

124

1. NAME OF PROPERTY

Historic Name: Wallingford Railroad Station

Other Name/Site Number: NA

RECEIVED

OCT 26 1993

NATIONAL REGISTER

2. LOCATION

Street & Number: 51 Quinnipiac Street, aka 37 Hall Avenue

Not for publication: NA

Town: Wallingford

Vicinity: NA

State: CT

County: New Haven

Code: 009

Zip Code: 06492

3. CLASSIFICATION

Ownership of Property

Category of Property

Private:       
Public-Local: x  
Public-State:       
Public-Federal:     

Building(s): x  
District:       
Site:       
Structure:       
Object:     

Number of Resources within Property

Contributing  
  1    
      
      
      
  1  

Noncontributing  
     buildings  
     sites  
  1   structures  
     objects  
  1   Total

Number of Contributing Resources Previously Listed in the National Register: NA

Name of Related Multiple Property Listing: NA

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  X  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  X  meets   does not meet the National Register criteria.

John W. Shannahan 10/14/93  
Signature of Certifying Official Date  
John W. Shannahan, Director, Connecticut Historical Commission

State or Federal Agency and Bureau

In my opinion, the property   meets   does not meet the National Register criteria.

Signature of Commenting or Other Official Date

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- Entered in the National Register
- Determined eligible for the National Register
- Determined not eligible for the National Register
- Removed from the National Register
- Other (explain): \_\_\_\_\_

August W. Sapsley 11/19/93 **entered in the National Register**

for Signature of Keeper

Date of Action

6. FUNCTION OR USE

Historic: TRANSPORTATION Sub: station stop

Current: TRANSPORTATION Sub: train depot  
EDUCATION adult learning center

7. DESCRIPTION

Architectural Classification:

LATE VICTORIAN/Second Empire

Materials:

Foundation: STONE

Walls: BRICK

Roof: STONE/slate, ASPHALT

Other Description: \_\_\_\_\_

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Describe Present and Historic Physical Appearance.

The Wallingford Railroad Station is located at the geographic center of the town, five blocks west of the heart of the central business district. It is aligned north-south parallel with the tracks of the former New York, New Haven and Hartford Railroad Company. (Photograph 1) A small triangular park abuts the depot to the east. (Photograph 2 and Figure 5) Other nearby buildings are 19th-century factories and stores and the 1876 Most Holy Trinity Roman Catholic Church. (Photograph 3)

The 35' x 120' two-story brick station was built in 1871 in the Second Empire style. Its exterior appearance has changed little since construction. The plan consisted of a central 88-foot waiting room flanked by end pavilions in which were located baggage room and express offices. (Figures 3 and 4) A driveway approached the east side of the building where two double doors are separated by a three-sided bay and 6-over-6 windows. There are three additional 6-over-6 windows on either side of the doors. The track elevation is the same. (Photograph 4) The brick is laid up in common bond with brick quoins at the corners of the pavilions.

A wooden canopy protects pedestrians on all sides of the station. Supported by large iron C brackets (Photograph 5), this roof originally was covered by tin. The soffit of the shed roof and the eaves of the mansard cornices were covered with aluminum from c. 1977 to November 1992. Curvilinear dormers are set into the mansard, five on each side. Their cornices are supported by elaborate brackets, as is the lower cornice of the mansard. (Photograph 6) Sash are 6-over-6, smaller than at the first floor. The mansard roof is covered with slate. There are rosettes formed by red and green slate between the dormers. The upper surface of the roof is built up.

A tunnel formerly ran under the tracks from the basement of the passenger station to a freight house (demolished in the 1920s) which was located on the west side of the right of way. (Figure 2) The tunnel and freight house are gone, but the depot basement continues to display arched masonry openings. (Photograph 7)

The depot's original interior finishes of bead-board dado and plaster walls and ceilings were removed, c. 1972, during a rehabilitation of the interior. The 1972 rehabilitation was a student project of the Yale School of Architecture, Kent Bloomer, Assistant Professor of Architectural Design, in charge. The students both designed the changes and served as workmen in their execution. Three large elaborate plaster ceiling medallions from which gas chandeliers were suspended were lost at that time, as well as an 18" stenciled foliate frieze which circled the waiting room at the top of the walls. Boldly molded door and window surrounds were left in place. (Photograph 10) Yale also altered the interior layout at the request of the client (the town). The program required dividing the space and making the second floor functional. Prior to this time the upper level had never been used. To achieve a third-floor meeting room, Yale lowered the first-floor ceiling at the north. A partial three-story atrium also was created. (Photographs 8 and 9; Figure 6)

In recent years, the adjoining land east of the station has been re-landscaped as a park with pavers and seating. The frame gazebo (Photograph 2) is on the site of an earlier cobblestone gazebo of similar size and shape in the Rustic style.

