

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Connecticut	
COUNTY: Hartford	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
AUG 25 1972	

1. NAME

COMMON:
Farmington River Railroad Bridge

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
spans the Farmington River and Pleasant Street, just west of Palisado Ave.

CITY OR TOWN:
Windsor

STATE Connecticut	CODE 09	COUNTY: Hartford	CODE 003
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Penn Central Railroad

STREET AND NUMBER:

CITY OR TOWN:
New York

STATE:
New York

CODE:
31

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Town Hall

STREET AND NUMBER:

CITY OR TOWN:
Windsor

STATE:
Connecticut

CODE:
09

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Connecticut Historic Structures and Landmarks Survey

DATE OF SURVEY: 1966 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Connecticut Historical Commission

STREET AND NUMBER:
54 Pratt Street

CITY OR TOWN:
Hartford

STATE:
Connecticut

CODE:
09

SEE INSTRUCTIONS

STATE: Connecticut

COUNTY: Hartford

ENTRY NUMBER: AUG 25 1972

FOR NPS USE ONLY

DATE

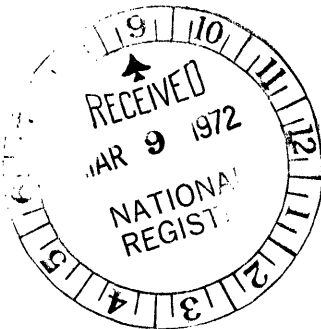
7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Composed of seven impressive arches that span a river and a road along one bank, this example of civil engineering of more than a century ago carries the two tracks of the Penn Central Railroad main line between Hartford, Connecticut and Springfield, Massachusetts. Viewed from either side, the structure appears perfectly straight, but a sight taken close to the stonework reveals a slight curve toward the east to accommodate the alignment of the rails. Building material is the Connecticut Valley sandstone characteristic of a wide area in the vicinity, dressed into large rectangular blocks of varied dimension. The arches spring from massive piers of the same stone, whose width is extended upward in a pilaster effect to the capstones of the spandrels. This lends a texture to the plane of the wall surface beyond that of the rough-cut masonry work and defines the segments of the whole construction. Large capstones overlap by several inches the thickness of the spandrels and pilasters and finish off the top of the stonework in a suitably massive manner, with an extra block above and emphasizing each pilaster.

Set into the west side of the arch which spans the road is a carved sandstone block with the legend in raised letters: "Erected A.D. 1867". Aside from periodic repointing of the stonework, a century of difference in track construction, and a concrete reinforcement around the base of one pier, the bridge presents very much the same appearance that it must have offered more than one hundred years ago at the time of its completion.



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3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1867

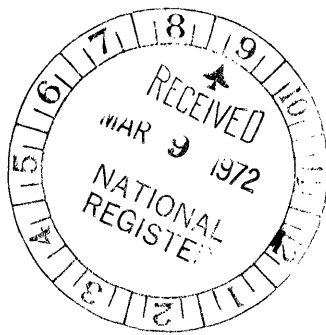
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

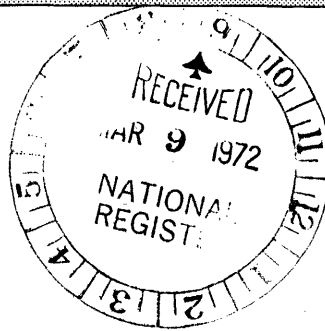
STATEMENT OF SIGNIFICANCE

This bridge is among the most impressive examples surviving in Connecticut of 19th century civil engineering. Today it would be framed of steel or formed of reinforced concrete. But the masons of the immediate post-Civil War years cut their material from the common rock of the region, fortunately a comparatively soft and readily worked variety, and laid it to form a structure that has not only survived intact for more than a century and appears equal to another such span of years, but daily carries trains on a main route that are far heavier and faster than those for which it was originally designed. A minimum of proper periodic maintenance seems all that is needed to perpetuate this monument to high skill in both design and construction. Aesthetically also the bridge is of importance, its succession of arches spanning and reflected in the water of the Connecticut River, and suggesting the similar form of Roman aqueducts. It should be classed with well-known masonry viaducts on railroad lines in other parts of the country, such as those at Relay, Maryland, and Starrucca, Pennsylvania.

SEE INSTRUCTIONS



9 MAJOR BIBLIOGRAPHICAL REFERENCES



10 GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		41°	51'	28"
NE	° ' "	° ' "		72°	38'	30"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one acre

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

STATE:	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME AND TITLE:
Susan Babbitt, Administrative Trainee

ORGANIZATION: Connecticut Historical Commission DATE: February 15, 1972

STREET AND NUMBER:
54 Pratt Street

CITY OR TOWN: Hartford STATE: Connecticut CODE: 09

12 STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: *[Signature]*
Title: State Liaison Officer

Date: February 17, 1972

I hereby certify that this property is included in the National Register.

