

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

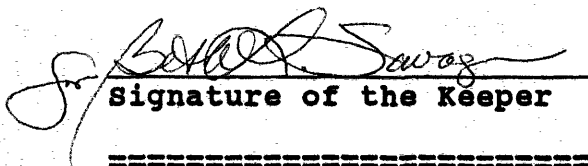
SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000027 Date Listed: 02/29/96

Endee Manor Historic District Hartford 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.


Signature of the Keeper

2/29/96
Date of Action

=====
Amended Items in Nomination:

10. Geographical Data: Acreage

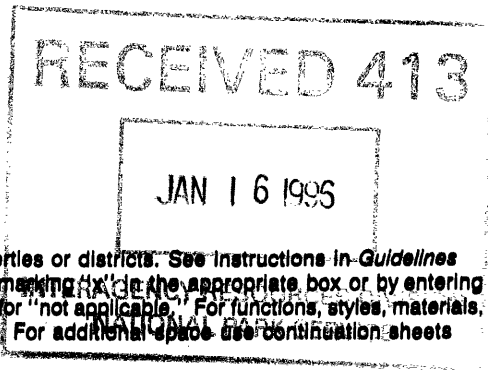
The acreage is 12.

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

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

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 of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Endee Manor Historic District other names/site number

2. Location

street & number See inventory item #7 not for publication city, town Bristol vicinity state Connecticut code CT county Hartford code 003 zip code 06010

3. Classification

Table with 3 columns: Ownership of Property (private, public-local, public-State, public-Federal), Category of Property (building(s), district, site, structure, object), and Number of Resources within Property (Contributing, Noncontributing, Total).

Name of related multiple property listing: N/A Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet. Signature of certifying official: John W. Shanahan, Director, Connecticut Historical Commission. Date: 12/1/95.

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet. Signature of commenting or other official. Date.

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:). Signature of the Keeper: Peter A. Swartz. Date of Action: 2/29/96.

6. Function or Use

Historic Functions (enter categories from instructions)

~~DOMESTIC/single dwelling~~
~~DOMESTIC/multiple dwelling~~
~~DOMESTIC/garage~~

Current Functions (enter categories from instructions)

~~DOMESTIC/single dwelling~~
~~DOMESTIC/multiple dwelling~~
~~DOMESTIC/garage~~

7. Description

Architectural Classification
(enter categories from instructions)

~~LATE 19TH AND EARLY 20TH-~~
~~CENTURY AMERICAN MOVEMENTS/~~
~~bungalow/bungaloid/American Four-~~
~~square~~

Materials (enter categories from instructions)

foundation ~~stone~~
walls ~~WOOD/shingle/clapboard~~
roof ~~asphalt shingle~~
other _____

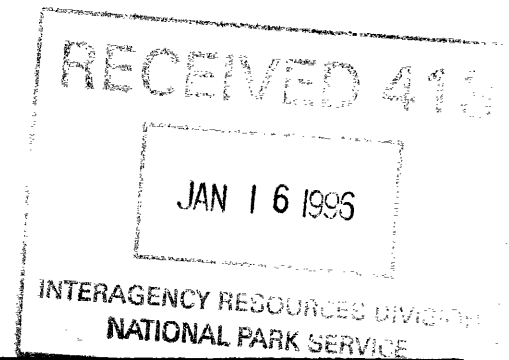
Describe present and historic physical appearance.

Endee Manor was the largest workers' housing development built in Bristol in the mid-1910s. Constructed in 1916-1917, it consists of 102 frame houses of one to two stories, set on small lots on three adjacent streets. (See Figure 1, Plot Plan, Endee Manor) Built in the northwest corner of Bristol, the development was close to the New Departure shops and is bounded by West Cemetery, Rockwell Park, the New York and New Haven Railroad line, and Terryville Avenue. Few of the residences have received significant additions, although most have been sheathed in new sidings and free-standing garages were added at the rear of most lots. Most of the garages appear to have been built within ten years of the completion of the development. Because all the houses were built within four months of each other and none of the developable lots were left empty, Endee Manor presents an extremely cohesive appearance. The neighborhood was constructed in a pocket formed by West Cemetery, Rockwell Park, the railroad line, and Terryville Avenue. These surrounding features were already established by 1916 and have not altered.

The houses include both single and multi-family residences, ranging in size, plan, and style, but with eight different types predominating. At the same time that the houses were built streets, curbs, and sidewalks were constructed, gardens were laid out, and lawns were seeded. Streetlamps were provided and trees were planted between the sidewalks and the streets. Originally the entrance to the neighborhood at the intersections of Sherman Street and Terryville Avenue was marked by a pair of short stone pillars surmounted by lights.¹ A streetlight was also installed in a small circular island at the intersection of Sherman and Mills and Sherman and Putnam streets. These pillars and lights have not survived, but the tree-lined streets, original sidewalks, and several cobblestone retaining walls have. The row of trees located in the strip between the street and the sidewalk compliments the character of the district as well as preserving the original landscape plan. The overall effect is picturesque and attractive.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 1

The picturesque quality is enhanced by the hilly terrain, the wooded boundary of the park to the south, and the informal but graceful curving lines of several of the streets in contrast with the straight line of Sherman Avenue, the main entrance to the neighborhood. Although the lot sizes are small, each house has a private yard. The houses are also modest in terms of size and ornamentation, but the use of a number of different house types, varied sidings, including square-cut shingles and clapboard, and cobblestone foundations and some distinctive wood trim give each of the residences a feeling of originality while maintaining overall harmony of design within the neighborhood.