While the 1972 rehabilitation was concerned primarily with the interior, a 1992-93 \$400,000 rehabilitation was concerned primarily with the exterior. In the present program,

completed in July 1993, deteriorated masonry was replaced, and original doors and windows (Photograph 10) were replaced. New windows are thermally glazed wood with structural muntins (requiring that the sash frames be thicker than before and with depth of window reveals less than before), while doors were replicated in appearance. Instead of being double doors, however, the new doors have an operable central section flanked by fixed side sections; the purpose is to make the central section wide enough for access by the disabled. The Pennsylvania slate on the mansard was deemed to have spalled and split to the point where it needed to be replaced -- with Vermont slate. The rosettes were replicated. The mansard cornices were rotted beyond repair, so were rebuilt, but they no longer are visible. In-board Yankee gutters were replaced by modern metal gutters and these are what is visible as the cornice edges, rather than wooden moldings as historically. The canopy roof was recovered with standing-seam metal, while the top roof slope was built up. The new canopy soffit is tongue-and-groove boards.

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties: Nationally:\_\_\_ Statewide:\_\_\_ Locally: x

Applicable National Register Criteria: A\_\_\_ B\_\_\_ C x D\_\_\_

Criteria Considerations (Exceptions): A\_\_\_ B\_\_\_ C\_\_\_ D\_\_\_ E\_\_\_ F\_\_\_ G\_\_\_

Areas of Significance:	Period(s) of Significance		Significant Dates
<u>ARCHITECTURE</u>	<u>1871</u>	<u>1942</u>	<u>1871</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Significant Person(s): NA

Cultural Affiliation: NA

Architect/Builder: W.P. Dickerman, builder, 1871  
O'Riordan Magini Architects, 1992

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

The Wallingford Railroad Station is a fine example of a Second Empire-style passenger depot of the type built in Connecticut during the decade after the Civil War. Its site and exterior have changed little during the century and a quarter that it has played a role in the history of Connecticut transportation.

In 1832, over the opposition of the owners of the Hartford and New Haven Turnpike, the state legislature granted a charter to the Hartford & New Haven Railroad, empowering it to build a line connecting the state's two capital cities. The road engaged Professor Alexander Twining of Yale to locate a route and estimate the cost. Thereafter followed the financial panic of 1837, which delayed to 1838 the opening of the line's first 18 miles from New Haven through Wallingford to Meriden. The first train operated on December 14, 1839; it was the first in Connecticut. A single track served until 1854, in which year it was doubled. In 1850 income from passenger revenues was \$303,000, from freight \$147,000.

During the life of the Hartford and New Haven Railroad, Wallingford had no passenger depot, as indicated by Figure 1. For part of the time, a house on the site of Most Holy Trinity Church was used as a depot.

The New-York and New-Haven Railroad Company, incorporated in 1844, ran its first train on Christmas Day, 1848, eventually connecting with the New York & Harlem to its Canal Street terminal in New York City. The New-York and New-Haven and the New Haven and Hartford merged in 1872. The Wallingford passenger station was built the prior year in accordance with the terms of a contract dated February 9, 1871, signed by W.P. Burrall, president of the Hartford and New Haven Railroad Company, and W.P. Dickerman of New Haven, at a cost of \$13,067.79, including materials. The contract makes reference to the Windsor Second Empire-style station, built the year before, specifying that the interior finishes at Wallingford should be the same as at Windsor, except that the wainscoting is to be five feet high.

The Windsor station (standing) is smaller than Wallingford with a simpler ground plan; there are no end pavilions and no central bays. Other features, including the mansard roof, the canopy supported by large iron C brackets, and the dormers, are similar. The second New Haven station (demolished) also was in the Second Empire style, but with mansard roofs only on third-story towers at the ends. The more elaborate Stamford station (demolished) had the first-floor windows and double doors of Wallingford, canopy supported by C brackets, heavily bracketed cornice below the mansard, round-arched dormers, and fanciful central tower. The Wallingford and Stamford designs are quite similar; both are elaborate and complete examples of the Second Empire style.

