

Date of Action

Town Line Bridge
Name of Property

Taylor, Cortland County, New York
County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

Ownership of Property
(check as many boxes as apply)

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

Category of Property

(check only one box)

Category of Property
(check only one box)

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

Number of Resources within Property

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

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.)

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION: vehicular: bridge

Current Function

(Enter categories from instructions)

TRANSPORTATION: bridge (closed to vehicles)

7. Description

Architectural Classification

(Enter categories from instructions)

No style

Materials

(Enter categories from instructions)

foundation

walls

roof

other

iron trusses, wood floor, stone abutments

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

OMB No. 1024-0018, NPS Form

Town Line Bridge
Taylor, Cortland County, New York

Taylor, Cortland County, New York

**NATIONAL REGISTER OF HISTORIC PLACES
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NARRATIVE DESCRIPTION

The Taylor Town Line Road (Lenticular Truss) Bridge carries Town Line Road, a one-lane dirt road that marks the boundary between the towns of Taylor and Cincinnatus, over the Otselic River. The bridge is located more than one-quarter mile east of New York State Route 26 just outside the small crossroads hamlet of Taylor, in what is now a fairly isolated spot along the river in rural Cortland County in Central New York.

On the east side of the river, a small iron Pony Truss bridge was attached to the lenticular truss span in 1903. This bridge was constructed by the Groton Iron Bridge and carried the road over the spillway of the Perry sawmill that used the Otselic for waterpower. The entire span was closed to vehicular traffic in the early 1990s and now is used by pedestrians, bicyclists, and snowmobilers.

The lenticular truss bridge is an 85-foot single-span iron bridge built by the Berlin Iron Bridge Company of East Berlin, Connecticut, in 1888. It is carried on stone abutments, the eastern of which is visible and in fairly original condition. On the west side, the stone has been covered by a concrete coating, but in some locations the stone is visible. The pony truss bridge abutment is invisible in the thick foliage under the bridge.

The driving surface, approximately fourteen feet wide, is constructed of 2" x 8" wood members, set vertically directly on the floor beams. This feature has likely been replaced many times over the life of the bridge and most recently in 1976. Beneath the floor is a series of iron beams that run the length of the bridge with six horizontally placed beams supporting them, each of which is supported by a vertical truss member.

The web of the superstructure incorporates the distinctive lenticular truss designed first patented by William O. Douglas in 1878. The top chord consists of a riveted, built-up, plate girder supported on lattice braced, vertical compression members; the verticals are joined to the top chord at the panel points using iron pins with threaded ends and nuts. The lower chord is constructed of paired, wrought iron tension bars pinned at the panel points. The three center panels of the truss are cross-braced using diagonal, round, wrought iron tie rods. Triangular, flanged iron floor beams tapered toward the ends are suspended from the bottom chord pins by means of "U"-shaped, threaded hangers with nuts.

Town Line Bridge
Name of Property

Taylor, Cortland County, New York
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8. 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.

Narrative Statement of Significance

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

Areas of Significance

(enter categories from instructions)

(enter categories from instructions)

ENGINEERING

TRANSPORTATION

Period of Significance

1888-1957

Significant Dates

1888, 1903

Significant Persons

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Berlin (CT) Iron Bridge Company; Groton Bridge Company

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 # _____

Primary location of additional data:

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

Town Line Bridge
Taylor, Cortland County, New York**NATIONAL REGISTER OF HISTORIC PLACES
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STATEMENT OF SIGNIFICANCE

The Town Line Bridge is significant under criteria A and C as a rare and substantially intact example of small, metal truss vehicular bridge design and construction by an innovative and prolific bridge manufacturing firm of the late nineteenth century. Erected in 1888, the 85-foot single-span bridge was fabricated by the Berlin Iron Bridge Co. of East Berlin, Connecticut incorporating the patented lenticular truss design of William O. Douglas of Binghamton. The nominated span is significant as one of approximately 13 extant examples of its type remaining in New York State. Although built as a wagon bridge serving a rural agricultural community, the bridge has been closed to vehicular traffic since about 1990 and now is used by pedestrians, bicyclists, and snowmobilers in the small rural towns of Taylor and Cincinnatus. The bridge carries Town Line Road, so called because it runs along the boundary between the two towns, over the Otselic River just south of the small hamlet of Taylor within the town of the same name. The nominated bridge is a rare and important engineering structure associated with the history of transportation in rural New York during the period of significance.

