

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 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. 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 Lee Station

other names/site number Lee Depot, Sullivan Station

2. Location

street & number 109 Railroad Street not for publication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 of 1986, 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.)

Signature of certifying official/Title

Brona Simon
Brona Simon, SHPO, Exec. Director, MHC

Date

November 2, 2010

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:

- ☒ 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

Edson H. Beall

12-27-10

Lee Station
Name of Property

Berkshire, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

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

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	building
		sites
<u>0</u>	<u>1</u>	structures
		objects
<u>1</u>	<u>1</u>	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/rail-related/train station

Current Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related/train station

COMMERCE/TRADE/restaurant

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN: Queen Anne

Materials

(Enter categories from instructions)

foundation _____

walls shingles, clapboards

roof asphalt shingles

other _____

Narrative Description

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

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National Register of Historic Places Continuation Sheet

Lee Station
Lee (Berkshire), MA

Section number 7 Page 1

The town of Lee is located in western Massachusetts in Berkshire County. It is bounded on the east by the towns of Washington and Tyringham, on the north and west by Lenox and Stockbridge, and on the south by Great Barrington. Although it is in the Green Mountain range, otherwise known as the Berkshires, the town is in the valley of the Housatonic River at about 900 feet in elevation. The river flows on the west side of the town center.

The Lee railroad station is located between the river and the town center. It is one block west of the town's main street in a mixed and amply spaced commercial and residential area that includes a 19th-century school converted to an inn, several mid to late 19th-century commercial buildings, an early 20th-century lumberyard, and about half a dozen Italianate and Queen Anne-style houses. These buildings are all in wood-frame construction (Photograph No. 1).

The railroad tracks run in a north-south direction parallel to the Housatonic River; the tracks pass on the west side of the station. The line consists of two sets of track with spur lines on both the east and west. Further west are two concrete-block storehouses belonging to the lumberyard and a cluster of frame houses that lie between the tracks and the river on the two sides of Canal Street.

On the track or west side of the station, there is a concrete and tarmac platform that extends beside the tracks and beyond the station about 30 feet on the south and 50 feet on the north (Photograph No. 2). There is a paved apron on the east side of the station about five feet wide, which merges with a sidewalk, and paving crosses the south end of the station as well (Photograph No. 3). On the south side of the station is a set of marble steps set into a low, dressed-marble block embankment wall about fifteen feet long (Photograph No. 2). On the south side of the station is a parking area for three or four cars, separated from the platform and tracks by a low wooden fence and hedge on the west, and a row of evergreens on the south (Photograph No. 4). At the north end of the station, a row of evergreen trees blocks access to the platform and tracks from the public way.

Building Exterior

The land beneath the station slopes down towards the tracks so that the station's brick foundations are visible at the track side, but not on the arrival, or public, side. The balloon-frame constructed building is 1½ stories in height under a side-gable roof. The exterior is sided with clapboards in Queen Anne/Stick Style fashion. Two stringcourses at the eaves and the level of the window lintel set off clapboards laid at an angle in herringbone pattern. Above and below them, the clapboards are laid horizontally. Below the windows and forming sills is a railing that encircles the building, below which the siding is vertical matchboard. On the west elevation, the upper story at attic level has been sectioned off into about twenty panels by vertical wood trim. Underneath the trim, the siding is clapboards laid horizontally. On all elevations, this trim of stringcourses, railing, and window and door surrounds is painted in a contrasting color (Photograph Nos. 2,3,4).

The west elevation alongside the tracks is nine bays long with a three-sided observation bay, in the station agent's office, projecting from the center of the first story (Photograph No. 2). Two entries reached by wooden stairs, one single and one double ramp, are set at two door openings on this elevation at each side

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Lee Station
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of the observation bay window. They are composed of beveled and scored posts and square balusters in Queen Anne style. The doors are tall, five panel, with raised moldings. The east and west elevations of the building are not symmetrical. The east elevation is one story in height and the west elevation is two stories in height, the roof being truncated on the west elevation where formerly there was a broad roof extension that created a more balanced composition. Now gone, the roof overhangs were then extended as canopies beyond the station four bays on the north and one bay on the south, to provide passenger shelters. The eaves overhangs on both east and west have been removed, as were the passenger shelters, but all had been photographed shortly after construction, so their appearance is known (see historic photo appendix).

The station's east elevation is ten bays long with doors in the sixth and tenth bays from the south. Each of the two entries contains a single-leaf, paneled door beneath a two-light transom. Above the main door is a signboard for Sullivan Station Restaurant lit by three arched, metal display lights. Along the eaves is a row of dentil-like block ornaments, added at the time the eaves on this side of the building were cut back. This elevation is also ornamented by a mounted carriage light original to the building, window boxes beneath several windows, a luggage wagon, and a wooden bench (Photograph Nos. 3 & 4).

Windows throughout the building have original 2/2 double-hung sash, and on the south they are paired beneath transoms with eight fixed lights (Photograph No. 4). They are protected by exterior storm windows set inside the frames. There are two interior chimneys projecting from the roof ridge. The station is one room deep and on its north end is a one-story, one-bay square kitchen addition with a door on its east side.

Building Interior

Main Room, South Platform, and North End

On the interior, Lee Station is divided into several major rooms. The first is a large main room that occupies two thirds of the floor plan (Photograph No. 5). It has a raised platform on its southern end, beside which a bathroom has been partitioned off in the southwest corner. The station agent's office opens out on the west, or track, side of this large main room (Photograph No. 6). The north end of the station has been subdivided in half with a bar on the east side and kitchen on the west. The kitchen further extends into an addition at its north end. In the partition between the main room and the bar is the ticket window, which has an architrave surround with corner blocks. Beneath the window is a shelf; above the window is a "Tickets" sign.

With the exception of the kitchen, the interior walls of the station are covered in clear-finished, yellow pine matchboard, with chair-rail trim and door and window surrounds in darker walnut. Window and door surrounds are architrave in design, with corner blocks framing raised bosses (Photograph No. 7). The ceiling is also wood matchboard, and from it are suspended original glass-shaded, metal light fixtures; the floor is wood. Two long wooden benches serve for seating on the east side of the room. They originated

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at the Chatham, New York, railroad station. Serving as a table in the station agent's office is a large 19th-century iron safe that was originally at the north end of the station and has been set up with a table top. It is a double-leaf door safe and on the upper half of the each door is an oil-painted, river landscape scene, one with a sloop and the other with mountains in the background, possibly Hudson River scenes (Photograph No. 8). Above the doors, painted in white below the safe top, a frieze reads, "The N.Y. N.H. & H. R.R." Restaurant tables and chairs furnish the balance of the room. Framed newspaper articles about the station, historic railroad timetables, maps, and notices from the railroad company are framed and hung on the station walls. The utilitarian walls of the kitchen are painted gypsum wallboard, the ceiling is painted wood; the floor is vinyl (Photograph No. 9).

