

United States Department of the Interior National Park Service

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National Register of Historic Places Registration Form

NATIONAL REGISTER

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 Pines Bridge Historic District other names/site number North Haven Bridge District

2. Location

street & number 3-17 Bishop St., 70-99 Old Broadway, N/A not for publication city, town 2-10 Philip Place, 9-56 State St./ North Haven N/A vicinity state Connecticut code CT county New Haven code 009 zip code 06473

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes sub-rows for Contributing and Noncontributing resources.

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: [Signature] Director, Connecticut Historical Commission Date: April 8, 1988 State or Federal agency and bureau

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

5. National Park Service Certification

I, hereby, certify that this property is: entered in the National Register. determined eligible for the National Register. determined not eligible for the National Register. removed from the National Register. other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC/single dwelling

AGRICULTURE/agricultural dwelling

COMMERCE/department store

TRANSPORTATION/rail-related

Current Functions (enter categories from instructions)

DOMESTIC/single dwelling

DOMESTIC/secondary structure

COMMERCE/professional

COMMERCE/specialty store

7. Description

Architectural Classification

(enter categories from instructions)

Queen Anne

Greek Revival

Georgian Colonial

Materials (enter categories from instructions)

foundation brick

walls weatherboard

shingle

roof asphalt

other wood

brick

Describe present and historic physical appearance.

The Pines Bridge Historic District is a residential and commercial area located in the northwest quadrant of North Haven just west of the town center. The older section of the district, dating from the 18th century, runs north-south along State Street, west of the Quinnipiac River. The newer section, at the southeast corner of the district and dating from the 19th century, lies between the river and the railroad to the east. (See district map.) The modern town center of North Haven is east of the railroad and the district.

The district comprises approximately 40 acres and 76 resources. There are 40 primary buildings that contribute to the historical and architectural significance and 10 contributing outbuildings. Altogether, contributing resources comprise 66% of the district's total resources.

Of the 40 primary contributing buildings, 3 date from the 18th century, 33 from the 19th century, and 4 from the 20th century. Their breakdown by style is Georgian Colonial 2, Federal 1, Greek Revival 6, Italianate 4, Stick Style 3, Queen Anne 9, Colonial Revival 7, and 19th-century vernacular 8.

The activity center of the Pines Bridge Historic District is the intersection of State Street and Broadway (Photograph 1). Buildings within the district are pleasantly spaced from one another, and modern intrusions are few, consisting primarily of four homes built in the late 1930s through 1950s (Photograph 21) and two modern commercial buildings on State Street and Old Broadway.

Several of the district's houses built prior to 1900 have been covered with asbestos or aluminum siding. Still, the majority retain their original form and much of their detailing, and their stylistic influences are clearly evident.

The three oldest houses in the district are the David Bassett House at 20 State Street, the Pierpont House at 29 State Street, and the Joshua Simmons House, 39 State Street. All three date from the last quarter of the 18th century. The form of the David

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Bassett House (Photograph 2) is that of the traditional New England Colonial house, with two stories, 5-bay facade, and central chimney. The Pierpont House (Photograph 3) has a more formal center hall plan with two interior chimneys and a Federal tripartite window over the front entrance.

The Joshua Simmons House (Photograph 4), a twin-chimney center-hall plan house, is one room in depth. Its narrower profile and gable end returns suggest the Federal style, while its rear ell and south bay window were added in the 19th century.

Other early houses include a one-room wing of the J. Boardman Smith House at 30 State Street (Photograph 5), believed to be 18th century, and the house at 2 Philip Place, a small one-story building of post-and-beam construction with a projecting roof line supported by posts.

The district has good representation in the Greek Revival style, reflecting growing industrial and commercial activity during the period of this style's popularity. Two of the best-preserved examples are the J. Boardman Smith House (Photograph 5), recently rehabilitated, at 30 State Street, and the H.M. Blakeslee House at 97 Old Broadway (Photograph 6). Two other houses in the style have been re-sided but still retain most of their original detailing, the Sherlock Mansfield House at 46 State Street (Photograph 7) and the H. Bradley House at 22 State Street (Photograph 8). The Bradley House is particularly noteworthy for the full-height Doric columns gracing its facade.

