

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If 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 from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Tuttle Bridge
other names/site number Golden Hill Bridge (preferred)

2. Location

street & number Golden Hill Road ☒ not for publication
city or town Lee ☒ vicinity
state Massachusetts code MA county Berkshire code 003 zip code 01238

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 ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Judith B. McDonough 12/22/93
Signature of certifying official/Title Judith B. McDonough Date Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer
State of 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 the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:)

Signature of the Keeper

Date of Action

Patrick W. Anders

2/9/94

Name of Property

County and State

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

_____ buildings
_____ sites
1 _____ structures
_____ objects
1 _____ 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 (vehicular)

Current Functions

(Enter categories from instructions)

TRANSPORTATION: road-related (vehicular)

7. Description**Architectural Classification**

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation Abutments: stone (Marble)

walls

roof

other Bridge: Metal (iron)

Narrative Description

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

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Golden Hill Bridge
Lee (Berkshire County)
Massachusetts**

Section number 7 Page 1

7. DESCRIPTION

This nomination is derived largely from an Historic American Engineering Record report (HAER No. MA-105) prepared by historian Patrick Harshbarger in 1990. Stephen T. Roper, Historic Bridge Specialist for the Massachusetts Highway Department, also contributed to the nomination.

The Golden Hill Bridge, also known as the Tuttle Bridge, spans the Housatonic River at Golden Hill Road in a rural area about one mile northeast of downtown Lee, Massachusetts, in the Berkshire Mountains. The bridge sits in a marshy bottomland just upstream from a large paper mill. To the east, Golden Hill Road crosses the bottomland; less than 100 feet east of the bridge, a railroad spur parallels the river. The road rises steeply to the top of a small hill west of the bridge. Golden Hill Road has been designated a Scenic Road by the town of Lee.

The Golden Hill Bridge is a single-span, lenticular pony truss. Parabolic upper and lower chords characterize the lenticular form. Local citizens often call these bridges "pumpkin seeds" because of their seed-shaped outline.

This five-panel lenticular pony truss is 80 feet 8 inches long and 16 feet 10 inches wide. From the bottom chord to the river, the height is approximately 5 feet. The depth of the trusses at the bridge entrances is 5 feet, and at the center of the bridge 7 feet 5 inches. The first, eastern panel measures 16 feet long and the other four panels measure 16 feet 2 inches. This slight difference may be due to distortion in the bridge and not to design.

The upper chord segments are riveted and bolted together, and the web members are then pinned to the chord. Each segment is made from wrought-iron plates riveted together into the shape of a three-sided box, 16 inches wide by 8 inches deep, with the fourth side, facing down, consisting of wrought-iron latticed bars. The bottom chord is made from a pair of wrought-iron eye bars, 1 inch wide by 3 inches deep. The bottom chord segments are also pinned together at each panel point.

The vertical end posts are manufactured in a fashion similar to the upper chord. They are a three-sided box, 16 inches by 8 inches with the fourth side connected by latticed bars. The bases of the end posts rest directly upon the abutments, which are made of Lee-quarried marble. The assembly of the upper chord and post is held together by a cast-iron cap and a threaded pin, to which the lower chord's eye bars are connected, passes through a riveted L-shaped reinforcing plate at their junction. One end post retains its "1885" date plaque.

The remaining vertical truss members are paired 2 1/2 inch wrought-iron L-shaped channel bars joined by lattice. The main diagonals are paired 1 1/4-inch diameter wrought-iron rods with turnbuckles. The counters are single 1 1/4-inch diameter wrought-iron rods.

(continued)

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☐ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by 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)

TRANSPORTATION

Period of Significance

1885

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Berlin Iron Bridge Co.

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 # _____
- ☐ recorded by Historic American Engineering Record # MA-105

Primary location of additional data:

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

Name of repository:

Massachusetts Historical Commission

Massachusetts Highway Department

Golden Hill Bridge
Name of Property

Berkshire County, MA
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	8	6	4	4	8	3	0	4	6	8	6	7	6	0
Zone	Easting			Northing											
2															

3															
Zone	Easting			Northing											
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 Lee Historical Commission with Betsy Friedberg, National Register Director, MHC
organization Massachusetts Historical Commission date December 1993
street & number 80 Boylston Street telephone (617) 727-8470
city or town Boston state MA zip code 02116

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 SHPO or FPO.)

name Town of Lee
street & number Memorial Hall, 32 Main Street telephone
city or town Lee state MA zip code 01238

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

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

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Golden Hill Bridge
Lee (Berkshire County)
Massachusetts**

Section number 7, 8 Page 2, 1

A "tension floor-line chord" (according to Douglas' patent) in the form of a wrought-iron rod is bolted to the footing of each end post and runs the length of the truss passing through holes drilled in each floor beam. The floor-line rod is 1 1/4-inch diameter and has adjustable turnbuckles near the second and fourth panel points. The rod has been severely twisted, probably from the force of flooding.