Bar Room

The bar room is entered either from the main room or from the outside. Wall finishes are the same as the main dining room with yellow-pine matchboard and walnut trim. Window and door surrounds are also architrave in design with corner blocks and bosses. The actual bar is sixteen feet long, about four feet high and three feet deep, and is mahogany with a brass foot rail. Its sides are paneled. Behind the bar is a mirrored oak bar back, above a bar cabinet. The mirror is framed with pilasters that support a projecting entablature, which serves as a shelf for bottles and memorabilia. At each side of the pilasters and above the mirror are carved oak floral ornaments. The bar cabinet has several rows of drawers with ornamental pulls. The undated foot rail was previously from the altar of the Methodist Church on High Street in Lee; the bar, oak bar back, and cabinet originated in a tavern in Copake Falls, New York, and date from the late 19th century (Photograph No. 10). An early model wood refrigerator is against the north wall of the bar. It also originated in the Copake Falls tavern.

Kitchen

The kitchen, originally furnished in the 1970s, has a large range beneath a metal ventilation hood; shelving and storage units are primarily stainless steel, as is a refrigerator unit. The room is lit by ceiling-mounted fluorescent fixtures (Photograph No.10).

Caboose Exterior and Interior

To the north end of the kitchen wing is a detached, red, metal caboose in front of which is a raised deck with metal framework for a canvas roof that in warm months covers a dining patio. The caboose has two pairs of windows, and a square clerestory with operable lights projects from its roof. There is an observation platform on one end of the car. The caboose is oriented in a north-south direction, and its interior is divided into an office and a store space. Interior finishes include wainscoting, a painted wooden ceiling, and wood floor. Because the caboose was moved to its present site after the period of significance, it is considered noncontributing.

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Archaeological Description

While no ancient Native American sites are located on the station property or in the general area (within one mile), sites may be present. Environmental characteristics of the property represent locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of Native sites. The station is located on a well-drained, level to moderately sloping riverine terrace in close proximity to wetlands. The Housatonic River flows southerly within 1,000 feet east of the station. Most soils on the property were formed in glaciated limestone till in uplands. The property is also considered urban land, consisting of areas of soil that have been altered or obscured by urban works and structures. Given the above information, the small size of the property (less than one acre), known ancient site densities in the Berkshires, and the extent of historic land use (see below), a low potential exists for locating significant ancient Native American resources on the Lee Station property. Any potential ancient sites that may have been located on the station property were destroyed by construction and demolition of railroad facilities located on the property.

There is a high potential for locating historic archaeological resources on the Lee Station property. No historic land use has been identified on the nominated property prior to ca.1850 and the construction of the first Lee Station. Additional historical research, combined with archaeological survey and testing, may locate structural evidence and the precise site of that station and whether it is included in the nominated property. Some sources say the first station was built across the tracks from the existing station, while others say it was located south of the existing station. Structural evidence may also exist from the first freight house that was located approximately where the current station is. Both the first Lee Station and freight house were demolished. Structural evidence may survive from the second freight house (1893), originally located south of the existing station. The second freight house burned down in 1968. Structural evidence may also exist from a small shed and the Dresser coal shed, no longer extant, originally located near the existing station. The Dresser coal shed had a rail passing through it and was demolished in 1960.

Occupational-related features, especially trash deposits associated with the maintenance and use of railroad facilities, may also exist on the station property. Stratigraphic evidence of old and existing rail beds and builder's trenches associated with railroad buildings and structures may also be present.

(end)

Lee Station

Name of Property

Berkshire, MA

County and State

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 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.

Narrative Statement of Significance

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

9. Major Bibliographical References

(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 # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1893-1960

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Thomas Heaphy, Nelson Martin, builders

Primary location of additional data:

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

Name of repository:

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Historical Significance

The Lee railroad station is significant as an example of a highly used combination-type railroad station that served passengers and freight for more than 75 years, contributing to the development of Lee's commerce and industries. It is significant as the arrival and departure point for visitors to the Berkshires from New York City. These included both the ultra-wealthy owners of great estates in Lee and Lenox who took part in seasonal migrations, and the more modest summer visitors who flocked to the Berkshire community's boardinghouses and rentals beginning at the close of the Civil War and continuing until passenger service halted in 1969. Lee Station's design is representative of the work of the engineers of the Housatonic Railroad Company at the turn of the century, one that shifted from simple form and picturesque ornamentation towards greater passenger comfort and freight efficiency. The station retains integrity of location, setting, design, materials, workmanship, feeling, and association. It is significant for criteria A and C and has local significance. Its period of significance is 1893-1960.

Narrative History

Colonial (1675-1775) and Federal Periods (1776-1830)

The first colonist to settle in Lee was one Isaac Davis, who arrived in 1760. A few other families followed, and by 1770, numbered only thirteen families. The first area to be settled was in East Lee on Cape Street, followed by South Lee, where the floodplains of the Housatonic River offered better farming land. Initially the area took the name of Hopland. Settlement in what is now Lee Center had begun by the mid-1770s.

The town of Lee was founded formally in 1777 and named after a colorful figure, General Charles Lee, a Revolutionary War soldier who, prior to the war, prominently challenged King George III's authority; he was also the only senior American Army officer court-martialed for his behavior on the battlefield. Settlers in the area during the late 18th century included former Cape Cod fishermen and other maritimers whose livelihoods had been disrupted by the War. Other settlers during the War moved up the Connecticut River Valley from Connecticut and west to Lee, while still others, many of Dutch origin, came east to Berkshire County and Lee from upstate New York.

The 21st town to be incorporated in Berkshire County, Lee was an agricultural area with ample woodland for lumbering and a series of small wood and gristmills to provide for residents. With few exceptions, the land was difficult to cultivate due to its stony base, so farmers grazed livestock and raised crops for their support. The stony foundation of the town was early recognized as a source of income, and its marble was quarried at multiple small sites for gravestones, markers, foundation stones, and sills. Lee marble markers are found in many of the surrounding towns' cemeteries, and stone carvers are known to have passed through Lee to work with its stone quarries and local carvers.

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Within a few decades of Lee's establishment, the Industrial Revolution's achievements, powering equipment with water, enabled entrepreneurs to begin larger-scale textile and wire factories, using the power of the Housatonic River. The town's industrial potential attracted investors, and in 1806, it was the site of the first paper mill, an industry that has continued to produce fine paper goods to the present. At first, paper was exclusively manufactured with cotton fabric, but shortly after 1850, a Lee company was among the first pioneers in manufacturing paper with wood pulp, and the industry became considerably more productive.

Early Industrial Period (1830-1870)

Prior to 1850, industries needing raw materials, such as paper manufacturers, and others needing to ship raw materials or finished products, such as marble quarries, depended on the Hudson River as their principal route of transportation, and got their goods back and forth from the river on horse-drawn carriages. Steamboats and sailing sloops transported materials on the Hudson in trips that took seven to ten days to arrive in New York from Lee. The promise of a vast improvement to this expensive and time-consuming transportation process was demonstrated when the Western Railroad opened from Boston to Springfield in 1839, and extended to Albany in 1841. In 1845, the Connecticut River Railroad formed with the joining of the Northampton & Springfield with the Greenfield & Northampton Railroad. Neither came to Lee. A third line, the Housatonic Railroad Company, had been chartered in 1836 to run north from Bridgeport, Connecticut, through the Housatonic River valley as a mainly freight company, carrying lime and limestone, coal, tobacco, milk, produce, and tools to Long Island Sound at Bridgeport. In 1840, the railroad extended to New Milford, then, in 1841, to Canaan, Connecticut. It was brought tantalizingly closer in 1848, when an extension was made into Massachusetts to Van Deusenville, a few miles southwest of Lee.