The Wallingford depot and the former site of the freight house (Figure 5) were purchased by the town in 1964 for \$46,500, including that portion of the station located on the right of way. Demolition was threatened in 1969, at which time David Peters organized a petition signed by some 1,400 citizens that successfully nullified the threat. At the time of the 1964 sale, the railroad retained the right to occupy the premises as a passenger station, and did so with declining usage until early 1992. Since then, no tickets have been sold in the station, but it continues as a station stop, serving approximately nine trains north and south daily. (Photograph 11)

The 1972 Yale rehabilitation converted the space, at the town's direction, to community meeting rooms, senior center, youth center, and a taxi stand. The alterations were an exercise in both design and craftsmanship by students of the Yale School of Architecture. Construction was carried out by the Yale students, by students of Wilcox Technical School, town employees, and volunteers. Many original interior details were lost. The 1993 rehabilitation of the exterior maintained the character-defining Second Empire-style features. The town's adult education center now occupies the entire building.



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Connecticut State Historic Preservation Officer. Finding of NO EFFECT by proposed rehabilitation under Section 106 of National Historic Preservation Act of 1966, May 15, 1992.

Peters, David. "Wallingford's Rail-Roads... From 1833 to 1970." Shoreliner (publication of New Haven Railroad Historical & Technical Association, Inc.), 8(Winter 1977)2, 12-15.

\_\_\_\_\_ interview, November 3, 1992.

Turner, Gregg M., and Jacobus, Melancthon W. Connecticut Railroads... An Illustrated History. Hartford: The Connecticut Historical Society, 1986.

Wallingford Land Records, volume 318, page 48, August 28, 1964.

Wallingford Rail Road Station, construction contract, February 9, 1871. Private collection.

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: Specify Repository: private collection

10. GEOGRAPHICAL DATA

Acreage of Property: .66 acre

UTM References: Zone Northing Easting Zone Northing Easting

A	<u>18</u>	<u>4591540</u>	<u>681620</u>	B	___	_____	_____
C	___	_____	_____	D	___	_____	_____
E	___	_____	_____	F	___	_____	_____

Verbal Boundary Description:

The nominated property is described as Parcel 1 at Wallingford Land records, volume 318, page 48, August 28, 1964.

Boundary Justification:

The boundary of the nominated property encompasses the land that has gone with the building since it was constructed.

11. FORM PREPARED BY

Name/Title: David F. Ransom; reviewed by John F.A. Herzan, National Register Coordinator

Org.: Connecticut Historical Commission

Date: August 5, 1992

Street/#: 59 South Prospect Street

City/Town: Hartford

State: CT

ZIP: 06106

Telephone: 203 566-3005

## Figures

Figure 1. Unidentified map of Wallingford bearing handwritten date of 1868. At Wallingford Public Library.

Figure 2. Map of the Borough of Wallingford. Prepared by H.L. Davis for Hank's Wallingford Directory, 1889.

Figure 3. Plan of Wallingford Railroad Station. From archives of New York, New Haven & Hartford Railroad Company.

Figure 4. Site plan, plan, and elevations of Wallingford Railroad Station, 1913. Source unknown.

Figure 5. Map Showing Conveyance of Land of the New York, New Haven & Hartford Railroad to the Town of Wallingford. Department of Public Works, Engineering Div., Wallingford, Conn., Jan 6, 1964.

Figure 6. Isometric drawing of interior of Wallingford Railroad Station showing 1972 rehabilitation. Taken from a Yale University calender/poster, 1973. In private collection.

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## Photographs

Photographs 1-6, 12, and 13 were taken in July 1993, photographs 7-10 in October 1992, by David F. Ransom. Negatives are at the Connecticut Historical Commission.

