

**Brookline Historical Summary
of Infrastructure 66-11
Partial Stone Arch and Partial Concrete Box Culvert
Located on Hill Rd
Report Dated July 18, 2025
By Stanley E. Noga, Jr., Brookline Citizen, Former Selectperson,
FEMA Contact, and Volunteer**

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In performing research on this infrastructure, I reviewed not only available Brookline maps but also the known/available Brookline Selectboard Minutes and Brookline Treasurer's Volumes covering a timeframe from the 1790s to 1913. I also searched for the available Brookline Selectboard Minutes from 1950 through 1960s searching for documentation pertaining to a concrete box culvert being added to the stone arch structure. Mention in the Selectboard Minutes of that era of a concrete box culvert could not be found. Treasurer's records covering that same period could not be found. I searched for approximately two hours to no avail.

I. Approach to Research

I first researched online Brookline maps and found them for 1821, 1856, and of later dates. This provided an understanding of what roads in Brookline existed at those two points in time. A review of Vermont State Maps shows the very first map of Brookline, VT, to have been produced as of 1796. Attached to this report are copies of the 1821 and 1856 maps of Brookline. The 1821 map does not show Hill Rd. The 1856 Brookline map shows Hill Rd., and a crossing of the stream referred to in the Treasurer's records as Cutler Brook.

II. The Next Research Phase

A review of both Selectboard and Treasurer's documents was made. In searching for the Selectboard Minutes, I noted that in most of

the 1800s, Brookline did not have a Highway Department. When roads, culverts, and bridges were constructed, individuals in the general location of the needed infrastructure joined in constructing what was needed to serve their neighborhood. This is found to apply to Woolley Bridge, Ellen Ware Rd., Whitney Hill Rd., Putney Mountain Rd., Kirsch Rd. and the subject of this research. The Treasure's Disbursement Journal shows payments to those individuals for labor and materials.

The subject bridge/culvert, per current Brookline infrastructure notation for the MRGP State Program, is named 66-11. The stone arch structure is the only stone culvert/bridge in Brookline. A chronological listing of dates, individuals, and labeling in both the Selectboard Minutes (**SBM**) and the Treasure's Disbursement Journal (**TDJ**) related to this particular infrastructure follows:

III Findings

In the Treasure's Disbursement Journal, I found dated **March 21, 1832**, disbursements to the Cutler family, their neighbors, and town citizens totaling approximately \$624.70. Labeling of those disbursements were for 'bridge work' and 'per order'. Please note that Hill Rd. was then and remains to today approximately 2.5 miles long, which includes the subject bridge/culvert. The Cutler family owned land, referenced as Cutler Field and Cutler Hill on both maps and petitions, at both ends of the stone arch bridge and along Hill and Kirsch Rds. The hill at the south end of the subject bridge is referenced as Cutler Hill. The area at the top of said hill and extending south and north up Kirsch Rd. to the Townshend, VT town line is referenced as Culter Field. Historical records in Townshend, VT show James O. Follett to be born in 1843. Therefore, obviously, James O. Follett could not have constructed the original portion of the stone arch structure.

March 21, 1832, TDJ- Note that five of the first six disbursements for that date state, 'Bridge Order'. Others were for 'order'. At the bottom of that page is a description for a 'summary receipt' for an 'Agent for the town and Ira Cutler for making road - \$16.97'.

February 29, 1868, TDJ- 'Paid A. Stebbins for fees and costs on Follett case - \$17.00'.

J.O. Follett, the stone arch bridge builder, was born in 1843 and did not begin building bridges until 1894 in Townshend, VT. Mr. Follet had joined the Union Army in 1862 and left the army in 1863. He married in 1864 and over the next decade had six children and worked on his farmstead. No other description in town records was provided to be able to discern who is being referred to in regard to this \$17.00 disbursement. It is included for completeness.

December 23, 1879, TDJ - C. Atherton for drawing stone \$2.50'.
T.M. Albee – 'Stone and highway work \$5.50'.

January 5, 1887, TDJ – 'H.M. Whitney – repairing stone bridge and highway work \$39.25'.