New England investors were at first skeptical of the profits that railroads might produce, so that the Commonwealth had to invest directly or give loans to assure they were constructed. Potential investors considered the Western Railroad the least promising of the lines, but in 1845 it returned a 6 percent profit to its investors, and within a short time they were receiving 8 percent. The railroads from then on were fully subscribed, if not oversubscribed, through the 1850s. For businessmen, the railroad offered a profitable personal investment that was multiplied when it came to one's town and could improve business, as well. One of Lee's more prominent businessmen, Samuel E. Hulbert, a wagon and carriage maker, in 1848 began to advocate strongly for a line extension to Lee from Van Deusenville. He became a board member of the newly formed Pittsfield & Stockbridge Railroad Company, along with company founder George W. Platner of Lee, and Charles Owen and Charles Alger of Stockbridge. With their support, a 22-mile line, the Pittsfield & Stockbridge Railroad Company, was built between Van Deusenville and Pittsfield at a cost of \$440,000. The railroad opened in 1850, and the tracks passed right through the site of the Hulbert wagon and carriage works; Samuel Hulbert and his brother promptly retired from the carriage business.

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**Lee Station
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Rather than seven to ten days, it now took fewer than eight hours to travel from Lee to New York in cars that were pulled by wood-fired steam engines. The Pittsfield & Stockbridge Railroad Company was such a success for both freight and passenger service that the Housatonic Railroad Company took it over within a few years in a perpetual lease. Pittsfield was connected through Lee to New York. It was during the period of time in which the Housatonic ran its trains between Bridgeport, Connecticut, and Pittsfield, Massachusetts, through Lee, that a small Stick Style passenger station was built in Lee on the opposite side of the tracks from the station's current location. The railroad company introduced coal-burning engines in 1869, so they would have been serving Lee after that year.

Railroad construction brought more than a transportation avenue to Lee's manufacturers. It also brought a population of immigrants, mainly Irish, who came to build the rail lines and stayed to work in the factories. This labor supply proved a boon to the town's industries, and, in turn, increased rail traffic annually.

One of the most important changes the railroad brought about in Lee was in its quarry business. Two years after the railroad came through the town, Lee resident Charles Heebner founded the Lee Marble Plant. Heebner realized his marble could be used for more than gravestones and foundations, and he set to work to make its structural strength known in Washington, D. C., at a time of the capital city's expansion and construction. Once he had demonstrated its qualities, Heebner's quarry business expanded quickly with contracts to supply marble to the U.S. government, starting with construction of the wings of the Capitol building. Transporting marble to Washington by wagon and boat would have been prohibitively slow, so Heebner had a branch railroad built to his quarry. This spur track greatly reduced the time delay and difficulty of moving the quarried marble blocks to their destination, as they were lifted directly onto the railroad cars with steam trucks. By 1860 several other quarries were actively mining structural marble and shipping it from the Lee Station. Lee's marble found its way to building projects in Philadelphia, Los Angeles, and New York. Among the quarry owners' accomplishments in this period were providing 9,000 gravestones for the Arlington National Cemetery in Washington, D.C.; General Ulysses Grant's tomb and Saint Patrick's Cathedral in New York were both built with Lee marble, as were the buildings of Girard College and Philadelphia City Hall in Pennsylvania, and the Los Angeles Armory. Just as the Irish railroad workers diversified Lee's population, Italian stoneworkers imported to Lee for their technical stone-cutting skills settled there and brought friends and neighbors from Italy, further adding to its diversity.

The paper industry relied heavily on the freight service of the Lee Station, until a South Lee station was built in 1890 to help relieve the pressure. There were 25 paper mills in town in 1857, and the Civil War brought a sharp increase in demand for paper, which the town's mills supplied, making them collectively the largest paper producers in the United States. The Lee Station was key to much of their operation.

With no other railroad companies connecting the Berkshires with New York, the Housatonic Railroad Company had a monopoly on rail transportation in and out of Lee, and maintained high freight rates, which made the town's industries less competitive than mill towns such as Holyoke. In the 1870s, there

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were several efforts by Lee businessmen to build competing railroads. One was from Lee to New Haven, and a second proposal was from Lee to Hudson, New York. Neither was successful in reaching construction, but their threat forced the Housatonic Railroad Company to reduce its freight rates to some extent.

Late Industrial Period (1870-1915)

Advent of the "New Haven"

In 1872, the New York & New Haven, and the Hartford & New Haven Railroad Companies, merged to become the New York, New Haven & Hartford Railroad Company. The two companies' network of lines stretched throughout New York, Connecticut, Rhode Island, and Massachusetts, and as one company they covered much of New England. There remained, however, a large number of small companies that had been created by entrepreneurs to serve their local needs. The New Haven, as it was called for short, began buying up these competing independent rail companies, and by the turn of the century, under the leadership of J. P. Morgan, had bought up more than 25 companies. The Housatonic Railroad Company and its many industrial clients did not escape the New Haven's notice, and in July of 1892, the Housatonic Railroad Company agreed to lease its rail lines to the New York, New Haven & Hartford Railroad. The following year, 1893, the Housatonic Railroad built the new and modern Lee Station and freight station, and took down its Stick Style station. The company might not have constructed the new station had the Lee Business Men's Association not begun lobbying them. A committee of Lee businessmen made a trip to the railroad offices pressing for new facilities, and in January of 1893 were rewarded with an assent. The company sent out an engineer to draw up the existing conditions of the site and then announced that it would build a new freight house and station. It would contract out the construction to local firms for the foundation and station construction, but would provide all the materials for the structures above the foundations. The local builder who constructed both station and freight house foundations in Lee was Thomas Heaphy. Heaphy was a successful builder who also developed a town park for Lee, known as Fern Cliff, about the time the station was constructed. The Lee carpenter who got the contract for himself and his crew to construct the station and freight house above-ground was Nelson Martin.

The Business Men's Association did not leave it at that. Rather, they traveled to headquarters in March 1893 again to see the plans for the buildings, and they persuaded a reluctant Railroad Company engineer to let them take the plans back to Lee, where they were hung in Pease's Drug Store for the public to see, then moved to the selectmen's office where there was a viewing and public meeting discussing their merit. The plans showed the new station to be 70 feet long and 25 feet wide. Its location was north of the existing station and the tracks were to be lifted up and placed on its west side. It was to be protected by a covered platform 10 feet wide, and the platforms beside the track would be 800 feet long and would also be covered. A switch track was to be placed on the west side of the main tracks, out of the way of passengers. The freight house was to be 140 feet south of the station. It would have a switch track on the east, but would be short, so again it would not interfere with passengers. The plans were largely carried out as presented, although the location of the passenger station was moved slightly further north than originally planned. Its position was revised to take advantage of being at the foot of Elm Street, where it would be more visible.

