

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 94001445 Date Listed: 12/21/94

Deep River Freight Station ~~Litchfield~~ Middlesex CT
Property Name County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

John *Robert Savage*
Signature of the Keeper

12/21/94
Date of Action

=====
Amended Items in Nomination:

8. Statement of Significance: Area(s) and Criteria

Criterion A applies to the documented significance of the property under the area of Transportation.

This information has been confirmed with John Herzan, National Register Coordinator, CTSHPO, by telephone.

DISTRIBUTION:
National Register property file
Nominating Authority (without attachment)

RECEIVED

13

NOV 8 1994

INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and historic districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each section in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Deep River Freight Station

other names/site number _____

2. Location

street & number 152 River Street not for publication

city or town Deep River vicinity

state Connecticut code CT county Middlesex code 005 zip code 06417

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 11/02/94
Signature of certifying official/Title Date
Director, Connecticut Historical Commission
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

[Signature] _____
Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

[Signature] _____ Date of Action 12/21/94
Signature of the Keeper

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
2	0	objects
3	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/train depot

Current Functions

(Enter categories from instructions)

TRANSPORTATION/office/storage

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

Materials

(Enter categories from instructions)

foundation stone

walls weatherboard

roof asphalt

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of 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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

c. 1915 - c. 1940

Significant Dates

c. 1915

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

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

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:

Deep River Freight Station

Middlesex, CT

Name of Property

County and State

10. Geographical Data

Acreege of Property 2

UTM References

(Place additional UTM references on a continuation sheet.)

1 1 8 7 1 5 1 1 0 4 5 8 5 4 8 0
Zone Easting Northing

3 Zone Easting Northing
4 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 Reviewed by John Herzan, National Register Coordinator

name/title Jan Cunningham, National Register Consultant

organization Cunningham Associates Ltd. date 7/10/94

street & number 37 Orange Road telephone (203) 347 4072

city or town Middletown state CT zip code 06457

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 Department of Environmental Protection, State of Connecticut

street & number 165 Capitol Avenue telephone (203) 566 5599

city or town Hartford state CT zip code 06106

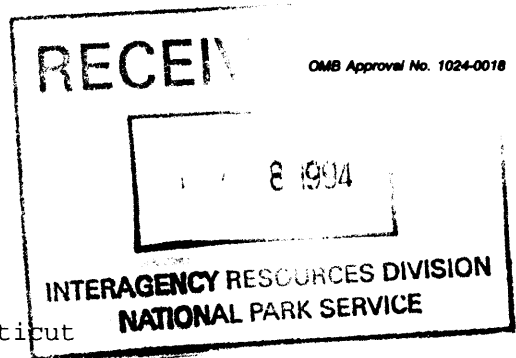
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain 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.

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Deep River Freight Station, Middlesex County, Connecticut



Section number 7 Page 1

The Deep River Freight Station is located next to the tracks of the Connecticut Valley Railroad right-of-way on the west bank of the Connecticut River. It is bordered on its west side by River Street. On the river side of the tracks to the east and north are the the Deep River Town Dock and the docking facilities of the Deep River Navigation Company, which operates a river cruise line. A former brick factory and houses, all dating from the nineteenth century, are located to the west. The center of the Town of Deep River is located approximately three-quarters of a mile to the southwest of the station.

The freight station is a wood-frame building constructed about 1915 by the New York, New Haven, and Hartford Railroad (Photograph #s 1, 2, 3, 4, 5). Other structures on the property include railroad tracks, switches, and signals. (See Exhibit A for location and identification.) Several boxcars sit on the adjacent sidings. The switches, contributing objects that probably date from about 1900, are manually operated devices to change the position of the track. They are equipped with signalling devices, which consist of round painted metal circles set on metal standards (Photograph #6). These also operate manually.

The exterior appearance of the freight station has changed very little since it was built. Typical of its type and period, it is one-story in height with a rectangular plan (25' x 40'). Massive exposed wooden sills carry the weight of the building and are supported by brownstone piers. Original loading docks with thick planking are found at the north and south end elevations. The one at the north end continues around part of the east side elevation. The low gable roof has a wide overhang supported by slim wooden braces along the long side elevations. Those on the east side are more ornate with an additional vertical member terminating in a decorative wooden drop. Plain angled braces are used in the gable ends, but small wooden consoles are found at their bases. The lower half of the east long wall is sheathed with vertical boards. Clapboarding is displayed on the upper half of this elevation and on the rest of the building. The original sliding freight doors, with diagonal boarding, remain in place on the south, north, and west walls. One original six-over-six window remains in place on the south end wall.

The building has been partially renovated for use by the Deep River Navigation Company. New windows have been installed to provide light and ventilation to modern offices on the east side of the building, which take up about one third of the floor space. The remainder of the interior is unchanged: interior wooden roof trusses and plank flooring remain in place (Photograph #7).