The I-shaped floor beams taper, their deepest point at the center of the bridge and their shallowest at the exterior edges. The floor beams hang from the lower chord panel points by U-shaped rods joined to the connecting pins. The lower lateral rods bolt to the floor beams.

The stringers are modern, steel I-beams running the length of the bridge. The roadway is Irving open steel grid deck.

Archaeological Description

While no prehistoric sites are known which abut the bridge or are present in the general area (within one mile), it is possible that sites are present. The western end of the bridge abut, a steep-sided knoll which, with its close proximity to the Housatonic River indicates locationally favorable criteria for prehistoric sites. In general, however, the potential for significant prehistoric survivals seems low because of disturbances relating to construction of bridge footings on both shorelines. The overall potential for significant historic period survivals is also low. Builders features relating to construction of the bridge footings may be present, however, these resources are probably of marginal research interest and importance.

(end)

8. SIGNIFICANCE:

The Golden Hill Bridge, Lee, Massachusetts, as known as the Tuttle Bridge is an 81-foot long, single-span, lenticular pony truss manufactured by one of New England's most prolific iron bridge builders, the Berlin Iron Bridge Company. Between 1878 and 1895 the company erected well over 600 lenticular trusses in New England and Upstate New York, and at least 50 are known to survive. The Golden Hill Bridge is the oldest lenticular pony truss surviving in Massachusetts.

The Golden Hill Bridge makes use of William O. Douglas's 1885 patented floor-line tension chords, an improvement upon the lenticular truss design first patented by Douglas in 1878. The Golden Hill Bridge shows few signs of alteration and is in a fair state of condition. According to the Massachusetts Highway Department's Historic Bridge Inventory, it is one of ten remaining lenticular truss highway bridges in Massachusetts and one of the few still in active use. The bridge fulfills National Register criterion C on the local level.

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United States Department of the Interior
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Continuation SheetSection number 8 Page 2Golden Hill Bridge
Lee (Berkshire County)
Massachusetts

History

A number of amateur and professional historians have written about the history of lenticular trusses. The lenticulars' association with a single manufacturer, their predominance in the towns of New England and upstate New York, and their aesthetically pleasing form have made the truss a popular subject among bridge enthusiasts. Between 1878 and 1895, the Berlin Iron Bridge Company built well over 600 bridges in the Northeast. At least 50 of these trusses survive today.

According to the Massachusetts Historic Bridge Inventory prepared by the Massachusetts Highway Department (MHD), the Golden Hill Bridge is one of ten remaining lenticular trusses in the state. Built in 1885, it is a rare example of a structural type that once predominated among the iron truss bridges of Western Massachusetts.

Lenticular trusses came in a variety of sizes and configurations. They ranged from 20 feet to over 200 feet in length, and could be designed as either pony, through, half-through, or deck trusses. Through trusses, such as the North Adams, Lowell, and Shelburne Bridges (HAER Nos. MA-98, 106, 109) and pony trusses, such as the Golden Hill Bridge, were by far the lenticular's most popular forms.

When the Corrugated Metal Company, the forerunner of the Berlin Iron Bridge Company, began building trusses in the late 1870s, the lenticular form had been known for a number of years. Lenticular trusses had been built in 1840 in France, in 1857 in Germany, and in 1859 in England. Patents for bridges of the lenticular-truss type had been granted in the United States to Edwin Stanley in 1851 and to Horace Harvey and Robert Osborne in 1855.

Considering these earlier structures and patents, historians have considered it odd that the United States Patent Office granted William O. Douglas a patent for lenticular trusses in 1878. Douglas was a West Point graduate and a disabled veteran of the Civil War. He had spent some time in the Reconstruction government of Texas and moved back to his hometown, Binghamton, New York, to open a hardware business, which failed in 1877. Shortly thereafter, Douglas took out his patent on the lenticular truss and entered into business with the new owner of the corrugated Metal Company of East Berlin, Connecticut. It is not known where Douglas received the inspiration for his patent; it may have been as an engineering student at the U.S. Military Academy, although historian Victor Darnell believes that Douglas developed his ideas in East Berlin without any knowledge of European usage or earlier American patents (V. Darnell, "Lenticular Bridges from East Berlin, Connecticut," Industrial Archaeology, v. 5 [1979], pp 19-27).