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Lee Station
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Work on the new station buildings was supervised by a railroad company employee, a Mr. Vinal, who moved to Lee with his wife for the course of construction. By May, Thomas Heaphy had completed foundations for the new freight house. The upper section of the new freight house was completed in August by Nelson Martin, so the old freight house, which had recently had a second story added to it, could be taken down. Two Lee men bought the two stories of the old freight house and planned to rebuild them as barns. In June, Heaphy was contracted to build foundations for the new station, and a crew was hired to move the tracks further west. It was reported on August 19th in the newspaper that the wood for the new station, all ready for use, was on its way. A precursor to prefabrication, the company's decision to provide cut wood made the process go quickly, and a month later Martin had the walls up and the windows in. By September 3rd railroad company painters had come in and painted the station lemon yellow with dark brown trim. Interior work may have filled the next two months, but on November 3, 1893, the station was opened, and Thomas Heaphy was there to buy the first ticket.

So important was this station to the town of Lee that its biweekly newspaper, The Valley Gleaner, from January through November, 1893, carried notices of the station's progress in each issue, save for one or two. Some of the interest in the station's improvements was due to the fact that Railroad Street at the time was known as "The Bowery," where a single saloon sold whiskey to men who came from as far as Pittsfield to drink. There was much reporting of public drunkenness and obstreperous behavior on the street, and concern that the railroad company would be unhappy with the nuisance. Side-by-side with articles on the latest report of outrageous behavior, The Village Gleaner printed articles on Lee's forceful Temperance movement, which made "The Bowery" its target.

Between 1892 and 1901, the New York New Haven & Hartford Company bought up stock in the Housatonic Company, so that by 1901 it owned the entire line, including the Berkshire Line between Connecticut and Pittsfield. One station agent, William L. Nye, presided over the Lee stations during both Housatonic and New Haven ownerships, and a narrative at the time of his retirement describes much of the activity that took place at the station. Nye began his career in July 1875, as a fifteen-year-old apprentice in West Stockbridge. He learned to send messages from station to station by telegraph using Morse Code; he ran errands and tracked freight using a script known as "the telegrapher's scribble." He stayed in West Stockbridge for five years, then was sent to Lee, ostensibly for a single day of helping out, but ended up staying for 60 years.

When he arrived at the Lee Station, Nye was put to work as a telegraph operator, and lived in a local boardinghouse. He became a permanent resident and home owner when he met and married Hattie Estelle Hurd, who was a North Adams native working in Lee. They married at the town's First Methodist Episcopal church and lived on Prospect Street. Nye was promoted to station agent in 1886. This was a very respectable position in town, and Nye lived up to his responsibilities, as his long tenure reflects. In the 1880s, Lee was the busiest station on the Housatonic Railroad between Pittsfield and Bridgeport for both passengers and freight. It was also a news center by virtue of the telegraph.

(continued)

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Lee Station
Lee (Berkshire), MA

Section number 8 Page 6

While he was working at the Lee Station, Nye remembered getting the message that President James A. Garfield had been assassinated in 1881, and the message in 1887 that Mud Pond in Lee had broken its dam and that floods were hitting East Lee. The station had another role in Lee, a more social role. It responded to life in the community. For instance, when a Christian Endeavor meeting was held in Pittsfield and many Lee people attended, the train was held in Pittsfield until the meeting was over, and the Lee Station kept open so people could stay to the end of the meeting. The train schedule was changed so that Lee citizens could pick up their New York newspapers at the station early in the morning, and for a while, beer kegs were left out on the platform so saloon keepers could pick them up at a more convenient time. A few thefts changed that practice, but the thieves turned out to be sons of Lee families, so they were caught, scolded, and sent home.

Nye's day-to-day work at this busiest of stations, however, concentrated on arranging for freight to be shipped or accepted, such as 105 cows from High Lawn Farm in Lee going to Madison Square Garden for show and sale, or a number of its horses being shipped to Cuba. For many years, carloads of horses were brought in from the western states to Kimball Stables. More consistently shipped than livestock were the tons of quarried stone. Nine cars of marble for the Chatham, New York, bridge were shipped from Lee in May of 1893, for instance, and over the next few years, the Lee quarry shipped out 90,000 marble gravestones for government cemeteries. Farmers made daily trips to the station to send their milk to New York, and in winter months brought loads of packed ice that they sold to New York's ice men. Tyringham farmers during the late 19th century raised tobacco and shipped it from Lee after weighing it on the freight station's scales. The same Tyringham farmers also brought rakes to the station, made during the slower winter months, for shipping to their clients.

And when he was not managing freight, Nye was managing the arrival and departure of the wealthy fall residents of the Great Estates in Lee and Lenox. They came to the Lee Station, where they were met by their carriages and driven to their estates, followed by carriages loaded with staff and belongings. Among them were J. P. Morgan (a future New Haven railroad owner), George Westinghouse, William and John Sloane, and their families and friends. The Lee Station was their landing point until the new Lenoxdale station was constructed in 1902-1903. Mr. and Mrs. Westinghouse traveled in their private railroad car, and its arrival and departure was always recorded in The Valley Gleaner. One of the busiest summers for the Lee passenger station was in 1885, when President Grover Cleveland and his wife were living in Tyringham with their friend Richard Watson Gilder, editor of Century Magazine; their visitors crowded the station. Another president came to Lee in 1897: William McKinley stopped at the Lee Station on his way home from Adams, where he was visiting his friends the Plunketts, and he was met here by a large welcoming crowd. Along with the logistics of freight, passengers, and welcoming committees, station agent Nye and his crew were also responsible for shoveling snow off the tracks throughout the winter. In fact, the rail line was often the only way that people could get to work in Great Barrington and Pittsfield, for in mud season and in snow season the roads were impassable.

In 1892, when the New Haven began its takeover of the Housatonic Railroad and its Berkshire Line, Nye was kept on as station agent. It is likely that Nye was actively involved in the siting of the new station, due to his long experience. In fact, The Valley Gleaner recorded that soon after the announcement had been made that there was to be a new station, Nye left town for visits to New York and New Haven, where he was likely consulting on the station's needs.

(continued)

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National Register of Historic Places Continuation Sheet

Lee Station
Lee (Berkshire), MA

Section number 8 Page 7

In 1900, in addition to William Nye, other employees at the station were: station hand Charles Dennis; John O'Loughlin, a baggage master; and a Mr. Doudureau, who was a locomotive engineer. Dennis and O'Loughlin were both men in their forties with families in town. Charles Dennis was a New Jersey native, and O'Loughlin was second-generation Irish. Doudureau was Massachusetts-born, 39 years old, unmarried, and boarding in Lee in 1900. A second station agent was listed in the census of 1900: Harvey Isaac. There may have been two agents at the time, or perhaps Isaac ran the relatively new South Lee Station.

One of the New Haven Railroad Company's first acts after 1901 was to improve service on the line by introducing two Pullman cars pulled by an engine on the run from New York to Pittsfield. It was a highly popular car with well-to-do riders, but proved inefficient for the company, so was discontinued after two years.

