgan to monopolize the country's structural fabricating capacity. The American Bridge Company made only marginal use of its East Berlin plant, and in 1917 it was demolished entirely. By that time, a firm started by former Berlin Iron Bridge employees, the Berlin Construction Company, had regained much of its predecessor's share of the New England bridge market, though with conventional riveted trusses rather than lenticular spans. The company remains in business today and is known as Berlin Steel.

Of the hundreds of bridges known to have been built in Connecticut by the Berlin Iron Bridge Company, no more than 15 lenticular trusses survive. The Ashland Mill Bridge is thus one of a shrinking number of

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance

**Ashland Mill Bridge
Jewett City (Griswold), New London County, CT**

8-4

heritage resources left to illustrate an important chapter in Connecticut industrial history.

Historical Background

When the Ashland Cotton Company was formed in 1863, Jewett City was already a thriving textile village. A small cotton factory had been established in 1812 at this waterpower privilege, and a larger mill was operated by the textile-pioneering Slater family just downstream. The Ashland Company immediately undertook to improve its mill privilege, constructing a new 4 1/2-story brick mill that dwarfed the earlier structure and raising the dam so as to create a two-mile-long pond for its waterpower.

In February 1886, unusually heavy rains swelled rivers and streams throughout Rhode Island and eastern Connecticut, and on February 13, the Ashland dam gave way, damaging numerous mill buildings and carrying off all the downstream bridges across the Pachaug River. Some 700 employees of the Ashland and Slater mills were put out of work, and the property damage, estimated at \$150,000, took two years to repair.

The Ashland Company turned to the Berlin Iron Bridge Company to replace its millyard bridge, which connected the older mill and company office on the west side of the Pachaug River with the newer mill building on the east side. At the same time, the mill bought a larger Berlin lenticular truss for the Ashland Street crossing, and the Slater mill just downstream bought a 33-foot version for its millyard (both have since been demolished). The mill owners may have been influenced in their choice by the fact that the Town of Griswold had bought a Berlin bridge in 1879 and had found it to be very satisfactory. Moreover, one of the Ashland Company's principals, Moses Pierce of Norwich, was also a principal in the Norwich Bleaching and Calendaring Company, which had two Berlin bridges across the canal that supplied it with water.

Praising the qualities of the two Berlin bridges purchased by the Ashland Cotton Company, J. O. Sweet, the company's agent and treasurer, wrote:

The two bridges made by you, of iron, are in place. . . . I am very much pleased with them, and am satisfied that they are constructed on the right principle and are destined to be

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance	Ashland Mill Bridge Jewett City (Griswold), New London County, CT	8-5
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the bridge of the future. (Berlin Iron Bridge Company,
Catalog, 1889, p. 115).

Throughout Connecticut, the small Berlin lenticular truss became the bridge of choice for millyards. Of the dozens that were built for various manufacturers, and the four millyard bridges that existed at the time of the 1981 inventory of Connecticut industrial and engineering structures, the Ashland Mill Bridge is the better-preserved of only two that are known to have survived.

The Ashland Cotton Company employed about 200 men and women at the time of the 1886 flood. Around 1900, expansion of the company's business required an increase in the work force, and three additional manufacturing buildings were added to the site. As late as the 1980s, the Ashland mill remained in operation, though by that time it had been converted to the manufacture of synthetic textiles such as rayon.

=====
9. Major Bibliographical References
=====

See continuation sheet.

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 # _____

Primary Location of Additional Data:

- State historic preservation office Connecticut Historical Commission
- Other state agency 59 South Prospect Street
- Federal agency Hartford, Connecticut 06106
- Local government
- University
- Other -- Specify Repository: _____

=====
10. Geographical Data
=====

Acreage of Property: less than one acre

UTM References: Zone Easting Northing Zone Easting Northing

A 19 251830 4610050 B _____
C _____ _____ D _____

_____ See continuation sheet.

Verbal Boundary Description: _____ See continuation sheet.

The nominated property includes the bridge and the portion of the channel stonework that serves as abutments.

Boundary Justification: _____ See continuation sheet.

The boundary includes only the components of the bridge itself.

=====
11. Form Prepared By
=====

Name/Title: Bruce Clouette and Hoang Tinh, reviewed by John Herzan,
Conn. Hist. Commission

Organization: Historic Resource Consultants Date: April 8, 1998

Street & Number: 55 Van Dyke Avenue Telephone: 860-547-0268

City or Town: Hartford State: CT Zip: 06106

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Bibliography

Ashland Mill Bridge
Jewett City (Griswold), New London County, CT

9-1

Berlin Iron Bridge Company. Catalog, 1889.

Burleigh, L. R. *Jewett City, Connecticut*. Bird's-eye view. Troy, N.Y., 1889.

Darnell, Victor. "Lenticular Bridges from East Berlin, Connecticut," *Industrial Archeology* 5 (1979): 19-32.

Phillips, Daniel L. *Griswold -- A History*. New Haven: Tuttle, Morehouse, and Taylor Co., 1929.