House Types

More than ten different house types are used at Endee Manor. All the houses are of frame construction with cobblestone foundations. The following eleven are the most common:

Type A: 2-family house; 2 stories tall, American Foursquare type; 2 bays wide by 4 bays deep. Hipped roof porches shelter entrances on 2 sides. (i.e., Photograph #3)

Type B: Single-family house; 2 stories tall with hipped roof; 3 bays wide by 2 bays deep. (i.e., Photograph #5)

Type C: 2-family house; 2 stories tall set with gable end facing street; 4 bays wide, with 2-story hipped roof porch sheltering 2 bays.

Type D: Single-family house; 1 1/2 story bungalow; gable roof with shed dormer facing street. 3 bays wide sheltered by front porch. Small three-sided projecting bay on side elevation. (i.e., Photograph #4)

Type E: Single-family house; 1 1/2 stories tall with gambrel roof set with gable end facing street. Shed dormers on side elevations; front and side porches.

Type F: 2-family house; 2 stories tall with hipped roof; 3 bays wide. 2-story hipped roof porch projects from side elevation.

Type G: 2-family house; 2-stories tall with hipped roof; 2 bays wide by 4 bays deep. 2-story hipped roof porch shelters one bay. (i.e., Photograph #2)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 2

Type H: Single-family house; 1-story bungalow; gable roof; 2 bays wide by 3 deep. Gable-roof porch shelters 1 bay. (i.e., see two in foreground of Photograph #8)

Type I: Single-family house; 2 stories tall with hipped roof; 4 bays wide by 2 bays deep. 1 1/2-story gable roof ell at rear.

Type J: Single-family house, 2 stories tall with gable roof; 2 bays wide by 3 bays deep.

Type K: 2-family house; 2 stories tall with hipped roof; hipped roof hoods over both entries.

Inventory

C=Contributes to significance of district
NC=Does not contribute to significance of district

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Mills Street</u>		
2 B: Shingled.	1	
9 D: Upper story shingled, lower story sheathed in clapboard. 1-story frame hipped roof garage. (Photograph #4)	2	
6-8 C: Sheathed in synthetic siding. Enclosed porch with louvered windows. 1-story frame hipped-roof 2-car garage.	2	
12-14 F: Shingled. Pedimented hood over one entry. Enclosed porch. 1-story frame hipped-roof 2-car garage.	2	
16-18 G: Upper story shingled, lower story sheathed in clapboard. Pedimented hood over one entry.	1	
19 A: Sheathed in clapboard. Doric porch columns. 1-story frame 2-car garage with clipped gable roof.	2	

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 3

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Mills Street continued</u>		
26 B: Sheathed in synthetic siding. Square porch columns with Doric caps.	1	
27-29 G: Sheathed in vinyl siding. Modern rebuilt porch. 1-story frame 2-car garage with clipped gable roof.	2	
30-32 C: Sheathed in aluminum siding. 1 1/2-story frame 2-car garage clipped gable roof.	2	
33-35 G: Sheathed in vinyl siding. 1-story frame and masonry 2-car garage.	2	
34-36 G: Upper story shingled, lower story sheathed in clapboard. Pedimented hood over one entry.	1	
38-40 C: Sheathed in vinyl siding. 1 1/2-story frame 2-car garage. Cobblestone retaining wall between 38-40 and 42-44.	2	
39 H: Sheathed in vinyl siding. 1-story frame 2-car garage.	2	
42-44 G: Sheathed in vinyl siding. 1-story frame 2-car garage.	2	

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Endee Manor Historic District, Bristol, CT

Section number 7 Page 4

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Mills Street continued</u>		
43	E: Sheathed in vinyl siding. Enclosed porch. 1-story frame 2-car garage with clipped gable roof.	2
47	D: Sheathed in vinyl siding. Doric colonettes on porch. 2-story addition on west side.	1
48-50	F: Shingled. Pergola over one entry. 1-story frame hipped-roof 2-car garage. (entry to #50: Photograph 7)	2
54-56	G: Sheathed in vinyl siding. Enclosed porch. Pedimented hood over one entry.	1
57	A: Sheathed in clapboard. Doric columns on front porch; enclosed side porch. 1-story frame 2-car garage. (Photograph #3)	2
58-60	G: Sheathed in aluminium siding. 1-story frame hipped-roof 2-car garage. Cobblestone retaining wall between 54-56 and 58-60.	2
62-64	F: Sheathed in aluminium siding. Enclosed porch.	1
66-68	G: Sheathed in synthetic siding. Pedimented hood over one entry.	1

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 5

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Mills Street continued</u>		
70-72 B: Sheathed in shingles.	1	
<u>Putnam Street</u>		
2 See #12 Sherman St.		
6-8 C: Sheathed in vinyl siding. Enclosed porch.	1	
12-14 F: Sheathed in synthetic siding. Pedimented hood over one entry. Enclosed porch. 1-story frame hipped-roof 2-car garage.	2	
17 E: Sheathed in aluminum siding. Enclosed porch.	1	
18-20 G: Sheathed in vinyl siding. Hipped roof hood over one entry. Enclosed porch. 1-story frame flat-roof 2-car garage.	2	
24-26 G: Upper story shingled, lower story sheathed with synthetic siding.	1	
25 A: Sheathed in vinyl siding. Doric columns on front porch. 1-story hipped-roof 2-car garage.	2	