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Deep River Freight Station, Middlesex County, Connecticut

Section number 8 Page 1

The Deep River Freight Station is one of the few remaining tangible illustrations of the end stage of historic rail service in Connecticut. A significant and well-preserved example of a once common type of railroad building, it was constructed in the early twentieth century, a period when most of the independent nineteenth-century railroads in the state had become part of a giant railroad monopoly controlled by the New York, New Haven, and Hartford Railroad. The freight station has added significance because it is preserved in its original historic context and still associated with a functioning steam railroad line.

Architectural Significance

The Deep River Freight Station is a representative example of the type of building used for both passenger and freight service in the Northeast in the early twentieth century and one of only two surviving in the lower Connecticut River Valley. Quite similar to an extant freight station built at Essex (the next station on this line to the south) built about the same time, it is a straightforward functional structure which has generally retained its integrity of form and materials. Decorative brackets provide the only stylistic detail. Recent changes to the building have been minimal and have not obscured much of its characteristic exterior. The renovation replicated most of the original sheathing and preserved the original loading doors and docks. The c. 1900 framing methods and plain interior finishes are still readily visible in the large space given over to storage.

Historical Background

The Deep River Freight Station was constructed by the Valley Division of the New York, New Haven, and Hartford Railroad, a branch line originally chartered in 1872 as the Connecticut Valley Railroad. One of the last independent lines to be built in the state, the Connecticut Valley line ran from Saybrook Point to Hartford. It was taken over by the New York, New Haven, and Hartford in 1887, then under the management of New York financiers J.P. Morgan, William Rockefeller, and Charles Mellon. Operating in an era of little federal control or regulation, these railroad barons were able to establish a monopoly which by 1890 controlled 90 percent of New England's rail service. When the federal government began to regulate the railroad industry and require rail companies to improve safety conditions and upgrade their facilities in the early twentieth century, new passenger and freight stations were built along the Valley line and today only this station and the one at Essex still remain.

The Connecticut Valley Railroad was one of the last nineteenth-century railroad lines to be built in Connecticut. Railroading in Connecticut began in the 1830s, when rail lines were constructed along the coast, and by 1870 most cities and towns in the state had access to rail service. The first company chartered to build this line from Hartford to Saybrook Point, where connections could be made with the regular steamboat service to New York. Regular service on the Connecticut Valley line started in July 1871 with four passenger trains and one mixed train daily, making 15 stops along the way. In 1872 an additional half mile of track, mostly laid on trestles over water,

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Deep River Freight Station, Middlesex County, Connecticut

Section number 8 Page 2

extended the line from Saybrook Point to the village of Fenwick, a newly fashionable summer resort. Regular service took 2 1/2 hours from Hartford to Fenwick and there were special excursion trains for beachgoers.

Within a decade the Connecticut Valley Railroad became overextended. After it had leased lines north of Hartford from the Connecticut Central and the Springfield and New London Railroads and defaulted on its second mortgage bonds, the company went into receivership. It was taken over in 1880 by the Hartford and Connecticut Railroad, a new company apparently founded to allow the New York, Hartford, and New Haven Railroad to assume control with a 99-year lease. When forced to comply with new federal regulations, especially the Interstate Commerce Act of 1887, the New York, New Haven and Hartford Railroad began to invest in more modern equipment and better track. By 1920 the company had built many new freight and passenger station houses along the Valley line, including the existing freight house here and the one at Essex. Despite these improvements, the line was not very profitable and the company had to retrench. The demand for passenger transportation rapidly declined after automobiles became a common mode of travel. All service to Fenwick over the South Cove trestle ended in 1916 and passenger service on the rest of the line was eliminated by 1933. Even though there was a limited amount of industry in the lower Connecticut Valley, rail freight service continued for a time but it was in competition with the developing trucking industry. The Valley line was abandoned below Middletown shortly after the New York, New Haven, and Hartford Railroad went bankrupt in 1961.

There were several groups of railroad *aficionados* in Connecticut at that time; all of them owned old steam-powered rolling stock. Although a few ran special trains from time to time on operating commercial lines, the goal of all these groups was to own a railroad. After inspecting several defunct branch lines in the state, these groups formed the Connecticut Valley Railroad Association in order to take over the abandoned Valley line, then owned by Penn Central, for a tourist railroad. As planned, the Connecticut Park and Forest Department, now the Department of Environmental Protection, with the goal of controlling commercial development along this scenic right-of-way next to the Connecticut River, took title to the line in 1969 and leased it to the Connecticut Valley Railroad in 1970. The new railroad was authorized to operate passenger and freight service from Old Saybrook to Maromds, just south of Middletown, a distance of about 28 miles. Antique rolling stock was brought to Essex and put in operating condition, but thousands of volunteer hours were needed to restore some of the badly deteriorated track. The first tourist steam train made its maiden run on July 29, 1971, the centennial anniversary of the line. Initially only three miles of track were restored from Essex to Deep River, where connection can be made with riverboats run by the Deep River Navigation Company. By 1983 the line was extended to Chester, a total distance of 5 1/2 miles, and now the track is clear as far north as Haddam, 11 miles from Essex. Today 140,000 tourists ride the Valley Railroad excursion trains each year.