### Photograph 1

General view northeast

### Photograph 2

View from gazebo west

### Photograph 3

General view north

### Photograph 4

West elevation

View southeast

### Photograph 5

Canopy soffit

View northwest

### Photograph 6

Dormer

View southwest

### Photograph 7

Basement

View north

### Photograph 8

First floor

View southwest

### Photograph 9

Ceiling

View northeast

### Photograph 10

First floor, south

View northeast

### Photograph 11

Train at station

View west

### Photograph 12

East and north elevations

View southwest

PROPERTY NAME

Wallingford Railroad Station, Wallingford, CT

Page 13

United States Department of the Interior, NPS

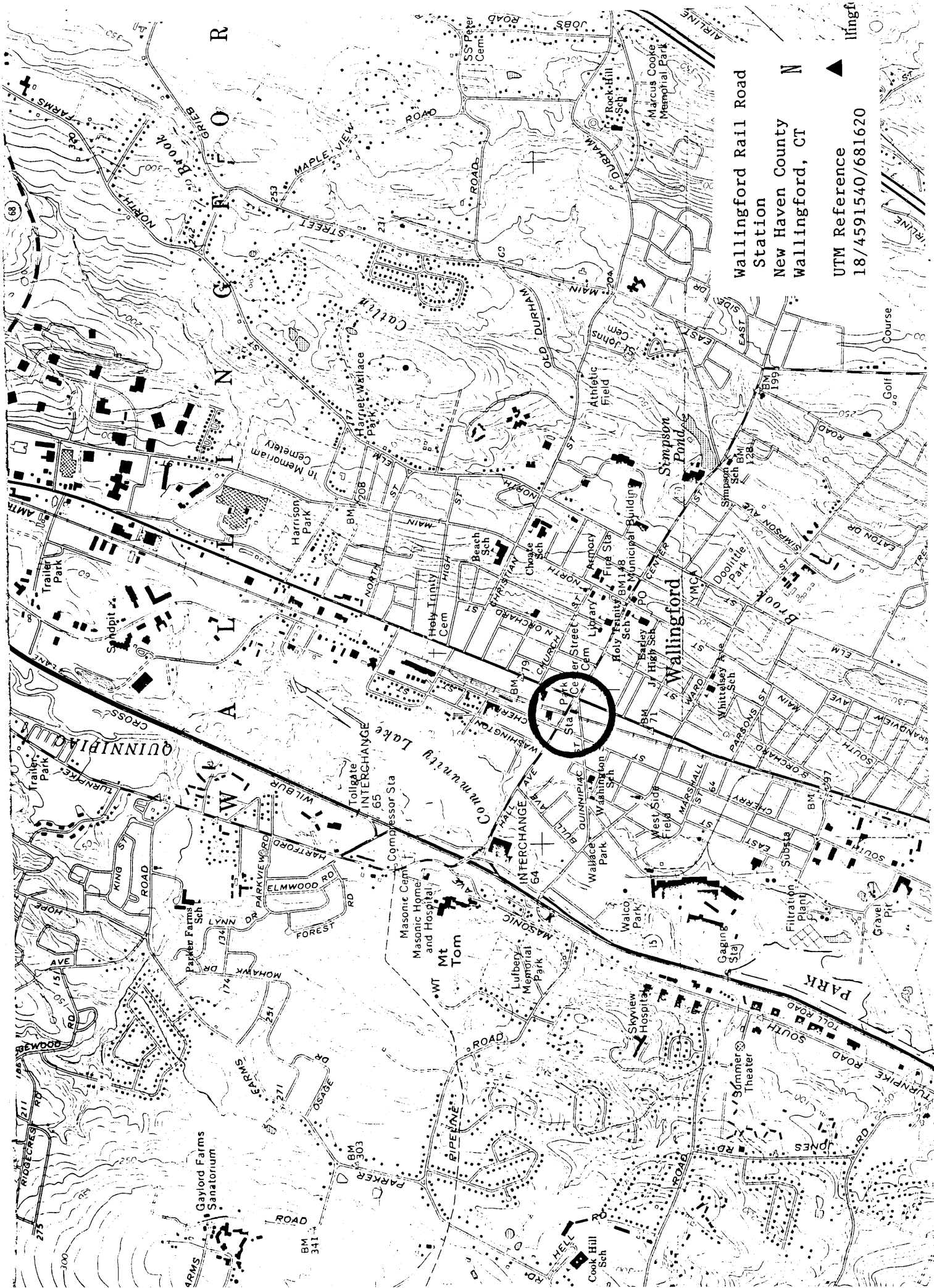
National Register of Historic Places Registration Form

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Photograph 13

Roof line, west elevation

View northeast



Wallingford Rail Road  
Station  
New Haven County  
Wallingford, CT

UTM Reference  
18/4591540/681620

▲

▲

# WALLINGFORD

Town of Wallingford New Haven Co. Conn.