The town of Taylor and all of Cortland County were part of the Military Tract, 1.5 million acres intended for veterans of the American Revolution, to be granted in 600-acre parcels. When town names were assigned to the Military Tract, 25 of the 28 townships formed received names derived from the ancient world. The land that presently comprises Taylor was originally part of the town of Solon, named for an Athenian statesman, poet, and outstanding law-giver, who lived in the seventh century B.C. The town was settled by New Englanders and eastern New Yorkers beginning in the 1790s and was always an agricultural area, first producing grain and later dairy products.

In 1849, the land area of Solon was divided, and the new town of Taylor was formed, named for Zachary Taylor, president at the time. This rural town reached its highest population in 1860, with 1,265 residents; according to the 2000 federal census, the population of the town is about 600 residents.

Context for Evaluation of the Town Line Bridge

Although hundreds of small metal truss bridges were built throughout New York during the period of significance, scores have been abandoned and replaced. Metal truss highway bridges of New York State are significant under Criteria A and C. Under Criterion A, these structures reflect the history and development of settlement patterns, communities and land-based transportation in New York. The history of metal truss bridge construction in New York State spans the period from circa 1840 to the 1950s, although most innovation in engineering design and construction occurred before the First World War. Under Criterion C, metal truss bridges are a distinctive property type reflecting the evolution of standardized engineering design and construction practice during the period of significance.

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Throughout much of the nineteenth century, New York was predominantly rural; its settlement pattern generally consisted of widely separated communities whose economies were based upon subsistence agriculture and local water-powered industry. Few improved roads connected population centers. As the Empire State grew and its economy expanded, however, road and bridge improvements became essential for linking emerging centers of civic market activity.

The earliest permanent bridges in New York were constructed using readily available local materials and skills. Because the cost of constructing bridges generally was the responsibility of local governments, they turned to readily available materials and skills for this purpose. The abundant timber and stone resources found throughout much of New York State made these materials the logical choice for early bridge construction. Relative ease of construction was another factor that mitigated in favor of wooden bridge construction. The timber truss bridge remained an inexpensive and popular form for farm bridges and crossings on minor roads until the early twentieth century, when it was supplanted by the metal span.

Metal truss bridges built using prefabricated components first made their appearance in New York during the 1840s, chiefly as standardized crossings over the Erie Canal. Stimulated by wartime growth and development, iron manufacturers turned to production of standardized metal bridge components in the post-Civil War era. The increased strength, ease of construction and reduced cost associated with metal bridges won favor among local governments and railroad companies. By the third quarter of the nineteenth century, timber truss bridges were being supplanted by manufactured metal truss bridges on the roads and rail lines of New York State. The advantages of iron bridges clearly were understood and widely applied well before 1900.

The post-Civil War decades were a highly innovative period in American bridge-building technology, during which hundreds of patents for metal truss bridges and their components were granted. Most surviving examples were built according to several basic truss designs controlled by a group of dominant bridge manufacturing firms. The Town Line Road Bridge reflects this trend. Originally erected in 1888, the span incorporated the lenticular, or "parabolic" truss patented by William O. Douglas of Binghamton in 1878 and 1885. Douglas's lenticular truss design included a built-up upper chord, wrought iron lower chord, vertical compression members, and cross braces. Douglas assigned his patents to the Berlin Iron Bridge Co. of East Berlin, Connecticut. As the sole manufacturer, the Berlin firm produced hundreds of prefabricated, lenticular iron truss bridges, erecting them chiefly throughout New York and New England between ca. 1880 and 1900. The Town Line Road span is a highly intact, representative example of small lenticular truss bridge design and construction associated with an important metal truss bridge firm of the late nineteenth century.