The district displays three late-Victorian styles which were popular in the last quarter of the 19th century, a period of gradual growth in the area. The Italianate style is visible in two modest houses, 52 State Street and 17 Bishop Street, and in two brick buildings: the train station and the Stiles store at 70 Old Broadway (Photographs 9,10). The Stick Style was used on three houses, the most spectacular example being the Merton Gillette House at 32 State Street (Photograph 11) with its decorative shingling, steeply pitched roof, gable-end trusses, and fanciful porch.

The Queen Anne style is represented in the greatest number of houses, 9. Most are modest 2-story single-family dwellings. The greatest concentration is in the Old Broadway/Philip Place area.

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Several of the houses (85,89 Old Broadway, 3,4 Philip Place, 9 Bishop Street, and 54,56 State Street) share similar characteristics, and at least five of these houses are known to have been designed by the same builder, Solomon Linsley.

The district includes eight vernacular late Victorian buildings as well. Typical among these is 35 State Street, a small rectangular one-story house with gable roof and Eastlake porch. The district also has several barns, remnants of its agrarian past.

During the 20th century, most construction in the district has been in a variation of the Colonial Revival style. The William Dickerman House at 99 Old Broadway is an early example.

The district has one industrial building, the former Smith Brothers carriage factory at 9 State Street (Photograph 13), which has been converted to a residence.

The non-contributing structure in the district is the bridge spanning the Quinnipiac River on Broadway. It is under construction and is a replacement for an earlier bridge built in the 1920s. This bridge is the latest in a succession of bridges spanning the river at or near this location since 1680.

Inventory

C or NC in the second column indicates whether the structure/site is considered to be Contributing or Non-Contributing to the historical and architectural significance of the district.

The source of the date given in the third column is generally indicated by the code: A = Assessor's record; ST = North Haven in the Nineteenth Century, by Sheldon Thorpe (see Bibliography); V = visual approximation.

Bishop Street

| | | | | |
|---------|----|------|---|---------------------|
| Lot 52a | NC | | | Vacant lot |
| 3 | NC | 1948 | A | 1-story Cape house. |

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| | | | | |
|----|----|---------|----|---|
| 4 | C | 1925 | A | 1-story Dutch Colonial house. |
| | C | c. 1925 | V | 1-story garage with cupola. |
| 5 | C | 1895 | ST | 2-story Colonial Revival house with aluminum siding, alterations in front gable. |
| | C | c. 1900 | V | 2-story barn. |
| 6 | C | 1889 | ST | 2-story Queen Anne house; aluminum siding, decorative elements removed. |
| | NC | c. 1940 | V | 1-story brick garage. |
| 9 | C | 1891 | ST | 2-story Queen Anne house. |
| | NC | c. 1960 | V | Garage. |
| 10 | C | 1926 | A | 1-story Colonial Revival house. |
| | NC | c. 1950 | V | Garage. |
| 14 | C | 1847 | V | 2-story Greek Revival house; modern porch, additions; moved back from street in 1986. |
| | C | c. 1850 | V | 1-story barn/workshop with additions. |
| 15 | NC | 1936 | A | 1-story house, heavily altered. |
| | NC | c. 1981 | A | Modern garage. |
| 17 | C | 1876 | ST | 2-story Italianate house. |
| | | c. 1960 | V | Dog pen. |

Broadway

| | | | | |
|------------|----|------|---|--|
| Over river | NC | 1987 | V | Modern concrete bridge under construction. |
|------------|----|------|---|--|