June 17, 1893, SBM– Selectboard Minutes Volume 3, Page 290 – 292 states that families along Hill Rd. petitioned the Selectboard to alter the course of Hill Rd. **just south of the stone bridge over the Cutler Brook.**

August 24, 1893, SBM– Selectboard holds a hearing to decide on the petition.

August 30, 1893, SBM– Selectboard met and decided to approve the petition and in describing the new road course referenced the beginning to be on the north end in the **middle of the stone culvert.**

September 5, 1893, SBM– Minutes fully describe the new road course to include **reference to stone culvert.**

October 23, 1893, SBM - Selectboard minutes state the new road course is open and in use and the selectboard formally votes to discontinue the former road course which **began at the north end of the stone culvert.**

**December 26, 1893, TDJ – ‘S.B. Stebbins -labor on new road near Cutler Field - \$11.00’. ‘F.H. Morse labor new road - \$6.25’. ‘J.C. Church- labor new road and long bridge - \$11.87’.
D.J. Hitchcock labor on long bridge and new road - \$10.35’.**

August 1, 1901, TDJ – ‘J.O. Follett building bridge, stone on Cutler brook \$37.00.’

IV Summary

A) Hill Rd. and a bridge over the Cutler Brook appears to have been constructed in 1832, per the Treasure’s Disbursement Journal and reviewing whose property surrounded the bridge site; and who participated and was paid for ‘Bridge order’ provides for an educated guess that the Cutler family was involved in its construction.

B) Stone infrastructures were acceptable to the town. In Selectboard Minutes Volume 2, Page 99 dated March 7, 1836, the Selectboard authorized ‘repairing the road from the Meetinghouse to the south Athens town line. Currently, the very last culvert in Brookline, very near the Brookline/Athens town line, is of stone construction. It is at its inlet about three feet wide and 30 inches high of stone sides and flat stones laid across its top. It is not of stone arch construction. The outlet is about four feet wide and three feet high. It is shown in the Brookline Culvert inventory as infrastructure 51-84. Although the VTCulvert State website shows said culvert to be in Athens due to a mapping error, it is in Brookline-.

In the early 1870s the bridge called the Woolly Bridge at the intersection of Putney Mountain Rd. and Grassy Brook Rd. was being replaced. The Selectboard as stated in Volume 3 between

Pages 108 and 275 periodically interfaced with the Woolley family and neighbors both as to what the anticipated cost would be, and if they had decided upon either stone or wood construction. On Page 276 of Volume 3, the town voted to construct an iron bridge. The 'survey and layout cost was \$25.00 granted October 17, 1870. The layout was referenced again on Page 116 dated February 13, 1871.

C.) The extent of Follett involvement in work on infrastructure 66-11 on Hill Rd., Brookline, VT is unknown. The Brookline TDJ of that era states that Mr. Follett was paid \$37.00 for 'building stone bridge on Cutler Brook'. It is interesting to note that in the pamphlet called, 'James Otis Follett: "Builder of Bridges and Men" by Karson Petty' it states that Mr. Follett charged \$160.00 to build his first bridge'. The first few bridges were in Townshend, VT, and had spans ranging from 14 ft. to 16 ft. In 1902, Mr. Follett constructed the East Putney Brook Stone Arch Bridge in Putney, VT for a cost of \$1,500.00. It was a one lane structure with a span of 16.5 ft. He constructed another bridge in Putney, VT in 1906 called the Sackets Brook Stone Arch Bridge (a/k/a the Hi-lo Biddy Stone Arch Bridge) for \$1,560.00. It was also a single lane structure with a 15.5 ft span. It is believed that the last stone arch bridge constructed by Mr. Follett was at Tannery Brook in West Townshend, VT. It was constructed in 1910, the year before his death, at a cost of \$900.00. The \$37.00 cost to Brookline for Mr. Follett's involvement in infrastructure 66-11 on Hill Rd. is slightly less than 25% of the lowest fee which he charged to date. Its span is 11.5 ft. Does the smaller fee paid indicate a minimum amount of work on this structure?