By 1910 the New Haven was in trouble, caused partially by taking on more debt than it could support. The company was facing bankruptcy, but narrowly avoided closure when the federal government took it over during World War I to keep it functioning. During the war, the company and its stations were run by the United States Railroad Administration, paid off its debts, and became profitable once again. After the war, the now-solvent New Haven Company reverted to private ownership.

Early Modern Period (1915-1940)

The heyday of the railroad company and the Lee Station began in the 1920s. It was during that decade that the New Haven bought new passenger and freight cars and began introducing a combination gas and electric engine to improve train speed. Passengers had begun to call the train running between New York and Pittsfield "the Creeper" at a time when the company was coming into competition for passenger business with the automobile, so the new engines were a necessary improvement for travelers. Passenger service through Lee hit its peak in 1929, but the New Haven managed to maintain good business into the 1950s, thanks to the boost provided by the large number of "summer people" from New York who were without cars and came to the Berkshires regularly. The New Haven Railroad promoted the Berkshire towns on its line as a recreational destination, and to keep interest drummed up, published Berkshire Hills: New England the Vacation Land about 1920. In the brochure they cited the golf, canoeing, hiking, camping, and coach driving that were available in Lee and its neighboring communities. Winter service was boosted beginning in the 1930s by many of the same people, who arrived on specially designated weekend ski trains from Grand Central Station for downhill skiing. East Lee and Lee were less popular than Pittsfield for ski stops, but took part in the boom, nevertheless.

Meanwhile, Lee Station is thought to have been the occasional destination of crates of flour and vegetables from New York carrying buried bottles of alcohol during Prohibition. Misdeltivered crates to Lee residents containing these surprises were evidence that the residents of the Great Estates did not all take Prohibition seriously.

William Nye retired as Lee's station agent in 1938.

(continued)

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Lee (Berkshire), MA

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The New Haven went through bankruptcy in the Depression, but with the help of the federal government managed to reorganize its finances and continue operation before the onset of World War II. It was such an important institution during the war that the government subsidized construction of the more-efficient diesel engines. Diesels did not appear on the Berkshire Line until 1946, but in that year the New Haven experimented with a diesel engine between Danbury, Connecticut, and Pittsfield, Massachusetts. Skeptics feared the longer engines would not be able to negotiate the curving tracks that followed the Housatonic River, but they worked well and were put in use for passenger and freight service. The diesels were not as powerful as previous engines, so while they were an improvement in speed for passenger trains, they were less efficient for freight service, and other accommodations were made to improve the volume of freight service. For instance, the Dresser coal company built a coal shed on Park Street, and New Haven ran its tracks through the rear of the shed so that the railroad could deliver its coal directly.

Modern Period (1940-)

During the 1950s the company was once again in financial trouble, but the Lee Station continued operating as it had in previous New Haven crises. This time, though, there was not to be a government fix, as federal subsidies were going to the competition: the airlines and the highways. To make matters worse for the railroads, industries in New England were moving to the South and providing less freight. Lee's paper companies had been reduced to three in the 1930s, and the remaining companies met stiffer competition but adjusted, so the Lee and South Lee stations continued to operate fully. All but one quarry had closed by 1943. The ski trains stopped in 1947. The Dresser coal shed with a rail passing through it was taken down only in 1960, and the station's freight house that had been built in 1893 burned down in 1968.

Following years of unfortunate leadership changes and declining services, the New Haven could not recover financially, and in 1969 it was sold to the Penn Central. The following year, the Penn Central stopped passenger service, and the Lee Station was closed to passengers after its last run on April 30, 1971. Freight service from the station continued until 1973. While AMTRAK bought up many foundering railroad lines in the 1970s, the Berkshire Line of Penn Central was not among them, so the Lee Station remained vacant and untended. In 1976, the station, on a quarter-acre lot, was bought by Daniel and Marilyn Sullivan and converted to office use for an oil company and a real estate business.

In 1976, due to advanced deterioration from years of little or no maintenance, the station's extended roof and passenger shelters were removed on the west and the roof overhang was reduced on the east (Photograph No. 4). The deteriorated platform was also removed. The Sullivans rehabilitated the station as a restaurant in 1981. It was at this time that the ticket office wall was moved from its position separating the station agent's office from the main room to its present location as the end wall of the bar. The station safe was moved from the north end to the station agent's office; the bar furnishings were installed, and the Sullivans took down woodwork, stripped it, and reinstalled it on walls and ceilings. In 1976, the east end of the station had nine toilets that had been installed during the 20th century to serve train crews when the trains were being switched in direction. It was then that the platform was

(continued)

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Lee Station
Lee (Berkshire), MA

Section number 8 Page 9

constructed to serve as a more solid floor above the plumbing chases that had been cut in the original floor. The Sullivans installed a bathroom, created a kitchen, and with the remaining space, a bar was put in place.

A small, one-story addition was made to provide additional kitchen space. When the addition was made, it was necessary to move a marble retaining wall and marble steps that were on the north end of the station. Some of the dressed-marble blocks were used to line the parking area.

In 1984, the Sullivans purchased a caboose from Conrail for \$2,250. Built in 1941, the car had been used by the Lehigh Valley Railroad in Pennsylvania and Conrail. It was put in place on the north end of the station. On the interior of the caboose, paint was removed from the wainscoting, and bathroom fixtures and a few partitions were removed, to reuse the caboose as a gift shop and offices for the restaurant and real estate business.

At the present time, the station is once again functioning as a stop for railroad passengers, this time as a stop on the reincarnated Housatonic Railroad Company. The new Housatonic Railroad has linked with the Berkshire Scenic Railroad in Lenoxdale to conduct rides between Lenoxdale and Stockbridge from May to November 1st every year. It carries freight through Lee on a daily basis. Passengers and others come to the station to eat in its dining room.

Architecture

Railroad station design had been developed first in England and Europe—where the railroad had a head start over the United States—in the early 19th century. A new design was necessary, as there was no architectural precedent for a station, requiring, as it did, open interior spaces for numbers of people, railroad offices, and freight storage, and the means of protecting both passengers and freight at trackside. One of the simplest solutions was devised in the 1840s by Francis Thompson in England: he designed a low, rectangular building with deep roof overhangs that was suspended over a platform to shelter loading and unloading passengers and freight at trackside. A projecting three-sided bay window was the solution to provide the stationmaster with a view of the tracks. This simple three-room plan and 1½-story elevation became the “combination station” in New England, combining accommodation for waiting passengers, a stationmaster’s office, and freight storage. The Lee Station is an example of the combination station and kept its express freight in the north end of the building (where now are the bar and kitchen and the freight door to the tracks), the waiting room at the south end of the station (where now is a raised dining platform and bathroom), and the station agent’s office with its bay window for the stationmaster to order dispatch and man the ticket office. A separate freight station to the south processed the large freight shipments.

In the Northeast, the large number of small local railroad companies that were formed in the 1840s brought about a wide variety of station plans, from single-room, wood-frame shelters where passengers were few, to larger brick or stone stations that sometimes had open loggias extending alongside the tracks as passenger shelters. Some large urban stations had tracks running down their centers.