United States Department of the Interior.
National Park Service

**National Register of Historic Places
Continuation Sheet**

Endee Manor Historic District, Bristol, CT

Section number 7 Page 6

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Putnam Street continued</u>		
29-31 C: Sheathed in aluminum siding. Enclosed porch. 1-story frame hipped-roof 2-car garage. Retaining wall between 29-31 and 35.	2	
30-32 F: Shingled. Doric columns on 2nd-floor porch.	1	
34-36 K: Upper story shingled, lower story sheathed in clapboard. Slightly different hipped roof hoods on each entry. (entry to #34: Photograph #6)	1	
35 B: Sheathed in synthetic siding. Front porch has Doric columns.	1	
37-39 F: Sheathed in aluminum siding. Enclosed porch. 1-story frame 2-car garage with clipped gable roof.	2	
38-40 C: Sheathed in aluminium siding. Enclosed porch.	1	
41-43 G: Sheathed in synthetic siding. Replacement posts and rails on porch. Hipped-roof hood over one entry. 1-story frame 2-car garage.	2	

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 7

<u>Street Name / Number</u>		<u>Number of Resources</u>	
		<u>C</u>	<u>NC</u>
<u>Putnam Street continued</u>			
42-44	G: Sheathed in vinyl siding. Enclosed porch. Hipped-roof hood over one entry.	1	
46	B: Upper story shingled, lower story sheathed in flush vertical boards. Porch removed.	1	
47-49	G: Sheathed in vinyl siding. Pedimented hood over one entry. Enclosed porch. 1-story frame garage.	2	
48-50	F: Sheathed in vinyl siding. Pedimented hood over one entry. 1 1/2-story frame 2-car garage.	2	
53-55	G: Upper story shingled, lower story sheathed in clapboard. Hipped- roof hood over one entry. Doric columns on 1st-floor porch. 1 1/2- story frame 2-car garage. (Photograph # 2)	2	
59	I: Shingled. 1-story frame garage.	2	
60	E: Sheathed in vinyl siding. Enclosed porch. 1-story frame garage.	2	
63	E: Sheathed in vinyl siding. Replacement front porch.	1	

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 8

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Putnam Street continued</u>		
64 J:	1	
67 D: Sheathed in vinyl siding. Doric columns on porch.	1	
68 D: Sheathed in aluminum siding.	1	
71-73 G: Sheathed in vinyl siding. Enclosed porch. Pedimented hood over one entry. 1-story frame 2-car garage with clipped gable roof.	2	
72 E: Upper story shingled; lower sheathed in clapboard. Enclosed porch.	1	
76-78 F: Sheathed in synthetic siding. Pedimented hood over one entry.	1	
77-79 C: Sheathed in vinyl siding. 1-story frame 2-car garage.	2	
80-82 G: Sheathed in synthetic siding. Enclosed porch. New porch added on west elevation. 1-story frame 2-car garage.	2	
81-83 G: Sheathed in synthetic siding. Enclosed porch on 1st floor. 1-story frame 2-car garage with flat roof.	2	

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 9

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Putnam Street continued</u>		
84-86 G: Sheathed in vinyl siding. Pedimented hood over one entry. 1-story frame 2-car garage.	2	
85-87 F: Shingled. Pedimented hood over one entry. Enclosed porch.	1	
88-90 G: Sheathed in synthetic siding. Hipped-roof hood over one entry. 1-story frame garage.	1	
89-91 G: Sheathed in synthetic siding. Pedimented hood over one entry.	1	
92-94 G: Upper story shingled, lower story sheathed in clapboard. Pedimented hood over one entry. Enclosed porch. 1-story frame 2-car garage.	2	
95 J: Sheathed in synthetic siding.	1	
96-98 G: Sheathed in vinyl siding. 1-story frame 2-car garage.	2	
97-99 G: Upper story shingled, lower story sheathed in clapboard. Hipped-roof hood over one entry. Enclosed porch.	1	

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Endee Manor Historic District, Bristol, CT

Section number 7 Page 10

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Putnam Street continued</u>		
100-102 G: Upper story shingled, lower story sheathed in clapboard. Pedimented hood over one entry. Doric columns on 2nd-floor porch. 1-story masonry block 2-car garage.	1	1
103-105 A: Sheathed in synthetic siding. Enclosed front porch.	1	
104-106 G: Upper story shingled, lower sheathed in clapboard. Hipped-roof hood over one entry. Trellis-pattern posts and rails on 2nd-floor porch.	1	
108-110 C: Upper story shingled, lower sheathed in clapboard. Pergola over one entry.	1	
112-114 F: Sheathed in synthetic siding. Enclosed porch. Pedimented hood over one entry. 1-story frame 2-car garage.	2	
118 E: Sheathed in vinyl siding. Doric columns on front porch. 1-story frame garage.	2	
122-124 G: Sheathed in synthetic siding. Hipped roof hood over one entry. Enclosed porch.	1	

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 11

<u>Street Name / Number</u>		<u>Number of Resources</u>	
		<u>C</u>	<u>NC</u>
<u>Putnam Street continued</u>			
128	I: Shingled. 1-story hipped-roof front porch with Doric columns. (Photograph #8)	1	
130	H: Sheathed in vinyl siding. 1-story frame garage. (Photograph #8)	2	
136	H: Sheathed in vinyl siding. 1-story frame hipped-roof garage. (Photograph #8)	2	
<u>Sherman Street</u>			
3	A: Sheathed in synthetic siding. (Photograph #1)	1	
6-8	A: Sheathed in vinyl siding. 1-story frame 2-car garage.	2	
7-9	C: Upper story shingled, lower story sheathed in siding. Doric columns on 2nd-floor porch. 2-story frame 2-car garage. (Photograph # 1)	2	
11	D: Enclosed front porch. 1 1/2-story frame 2-car garage. (Photograph #1)	2	
12	A: Enclosed porch on Sherman St. elevation, open porch on Putnam St. side. (#2 Putnam)	1	

