

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

AUG 1 1975

RECEIVED

DATE ENTERED

SEP 3 1975

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC New Haven Railroad Station

AND/OR COMMON  
Union Station**2 LOCATION**

STREET &amp; NUMBER Union Avenue

CITY, TOWN New Haven

STATE Connecticut

\_\_\_ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

3rd-Hon. Robert Giaimo

\_\_\_ VICINITY OF

CODE  
09COUNTY  
New HavenCODE  
009**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
___ DISTRICT	<input checked="" type="checkbox"/> PUBLIC	___ OCCUPIED	___ AGRICULTURE	___ MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	___ PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	___ COMMERCIAL	___ PARK
___ STRUCTURE	___ BOTH	___ WORK IN PROGRESS	___ EDUCATIONAL	___ PRIVATE RESIDENCE
___ SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	___ ENTERTAINMENT	___ RELIGIOUS
___ OBJECT	___ IN PROCESS	___ YES: RESTRICTED	___ GOVERNMENT	___ SCIENTIFIC
	___ BEING CONSIDERED	___ YES: UNRESTRICTED	___ INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	___ MILITARY	___ OTHER:

**4 OWNER OF PROPERTY**

NAME State of Connecticut-Department of Transportation

STREET & NUMBER  
24 Wolcott Hill RoadCITY, TOWN  
Wethersfield

\_\_\_ VICINITY OF

STATE  
Connecticut**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC. Hall of RecordsSTREET & NUMBER  
200 Orange St.CITY, TOWN  
New Haven,STATE  
Connecticut**6 REPRESENTATION IN EXISTING SURVEYS**TITLE  
Connecticut Statewide Inventory of Historic Resources

DATE

1975

\_\_\_ FEDERAL  STATE \_\_\_ COUNTY \_\_\_ LOCALDEPOSITORY FOR  
SURVEY RECORDS Connecticut Historical CommissionCITY, TOWN  
Hartford,STATE  
Connecticut

## 7 DESCRIPTION

### CONDITION

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

### CHECK ONE

UNALTERED  
 ALTERED

### CHECK ONE

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

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### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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The New Haven Railroad Station, or Union Station, was constructed in 1919-20 and designed by Cass Gilbert (1859-1934). The monumental, four-story, brick building is located on Union Avenue, named for the building, and it is a restrained example of the Second Renaissance Revival style.<sup>1</sup> The symmetrical facade is divided into three sections with the central portion projecting a few feet forward. The entire facade has a five foot high, crushed-stone and concrete base. Five monumental recessed arches rise three stories and contain the windows for the building's central section. The two flanking sections contain five evenly spaced vertical groupings of windows which also rise three stories. Above the third story a marble beltcourse extends the full length of the facade and visually sets off the fourth story windows. The fenestration of the fourth story central section is comprised of five groupings of three windows placed directly above the arches of the lower stories. In the flanking sections the fourth story windows are grouped in pairs and similarly spaced directly above the vertical groupings of windows on the lower three floors. The eave of the building is rendered in marble with the underside accentuated by guttae and diamond-shaped panels. The effect of a roof balustrade is created by a continuous row of skylights set back from the eave and separated by vertical supports. The exterior walls of the building are brick, set in a Flemish-bond pattern with glazed headers. The sides of the building are broken by symmetrical groupings of windows, as is the rear of the building which has a four-story fire escape.

At the base of the two outermost arches of the facade's central section are the station's main entrance doors. They lead to a three-story concourse which entirely fills the central section of the station. Directly across from the main entrances are a series of ticket windows. To the north of the entrance doors is a room formerly used as a restaurant and in the corners of the south end of the building are the former "retiring room for women" and "smoking room for men."<sup>2</sup> On the second story a now enclosed balcony runs the full length of the concourse on the east and west (front and rear) of the building. The interior is accented by ten large spherical lighting fixtures suspended on long chains from an ornate coffered, plaster ceiling. Three boxed and painted steel beams span the east-west axis of the concourse. The concourse floor consists of eight inch square brick tiles and the first-story walls are faced with marble. Above the first floor the brick core walls of the concourse are faced with concrete, imitation travertine marble blocks. The original oak benches for passengers are still in place in the concourse.