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Deep River Freight Station, Middlesex County, Connecticut

Section number 9/10 Page 1

Major Bibliographic References

Nelligan, Tom. The Valley Railroad Story. New York: Quadrant Press, 1983.

Verbal Boundary Description

The nominated property is delineated on the attached map which was drawn to scale from Deep River Tax Assessor's Map No. 62.

Boundary Justification

The boundaries of the nominated property were drawn to include all the structures and right-of-way associated historically with the Deep River Freight Station which are still extant.

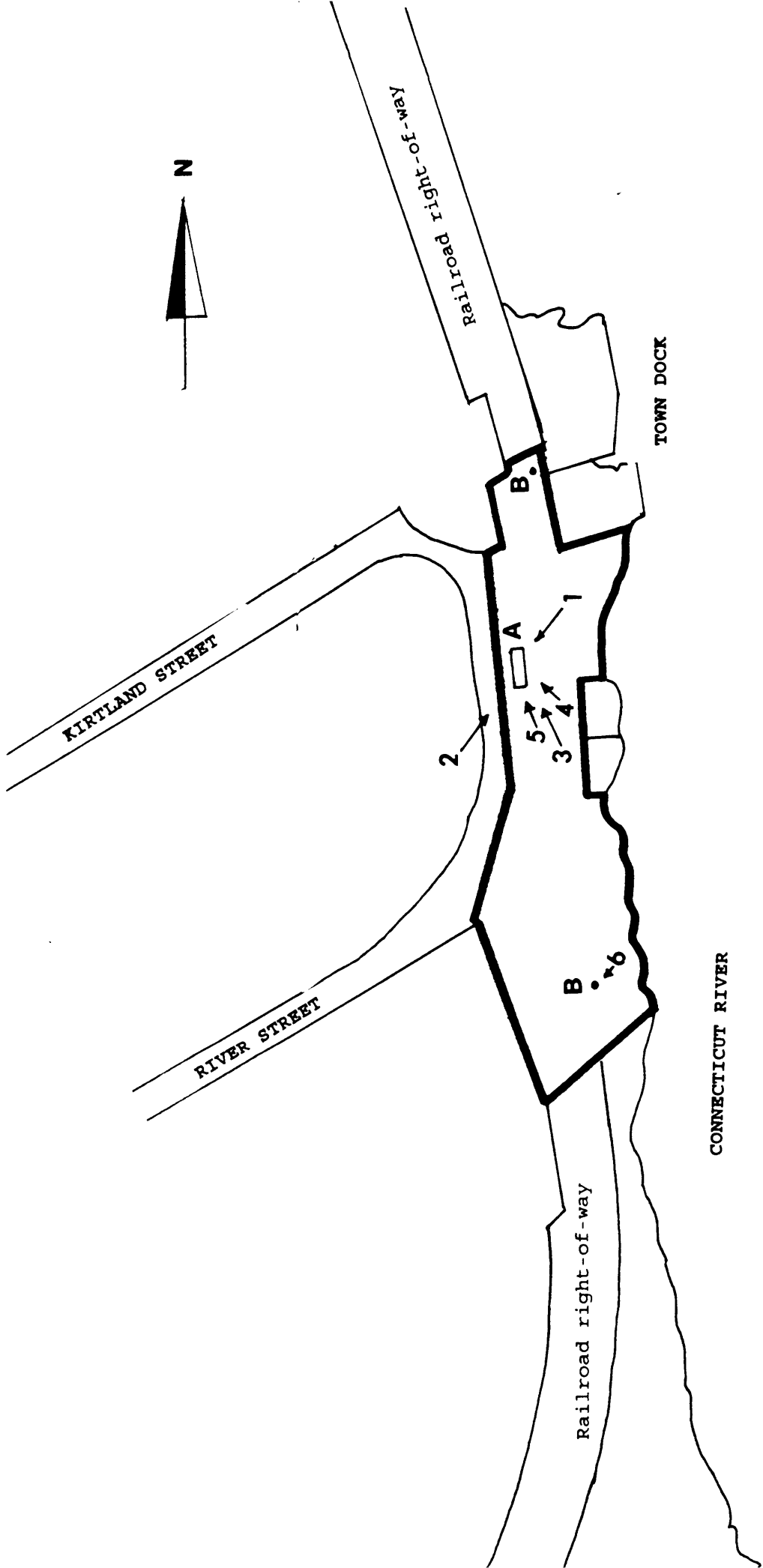


EXHIBIT A: DEEP RIVER FREIGHT STATION

- A Freight Station
- B Switches/Signals
- # Photograph Views

Bold Line is boundary of nominated property
 Drawn from Deep River Tax Assessor's Map #62
 Cunningham Associates Ltd. 7/94