(continued)

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National Park Service

National Register of Historic Places Continuation Sheet

Lee Station
Lee (Berkshire), MA

Section number 8 Page 10

When the first rural stations were built in the Northeast, the architectural work of nurseryman and landscape gardener Andrew Jackson Downing was current and influential. Although it does not appear that Downing ever designed a railroad station, his principles of making architecture part of the landscape, in the mid 19th-century picturesque styles, were adopted by many railroad companies, anxious to draw and keep business. In comparison to their European counterparts, however, throughout much of the second half of the 19th century, American railroad companies put more of their limited funds into the tracks and equipment than into the stations. Design innovation and high-style buildings were largely eschewed for economy of design and construction, and the picturesque styles promoted by Downing—Gothic, Stick and Italianate—were repeated again and again. The first station in Lee, ca. 1850, was one of the picturesque versions, a Stick Style building. It had a separate freight house that was located approximately where the current station is.

The reason that the same styles were so often repeated is that it was often the practice of railroad companies to design their stations in-house. Rather than hiring architects each time a new station or freight house was to be built, a company engineer designed the stations and freight houses with focus on their probable volume of use, which meant that there were many different versions of stations built. Within the groupings of stations, however, there were standard designs developed that could be built quickly and relatively cheaply by local contractors. The standard plan for a wood-frame, combination passenger station in the picturesque Gothic Revival, Stick Style, or Italianate style still favored by Downing appeared in numbers along the Housatonic line, even after the styles had been superseded in the larger building realm. Historic photographs show that a station identical to Lee's had been constructed in South Lee (now gone) in 1890. Further, those two Lee stations shared design elements with contemporary stations in the towns of Housatonic, New Lenox, and Sheffield. West Pittsfield, Lenoxdale, and Berkshire stations, all now gone, were close variations that were adapted to the volume of traffic they handled. It seems fair to say that by the turn of the century in rural western Massachusetts, a railroad station stylistic convention had been in operation for about forty years and was present at the earlier Lee Station. With a bow to stylistic changes from the Stick Style to the Queen Anne, the Lee Station of 1893 repeated the convention as a combination station, but added new convenience to the design and reduced the ornament to create, intentionally or not, a simplified exterior.

Designed by a Housatonic Railroad Company engineer, the Lee Station was a combination station whose volume of shipping was great enough to continue to merit an additional freight house. Its architecture was a clear departure from the previous Downing-influenced designs. The style reference chosen by the Housatonic engineer was Queen Anne, and its asymmetrical roofline and extended passenger shelters were innovations on the Berkshire Line that were to be modified and repeated by the New Haven in Great Barrington in 1901 (no longer standing) and Lenoxdale in 1902 (extant). The Lee Station represents a shift towards modern railroad architecture.

Preservation Concerns

As an operating restaurant whose ownership takes pride in the building and its history, there are no imminent threats or concerns for its future. Restoration of the station's original eaves and canopies would make its functional design more apparent and make an aesthetic improvement to the building; however, there are no plans in place for such a project at the time of this nomination.

(continued)

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Lee Station
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Archaeological Significance

Historic archaeological resources described above may contribute important evidence related to the use of Lee Station as a passenger and freight station beginning with the construction of the first Lee Station in 1850, and changes that occurred with the building of the new and existing station in 1893. Structural evidence of the first Lee Station, freight house, and related archaeological features may identify architectural characteristics of those buildings, and the internal configuration of buildings and other facilities associated with the first mid 19th-century station. That information, compared with similar type information associated with the existing station, may contribute important information related to the station's use prior to its development as a passenger station after the Civil War. Important information may also exist on the relationship of Lee's commerce and industries to the use of Lee Station as a freight station from ca. 1850 to 1969. Detailed analysis of the contents of occupational related features and comparison of the railroad facilities identified above may also contribute important information related to the station's shift from simple form and picturesque ornamentation towards greater passenger comfort and freight efficiency.

(end)

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National Park Service

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Lee Station
Lee (Berkshire), MA

Section number 9 Page 1

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National Park Service

National Register of Historic Places Continuation Sheet

Lee Station
Lee (Berkshire), MA

Section number 9 Page 2

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(end)

Berkshire, MA
County, State

Acreage of Property less than one acre

(Place additional UTM references on a continuation sheet)

3. Zone Easting Northing

4.

Zone	Easting	Northing
------	---------	----------

See continuation sheet

(Describe the boundaries of the property on a continuation sheet.)

(Explain why the boundaries were selected on a continuation sheet.)

name/title	Bonnie Parsons, PVPC, with Betsy Friedberg, NR Director, MHC
------------	--

organization Massachusetts Historical Commission date November 2010

street & number 220 Morrissey Boulevard telephone 413-781-6045

city or town Boston state MA zip code 02125

Submit the following items with the completed form:

Continuation Sheets

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.

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

(Complete this item at the request of the SHPO or FPO.)

name Marilyn Kelly

street & number 109 Railroad 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 the 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 Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Lee Station
Lee (Berkshire), MA

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10. GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property is located on Lee assessor's map 12A as lot #105, at the corner of Railroad and Elm Streets. It is bounded on the west by the right-of-way of the scenic Housatonic Railroad.

Verbal Boundary Justification

The nominated property is that which has historically been associated with the Lee railroad station since its construction in 1893,

(end)

PHOTOGRAPHS

Taken by Bonnie Parsons of the Pioneer Valley Planning Commission, 2008.

1. View of neighboring locations, to the northeast
2. Lee Station, west and south facades, view to northeast
3. Lee Station, east and south facades, view to northwest
4. Lee Station, south and east facades, view to northwest
5. Interior, main dining room, view to southeast
6. Interior, main dining room, view to west, showing stationmaster's office
7. Interior, main dining room, view to north
8. Interior paneling, view to east
9. Interior, railroad safe, view to west
10. Interior, kitchen, view to north
11. Interior, barroom, view to southwest

Historic image (appendix)

Lee-N.Y., N.H. and Hartford R.R. Passenger Depot (American Photo Eng. Co., N.Y.), 1890s.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Lee Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Berkshire

DATE RECEIVED: 11/08/10 DATE OF PENDING LIST: 12/13/10
DATE OF 16TH DAY: 12/28/10 DATE OF 45TH DAY: 12/24/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001067

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 12.27.10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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.



Lee Station
Berkshire, MA
Bonnie Parsons
April, 2008
PVPc
View to northeast
Photo No. 1

017 1NN2 027 11.06.07 NEG#---



Lee Station
Berkshire, Ma
Bonnie Parsons
September, 2007

PVPC 11N1 040 11.06.07 NEG#---

View to NE

Photo No. 2



Lee Station
Berkshire, ma
Bonnie Parsons
June, 2007
PVPc
View to NW
Photo No. 3

017 1NN2 029 11.06.07 NEG#---



Lee Station
Berkshire, Ma
Bonnie Parsons

June, 2007

PRPC

012 1NN1 044 11.06.07 NEG#---

U: w 6 NW

Photo. No. 4



Lee Station
Berkshire, Ma
Bonnie Parsons
April, 2008
PVPc
View to SE
Photo No. 5

2309280, 2309280-R1-E031
Ritz, R1280E, 05/09/08



Lee Station
Berkshire, Ma
Bonnie Parsons
April, 2008
PVPC
View to W
Photo No. 6

2309280, 2309280-R1-E035
Ritz, R1280E, 05/09/08



Lee Staten
Berkshire, Ma
Bonnie Parsons
April, 2008
PVPc
View to N
Photo No. 7.