Scale 35 Rods to the Inch

Quinnipiac River

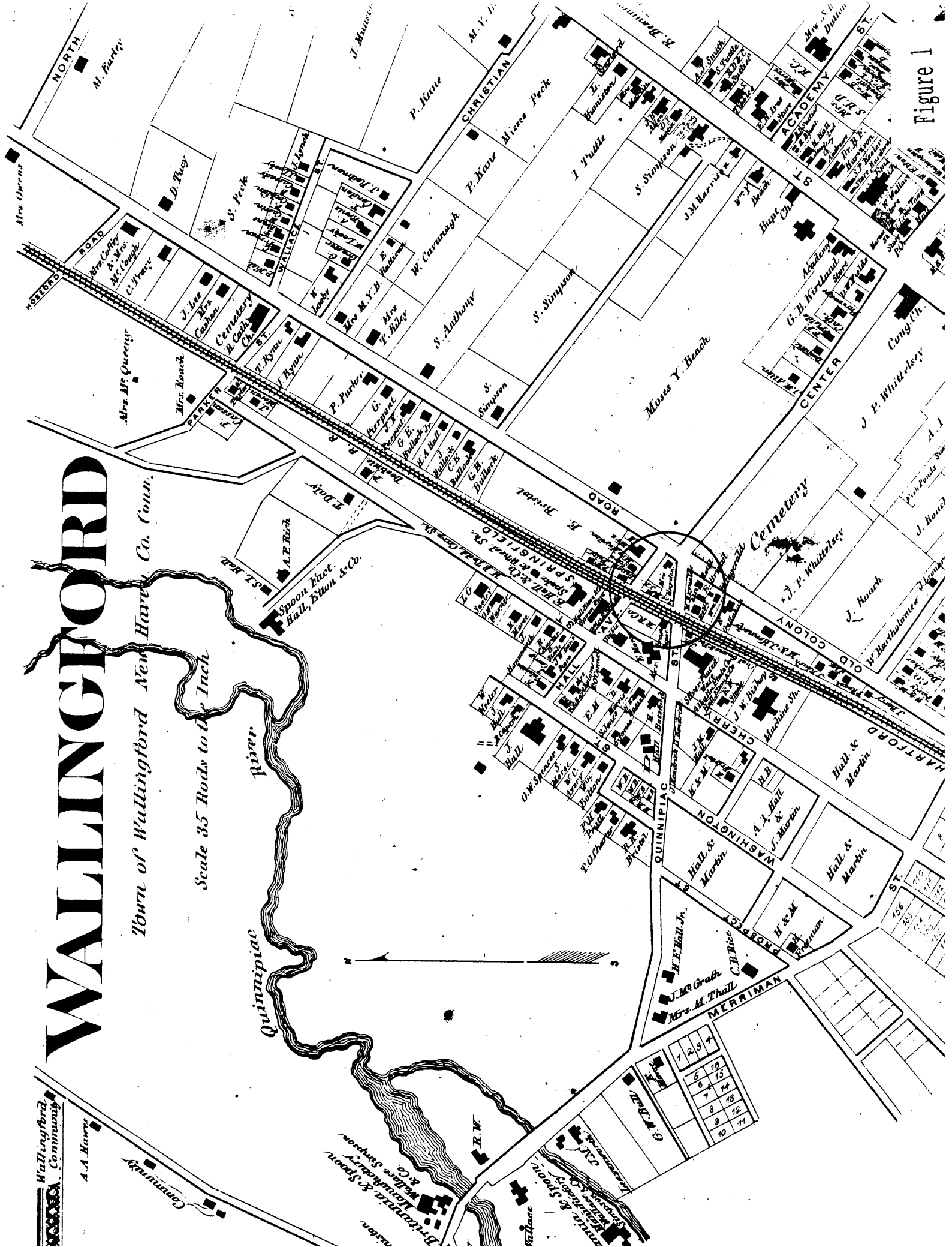


Figure 1

Wallingford Community  
A.A. Moore

Community

Wallingford & Spoon  
Wallingford & Spoon  
Wallingford & Spoon

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Wallingford & Spoon  
Wallingford & Spoon

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Wallingford & Spoon  
Wallingford & Spoon