[Signature]
Chief, Office of Archeology and Historic Preservation

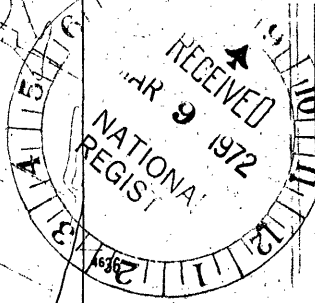
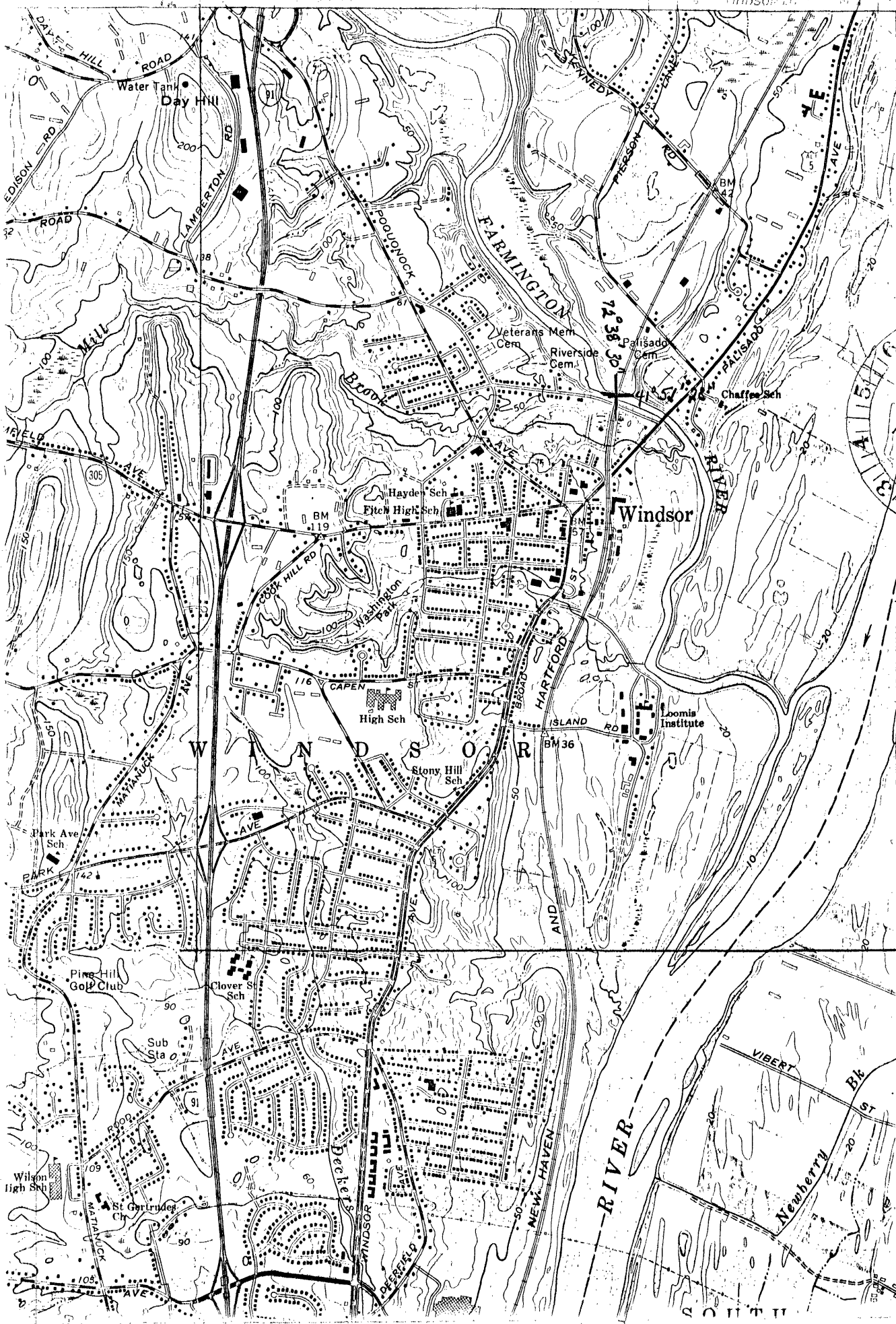
Date: 8/25/72

ATTEST:
[Signature]
Keeper of The National Register

Date: _____

SEE INSTRUCTIONS

41° 52' 30"



370 000 FEET

50'