The Corrugated Metal Company had descended from a series of firms that had specialized in tinner's tools and machines, and corrugated iron for buildings. When an entrepreneur named S. C. Wilcox took over the firm in 1877, it was on the verge of bankruptcy. Wilcox reorganized the company, obtained the rights to Douglas's bridge patent, and began building lenticular trusses. In 1883, Wilcox renamed the enterprise the Berlin Iron Bridge Company.

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Continuation Sheet**Section number 8 Page 3**Golden Hill Bridge
Lee (Berkshire County)
Massachusetts**

In the late nineteenth century, dozens of engineers experimented with a wide variety of bridge designs and often unsuccessfully attempted to start bridge-building companies. Most of the new trusses proved economically unfeasible or lacked strength and durability. The prosperity of the Berlin Iron Bridge Company was unusual and relied on a combination of marketing savvy, engineering skill, and luck.

The keys to the firm's success were sixfold. First, the elegant lenticular design with its parabolic chords combined the known strengths of an arch and a suspension bridge; this eliminated the need for heavy, expensive abutments. Second, the firm specialized in highway bridges, and thus could afford to ignore the more demanding load requirements of the railroads. Third, the manufacturer trimmed production costs by making a single type of truss that required a set of standard parts. Fourth, salesmen aggressively pursued contracts with nearby towns that were just beginning to replace older wooden structures with iron bridges. Fifth, with lower production, transportation, and erection costs, the company could underbid many of its competitors from Boston, New York, and Philadelphia. And sixth, the company promised to erect bridges within 90 days. Guided by Wilcox's entrepreneurial skill, the Berlin Iron Bridge Company's product, marketing technique, and price were designed to appeal to the selectmen and bridge committees who purchased new iron bridges for the towns of New England.

In the 1870s, a new iron truss bridge of substantial length cost little more than a new wooden bridge. When it came time to replace an older bridge that had been washed away in a flood, or had simply worn out, a town's citizens often chose to buy an iron truss rather than to continue the tradition of hiring local craftsmen to erect a wooden trestle or covered bridge.

A wooden bridge may have spanned the Housatonic River at the site of the Golden Hill Bridge as early as the 1790s. A 1796 map appears to show a bridge near the present location. The earliest written report of the Tuttle Bridge is in the 1863 edition of the Reports of the Town of Lee. In that year, the selectmen commented that the abutment needed repairing. In 1866 the town paid T. D. Thatcher, a local millwright, to rebuild the bridge at a cost of \$1,000. The Golden Hill Bridge in Lee provided local farmers a convenient crossing of the Housatonic River to the main road between Lee and Pittsfield to the North.

Local newspapers often reviewed the conditions of the roads and bridges prior to town meetings. The Valley Gleaner, Lee's newspaper, reported on April 1, 1885, that "The Tuttle [Golden Hill] bridge is not a very stable affair and it is probable the town will see fit to make some appropriation therefor [sic]." Twenty years was an average lifespan for an uncovered wooden bridge, and it is probable that the 1866 bridge had worn out.

The following week at Lee's town meeting, Wellington Smith, a prominent citizen and owner of the Smith Mill's Paper Company, located downstream from the Golden Hill Bridge, made the motion to raise \$2,000 to erect a "first class iron bridge." The town meeting passed Smith's motion and the

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**National Register of Historic Places
Continuation Sheet**

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**Golden Hill Bridge
Lee (Berkshire County)
Massachusetts**

selectmen received the authority to enter into a contract with the bridge manufacturer they felt most fit to complete the work.

On April 22, 1885, only two weeks after the town meeting, a notice to bridge builders appeared in the Valley Gleaner:

Proposals will be received by the selectmen of the town of Lee at their rooms in Lee, Mass., on the first day of May next, at 2 o'clock p.m. for the building of a bridge of about 87 feet span and 14 feet width across the Housatonic River in said town. Further information will be given at that time.

The system of selecting a builder favored those companies that had local agents and could send representatives to meet with the town officers on short notice.

J. A. L. Waddell, a prominent nineteenth-century bridge engineer, charged that these informal meetings either led to collusion between corrupt bridge salesmen and politicians, or to the contract being let to the salesman who "impressed the most falsehoods upon the understandings of the honest farmers," who also performed the duties of town officers. The result, according to Waddell, was usually an inferior and cheap sort of iron truss.