7	2	9	4
6	1	8	15
8	7	4	14
7	1	18	18
8	9	12	12
10	10	11	11



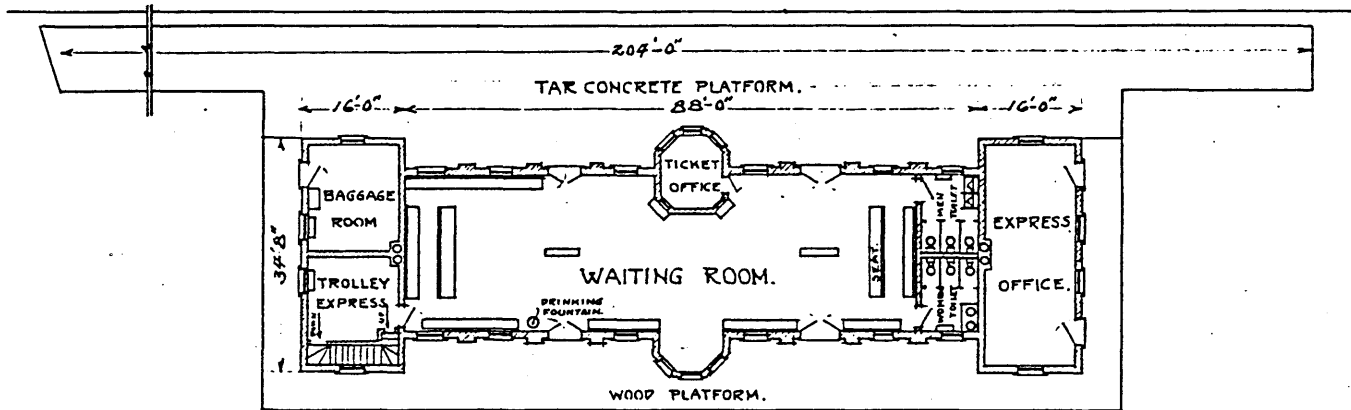
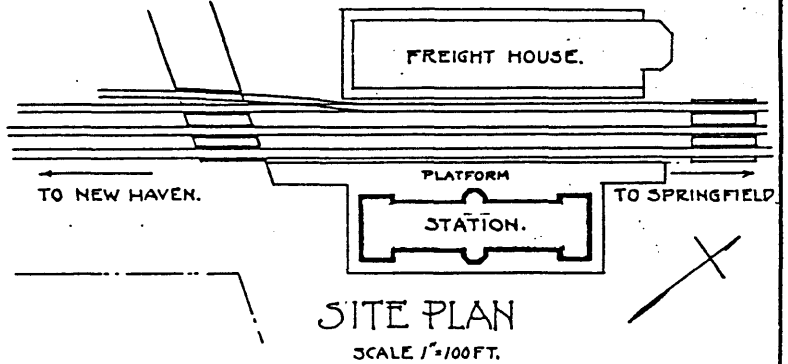
Figure 2





ROOF. SLATE.  
 COVER SHED.  
 PLATFORM. 3,332 SQ. FT. TAR CONCRETE, 1,526 SQ. FT. WOOD.  
 HEATING. HOT WATER.  
 LIGHTS. ELECTRIC.  
 SEWAGE. SEWER.  
 FINISH. BRICK WALLS, STONE FOUNDATION.  
 WOOD WAINSCOT AND FLOORS, PLASTERED  
 SIDE WALLS AND CEILINGS.  
 DATE OF CONSTRUCTION.  
 COST DATA. TOTAL.  
 COST OF BUILDING.  
 AREA. 2529 SQ. FT.  
 COST PER SQ. FT.  
 CUBICAL CONTENTS. 95,160 CU. FT.  
 COST PER CU. FT.  
 COST OF PLATFORM.  
 COST OF COVER SHED.  
 CONTRACTOR.

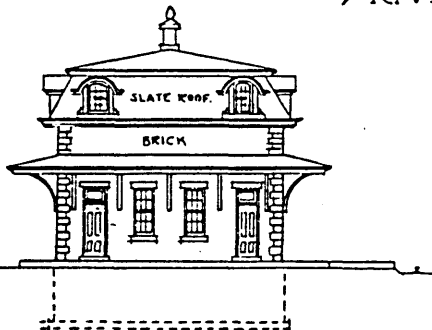
- N. Y. N. H. & H. R. R.  
 - HARTFORD DIVISION.  
 - PASSENGER STATION.  
 - WALLINGFORD CONN.  
 SCALE 1" = 30 FT.



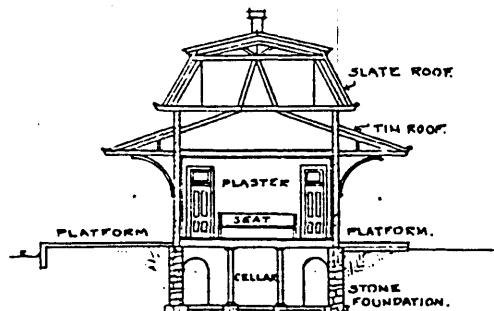
GROUND PLAN



DRIVEWAY ELEVATION.