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Endee Manor Historic District, Bristol, CT

Section number 7 Page 12

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Sherman Street continued</u>		
17 E: Turned columns on small side porch. 1-story frame garage. (Photograph #1)	2	
23 B: 1-story frame hipped-roof garage.	2	
26 A: Porch columns replaced with square timbers, but their Doric caps retained.		1
27-29 A: Shingled. Porch enclosed on 1st floor. 1-story frame hipped-roof 2-car garage.	2	
32 D: Sheathed in synthetic siding. Doric half columns on porch rail. 1-story frame 2-car garage.	2	
33-35 C: Enclosed porch and new porch added at side entry. Sheathed in vinyl siding.	1	
34-36 C: Sheathed in vinyl siding. 1 1/2-story frame 2-car garage.	2	
37-39 A: Pergola over one entry. Sheathed in siding. 1-story frame garage.	2	
38-40 F: Sheathed in vinyl siding. Shed- roof hood over one entry.	1	

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Endee Manor Historic District, Bristol, CT

Section number 7 Page 13

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Sherman Street continued</u>		
41-43 G: Sheathed in aluminum siding. Pedimented hood over one entry. 1-story frame 2-car garage.	2	
44-46 B: Enclosed hipped-roof front porch. Sheathed in vinyl siding. 1 1/2- story frame 2-car garage.	2	
47-49 C: Sheathed in vinyl siding. 1-story frame 2-car garage.	2	
53 B: Enclosed front porch. 1-story frame garage. (Photograph #5)	2	
57 D: Upper story shingled, lower story sheathed in clapboard. 1-story frame garage.	1	
63 E: Sheathed in aluminum siding. Double-decker front porch with Doric columns. 1-story frame garage.	2	
67-69 G: Sheathed partly in vinyl, partly in aluminum siding. Pedimented hood over one entry. 1-story frame 2-car garage.	2	
73-75 C: Sheathed in synthetic siding. Pergola over one entry. 1 1/2- story frame 2-car garage.	2	

National Register of Historic Places Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 7 Page 14

<u>Street Name / Number</u>	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
<u>Sherman Street continued</u>		
76-78 G: Upper story shingled, lower story sheathed in clapboard. Enclosed front porch with unsympathetic louvered windows. 1-story frame 2-car garage.	2	
77-79 F: Shingled.	1	
82-84 G: Upper story shingled, lower story sheathed in clapboard. Hipped-roof hood over one entry. Enclosed front porch. 1-story frame 2-car garage.	2	
83 B: Sheathed in vinyl siding. Enclosed front porch. 1-story frame garage.	2	
87-89 G: Pedimented hood over one entry. 1-story hipped-roof frame 2-car garage.	2	
88 D: Sheathed in vinyl siding. Enclosed porch. 1-story frame garage.	2	
92-94 C: Sheathed in vinyl siding. Enclosed porch. 1-story frame 2-car garage.	2	
93 H: 1-story frame garage.	<u>2</u>	

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Endee Manor Historic District, Bristol, CT

Section number 7 Page 15

	<u>Number of Resources</u>	
	<u>C</u>	<u>NC</u>
Total contributing buildings:	158	
Total non-contributing buildings:		1
Total buildings in district:	159	

1. These are shown in photographs in "Endee Manor, Bristol, Conn.," p. 207 in Homes for Workmen (New Orleans: The Southern Pine Association, 1919).

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

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

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
ARCHITECTURE	1916-1917	1916-1917
COMMUNITY PLANNING & DEVELOPMENT	"	"
SOCIAL HISTORY	"	"

Cultural Affiliation
 N/A

Significant Person
 N/A

Architect/Builder
 Harold A. Hayden, architect
 Miner Building Co., Worcester, MA

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Significance

The construction of Endee Manor was part of a national movement in residential construction which encouraged growing numbers of Americans to relocate to the suburbs. With innovations in transportation technology it became possible for the first time for industrial workers to live some distance from the factories in which they labored.

Endee Manor is distinguished by both its diversity and its cohesiveness. The development incorporates houses of various types and sizes which are unified by repeated features, compatibility of materials, and a landscape plan which includes many trees and emphasizes the scenic qualities of the site. A model workers' housing development, Endee Manor retains integrity of design and has been little altered since its construction in 1916-17.

Architectural Significance

Endee Manor is the largest and best preserved workers' housing development in Bristol. Conceived as a cohesive whole, over one hundred residences were constructed concurrently. No infill construction has occurred in the district.