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In 1903, to accommodate the spillway of a local mill, the Town Line Bridge was extended to the east through the addition of a small single Pony Truss bridge, manufactured by the Groton Bridge Company, contributes to the significance of the Town Line Bridge.

The limited set of early metal truss bridges that remains in New York State collectively represent a vanishing structure type built during a period of great technological innovation. Once relatively common, the Town Line Bridge is a rare engineering artifact, one of only 13 known extant lenticular spans remaining in New York. Because of their increasing rarity and vulnerability, those examples that remain substantially intact are eminently worthy of preservation.

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Taylor Town Line Lenticular Truss Bridge
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BIBLIOGRAPHY

REPORTS:

Final Report, Evaluation of National Register Eligibility, Historic Bridge Inventory and Management Plan, Mead & Hunt, Historic Preservation Consultant, January, 2002.

Reports of Annual Sessions of Cortland County Board of Supervisors, 1902-1903, at Cortland County Historical Society.

Reports of Ruby Potter, Town of Taylor Historian, undated handwritten notes.

MAGAZINE ARTICLE:

Darnell, Victor, Lenticular Bridges from East Berlin, Connecticut, The Journal of the Society for Industrial Archeology, Volume 5, Number 1, 1979.

Town Line Bridge
Name of Property

Taylor, Cortland County, New York
County and State

10. Geographical Data

Acreage of Property less than one acre

Acreage of Property less than one acre

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 18 427550 4712999
Zone Easting Northing

2 18
Zone Easting Northing

3 18
Zone Easting Northing

4 18
Zone Easting Northing

☐ 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 Anthony Opalka (see attached)

organization NYSHPO

date March 2008

street & number PO Box 189

telephone 518-237-8643

city or town Waterford

state NY zip code 12188

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/title

street & number

telephone

city or town

state

zip code

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 Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

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Taylor Town Line Lenticular Truss Bridge
Taylor, Cortland County, New York

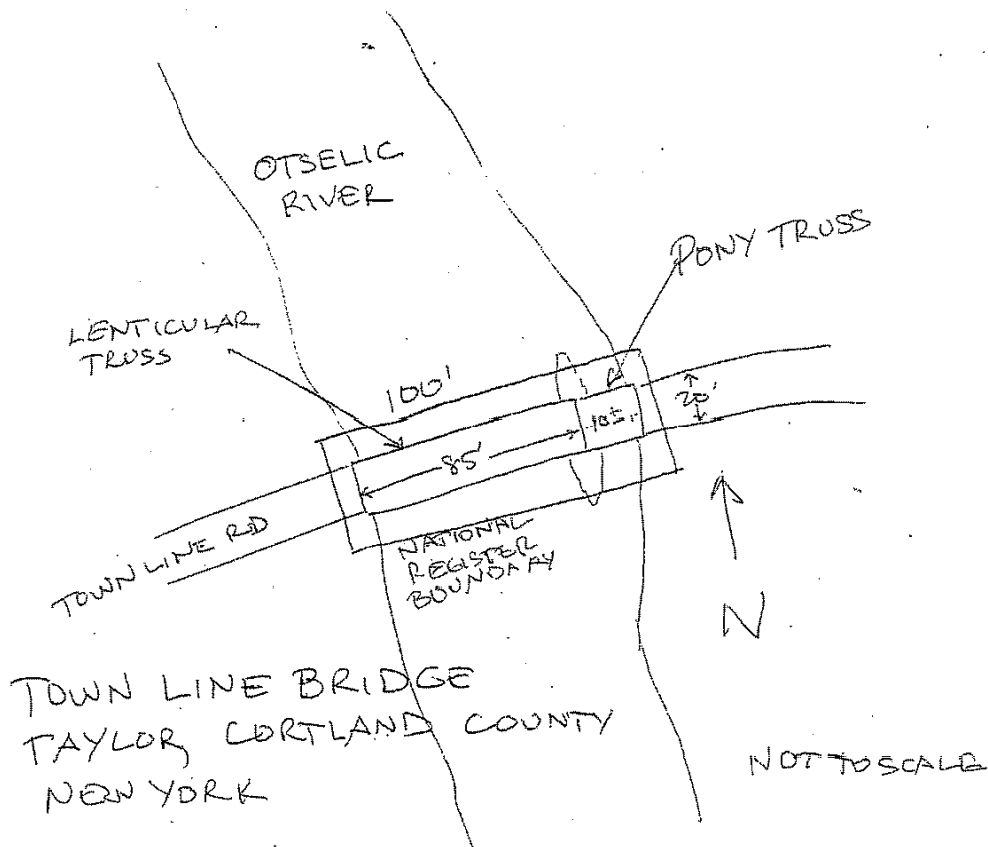
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VERBAL BOUNDARY DESCRIPTION