In New England, the Berlin Iron Bridge Company may have put to rest the doubts local officials had about choosing a manufacturer by building a reputation for inexpensive and well-designed bridges. On May 1, 1885, a number of bridge builders gathered in the town offices to pitch their proposals to the town selectmen. On May 13, the newspaper announced that the selectmen had elected to give the contract to the Berlin company for \$943, the lowest bid received.

Construction began at once. The town hired a contractor to remove the old bridge, and the abutment needed only minor repairs. A local stone mason, Patrick Shea, received \$24 for his labor. Shortly thereafter, a construction team arrived from Berlin by railroad with the bridge. According to Darnell, the company had up to 30 erection crews that traveled the countryside during the spring, summer, and fall laying the falsework and assembling the lenticular trusses. A medium-size span such as the Golden Hill Bridge could be in place within a few weeks. On July 7, 1885, the new bridge opened for travel after less than two months of work. The Valley Gleaner reported "[The Golden Hill Bridge] is a very handsome and substantial structure and will prove a good investment for the town." The total cost was \$1,166.01, including the expense of lumber for the falsework and bridge deck.

An unusual feature of the Golden Hill Bridge was the "tension floor-line chord" that ran from the footing of each end post to the end post on the opposite bank. The Berlin Iron Bridge Company probably had begun adding the floor-line chord to some of its bridges in 1884. Douglas applied for a patent for the floor-line chord in October of that year, stating that it resisted the effect of the wind or other forces acting laterally against the bridge. The longer lenticular trusses, rarely wider than sixteen

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Continuation Sheet

Golden Hill Bridge

Lee (Berkshire County)
MassachusettsSection number 8 Page 5

feet, proved susceptible to damage from wind and had been built more heavily as a precaution against collapse. Douglas hoped that the floor-line chord, in combination with an inclined strut or brace running from the footing to the first joint in the lower chord in spans longer than the Golden Hill Bridge, would lessen the cost of bridge construction by reducing the amount of material required in heavier members.

The Golden Hill Bridge is the only of five remaining lenticular pony truss in the MHD Historic Bridge Inventory that has the floor-line chord. Darnell is skeptical that the chord served much of a structural purpose, and claims that when Douglas combined the floor-line chord with the inclined strut, such as in the North Adams Bridge (HAER No. MA-109), he may have actually reduced the truss's lateral stiffness. Darnell estimates that only about one-third of the Berlin Iron Bridge Company's trusses built after 1885 made use of Douglas's second patent.

Weaknesses in lateral stability were not the only reason for the decline of the lenticular truss. Waddell reported in 1916 that design and production flaws eventually led engineers to reject the design:

The objections to the lenticular truss are its want of economy of metal, the difficulty involved in bracing the trusses laterally, and the extra expense in manufacturing due to the many varying lengths of its main members . . . To the layman its appearance may often be more pleasing than that of the ordinary American bridge; but to the initiated engineer its evident extravagance of material and shopwork is sufficient cause for its condemnation.

In addition to engineering inefficiencies, by the mid-1890s most of New England's wooden bridges had been replaced, and the Berlin Company's business had dwindled. The builder phased out the lenticular design in favor of more heavily constructed Warren trusses, but met with little success. Although the firm had salesmen in the Midwest, the cost of transportation probably prevented the lenticular trusses from effectively competing against other bridge manufacturers. In 1900, the Berlin Iron Bridge Company, along with twenty five other regional bridge makers, merged with the American Bridge Company.

The age of the automobile marked the beginning of the end for the lenticular trusses. Not only did the Berlin Company stop making the aesthetically pleasing bridges, but many towns found that their bridge proved inadequate to increased traffic. Berlin built few trusses wider than sixteen feet, and fast-moving cars needed wider clearances. According to Bernard Drew, a number of these narrow bridges met their end when an auto or truck rammed the end post (B. Drew, Spanning Berkshire Waterways [Great Barrington, MA: Attic Revivals Press, 1990]). Throughout the twentieth century, steel and concrete bridges replaced lenticular trusses, which finally proved inadequate to the volume or weight of modern vehicles.

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Golden Hill Bridge
Lee (Berkshire County)
Massachusetts

Section number 8,9 Page 6, 1

The Golden Hill Bridge was a rare survivor in the automobile age. In the 1940s, a developer built a colony of low-cost ranch houses to the east of the bridge, significantly increasing the number of automobiles crossing the truss. Occasional floods threatened the bridge, but amazingly little damage occurred. In 1965, the Irving open steel grid deck was added; five years later, the Massachusetts Highway Department replaced the bridge's stringers with steel I-beams and laid down an open steel grid deck roadway. In 1990, repairs were made to the guardrail, which had become loose, and an additional piece of metal was added to the grid deck to prevent runoff from Golden Hill Road from washing away the bridge abutments. Despite these alterations, the bridge's overall integrity has remained.