D.) Design

Infrastructure 66-11 Hill Rd. is different than any of the other Follett constructed stone arch bridges in the area. I have either reviewed pictures and articles and/or personally viewed most of the Follett stone arch bridges constructed in Townshend and Putney. I point out that all Follett

bridges' archways start at the very bottom of the span, at ground level. The Brookline structure has support walls which extend perpendicular approximately 30 inches upward at which point the arch portion of the structure begins. This is not visible at the outlet end of this structure. It is very evident inside the structure. This is completely different from every other drystone arched bridge that Mr. Follett built. I conjecture that he simply continued the design which he found to already exist and intermeshed with it for continuity. Per above dates in Section III, in 1879 stonework was paid for. In 1887 more repairs to the stone bridge were made. In 1893 and 1894 the stone arch bridge was referenced as the starting point of an alternate course for Hill Rd.

E. Continuity of Quality

There is significant disparity in this structure in quality of work of the two sections of stone arch construction. The middle portion has larger stone with significant spacing between them in both support walls and arch. The east end has smaller stone with tight spacing in both the support walls and arch. The larger stone and spaces might explain the repair work of 1879 and 1887. Concrete used in America began in bridge work approximately 1881. The concrete is not applied to all the arch in all the middle section but to where spaces were. And the west end of the subject is obviously a concrete box culvert reported to have been installed at some point in time between the early 1950s and late 1960s.