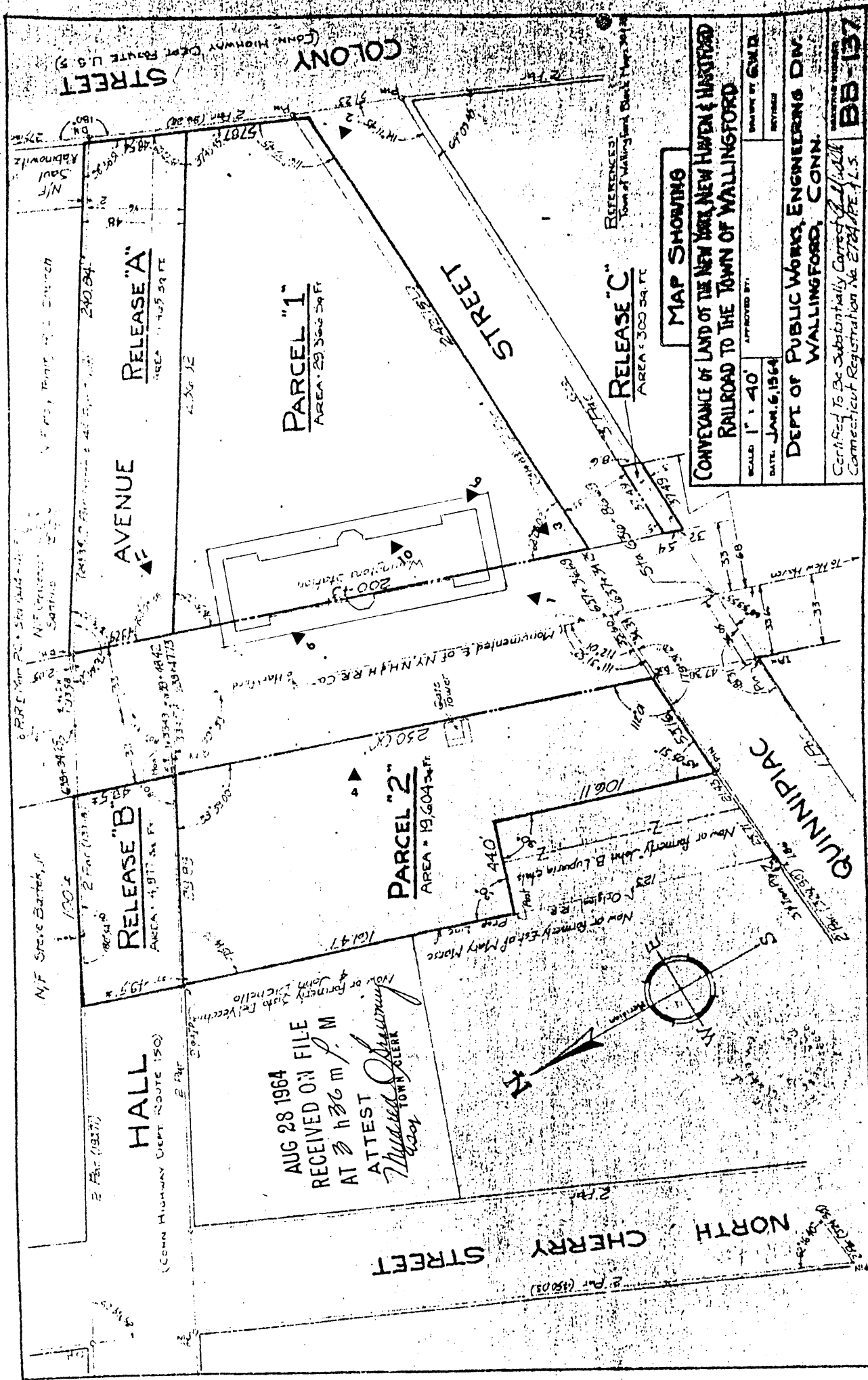


END ELEVATION



TRANSVERSE SECTION

Figure 4



RELEASE "A"  
 AREA - 14,559 SQ. FT.  
 240.84'

PARCEL "1"  
 AREA - 29,366 SQ. FT.

PARCEL "2"  
 AREA - 19,604 SQ. FT.

RELEASE "B"  
 AREA - 4,917 SQ. FT.

HALL

AUG 28 1964  
 RECEIVED ON FILE  
 AT 3 h 36 m P. M.  
 ATTEST  
*[Signature]*  
 TOWN CLERK

MAP SHOWING

CONVEYANCE OF LAND OF THE NEW YORK, NEW HAVEN & HARTFORD  
 RAILROAD TO THE TOWN OF WALLINGFORD  
 DEPT. OF PUBLIC WORKS, ENGINEERING DIV.  
 WALLINGFORD, CONN.

APPROVED BY: G.W.D.  
 DATE: JAN. 6, 1964  
 SCALED: 1" = 40'

BB-137  
 Certified to be Substantially Correct  
 Connecticut Registration No. 2784 DE-11.5

#1410

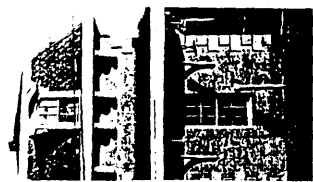
B-6909

V.S. 55.70 MOD 13  
 1953

Figure 5 - Photo Key

boys high school where he and I attended. The memorial was built last summer entirely with unskilled labor, volunteered mostly by students from the school." *Jonathan Boyer, Third Year*

That makes the whole usiness sound much more grim and nasty than it really was. A lot of fun has been had, and we've indulged a few whims along the way. Look at the two staircases: one a medieval siege machine wheeled in a back door, the other a flailing multi-armed centrifugal hide-and-seek creature boxed into the middle of the building.