Today, the bridge shows signs of wear, the end post caps have cracked, and the posts themselves incline outward.

(end)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Patrick Harshbarger, "Tuttle Bridge (Golden Hill Road Bridge or Shea's Crossing), Historic American Engineering Record (MA-105), 1990.

Commonwealth of Massachusetts, Letter from Massachusetts Historical Commission, June 12, 1987, MDPW report of S. J. Roper, Historical Bridge Specialist.

Darnell, Victor, "Lenticular Bridges from East Berlin, Connecticut." Industrial Archaeology, Vol. 5 (1979), pp. 19-27.

Drew, Bernard A., Spanning Berkshire Waterways, A Personal Excursion into the History of Metal Truss Highway Bridge Construction in Western New England 1865-1905, Attic Revival Press, 1990.

Journal for the Society of Industrial Archaeology, Vol. 5, Number 1, 1979.

Lee town Report for year ending March 6, 1885.

Lee Town Report for year ending March 6, 1886.

United States Patent Office-BRIDGE-Application filed October 18, 1884 by William O. Douglas

(continued)

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Section number 9, 10 Page 2, 1

**Golden Hill Bridge
Lee (Berkshire County)
Massachusetts**

Valley Gleaner, Printed weekly in Lee, MA, newspaper articles of
April 6, 15, 22, 1885
May 13, 1885
July 8, 1885
July 15, 1885

(end)

10. GEOGRAPHICAL DATA

Verbal Boundary Description

See attached map.

Verbal Boundary Justification

The present nomination is limited to the bridge and its abutments; none of the surrounding land is included in this nomination.

(end)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93001592 Date Listed: 2/9/94

Golden Hill Bridge Berkshire MA
Property Name: County: State:

Multiple Name _____

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Patrick W. Andrews
Signature of the Keeper

2/18/94
Date of Action

=====

Amended Items in Nomination:

The Area of Significance for this property is changed to Engineering to reflect the National Register Criterion (C) under which it is nominated and Transportation is deleted as an Area of Significance. The SHPO concurs in these changes and the nomination is officially amended.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Golden Hill Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Berkshire

DATE RECEIVED: 12/30/93 DATE OF PENDING LIST: 1/11/94
DATE OF 16TH DAY: 1/27/94 DATE OF 45TH DAY: 2/13/94
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 93001592

NOMINATOR: STATE

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: ☒ NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 2/9/94 DATE

ABSTRACT/SUMMARY COMMENTS:

*Rare surviving example of a late 19th century
lenticular truss bridge.*

RECOM./CRITERIA accept C
REVIEWER Patrick Anderson
DISCIPLINE Historian
DATE 2/9/94

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

CLASSIFICATION

☐ count ☐ resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

☐ historic ☐ current

DESCRIPTION

☐ architectural classification
☐ materials
☐ descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

☐ acreage ☐ verbal boundary description
☐ UTM's ☐ boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