The boundary of the property is indicated on the map below.



BOUNDARY JUSTIFICATION

The nominated property includes the bridge and associated abutments that have been part of the Town Line Bridge since its construction in 1888 and extension in 1903.

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Town Line Bridge
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Draft prepared by:

Patricia B. Johnston
4613 Union Valley Road
DeRuyter, New York 13052

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National Park Service

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Town Line Bridge
Taylor, Cortland County, New York

**NATIONAL REGISTER OF HISTORIC PLACES
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Photographs

Photograph key

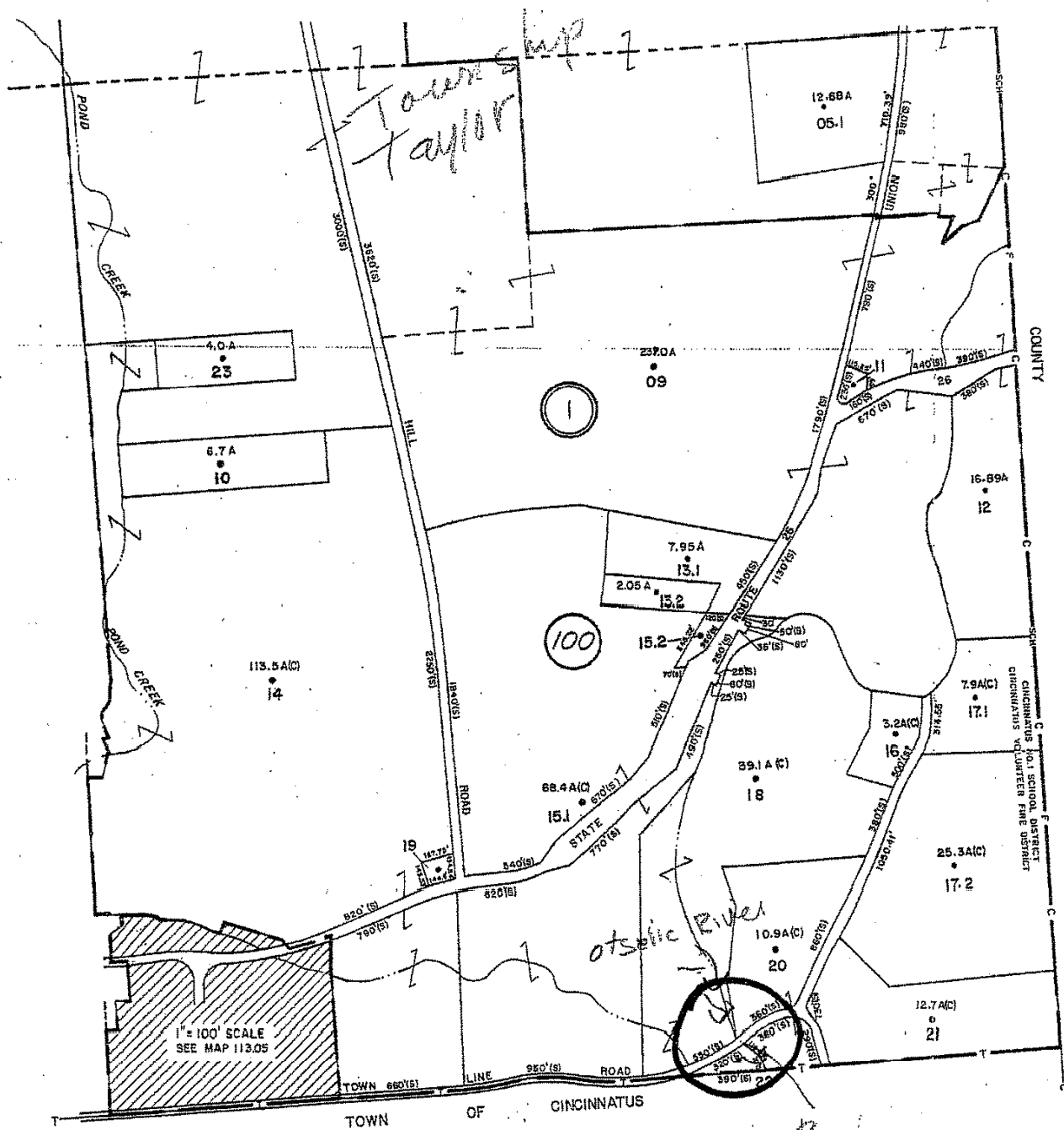
Pictures taken August 2007

Photographer: Anthony Opalka

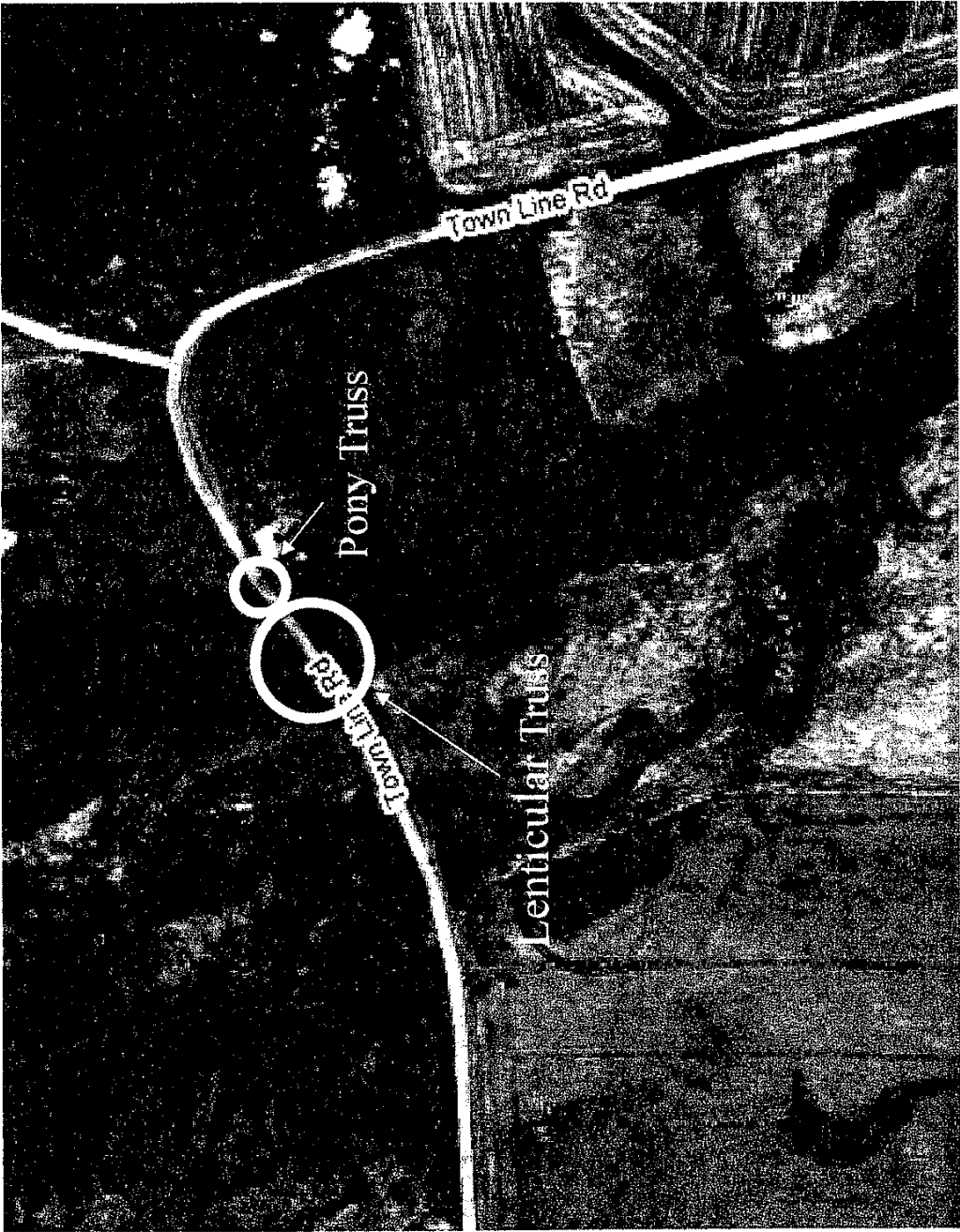
Negatives: in possession of NYSHPO, Waterford, New York