V. EXHIBITS

Exhibit A – Map 1821

Exhibit B – Map 1856

Exhibit C – March 21, 1832, Cutler Treasurers Disbursements

Exhibit D – Atherton Stone expense Treasurer's Disbursements

Exhibit E – Whitney Stone Repair Expense

Exhibit F – August 1, 1901, Follett Payment & Description

Exhibit G – June 17, 1893, New Road and its Description

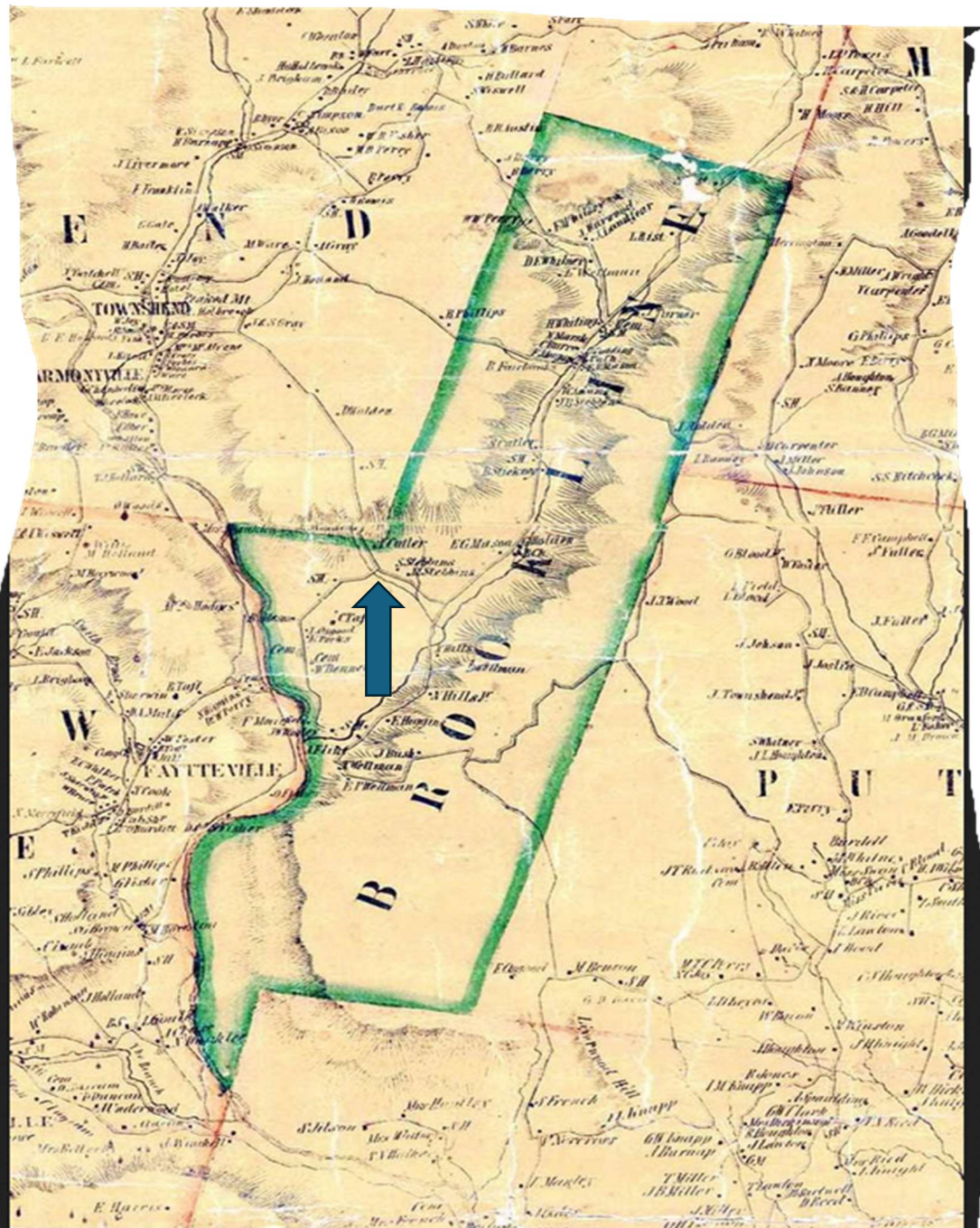
EXHIBIT A



1821

www.old-maps.com

EXHIBIT B



1856

www.old-maps.com

EXHIBIT C

1832 The Town of Brookline to E Higgins	
March. paid Onea Esq. Order	58.74
the 21. paid Isaac Wellman & Order	20.00
paid Isaac Wellman & Bitt	
of Statement & the amt	2.04
paid Benjamin Washburn Am. 11. 14	
paid Christopher & Onea Esq. Order	22.56
paid Christopher Esq. Order	25
paid Samuel Cutler Bridge Order	59.50
paid Ira Cutlers Bridge Order	124.10
paid A & B Birckands Bridge Order	47.85
paid Isaac Hollands Bridge Order	83.92
paid Sam & Tibbins & Lot Hollands Gate	22.62
paid Samuel Tibbins Bridge Order	45.68
paid A & B Birckands Order	9.54
paid the Ballance on E. Flint's Order	28.89
paid Isaac Whitney Order	00
paid Samuel Tibbins Order	5.64
paid Samuel Cutlers Order	3.00
paid Benjamin Makers Order	3.12
paid Eason Higgins Order	102.45
paid Josephus State Order	70.00
paid Ira Cutlers Order	2.22
to my Receipt as Agent for the Town	16.97
of Ira Cutler for making Road	241.79

EXHIBIT D

1879	Dec. 21st	Paid to date W.S. Bennett order as servers as selectman	5 00
1879	Dec. 27th	Paid to date W.S. Bennett order for work and use of house for holding town meetings	7 00
1880	Mar. 26th	Paid to date School Order of District No. 2	48 15
1879	Dec. 23d	Paid to date C. A. Lutton order it being for drawing stone	2 50
1880	Jan. 26th	Paid to date H. M. Whitney order it being for labour and money paid out for labour	35 36
1880	Mar. 2d	Paid to date O. C. Merifields order it being for labour and teams breaking roads in the winter of 1879 & 80	3 70
1880	Mar. 26th	Paid to date school order of Dis. No. 2	32 15
1879	Dec. 23d	Paid to date Frank Redways order it being for snowing West River Bridge	3 00
1880	Feb. 24th	Paid to date Wm. M. Wares order it being for plank & timber	5 96
1880		Allowed S. B. Higgins for Payments in Part on H. M. Whitney order of 29th \$10.00	22 00
		the 13th \$12.00	

EXHIBIT E

March 2, 1886, H. M. Whitney J. M. Allbee and
Wm. M. Ware were elected Selectmen

March 26 Divided Public School money as follows
to Dist No 1 thirty one $\frac{42}{100}$ Dollars 31.80
No 2 fifty nine $\frac{42}{100}$ 59.62
No 3 forty five $\frac{72}{100}$ 45.72
for which orders were drawn \$137.23