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**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 2

Parcel II, Waterbury National branch/Citytrust  
195 Grand Street, Waterbury

Citytrust  
Attn: Richard F. Meade  
Senior Vice President  
961 Main Street  
Bridgeport, CT 06602

Parcel III, Lincoln House  
35 Field Street, Waterbury

Katherine De Leon and Patrick DeLeon  
158 Grand Street  
P. O. Box 1875  
Waterbury, CT 06720

Parcel IV, Henry Sabin Chase Memorial Dispensary  
43 Field Street, Waterbury

Citytrust  
Attn: Richard F. Meade  
Senior Vice President  
961 Main Street  
Bridgeport, CT 06602

Parcel V, Municipal Building/City Hall  
235 Grand Street, Waterbury

City of Waterbury  
Attn: Mayor Edward D. Bergin, Jr.  
236 Grand Street  
Waterbury, CT 06702

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CONTINUATION SHEET

ITEM NUMBER 7

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In the two flanking sections of the building the second and third floors are divided into office space. The fourth floor, which also consists of office space, runs the entire length of the building. Below the first floor is a full basement which contains the heating and ventilating systems.

Union Station has undergone limited alterations, the most significant of which is the enclosing of the second story balcony of the concourse. This occurred in the 1940's to provide space for a U.S.O. lounge and servicemen's facilities.<sup>3</sup> A newsstand and lunch counter in the 1940's replaced an information center in the middle of the concourse. Other minor alterations consist of closing a north entrance to the building and the subdivision and remodeling of office space.

Footnotes

<sup>1</sup>Marcus Whiffen, American Architecture Since 1780: A Guide to the Styles. (1969), pp. 154-58 "The Second Renaissance Revival."

<sup>2</sup>"Trains Come and Go in New R.R. Station Here," New Haven Journal Courier, 5 April, 1920, p. 3.

<sup>3</sup>"Building That's Never Locked is Host to Varied Thousands," New Haven Register, 22 January, 1956, p. 7.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The primary significance of Union Station is its history as the central station and home office for the once preeminent New Haven Railroad during a period of rail dominance as a transportation means. Much of New Haven's importance as a focal point for New England rail traffic is directly linked to Union Station. It stands as a symbol of New Haven's and New England's dependence on rail transportation which, over the years, contributed extensively to the growth of commerce and industry in the area and provided an elegant gateway to the City.

The Station is also noteworthy because it was designed by Cass Gilbert one of America's leading architects during the first quarter of this century. Gilbert, who began his career with the firm of McKim, Mead and White, established his own office with James Knox Taylor at St. Paul, Minnesota, in 1880.<sup>4</sup> During the next fifty years he received a wealth of commissions, including the state capitols of Minnesota (1895), Arkansas (rebuilding, 1912), and West Virginia (1928). Gilbert also designed the sixty-story Woolworth Building (1912) in New York, at the time the tallest building in the world, and the United States Supreme Court Building (1934).

The name Union Station symbolized the building's function as the nexus for several New England railroads. It was the third station in New Haven, built to replace the former Union Station which burned May 9, 1918.<sup>5</sup> The existing station, which opened April 5, 1920,<sup>6</sup> is an example of a rapidly disappearing species of building in which monumental interior space and precise proportions are essential to the structure's harmony. Union Station epitomizes Gilbert's personal architectural credo: that "no matter how ornate or how simple and plain a structure may be, in the last analysis, its principal claim to beauty lies in its proportions, not in its adornment."<sup>7</sup>

Footnotes

<sup>1</sup> "Cass Gilbert," National Cyclopedia of American Biography, (1937), Vol. 26, p. 20.

<sup>2</sup> "New Ramp Enclosure Being Built at Railroad Station Here," New Haven Register, 16 December, 1954.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Drawings:

N.Y., N.H., & H. R. R. Station at New Haven, Connecticut. Drawings Nos. 1-8, 501-505, 201-202. Dated 9/10/1917 to 12/8/1917 (Department of Transportation, State of Connecticut, Wethersfield, Conn.)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one (1)

UTM REFERENCES

A	18	67.3560	457.3650
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
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STATE	CODE	COUNTY	CODE
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# 11 FORM PREPARED BY

NAME / TITLE

Stephen J. Raiche

ORGANIZATION

Connecticut Historical Commission

DATE 5/5/75

STREET & NUMBER

59 South Prospect St.

TELEPHONE

203-566-3005

CITY OR TOWN

Hartford,

STATE

CT

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

*John W. Shuman*

TITLE

STATE HISTORIC PRESERVATION OFFICER

DATE

5/22/75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*Ernest A. Carnally*

DATE

SEP 3 1975

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

*Charles A. ...*

DATE

9-2-75

KEEPER OF THE NATIONAL REGISTER

*ack*