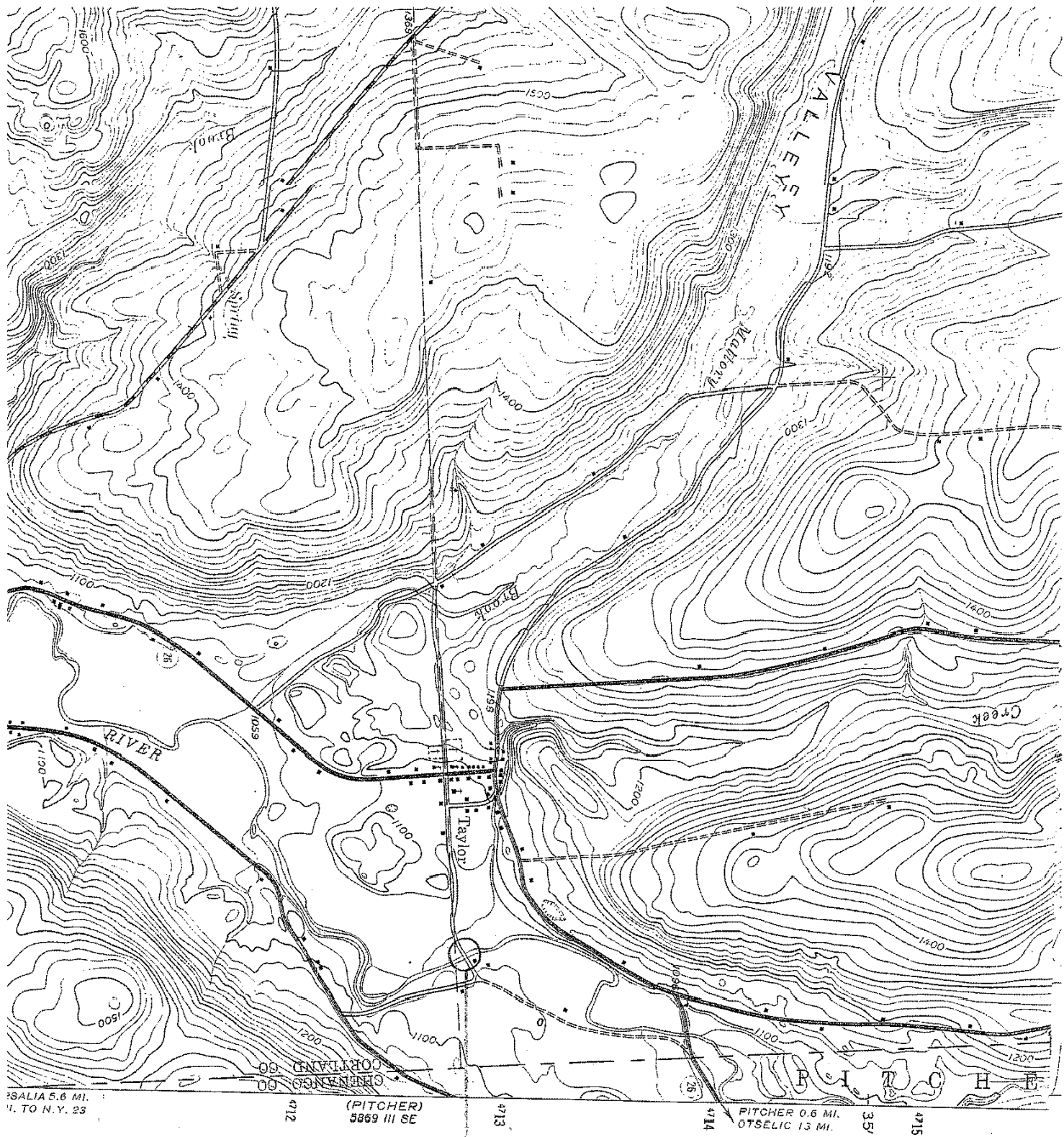
Photo number

1. North side of bridge, photographer facing south.
2. South side of bridge, photographer facing north
3. View over bridge, photographer facing west



Bridge
TOWN LINE BRIDGE





TOWN LINE BRIDGE
TAYLOR, CORTLAND
COUNTY, N.Y.
CINCINNATUS QU
ZONE 18
47550 4712999

Taylor Town Line Road Bridge not list

NATIONAL REGISTER NOTIFICATION LIST

07NR5789

1 ✓ 2 ✓ 3 ✓

<p>COUNTY: Cortland COUNTY: Cortland SITE: Taylor Town Line Road Bridge ADDRESS: Town Line Road Cincinnati, New York 13040 NOTARIZED OBJECTION: <u>8 hrs.</u></p>	<p>PRE-SRB LETTER SENT <u>8/13/07</u> PRE-SRB LETTER SENT <u>8/13/07</u> SRB MEETING <u>9/12/07</u> POST-SRB LTR SENT <u>4/18/08</u> NR LISTING DATE <u>5/29/08</u> LISTING LTR SENT <u>6/11/08</u></p>
<p>1. PROPERTY OWNER Town of Taylor Town Meeting Hall Chenango-Solon Pond Rd Cincinnati NY 13040</p>	<p>7. LOCAL PLANNING BOARD</p>
<p>2. MAYOR</p>	<p>8. COUNTY HISTORIAN Cathy Barber JEREMY BOYLAN Courthouse 46 Greenbush St. Cortland, NY 13045</p>
<p>3. TOWN SUPERVISOR David H Fuller 3590 Taylor Valley Rd Cincinnati NY 13040</p>	<p>9. MUNICIPAL HISTORIAN Nancy Elwood 3845 Chenango Solon Pond Rd Cortland NY 13045</p>
<p>4. COUNTY PLANNING BOARD Daniel Dineen, Director 4 Lincoln Ave Cortland, NY 13045</p>	<p>10. REGIONAL MANAGER</p>
<p>5. CHIEF COUNTY OFFICIAL Scott Schrader, County Administrator County Office Building, 3rd Floor 60 Central Ave Cortland NY 13045</p>	<p>11. FEDERAL PRESERVATION OFFICER</p>
<p>Senator James L. Seward District Office 41 So. Main Street Oneonta, NY 13820</p>	<p>Assemblyman Gary D. Finch 123rd Assembly District 69 South Street Auburn, NY 13021</p>



**New York State Office of Parks,
Recreation and Historic Preservation**

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

Eliot Spitzer
Governor

Carol Ash
Commissioner

Carol Ash
Commissioner

August 13, 2007

Re:

Dear :

We are pleased to inform you that the property noted above will be considered by the State Review Board at its next meeting for nomination to the National and State Registers of Historic Places. These Registers are the federal and state governments' official lists of historic properties worthy of preservation. Listing in the Registers provides recognition of our national, state and local heritage and assistance in preserving it. Enclosed is a copy of the criteria under which properties are evaluated for listing.

