

BURBANK STREET



1. As a builder and landlord, Abraham Burbank (left) helped reshape Pittsfield's downtown. A young, penniless carpenter, he moved to Pittsfield in 1832 and married Julia Brown two years later. He built and owned two large commercial blocks on North Street that housed numerous stores. He developed several streets of houses and owned hotels. His most enduring legacy, though, is probably Springside House that he built in 1856.

VALENTINE ROAD



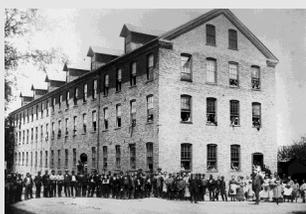
2. Henry C. Valentine owned a successful paint and varnish company based in Boston. He bought a summer "cottage" that had been built in 1856 by Thomas Allen, a railroad tycoon who was also the grandson of the first Congregational minister in Pittsfield. Valentine expanded the property known as Taconic Farm to include 365 acres on the southern shore of Onota Lake. In 1908, he sold it to Warren Salisbury who tore the house down and built Tor Court, now the site of the Hillcrest Campus of Berkshire Medical Center.

GOODRICH STREET

3. Charles Bailey graduated from the Berkshire Medical College located on South Street of Pittsfield. He started a successful practice in town and was able to build several houses off of Church Street. He laid the short road to his houses and called it Goodrich Street, after his wife's father, Levi Goodrich. A contractor, Levi helped build railroads in North Adams and New York.



ROBBINS AVENUE



4. Not far from Oliver Robbins' home on Jubilee Hill lies the street named after him. He started out as a farmer on Pittsfield east side, but then in 1853 went into the shoe manufacturing business with his partner Charles Kellogg. The pair built their factory on Fourth Street, near Owen Coogan's Tannery off Elm Street. Robbins entered politics and served as Pittsfield's state representative and senator, where he developed a reputation for his advocacy for financial restraint.

SAMPSON PARKWAY

5. Pittsfield once had its own car factory, started by Alden Sampson. He built his first car in the shoe factory owned by Oliver Robbins (left). A growing demand for trucks led Sampson to build a large plant on Mill Street. On a trip to Paris to observe car manufacturing, Sampson developed pneumonia and died in 1909 at the age of 30.



In 1945, a developer bought the Sampson family farm, Westenhok, on Williams Street and laid out the street named after the car maker.