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Old Broadway

| | | | | |
|--------------|----|---------|----|--|
| At tracks | C | c. 1860 | V | 1 1/2-story brick Italianate railroad station. |
| At tracks | C | c. 1890 | V | 1-story clapboard late-Victorian freight house with wide eaves. |
| 70 | C | c. 1860 | V | 2-story brick Italianate com- mercial building; verge boards and porch removed; additions to side and rear. |
| 81 | NC | 1979 | A | Modern commercial building. |
| 83 | C | c. 1885 | V | 2-story late-Victorian house; modern porch, aluminum siding. |
| | NC | c. 1940 | V | Modern garage. |
| 85 | C | 1889 | ST | 2-story Queen Anne house; asbestos siding over part. |
| | NC | 1973 | A | Modern garage. |
| 89 | C | 1892 | ST | 2-story Queen Anne house; original porch removed. |
| 97 | C | 1856 | ST | 2-story Greek Revival house with 19th-century additions. |
| 99 | C | 1900 | ST | 2-story Colonial Revival house. |
| | NC | c. 1940 | V | Garage. |

Philip Place

| | | | | |
|---|---|---------|----|---|
| 2 | C | c. 1820 | V | Small 1-story vernacular house; added porch and rear addition. |
| 3 | C | 1893 | ST | 2-story Queen Anne house with asbestos siding. |

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| | | | | |
|---------------------|----|------------|----|---|
| | NC | c. 1930 | V | Deteriorated garage. |
| 4 | C | 1896 | ST | 2-story Queen Anne house. |
| | NC | c. 1960 | V | Modern garage. |
| 6 | C | 1896 | ST | 1 1/2-story late-Victorian house with Italianate porch. |
| 8 | C | c. 1875 | V | 2-story Stick Style house. |
| 10 | C | 1872 | ST | 1 1/2-story Stick Style house. |
| <u>State Street</u> | | | | |
| 9 | C | c. 1868 | V | 1-story brick former carriage parts factory, now a residence; evidence of alterations to window lintels, roof; new portico. |
| 12 | C | c. 1860 | V | 1-story vernacular dwelling; addition to rear. |
| | C | 19th cent. | V | 1 1/2-story barn. |
| 14 | C | 1898 | ST | 2-story Colonial Revival house. |
| | C | c. 1930 | V | 1-story clapboard garage. |
| 16 | C | 1890 | ST | 2-story Queen Anne house with aluminum siding. |
| | NC | c. 1970 | V | Garage. |
| | | c. 1970 | V | Shed. |
| 20 | C | c. 1790 | V | 2-story Georgian house. |
| | NC | c. 1960 | V | Garage. |
| | | 20th c. | V | Shed. |

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| | | | | |
|--------|----|---------|----|---|
| 22 | C | c. 1840 | V | 2-story Greek Revival house; aluminum siding, rear addition, enclosed side porch. |
| 23 | C | 1922 | A | 1-story Colonial Revival house. |
| | C | c. 1922 | V | 2-story barn. |
| | C | c. 1922 | V | Garage with sliding doors. |
| Lot 5a | NC | | | Vacant lot. |
| 26 | NC | 1938 | A | 1 1/2-story aluminum-sided house with roof dormers. |
| Lot 57 | NC | | | Vacant lot. |
| 28 | NC | | | Vacant lot. |
| 29 | C | c. 1785 | V | 2-story Georgian house; additions added to rear. |
| | C | 19th c. | V | 2-story barn. |
| | | 19th c. | V | Wood shingle shed. |
| 30 | C | c. 1840 | V | 2-story Greek Revival house; side wing may be 18th century. |
| | NC | c. 1970 | V | Wood shingle garage. |
| 31 | C | c. 1850 | V | 2-story Greek Revival store and dwelling with 19th-century additions. |
| 32 | C | 1867 | ST | 2-story Stick Style house. |
| | | c. 1900 | V | 2-story barn (now garage). |
| 35 | C | c. 1870 | V | 1-story late Victorian vernacular house with Eastlake porch. |
| 36 | NC | c. 1985 | V | Large modern office building. |