Endee Manor was designed by Bristol architect Harold A. Hayden (1892-1985). A graduate of the Pratt Institute, Brooklyn, New York, Hayden established a practice in his hometown of Bristol when there were few permanent architectural offices in town. He served in the Engineering Corps during World War I. His practice in Bristol spanned five decades, and he primarily designed commercial buildings, schools, and residences in the Bristol-Hartford area. Endee Manor is his earliest documented commission, but he also designed the World War I Memorial (1920), and the elaborate Fuller Forbes Barnes estate, Copper Ledges (1924), during the same period. Hayden designed at least one

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 1

other housing development in town, the Cambridge Park project (1942). His other notable commissions include the Page Park pool and recreation building (1949), the Mary A. Callen School (1951), the Connecticut Light and Power Building on Pine Street (1955), an addition to the Bristol Press Building, and the home of Bartlett Barnes. Hayden was also the designer of the Bristol sesquicentennial coin.¹

Endee Manor's design was progressive for its time; it was probably one of the models for "The Best House for the Small Wage Earner," published shortly after the development's completion. The essay, by architectural critic Richard Henry Dana, a prominent New York City-based architect, was printed in Homes for Workmen: A Presentation of Leading Examples of Industrial Community Development.² Dana was the designer of several houses in Bristol as well as the First Congregational Church, so through his work in community he would have been familiar with Endee Manor.³ In this essay Dana urged developers to find land near enough to the city center for easy extension of utilities, and close to some form of public transportation. He stated that the property need not be centrally located, but far enough out for land to be inexpensive and taxes low. Dana suggested property next to a cemetery or railroad tracks, or land with a steep grade. The plan should provide pleasant surroundings for residences, with sidewalks, curbs, lawns, and shade trees between the sidewalk and curb. Dana discouraged the use of fences (which emphasize the smallness of the lot and are expensive), and urged that land be set aside for vegetable gardens in the rear. He deplored the single-family house as too expensive, and suggested two-family semi-detached houses. His preferred building material from a cost standpoint was frame, and he recommended rooms be designed with low ceilings and numerous windows. Dana might have been describing Endee Manor. But Hayden's design went beyond Dana's guidelines, and the conformity of design and construction common in most developments of the period, where the same house was built over and over again in rows throughout a development without regard to the site. Hayden's effort to vary type, finishes, and size of houses in Endee Manor did much to enrich his design, which incorporates modest, utilitarian residences.

Historical Background

Endee Manor was one of four workers' housing developments constructed in Bristol in the last half of the 1910s. Other projects were the product of the Bristol Realty Company (active 1907-c. 1922), Bristol Brass (1916), and National Marine Lamp

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 2

Company (c. 1916). The largest of the four, it was the only one financed solely by the New Departure Manufacturing Company, one of the town's main employers, a subsidiary of General Motors. It was originally intended to provide rental housing for the company's workers. The housing development was designed to "appeal to workmen desirous of providing proper living conditions for themselves and their families at moderate expense."⁴

The need for inexpensive housing in the town had been growing for at least ten years before Endee Manor construction began in 1916. The population of Bristol increased 41% between 1900 and 1910, and by 1920 was nearly double the 1900 figure. An editorial in the Bristol Press dated April 4, 1907, noted that the number of factories was growing but the dearth of rental housing was interfering with the ability of business to retain workers. The weekly conversations of one of the town's leading industrialists, Charles T. Treadway with his foremen were summarized in the article:

Each week some one or more of the foremen brings up this matter of scarcity of tenements and all say they cannot brace up their departments, cannot secure the men they want, because there is no place in the town where the new employees can live as they want to live. Men who are brought here often return to where they came from after a few weeks. Their wives and families will not live in third or fourth class tenements with no conveniences or improvements, and there is nothing left but to leave town and go back to the old job elsewhere.⁵

By the end of April 1907, the Bristol Realty Company had been established by a group of manufacturers in order to build more rental housing in town. The group included Treadway, treasurer of the New Departure Manufacturing Company, and Albert F. Rockwell, its founder, as well as W.S. Ingraham of the E. Ingraham Clock Company, J.R. Holly of the American Silver Company and Bristol Brass, A.D. Hawley of the Bristol Manufacturing Company, C.F. Barnes of the Wallace Barnes Company, Miles L. Peck, and William Linstead. The Bristol Realty Company became the first development company in town to focus exclusively on creating workers' housing.⁶ In the 1920s the firm built 20 two-family houses in Burlington Heights.⁷ Bristol Realty Company's efforts ultimately proved inadequate to the demand. However, the firm's unhealthy balance sheet did not prevent individual manufacturers from pursuing development schemes tailored to their own workforces. Bristol Brass built a number of Aladdin Homes in 1916. King Terrace was "a shaded, well-kept neighborhood of Bungalows, Boxes, and Cottages...on four parallel streets on a hill overlooking the original Civil War-vintage company offices

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 3

and factory."⁸ The National Marine Lamp Company built houses during the same period on Stafford Avenue.⁹

The New Departure Manufacturing Company was faced with much the same problem as the other manufacturers in town. The company repeatedly published the following advertisement: "Wanted Board wanted for responsible men. We will co-operate with you in securing reliable boarders, with assurance as to payment, etc. ... EMPLOYMENT BUREAU New Departure Manufacturing Company."¹⁰ The company acquired the Gridley House, a downtown hotel, and used it to house its single male employees. It later built the Endee Inn, complete with recreational facilities, for the same purpose.¹¹

However, it seems likely that business expansion needs were not the sole reason for the construction of Endee Manor, and the subsequent sale of the houses to New Departure workers by the company. Changing political and social needs, as well as the requirements of expanding businesses, dictated the creation of such a development. Bristol in 1916 was no longer a small New England town. The difference was not entirely a function of increased population. By 1910 two-thirds of the town's population was made up of recent immigrants and their families, and although they made up the majority of the town, they had neither wealth nor power. These resided firmly in the control of the town's Yankee industrialists. In the late nineteenth century, Bristol's industries consolidated, replacing a plethora of small shops with a few large ones. At the same time a series of depressions and recessions plagued the nation, resulting in Bristol in layoffs, temporary shutdowns, and in one instance in 1907 a shortage of cash to meet the payroll. The working conditions and economic situation in town made the atmosphere volatile. The town's established political parties were challenged (the newly formed American Socialist party provided a gubernatorial candidate hailing from Bristol); Bristol's branch of the Progressive Party was founded in 1911 and remained active until about 1915. This new party mounted a challenge to the established order, and when it was discovered that votes had been tampered with by those allied with the old industrial interests during the 1917 mayoral election, many were outraged. During the same period Bristol's first labor unions were formed. A refusal by local employers to allow unions to engage in collective bargaining led to walkouts. Rockwell, New Departure's president, was unwilling to negotiate with local unions and in 1902 a full-scale strike was threatened at the plant. However, the first strike at the company did not occur until February 1914, when new piecework rates would have effectively lowered wages at a time when there was a demand for war supplies and an acute labor