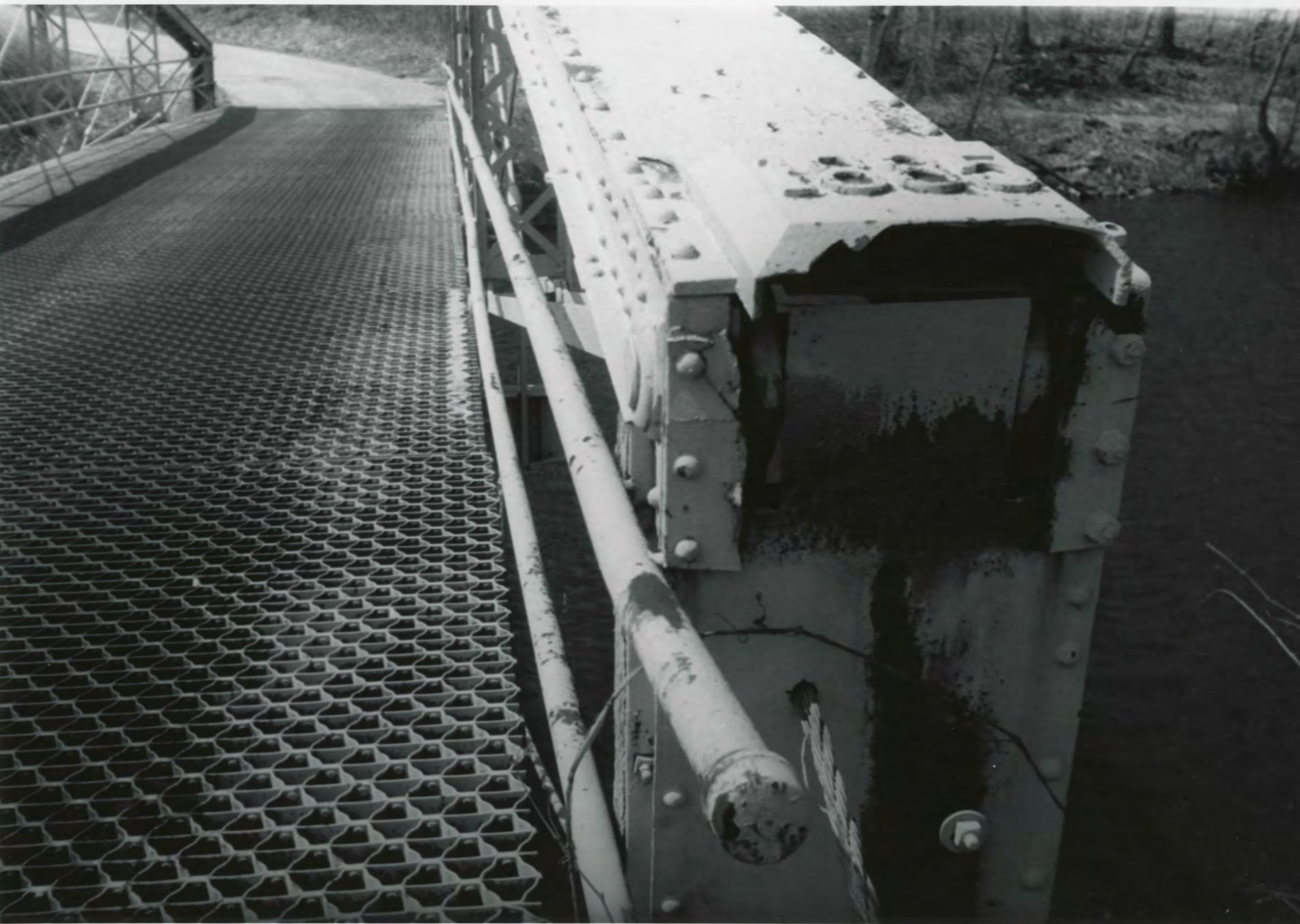
☐ sketch maps ☐ USGS maps ☐ photographs ☐ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Signed _____ Phone _____

Date _____



#1 GOLDEN HILL BRIDGE (TUTTLE BRIDGE)
GOLDEN HILL ROAD
LEE, MASSACHUSETTS

PHOTOGRAPHER - DAN SOULES - MAY 1992
LOCATION OF NEGATIVES - LEE LIBRARY, LEE

1 of 7

DATE OF INSTALLATION ON END POST - "1885"

NOTE: IRVING GRID DECK



GOLDEN HILL BRIDGE (TUTTLE BRIDGE)

GOLDEN HILL ROAD

LEE MASSACHUSETTS

PHOTOGRAPHER - DAN SOULES - MAY 1992

LOCATION OF NEGATIVES - LEE LIBRARY, LEE

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VIEW OF NORTH SIDE OF BRIDGE

NOTE: END POST ON RIGHT /



GOLDEN HILL BRIDGE (TUTTLE BRIDGE)
GOLDEN HILL ROAD
LEE, MASSACHUSETTS

PHOTOGRAPHER - DAN SOULES - MAY 1992
LOCATION OF NEGATIVES - LEE LIBRARY, LEE

3 of 7

VIEW OF SOUTH SIDE OF BRIDGE



GOLDEN HILL BRIDGE (TUTTLE BRIDGE)

GOLDEN HILL ROAD
LEE, MASSACHUSETTS

PHOTOGRAPHER - DAN SOULES - MAY 1992

LOCATION OF NEGATIVES - LEE LIBRARY, LEE

4 of 7

VIEW OF EAST END LOOKING WEST

NOTE: "1885" ON RIGHT END POST



GOLDEN HILL BRIDGE (TUTTLE BRIDGE)

GOLDEN HILL ROAD
LEE, MASSACHUSETTS

PHOTOGRAPHER - DAN SOULES - MAY 1992
LOCATION OF NEGATIVES - LEE LIBRARY, LEE

5 of 7

VIEW OF WEST END LOOKING EAST

NOTE: 12" PIECE OF METAL ON GRID DECK



GOLDEN HILL BRIDGE (TUTTLE BRIDGE)