What's been gained from it? Hard to say, but perhaps it has something to do with not being paper architects. Together we've found out about Architecture as Craft, as skill, williness, strength, the quality of being able to move and shape so pieces fit well together. *Patrick Pinnell, Second Year*

nue in New York City was hidden by the South Ramp to Grand Central Station. A night-lit Bas-relief by Kent Bloomer, mounted over an entrance designed by Architect Ira Paris of New York, marks the entrance thirty feet over the sidewalk rather than the previous twelve feet.

"New York is an island surrounded by water but too few people today realize that. I wanted to bring waves back into the center of the city." *Kent Bloomer, Associate Professor of Architectural Design.*

Architecture, Yale University, 180 York Street, New Haven, Connecticut 06520. Herman D. J. Spiegel, Dean and Director of Studies.

This calendar's purpose is to serve as an information vehicle between the Dean and all alumni and friends of the School; their comments and opinions are sincerely desired. It is our hope that a continual dialogue between the alumni, faculty, administration, and student body can be set in motion and that through this dialogue an exchange of ideas about a variety of issues of vital concern to contemporary architecture can be established.

The opinions expressed in any signed commentary are those of the author and do not necessarily reflect the viewpoints of the student body, faculty, or the Dean.

Editor: Stephen R. Hagan  
 Designer: Steve Byers  
 Photos: Robert Perron, Steve Byers  
 Drawings: Robert Hoffman;  
 David Soleau

Wallingford Project  
 Drawing by David Soleau

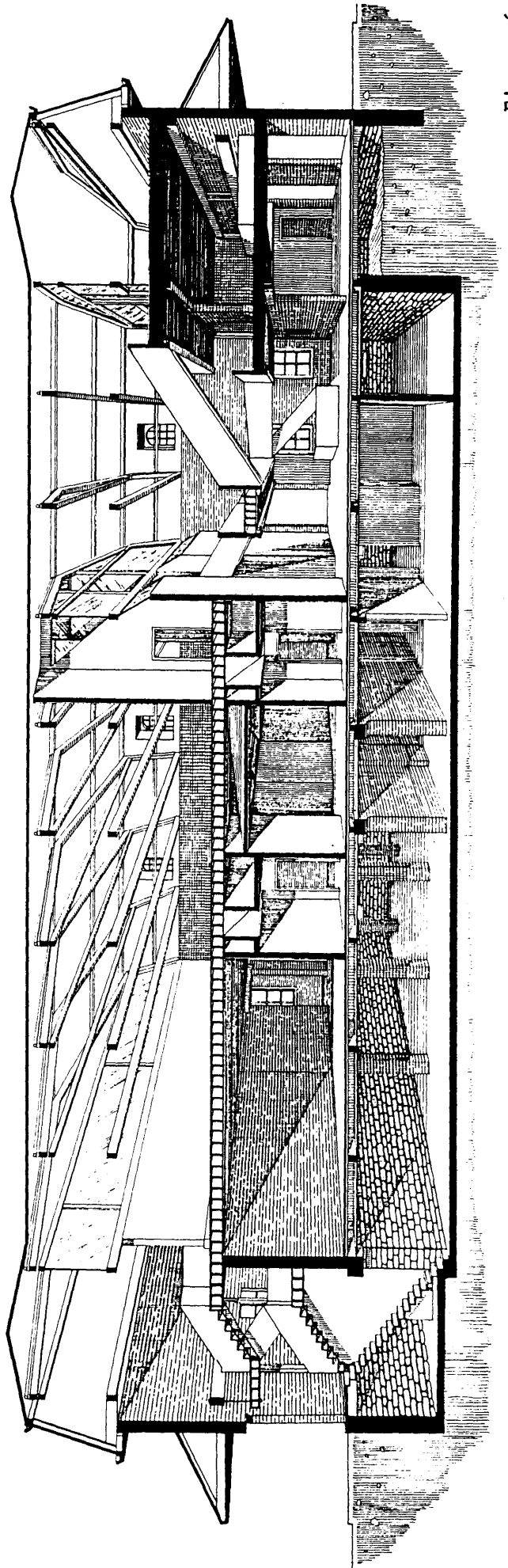


Figure 6