2309280, 2309280-R1-E033
Ritz, R1280E, 05/09/08



Lee Station
Berkshire, Ma
Bonnie Parono
April, 2008
PVPc
View to E
Photo No. 78

2309280, 2309280-R1-E034
Ritz, R1280E, 05/09/08



Lee Station
Berkshire, Ma
Bonnie Parsons
April, 2008
PVPc
View to W
Photo No. 89

2309280, 2309280-R1-E030
Ritz, R1280E, 05/09/08



Lee Station
Berkshire, MA
Bonnie Parsons
April 2002
PVP
View to N
Photo No. 110

012 1NN1 054 11.06.07 NEG#---



Lee Station
Berkshire, Ma
Bonnie Parsons
April, 2008
PVPc
View to SW
Photo No. #11

2309280, 2309280-R1-E029
Ritz, R1280E, 05/09/08



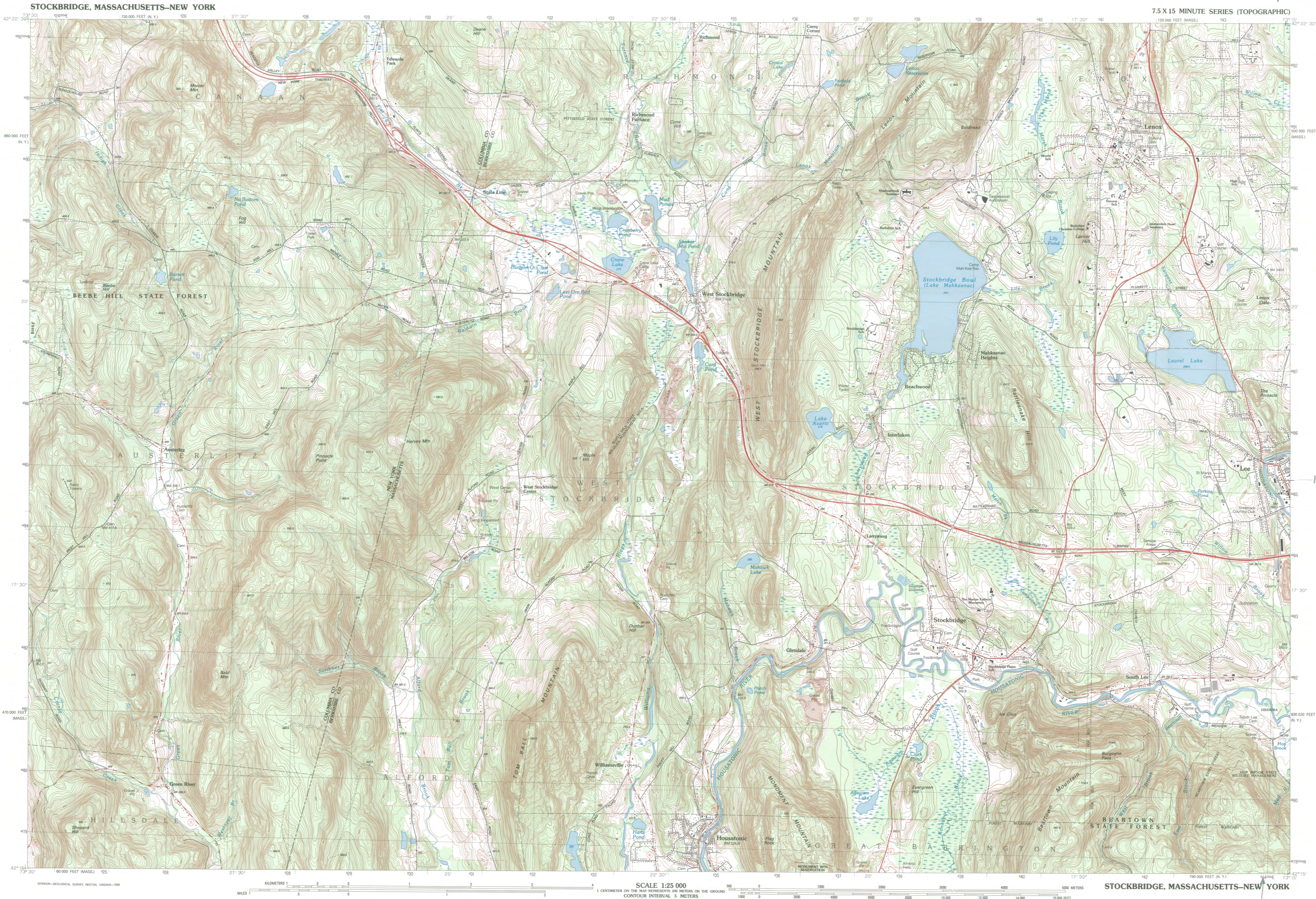
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LEE—N. Y., N. H. AND HARTFORD R. R. PASSENGER DEPOT.

LEE - N.Y., N.H. AND HARTFORD R.R. PASSENGER DEPOT.

AMERICAN PHOTO ENGR. CO. N.Y.

1890², SHORTLY AFTER OPENING.



Stockbridge

MASSACHUSETTS-
NEW YORK
1:25 000-scale metric
topographic map



- 7.5 X 15 MINUTE QUADRANGLE
SHOWING
- Contours and elevations in meters
 - Highways, roads and other manmade structures
 - Water features
 - Woodland areas
 - Geographic names

U.S. Department of the Interior
U.S. Geological Survey
1997

Produced by the United States Geological Survey
Derived from imagery taken 1980 and other sources. Photospectroscopically corrected imagery taken 1997; no major culture or drainage changes observed. Survey control current as of 1981.
Boundaries revised 1999
The west half of this area also covered by 7.5-minute 1:25,000-scale map, State Line dated 1973.
The east half of this area supercedes Stockbridge 1:25,000-scale map dated 1973.
North American Datum of 1927 (NAD 27). Projection and 1000-meter grid. Universal Transverse Mercator, zone 18
10 000-foot ticks: Massachusetts coordinate system, mainland zone and New York coordinate system, east zone
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software
There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS			
Meters	Feet			1	2	3	
1	3.2808						
2	6.5617						
3	9.8425						
4	13.1234						
5	16.4042						
6	19.6850						
7	22.9659						
8	26.2467						
9	29.5275						
10	32.8084						
To convert meters to feet multiply by 3.2808		UTM grid convergence (GN) and 1979 magnetic declination (MN) at center of mass		1 East Chatham 1:24 000 2 Pittsfield West 3 Pittsfield East 4 East Lee 5 Pittsfield 1:24 000 6 Pittsfield 1:24 000			
To convert feet to meters multiply by 0.3048							
STOCKBRIDGE/ STATE LINE 1:25 000 #6.00							