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| | | | | |
|----|----|---------|-------|--|
| 37 | NC | | | vacant lot |
| 39 | C | 1787 | owner | 2-story Federal house; added ell to rear, aluminum siding. |
| 40 | NC | 1951 | A | 1-story brick house. |
| 42 | NC | | | Vacant lot |
| 44 | C | 19th | V | 2-story barn. Originally barn for 46 State Street. |
| 46 | C | 1825 | A | 2-story Greek Revival house with asbestos siding. |
| 48 | C | 1900 | A | 2-story Colonial Revival house with aluminum siding. |
| | | 19th | V | Shed. |
| 52 | C | 1879 | ST | 2-story Italianate house with aluminum siding. |
| 54 | C | 1896 | ST | 2-story Queen Anne house with asbestos siding, original porch removed, wing added. |
| | NC | c. 1970 | V | Modern garage. |
| 56 | C | 1896 | ST | 2-story Queen Anne house with asbestos siding. |
| | C | c. 1930 | V | 2-bay garage. |

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 N/A

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1770-1840
1840-1900
1920-1938

Significant Dates

N/A
N/A
N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Linsley, Solomon Fowler
Various

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

The architecture of the Pines Bridge Historic District is significant because it is the largest concentration of 18th and 19th-century buildings remaining in North Haven and represents three important periods in the history of the community during the 18th, 19th, and 20th centuries. Notable within the district are several fine examples of Georgian Colonial, Federal, Greek Revival, Stick Style, Italianate, Queen Anne, and Colonial Revival residences, including several late 19th-century houses designed by prominent local builder Solomon Fowler Linsley (Criterion C). The district also includes original buildings associated with the railroad and local commerce and industry during the 19th century.

Historical Significance

Three stages in the growth and development of North Haven are represented by the district's architecture: agricultural settlement and the beginnings of commerce centered around the Quinnipiac River, 1770-1840; the advent of the railroad and the growth of industry, 1840-1900; and the town's early development as a suburb, 1920-38.

Settlers first ventured into the North Haven area in the 1670s, traveling up the Quinnipiac River from New Haven and establishing farms along its banks. One of the first groups of settlers sailed up the river to the area of "the Pines," the farthest point navigable by deep-water ships and the first place north of New Haven where it was possible to ford the Quinnipiac River at low tide.

Along the west side of the river ran a rutted road now called State Street, which served as a main thoroughfare between Hartford and New Haven. To ease travel, a group of speculators built a bridge at the Pines by 1680. This bridge was located slightly north of the present Broadway Bridge. The bridge eventually became the responsibility of the town and was repaired and replaced several times over its history (1).

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Given the advantages of the bridge and the Quinnipiac River, the Pines Bridge area gradually grew as a center of commerce in the otherwise rural community. In 1762, a tidal dam was constructed just south of the present-day Broadway Bridge to provide power for a grist mill and a sawmill on opposite banks of the river. A shipyard was established just south of the dam on the west bank of the river. This shipyard became the center of a hardwood lumber trade and commission business at the Pines which prospered from 1770-1800. The Pierpont House, 29 State Street (Photograph 3), was built at the approximate entrance to the bridge during this period, while the Joshua Simmons House, 39 State Street (Photograph 4), faced the shipyard.

In the late 18th century it was discovered that the rich clay along the Quinnipiac River was useful in making bricks, and many farmers in the Pines Bridge area developed a sideline in brickmaking. By the time of the Revolution, there were at least a dozen small brickyards in North Haven, most of them along the Quinnipiac south of Pines Bridge.

Just prior to 1840, the tracks for the New Haven and Hartford railroad were laid, passing through the town center between Pines Bridge and the town green. By the mid-1850s, the railroad had become an essential part of the economic life of the town. In the 1860s, a railroad station, still extant (Photograph 9), was built on the west side of the tracks at Broadway.

With the railroad's advantages for shipping goods, brickmaking became North Haven's leading industry. The North Haven Brick Company had its headquarters on State Street, near the approximate location of 40 State Street, and one of the largest brickmakers, I.L. Stiles and Son, located just south of the train station. Several brickyard owners, such as Erus Bishop (14 Bishop Street), Frederick Brockett (6 Bishop Street) and Henry Blakeslee (97 Old Broadway), built their homes in the Pines Bridge area.