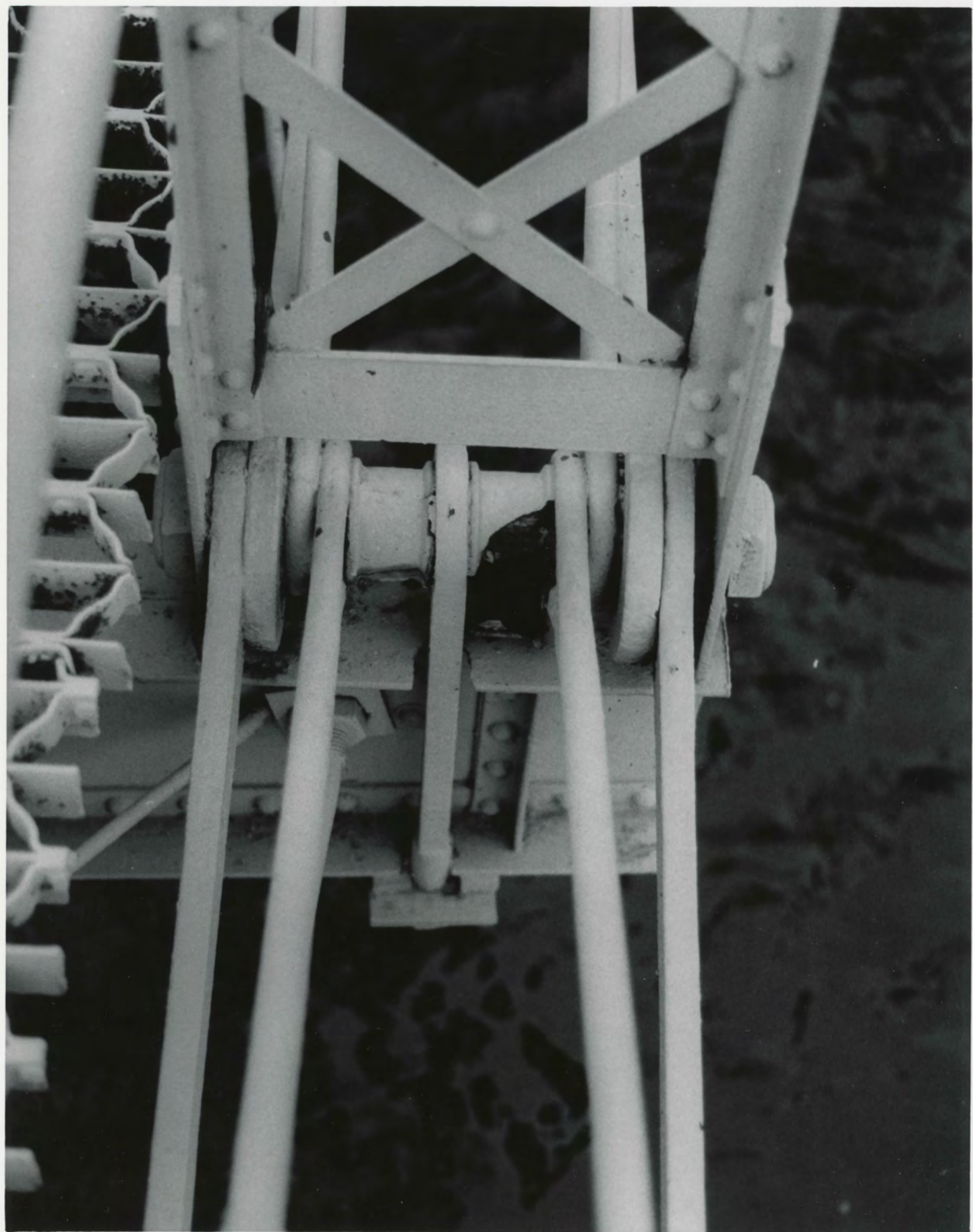
GOLDEN HILL ROAD
LEE, MASSACHUSETTS

PHOTOGRAPHER - DAN SOULES - MAY 1992

LOCATION OF NEGATIVES - LEE LIBRARY, LEE

6 of 7

OLD BRIDGE ABUTMENT - LEE MARBLE



GOLDEN HILL BRIDGE (TUTTLE BRIDGE)
GOLDEN HILL ROAD
LEE, MASSACHUSETTS

PHOTOGRAPHER - DAN SOULES - MAY, 1992
LOCATION OF NEGATIVES - LEE LIBRARY, LEE

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DETAIL BRIDGE CONSTRUCTION

Golden Hill Bridge
Golden Hill Road
Lee (Berkshire County)
Massachusetts



TABLE OF REVISIONS		
DATE	BY	CHANGES OR ADDITIONS
5/81	CHG	(CHG) 27, 34, 41 (ADD) 91
12-84	PPF	PPF
6-85		1985 CHANGES
4-1		1986