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 4

shortage. Non-union workers at New Departure met to consider unionizing. In early September 1915, a New Departure workman was fired because of his efforts to form a union. Nearly a third of the workforce walked out in protest and were only persuaded to return when the company offered a reduction in hours and an increase in wages, as well as a promise to continue negotiations. The New Departure strike sparked labor unrest in every large factory in town that month. The situation was so volatile that both the courts and local police became involved in the conflict.¹²

By this time New Departure had become the town's largest employer. Established by Rockwell in the late 1880s, the company had manufactured a variety of different products, and under Rockwell's leadership it had become particularly adept at exploiting changing market demands. By 1915 it devoted most of its production capability to the manufacture of ball bearings, critical to the new automobile industry.¹³

The operation attracted the attention of leading American industrialist Pierre S. Dupont. At this time, over half of Dupont's portfolio outside his holdings in his family companies was invested in General Motors. As chairman of General Motors, Dupont was determined to expand GM. The first step in his plan was to acquire parts and accessories plants under the umbrella of a holding company, United Motors. In May 1916, New Departure became a part of United Motors. Locally it was feared that the Bristol shops would be closed and that operations would be transferred to Detroit.¹⁴

It is clear that the development's construction was more than an effort to reassure locals that New Departure intended to stay in Bristol. It was, in effect, an attempt to surpress labor unrest at the plant. The company's gesture in creating affordable housing for its workers went beyond good will; it made workers who lived in company housing less likely to support or participate in union activities. Some specific features of the neighborhood suggest that the company's goals were aimed at controlling the work force rather than merely supporting community development. Endee Manor's gardens pre-dated the popularity of Victory gardens, and the establishment of gardens as a means of social control has been well documented by modern scholars.¹⁵ The tension between New Departure and its workers is also suggested in the street names chosen for the neighborhood. The company's authority was embodied by naming them after Civil War heroes from the Union camp, creating a metaphor where the company represented the victorious forces of the Union, while the labor union was relegated to the part of the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Endee Manor historic District, Bristol, CT

Section number 8 Page 5

defeated South.

To allay immediate fears that New Departure might desert Bristol, the company announced on May 16 the acquisition of a tract of land on Terryville Avenue, and its intention to build housing for its employees there. By early June men were already at work clearing brush and laying out roads; by the middle of the month Bristol architect Harold Hayden had accepted the job of designing the development, and the building contract had been given to the Miner Building Company of Worcester, Massachusetts. Once launched, construction proceeded with amazing rapidity, especially considering the shortage of labor. A veritable army of laborers and skilled craftsmen were at work by the end of August; by the 24th of that month over 40 houses were either framed or at a more advanced stage. About 500 skilled workers were expected to help the process along and the anticipated cost to the company ranged from \$350,000 to \$400,000. This investment was in addition to the large new wing being added to the ball-bearing plant and another new industrial building under construction at the same time.¹⁶

But more unusual than the swiftness of the construction, the invasion of workmen, or the company's large investment was the design of the new neighborhood. It was intended to be "a beauty spot," and not a mill village. The Bristol Press trumpeted:

The streets will be laid out on the park plan of landscape effect and will follow curved or rectangular courses, rather than a straight roadway. Cement sidewalks and gutters will be provided and at the intersection of important streets park plots will be happy features. No two houses on any one street will be alike either in exterior design, painting or finish, or interiorly. The builders hardware, finish of the woodwork, and even the electroliers will be different.¹⁷

Endee Manor was to have sidewalks and curbs, sewers, gas, running water, electricity, and postal service. Twenty-nine of the houses would be single-family residences of five or six rooms with a bathroom. The apartments would range in size from four to six rooms. The average lot size was 50 x 150 feet, allowing for "a garden, children's play space, neat lawns, etc." On the interior the space was found to be well-planned, the bedrooms "commodious," the stairways "broad," the bathrooms "superior," and the closet space generous. The apartments and houses included dining rooms, an amenity often omitted in workers' housing. Although only houses would be in the development, already new stores were planned on Terryville Avenue near the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 6

intersection of Sherman Street, the main entrance into the neighborhood.¹⁸

The first dozen houses were ready for occupancy by mid-October, and already there was a waiting list for rental property in the development. Although cold weather ended construction in the late fall, by March 1917, eighty-two houses were occupied, and the finishing touches were scheduled to be completed. That spring, lawns were seeded, trees planted, and street lights installed. The soil quality was praised and "very fine gardens" were anticipated. New Departure remained the development's primary publicist; its employee newsletter, New Departure News, ran aerial photos of the development, a column focused on Endee Manor inhabitants' doings, and articles with headlines like, "Spring Days at Endee Manor. Residential suburb will soon be bright with green lawns, flower beds and other improvements..." In early April the company announced a plan making homeownership at Endee Manor a possibility for its employees. The company claimed that although it had been its intention to use the houses as rental property, it had been overwhelmed by requests from its employees to purchase them. A down payment was required, and the company agreed to finance the purchase at only a little more per month than the rental price. The package included life insurance for the workman, and a provision for an extension of the mortgage in case of illness. In the event of a homebuyer leaving the employ of New Departure, the company reserved first right of refusal on the repurchase of the house. Landscape improvements to be provided by New Departure were additional incentives. Interior and exterior photographs of several houses in Endee Manor were published in the issue of New Departure News announcing the homeownership program.¹⁹