Listing in the National and State Registers affords properties a measure of protection from the effects of federal and/or state sponsored or assisted projects, provides eligibility for certain federal tax provisions and renders certain properties eligible for federal and state preservation grants. In general, there are no restrictions placed upon private owners of registered properties. The results of listing are explained more fully in the attached fact sheet.

Owners of private properties proposed for listing in the National Register must be given the opportunity to concur in or object to the listing. Each private property owner has one vote regardless of how many properties or what part of a single property that party owns. A notarized objection by the sole owner of a private property will prevent that property from being listed in the National Register. For properties or districts under multiple ownership, a majority of the owners must object in order to prevent the listing. If a property owner wishes to object to a proposed listing, he/she must submit a notarized acknowledgement that he/she is the owner of the property in question and that he/she objects to the proposed National Register listing. Objections must be submitted before the property is listed.

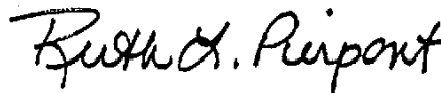
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If a property cannot be listed because of owner objection, the SHPO will submit the nomination to the Keeper of the National Register for a determination of eligibility for listing. Properties formally determined eligible for National Register listing by the Keeper are subject to the same protection from the effects of federally sponsored or assisted projects as are listed properties. There are no provisions in the New York State Historic Preservation Act that allow an owner to prevent listing in the State Register by means of objection.

If you wish to comment on whether or not the property should be nominated to the National and State Registers, please send your comments to the SHPO at the address below. Comments must be received by September 11, 2007 in order to be considered when this property is reviewed by the State Review Board.

A draft copy of the proposed nomination is on file in this office and can be made available to you upon request. For more information, please contact Tony Opalka, Historic Preservation Field Services Bureau, New York State Office of Parks, Recreation and Historic Preservation, Peebles Island, P.O. Box 189, Waterford, New York 12188-0189, (518)237-8643, ext. 3278.

Sincerely,



Ruth L. Pierpont
Director
Historic Preservation
Field Services Bureau

RLP:lsa

Enclosure: Fact Sheet
Criteria for Evaluation



New York State Office of Parks,
New York State Office of Parks,
Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner
Carol Ash
Commissioner

April 8, 2008

Re:

Dear :

Following a detailed review, the State Review Board has recommended to the Commissioner of Parks, Recreation and Historic Preservation, who is the New York State Historic Preservation Officer (SHPO), that the property identified above be listed on the New York State Register of Historic Places and nominated to the National Register of Historic Places.

After reviewing the nomination, the SHPO has agreed with the recommendation of the State Review Board and has listed the property on the State Register of Historic Places. We shall now forward the nomination to the Keeper of the National Register in Washington, D. C.

If the Keeper of the National Register approves the nomination, the property will be listed on the National Register. You will be notified when this decision is made.

Information about the results of State and National Register listing were included in our earlier notification letter. If you have any further questions, please contact your field representative Tony Opalka, at the New York State Historic Preservation Field Services Bureau or call (518) 237-8643 ext. 3278.

Sincerely,

Ruth L. Pierpont
Director
Historic Preservation
Field Services Bureau



**New York State Office of Parks,
Recreation and Historic Preservation**

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

David A. Paterson
Governor

Carol Ash

Carol Ash
Commissioner

June 11, 2008

Re:

Dear :

I am pleased to inform you that the above referenced property has been listed on the National Register of Historic Places. As you may know, the National Register is the nation's official list of properties worthy of preservation. Listing on the National Register recognizes the importance of these properties to the history of our country and provides them with a measure of protection. In addition, owners of income producing properties may qualify for federal income tax benefits. Properties owned by municipalities and not-for-profit organizations are eligible to apply for state historic preservation matching grants.

If you would like more information about any of these programs, please contact your field representative, in this case, Anthony Opalka, at the New York State Historic Preservation Field Services Bureau at (518) 237-8643 ext. 3278. Field Services Bureau staff maintains a continuing interest in all registered properties and will be happy to answer any questions you may have.

Sincerely,

Ruth L. Pierpont
Director
Historic Preservation
Field Services Bureau

RLP:lsa