Topographic Map Symbols

- Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road, trail
Route marker, Interstate U. S. State
Railroad: standard gauge; narrow gauge
Bridge; drawbridge
Footbridge; overpass; underpass
Build-up area: only selected landmark buildings shown
House; barn; church; school; large structure
Boundary:
National, with monument
State
County, parish
Civil township, precinct, district
Incorporated city, village, town
National or State reservation; small park
Land grant with monument; land section corner
U. S. public lands survey: range, township, section
Range, township, section line: location approximate
Fence or field line
Power transmission line, located tower
Dam; dam with lock
Cemetery; grave
Campground; picnic area; U. S. location monument
Wellhead; water well; spring
Mine shaft; prospect; adit or cave
Control: horizontal station; vertical station; spot elevation
Contours: index; intermediate; supplementary; depression
Distorted surface: strip mine, lava, sand
Bathymetric contours: index; intermediate
Perennial lake and stream; intermittent lake and stream
Rapids, large and small; falls, large and small
Swamp; marsh
Submerged marsh; land subject to controlled inundation
Woodland; scattered trees
Shrub; mangrove
Orchard; vineyard

A pamphlet describing topographic maps is available on request
FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225

LEE STATION
LEE (BERKSHIRE), MA

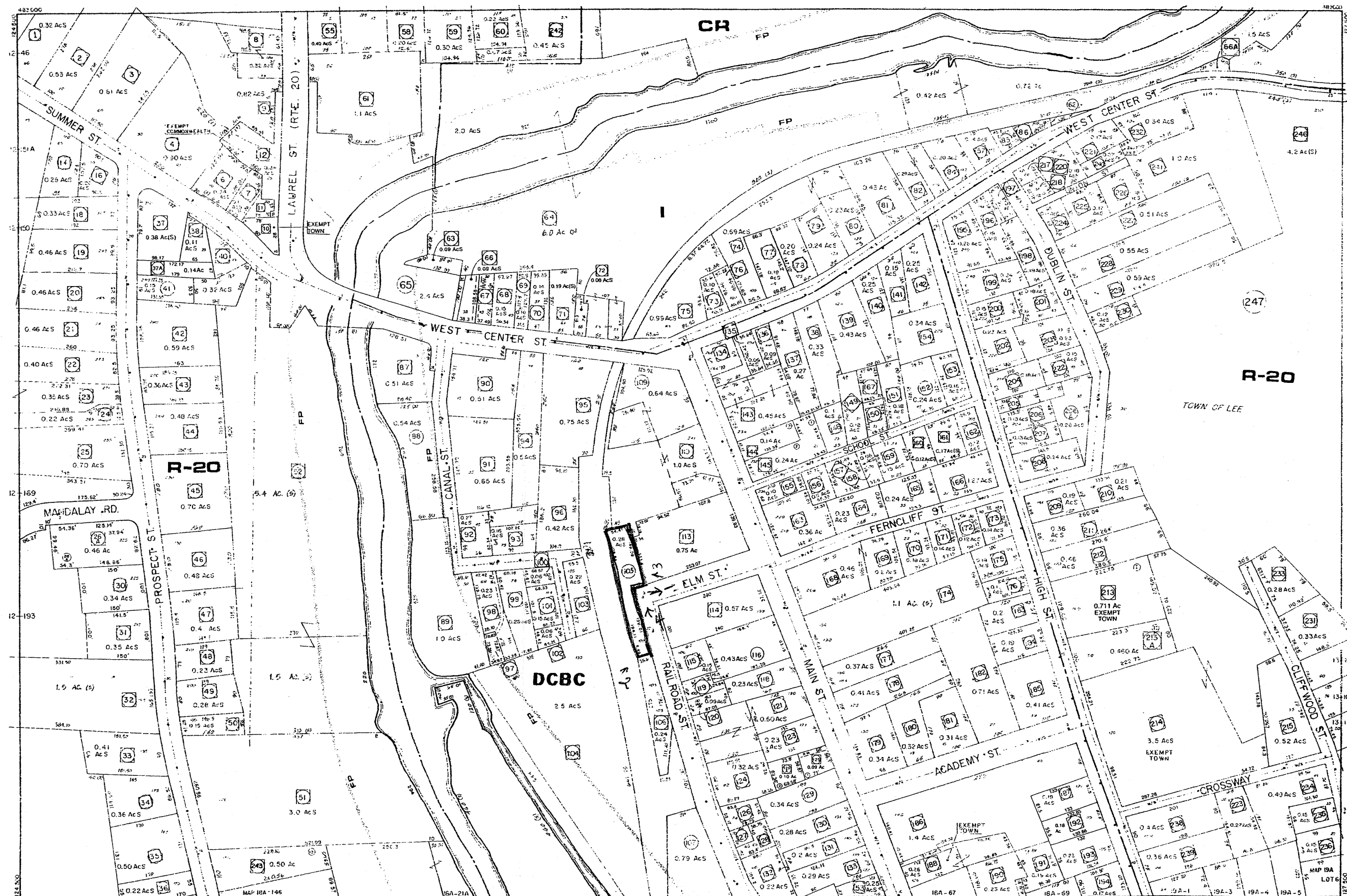


TABLE OF REVISIONS		
DATE	BY	CHANGES OR ADDITIONS
5-81	CHG	CHG 105, 106, 111, 164, 165 (ADDITION 242-244)
12-84	F	(FAS) UPDATE
6-86		1985 CHANGES
4-87		1986

LEGEND	
TOWN LINE	---
ZONING LINE	---
PROPERTY LINE	---
RIGHT-OF-WAY	---
UTILITY ROW OR EASEMENT	---
WATER/SEWER SERVICE AREA	W-S
STREAM OR WATERCOURSE	---
COMMON OWNERSHIP	---
DEED DIMENSION OR ACREAGE (DISCREPANCY) - 75 51d	---
SCALED DIMENSION OR ACREAGE	7.2 AC (A)
SUBDIVISION PLAN LOT NUMBERS	1/4
PARCEL NUMBER	7
BUILT UPON PROPERTIES	7

NOTES
PHOTOGRAMMETRY BY LOCKWOOD MAPPING CO., ROCHESTER, N.Y. FROM AERIAL PHOTOGRAPHY DATED APRIL 28, 1975
HORIZONTAL DATUM IS MASSACHUSETTS STATE PLANE COORDINATE SYSTEM
THESE MAPS ARE FOR TAXING PURPOSES ONLY AND ARE NOT INTENDED FOR USE IN CONVEYING
HOUSE NUMBER
00' ROAD INCREMENTS

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 NH 03561
SCALE
1" = 1200' FEET
50 25 0 25 50 METERS
N
12A
12 13
18 18A 19A
CURRENT TO JANUARY 1, 2007



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

November 2, 2010

Mr. J. Paul Loether, Chief
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Lee Station, 109 Railroad Street, Lee (Berkshire), 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 property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Bonnie Parsons, PVPC, consultant
Marilyn Kelly
Barbara Allen, Patricia LaChapelle, Mary Morrissey, Lee Historical Commission
Patricia Carlino, Lee Board of Selectmen
David Durante, Lee Planning Board



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

December 27, 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

Edson Beall
Historian
National Register of Historic Places
Phone: 202-354-2255
E-mail: Edson_Beall@nps.gov
Web: www.nps.gov/history/nr