LEGEND	
TOWN LINE	---
ZONING LINE	---
PROPERTY LINE	---
RIGHT-OF-WAY	---
UTILITY R.O.W. OR EASEMENT	---
WATER/SEWER SERVICE AREA	---
STREAM OR WATERCOURSE	---
COMMON OWNERSHIP	---
DEED DIMENSION/ACREAGE (DISCREPANCY) - 175 & 540	---
SCALED DIMENSION OR ACREAGE	---
SUBDIVISION PLAN LOT NUMBERS	---
PARCEL NUMBER	---
BUILT UPON PROPERTIES	---

NOTES	
PHOTOGRAPHY BY LOCKWOOD MAPPING CO., ROCHESTER, N.Y. FROM AERIAL PHOTOGRAPHY DATED APRIL 24, 1976	
HORIZONTAL DATUM IS MASSACHUSETTS STATE PLANE COORDINATE SYSTEM.	
THESE MAPS ARE FOR TAXING PURPOSES ONLY AND ARE NOT INTENDED FOR USE IN CONVEYING.	

ASSESSORS' MAPS
TOWN OF LEE
BERKSHIRE COUNTY, MASS.
APRIL 1976
BROWN, MOYNIHAN & ASSOCIATES, INC.
ENGINEERS & LAND SURVEYORS
ROUTE 102 LEE, MASSACHUSETTS

REVISED & REPRINTED BY
CARTOGRAPHIC ASSOCIATES, INC.
LITTLETON, CO 80120
SCALE
1" = 2400'
200 0 200 400 FEET
100 50 0 100 METERS

Revised To
January 1, 1991
8

	4	5
7	8	9
12	13	14

Missing Core Documentation

Property Name

Golden Hill Bridge

County, State

Berkshire,
Massachusetts

Reference Number

93001592

The following Core Documentation is missing from this entry:

☐ Nomination Form

☐ Photographs ()

☒ USGS Map



The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1053

CHRISTOPHER J. HODGKINS
4TH BERKSHIRE DISTRICT

Nov. 17, 1993

Chairman
State Administration
ROOM 34, STATE HOUSE
TEL. (617) 722-2320
DISTRICT OFFICE
TEL. (413) 243-0289

Betsy Friedberg
National Register Director
Massachusetts Historical Commission
80 Boylston St.
Boston, MA 02116

RECEIVED

NOV 24 1993

MASS. HIST. COMM.

Dear Ms. Frieberg,

I would like to offer my enthusiastic support to the Lee Historical Commission's bid to have the Golden Hill Bridge in Lee designated as an historic site on the National Register.

Built in 1885, the Golden Hill Bridge is the oldest of five lenticular pony truss bridges in Massachusetts. Its design is unique to those five employing engineering techniques that were seldom used.

The bridge was patented by William O. Douglas in 1885 and was built by the Berlin Iron Bridge Co. of East Berlin, CT. The abutments are constructed from iron carved out of the former Lee iron quarries.

In addition to its historic characteristics, the 81-foot-long bridge is an extremely handsome structure spanning one of the most scenic sections of the Housatonic River. Its appearance complements many of the other historic structures and buildings that Lee boasts.

It is an architectural feature that speaks to the heritage of Lee and its residents. The bridge is a source of pride that is more than worthy of the National Registry designation.

I very much look forward to the Massachusetts Historical Commission's scrutiny of the town's application. I am sure you will concur on the designation. If you have any questions on this matter, please do not hesitate to contact me.

Sincerely,

CHRISTOPHER J. HODGKINS
State Representative



December 22, 1993

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed please find the following nomination form:

Golden Hill Bridge, Golden Hill Road, Lee (Berkshire County),
Massachusetts, 01238.

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owner was notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. Enclosed is a letter from State Representative Christopher J. Hodgkins, supporting the nomination.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

RECEIVED 413

DEC 30 1993

enclosure

cc: Charlotte Davis & Mary Morrissey, Lee Historical Commission
Daniel Soules, Chairman, Lee Historical Commission
Michael Swanson, Chief Engineer, MHD
Joseph Dupont, Chairman, Lee Board of Selectmen
Georgia Massucco, Librarian, Lee Library Association

Massachusetts Historical Commission
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470
Office of the Secretary of State, Michael J. Connolly, Secretary