June 1 No 1 J. M. Allbee Order for work on the highway 7.80
" " No 2 H. M. Whitney Order for work on the highway 5.50
Aug 31 No 3 H. M. Whitney Order for Bridge timber Plank
and work on the highway 45.47
and 1887 No 4 H. M. Whitney Order for money Paid for repairing
Stone bridge and work on the highway 39.25
Stockney Collector in School

Jan 5, 1887
Repair to Stone
Bridge

Order for services as Sitter 6.00
Order for services as Sitter 5.00
Order for services as Sitter 4.00
Order for use of house to
town meetings 4.00
Order for snowing West
river Bridge 3.00
31 No 10 H. M. Whitney J. M. Allbee Order for money
Borrowed to repair the highways 146.32
12 No 11 E. L. Field Order for damig don to sheep
by dogs 3.50
" No 12 A. M. Batchelder Order for school books 6.00
23 No 13 W. M. H. ...

EXHIBIT F

March 5 th 1901	J. M. Albee R. E. Mearns & Geo C. Ware were 161 elected Selectmen	
April 10-1901	Drawn in favor of Leola Adams for borrowed money.	15.00
	2 Drawn in favor of Otis Harwood for Lumber for bridges in 1900	3.16
Aug 1-1901	3 Drawn in favor of J. O. Follett for building Bridgstone on Cutler brook	37.00
	4	
Oct 22-1901	Drawn in favor of O Smith for services as auditor 1900	1.00
	5	
Nov. 27 1901	Drawn in favor of T. W. Barney for State School County and Highway and State taxes	141.19
	6	
Dec. 26 1901	Drawn in favor of T. L. Pierce for Lumber for Bridges	70.71
	7	
Jan 1 1902	Drawn in favor of L. H. Pratt work on Woley bridge	15.55
	8	
Feb 10, 1902	Drawn in favor of J. M. Albee for labor Lumber and spikes	11.97
	9	
Feb 10-1902	Drawn in favor of J. M. Albee labor and spikes services	0.00

EXHIBIT G

Page 290

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1893

June-17

Petition to alter the road over the Cutter hill so called
Petition

We the undersigned residents and taxpayers
in the town of Brookline do hereby make
application that the Highway be altered between
the foot of the hill East of C.H. Cutter house and
at the foot of the hill on the other side of said
hill. It being the Highway leading from C.H. Cutter
towards Newton. Such road to be changed at the
discretion of the Selectmen

M.C. White	A.C. Wellman	W.H. Hastings
E.W. Barnes	Edwin Cook	C.H. Robbins
E.H. Good	L.W. Rush	Wm M. Ware
Will B. Harris	M.W. Sawin	J.H. Holland
	C.H. Cutter	

Hearing!

Brookline Aug 24th 1893

G. E. Ware, A.C. Wellman, D. F. Hitchcock Selectmen
met to consider the within petition and to
examine the premises, and hear parties interested
and to consider claims for damages

C.H. Cutter, M.C. White land holders were
present M.C. White asked for no damages.

M.C. White, C.H. Cutter M.C. White were notified
personally to be present at said meeting Aug 20.

Aug 30

The above Selectmen met and decided to alter
the road according to the within petition also
decided to give no damages to land holder, since the
the new road should be three rods one within
the survey as below

Geo. E. Ware

D. F. Hitchcock

} Selectmen

Survey of new Road over the so called Cutter hill
as laid out by the Selectmen of Brookline
Beginning at the center of travel over the middle
of a stone culvert at the foot of long hill on land
owned by M.C. White. Thence 100 rods (see no print)

EXHIBIT G CONTINUED

292

Be it remembered that at a meeting of the legal voters of the town of Brookline held on the 28 day of October. The following business was transacted

By Motion - Moved to raise one hundred and fifty cents on the dollar of the Grand List of said town to defray expenses

By Motion - Moved to adjourn without date

Attest
S. H. Stickney Town Clerk

Opening and discontinuing the road over Cutter Hill.

Brookline VT. Oct. 28th, 1893.

This is to certify that the new Road over the Cutter Hill is now open for public travel; and the old Road between the points where the new Road connects with the old, is hereby discontinued

Geo. E. Ware
H. O. Wellman } Selectmen
J. F. Hitchcock }

Attest
S. H. Stickney Town Clerk