Roth, Matthew. *Connecticut: An Inventory of Historic Engineering and Industrial Sites*. Washington, D.C.: Society for Industrial Archeology, 1981.

"The Plant of the Berlin Iron Bridge Company," *Engineering News* 26 (October 3, 1891): 87-91.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Photographs **Ashland Mill Bridge** **Photos-1**
Jewett City (Griswold), New London County, CT

All photographs:

1. Ashland Mill Bridge
2. Jewett City (Griswold), Windham County, CT
4. April, 1998
5. Negative filed with Connecticut Historical Commission
Hartford, CT

Captions:

East end of bridge, camera facing west
Photograph 1 of 6

West end of bridge, camera facing north
Photograph 2 of 6

South elevation of bridge, Ashland Mill office at left, camera facing
northwest
Photograph 3 of 6

North elevation of bridge, camera facing southeast
Photograph 4 of 6

Detail of pinned joints, south elevation, camera facing northeast
Photograph 5 of 6

Detail of nuts securing lower chord at end post, east end, camera
facing north
Photograph 6 of 6













ASHLAND MILL BRIDGE
JEWETT CITY
(GRISWOLD)
NEW LONDON COUNTY,
CONNECTICUT

UTM REFERENCE:
19.251830.4610050



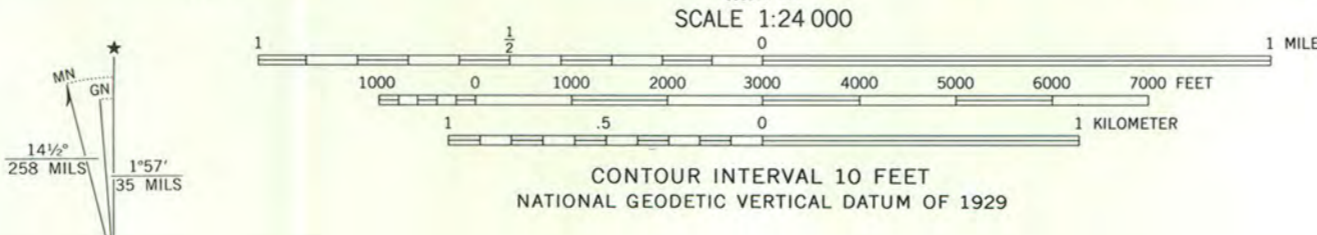
Mapped, edited, and published by the Geological Survey in cooperation with Connecticut Department of Environmental Protection Control by USGS, NOS/NOAA, and Connecticut Geologic Survey

Topography by photogrammetric methods from aerial photographs taken 1974. Field checked 1977. Revised from aerial photographs taken 1980. Limited field check 1983. Map edited 1984. Supersedes map dated 1953

Projection and 10,000-foot grid ticks: Connecticut coordinate system (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 19
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 40 meters west as shown by dashed corner ticks

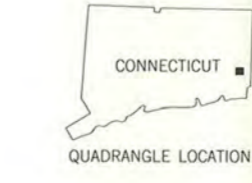
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

There may be private inholdings within the boundaries of the National or State reservations shown on this map



ROAD CLASSIFICATION

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



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22082
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

JEWETT CITY, CONN.
41071-E8-TF-024
1984
DMA 6667 III SW - SERIES V816



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Ashland Mill Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: CONNECTICUT, New London

DATE RECEIVED: 3/03/99 DATE OF PENDING LIST: 3/16/99
DATE OF 16TH DAY: 4/01/99 DATE OF 45TH DAY: 4/17/99
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000407

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 4.1.99 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



Department of Economic and
Community Development

State Historic Preservation Office

RECEIVED 2280

DEC 18 2015

Nat. Register of Historic Places
National Park Service

December 15, 2015

Alexis Abernathy
National Park Service
National Register of Historic Places
1201 Eye Street, NW
Washington, D.C. 20005

Subject: **De-listing request for Ashland Mill Bridge, Griswold, Connecticut
(NR Reference No. 99000407)**

Dear Ms. Abernathy:

The Ashland Mill Bridge (NR listed in 1999) is not extant and removal of the property from the National Register is requested. The following National Register amendment materials are submitted for your review.

- Original (paper) National Register of Historic Places Registration Form (Amendment for Removal)

The Connecticut State Historic Preservation Office supports this action, in response to a petitioner's removal request. No State Review Board evaluation was necessary. Notification of this proposed de-listing was sent to the property owners by certified mail. No comments from the property owners were received during the noticing period.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-256-2766.

Sincerely,

Jenny Scofield,
National Register and State Register Coordinator

State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | P: 860.256.2800 | Cultureandtourism.org

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: REMOVAL

PROPERTY Ashland Mill Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: CONNECTICUT, New London

DATE RECEIVED: 12/19/15 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 2/03/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000407

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 2-2-16 DATE

ABSTRACT/SUMMARY COMMENTS:

REMOVED
from
National Register

RECOM./CRITERIA Removed

REVIEWER Edson Bell DISCIPLINE History

TELEPHONE _____ DATE 2-2-16

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.