Early in the construction process, the Bristol Press anticipated the future of Endee Manor in this way: "The quality of the houses, character of the city layout and other features that will characterize Endee Manor insure a class of residents that will undoubtedly create a community social life that will be very pleasing."²⁰ Indeed, this planned community became notable for its stability and livability. As well as articles in local publications, a description of the development, accompanied by photographs and a plot plan, was published in Homes for Workmen: A Presentation of Leading Examples of Industrial Community Development (New Orleans, 1919), a collection of essays by prominent architects and planners. When preeminent city planner John Nolen prepared a town plan for Bristol in 1919, he praised Endee Manor and characterized it as a model for future efforts. For more than 80 years Endee Manor has been a self-contained cohesive neighborhood. Reunions of the residents were held in

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 7

the 1960s, and as late as 1966 the development's architect and a "Manorite" representing New Departure were among the guests, along with such other guests as the neighborhood postman and a woman who had travelled from Florida to attend.²¹

The company that established the neighborhood continued to expand through the next several years, and Dewitt Page, the company president, was named to the board of General Motors. The years between 1916 and 1919 that initiated Endee Manor as a desirable neighborhood also marked the emergence of the modern General Motors Corporation, the parent company, which came to dominate the automobile industry in the second quarter of the twentieth century.²²

Hayden's design for Endee Manor remains remarkable for its variety of house types, the retention of its original landscape plan with its tree-lined streets, the beauty of its landscape, and the degree to which it has remained unchanged for nearly eighty years. Endee Manor presents an unusual opportunity to study a model workers' housing project of the early twentieth century in its original setting.

Endnotes

1. The Architectural Forum, 58, (May, 1933), 435, and 76, (May, 1942), 323. See also The Bristol Press, June 19, 1922; April 19, 1924; October 19, 1926; March 3, 1927; April 21, 1931; July 13, 1931; February 7, 1949; January 31, 1951; March 14, 1951; June 7, 1955; November 18, 1955; November 20, 1955; December 10, 1955; December 14, 1955; December 15, 1956; November 2, 1957; November 4, 1957; November 27, 1985; and The Hartford Daily Times, February 26, 1926; April 9, 1926; and The Hartford Courant, June 8, 1955; February 15, 1956; Bristol, Connecticut in World War II (Bristol, Connecticut: World War II Historical Committee, 1947), pp. 142, 172. David Reisner interview with Hayden's niece, Lois Graham (1991), and Avery Nelson's scrapbook of clippings related to Harold Hayden.

2. Richard Henry Dana, "The Best House for the Small Wage Earner," pp. 88-96, in Homes for Workmen: A Presentation of Leading Examples of Industrial Community Development (New Orleans: Southern Pine Association, 1919).

3. See the National Register nominations for the Townsend Treadway House (1915) and Marlborough House (1929). The same building company employed for Endee Manor also built the Treadway House. The Congregational Church was built in 1914, the Morton Treadway House in 1924. Dana designed many buildings, mainly residences, in

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 8

Connecticut. These buildings were often country houses for his New York clientele, but also included structures in urban areas like Bristol. Like many architects of the period he became increasingly interested in workers' housing. Bliss Perry, Richard Henry Dana, 1851-1931 (Boston and New York: Houghton Mifflin Company, 1933).

4. "Endee Manor, Bristol, Conn. The Housing Development of the New Departure Manufacturing Company 102 Houses Were Built Here in 102 Days," p. 207 in Homes for Workmen.

5. Quoted in George C. Hull, "The Housing Problem," pp. 1-2, unpublished paper, c. 1935, in the possession of Ms. Dorothy Manchester, Bristol City Historian.

6. Ibid., pp. 3-4. See also John Nolen, Bristol Connecticut: Local Survey and City Planning Proposals (n.p., 1920), p. 10; Report of the City of Bristol (Bristol, Charles Willard Eaton, 1919).

7. Bruce Clouette and Matthew Roth, Bristol Connecticut: a Bicentennial History 1785-1985 (Canaan, New Hampshire: Phoenix Publishing, 1984), p. 211.

8. Clouette and Roth, Bristol, p. 180. See also Schweitzer and Davis, pp. 114-15. The development was along two streets; King and Kenney: only King Street had "all the improvements, including private sewage disposal." Nolen, Bristol, p. 10.

9. Ibid.

10. Hull, "The Housing Problem," p. 4.

11. Ibid. See also Epaphroditus Peck, A History of Bristol Connecticut (Hartford: The Lewis Street Bookshop, 1932), p. 230; Report of the City of Bristol (1919), p. 115.

12. Clouette and Roth, Bristol, pp. 140, 144, 151-52, 166, 167-171, 173-74, 177, 179. See also Report of the City of Bristol (1916), pp. 43, 89.

13. Clouette and Roth, Bristol, pp. 152-3, 181.

14. Alfred Dupont Chandler and Stephen Salsbury, Pierre S. DuPont and the Making of the Modern Corporation (New York: Harper & Row, [1971]), pp. 433, 435, 444-45; Clouette and Roth, Bristol, p. 158.