The Pines Bridge area became the commercial center for North Haven center. By 1859, North Haven boasted 22 stores and manufactories, up from 7 in 1830. Most were small family-run businesses, and maps of the 1850s and 60s show the Pines Bridge area dotted with small shops run by grocers, shoemakers, blacksmiths, and wheelwrights. Among these were carriage-related industries, such as the Smith Brothers factory at 9 State Street (Photograph 13).

Across the street from the train station, Isaac and Henry Stiles built a store, located at 70 Old Broadway (Photograph 10), which housed the town's post office for the next 70+ years. The longest surviving store

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was Pierpont's, a general store built by Rufus Pierpont in 1850 at 31 State Street (Photograph 3), next door to his home. The store supplied brickyard workers and farmers with an array of household and farming items, and remained in operation by the Pierpont family until World War II.

By the 1920s, the automobile and trolley were the primary means of transportation, and State Street became a main auto thoroughfare on the route from New Haven to Boston. During the 1920s, North Haven's population jumped, and the number of houses increased by 50%.

The Pines Bridge area was largely cut off from the government center of the town to its east in the 1950s when Interstate 91 was built between the two areas. Since that time, Pines Bridge has been recognized as a distinct area separate from the town center.

Architectural Significance

The Pines Bridge Historic District represents North Haven's largest concentration of historic buildings and is significant as one of the finest collections of architectural styles from the 18th, 19th and early 20th centuries remaining in the town. While several individual buildings in the district are of exceptional quality, the district's architecture is most notable for its breadth and variety of styles, and for its collection of buildings designed by Solomon Fowler Linsley, a prolific local builder and architect whose practice encompassed the most important public and residential structures in the town during the last quarter of the 19th century.

The David Bassett House (Photograph 2), the Pierpont House (Photograph 3), and the Joshua Simmons House (Photograph 4), at 20, 29, and 31 State Street, respectively, are representative of the Colonial, Georgian, and Federal styles built during North Haven's period of early settlement and commerce (1770-1840). The Bassett House is a common example of the Colonial style in North Haven because of its large central chimney, while the Pierpont House has a more formal Georgian center-hall plan. Both houses are well-preserved examples of their type.

The Greek Revival style was popular at the time of the railroad's arrival, and several owners of new businesses in the area adopted the style for their homes. One of the finest of these is the Henry Bradley House at 22 State Street (Photograph 8) with its full-height Doric columns, which are unusual for North Haven. Other more modest but equally well-preserved examples of the style are the J. Boardman Smith

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House, 30 State Street (Photograph 5), and the Sherlock Mansfield House, 46 State Street (Photograph 7). Erus Blakeslee Bishop, after whom Bishop Street was named, also built his house in the style. (Photograph 14).

In the Pines Bridge district, as elsewhere, houses tended to change over time, with the alterations sometimes taking on architectural significance in their own right. Two examples of buildings displaying a variety of 19th-century styles are the Henry M. Blakeslee House, 97 Old Broadway (Photograph 6), which combines a classic Greek Revival form with a full-width Italianate porch and Queen Anne-style additions designed by Solomon Linsley; and the Pierpont Store at 31 State Street (Photograph 3), which displays an original Italianate storefront and side porch on an otherwise Greek Revival building, and a Queen Anne addition also designed by Linsley.

Two good examples of houses built in the Italianate style are the Charles B. Smith House, 17 Bishop Street, and the Herbert Bassett House, 52 State Street, both with characteristic arched gable windows and decorative porches. The style is employed in a more simplified form in the design of the train station and the Stiles Store (Photographs 9, 10).

The Stick Style gained limited popularity in the area during the 1860s and 70s. One of the finest examples of the style is the Merton Gillette House at 32 State Street (Photograph 11). The house displays a variety of shapes and textures, including board and batten siding, imbricated shingles, and lacy jig-cut T-braces decorating the ends of the steeply pitched gables.