15. David P. Handlin, The American Home Architecture and Society, 1815-1915 (Boston and Toronto: Little, Brown and Company, 1979), pp. 192-5.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 8 Page 9

16. Hull, "The Housing Problem," pp. 4-8; Bristol Press, August 29, 1916.
17. Ibid., August 29, 1916.
18. Ibid., August 29, 1916; New Departure News, I, no. 1, March 31, 1917, p. 5.
19. Ibid., I, no. 1 and no. 2, March 31, 1917, and April 7, 1917.
20. Bristol Press, August 29, 1916.
21. Nolen, Bristol, p. 10; Bristol Press, October 5, 1966.
22. Report of the City of Bristol (1919), p. 115; Report of the City of Bristol (1920), p. 121; Chandler and Salsbury, Dupont, p. 536; Bernard A. Weisberger, The Dream Maker: William C. Durant, Founder of General Motors (Boston: Little, Brown, c. 1979), p. 243.

9. Major Bibliographical References

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property _____

UTM References

A Zone _____ Easting _____ Northing _____

C _____

B Zone _____ Easting _____ Northing _____

D _____

See continuation sheet

Verbal Boundary Description

Endee Manor is bounded on the north by Terryville Avenue and the railroad tracks, on the west by the railroad, on the south by Rockwell Park, and on the east by West Cemetery.

See continuation sheet

Boundary Justification

The parcel described above is the one historically associated with the Endee Manor housing development.

See continuation sheet

11. Form Prepared By

name/title David Reisner / Kate Ohno

organization Bristol Preservation Trust date 1995

street & number 100 Oakland St. telephone _____

city or town Bristol state CT zip code 06010

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 10 Page 1

UTM References

A	18	670200	4616170
B	18	670200	4616105
C	18	670160	4616100
D	18	670200	4615840
E	18	669620	4615740
F	18	670000	461614

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Endee Manor Historic District, Bristol, CT

Section number 9 Page 1

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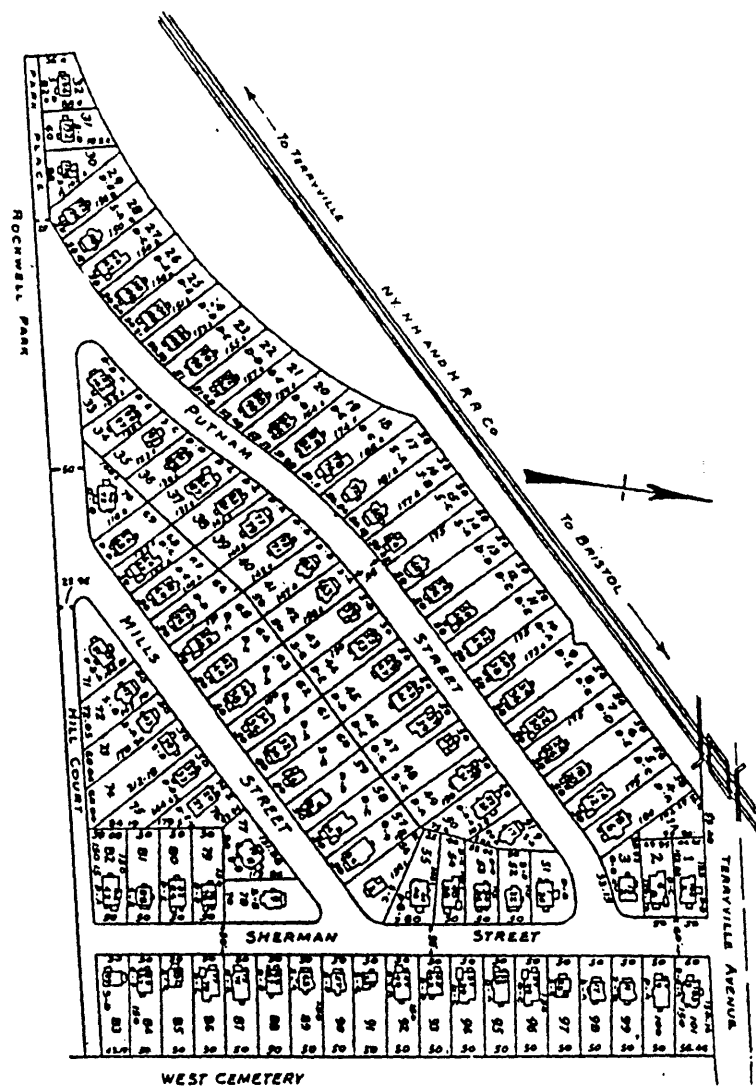
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Plot Plan, Endee Manor, Bristol, Conn.

Figure 1

Photograph #1
3-17 Sherman Street
view NE
Bristol, CT
Kate Ohno photo, 11/94

Photograph #2
53-55 Putnam Street
view NW
Bristol, CT
Kate Ohno photo, 11/94

Photograph #3
57 Mills Street
view SE
Bristol, CT
Kate Ohno photo, 11/94

Photograph #4
9 Mills Street
view SW
Bristol, CT
Kate Ohno photo, 11/94

Photograph #5
53 Sherman Street
view SE
Bristol, CT
Kate Ohno photo, 11/94

Photograph #6
34 Putnam Street
door detail
Bristol, CT
Kate Ohno photo, 11/94

Photograph #7
48-50 Mills Street
door detail
Bristol, CT
Kate Ohno photo, 11/94

Photograph #8
128-136 Putnam Street
view NE
Bristol, CT
Kate Ohno photo, 11/94