Around 1870, Henry Blakeslee, who owned much of the land between the river and the railroad tracks south of Broadway, installed a private road, Blakeslee Avenue, now called Philip Place, on his land and sold parcels for single family homes (Photograph 16). Several of the new homes built along this new road and throughout North Haven bore the stamp of Solomon Fowler Linsley (1830- 1901), a local builder who designed at least 32 late Victorian houses and public buildings in North Haven between 1865 and 1901.

Linsley was trained as a carpenter and builder, and advertised as such throughout his career (2). His designs display a unique personal style characterized by his consistent use of certain decorative details. One of his more elaborate Queen Anne designs was the Amanda Todd House at 89 Old Broadway, which originally was graced by a wrap-around porch. Linsley also developed a smaller Queen Anne house type of simple plan

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in response to local building needs. Examples are the Henry Thorpe House, 3 Philip Place (Photographs 17 and 17a) and the J.S. Thomlinson House, 9 Bishop Street (Photograph 18). Common to virtually all of his houses are decorative verge boards, scroll brackets at the gable ends, and porches with turned posts. Linsley also designed vernacular structures such as the Joseph Beauchamp House at 6 Philip Place (Photograph 16), as well as compatible additions to existing buildings (see the H.M. Blakeslee House and the Pierpont Store).

The Smith Brothers carriage parts factory at 9 State Street (Photograph 13), a late 19th-century vernacular brick building, is the only industrial structure remaining in the district. Now a residence, the building has had several alterations over the years, but its basic form and fenestration remain intact.

The district also reflects the popularity of the Colonial Revival style at the turn of the century. The William Dickerman House, 99 Old Broadway, and the Marcus Marks House, 14 State Street, are transitional examples combining both Colonial Revival and Queen Anne elements.

A smaller version of the Colonial Revival Style was prevalent in the district during the early suburban period (1920-38). Well-preserved examples include 22 State Street, and 4 and 10 Bishop Street (Photograph 12).

The Pines Bridge district has survived North Haven's unprecedented growth over the past two decades with relatively few modern intrusions. It remains as one of the few surviving concentrations of 18th, 19th, and early 20th-century buildings in the town.

End Notes

(1) The bridges at this location have been known by various names, including "Brockett's Bridge," "Mansfield's Bridge," "North Haven Bridge," and "the Broadway Bridge."

(2) An album of contemporary photographs of buildings designed by Linsley in North Haven and Fair Haven between 1865 and 1900 is available for viewing at the North Haven Historical Society. Also at the Society is Linsley's tool chest and records of several houses which he designed.

9. Major Bibliographical References

See continuation sheet.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings
Survey # _____
- recorded by Historic American Engineering
Record # _____

Primary location of additional data:

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

Specify repository:

North Haven Historical Society

10. Geographical Data

Acreage of property approximately 40 acres

UTM References

A

| | | | | | | |
|------|---------|---|----------|---|---|---|
| 1 | 8 | | | | | |
| 6 | 7 | 7 | 6 | 4 | 0 | |
| 4 | 5 | 8 | 4 | 3 | 6 | 0 |
| Zone | Easting | | Northing | | | |

C

| | | | | | | |
|------|---------|---|----------|---|---|---|
| 1 | 8 | | | | | |
| 6 | 7 | 7 | 8 | 6 | 5 | |
| 4 | 5 | 8 | 4 | 3 | 9 | 5 |
| Zone | Easting | | Northing | | | |

B

| | | | | | | |
|------|---------|---|----------|---|---|---|
| 1 | 8 | | | | | |
| 6 | 7 | 7 | 8 | 1 | 0 | |
| 4 | 5 | 8 | 4 | 3 | 7 | 0 |
| Zone | Easting | | Northing | | | |

D

| | | | | | | |
|------|---------|---|----------|---|---|---|
| 1 | 8 | | | | | |
| 6 | 7 | 7 | 9 | 7 | 0 | |
| 4 | 5 | 8 | 4 | 3 | 9 | 0 |
| Zone | Easting | | Northing | | | |

See continuation sheet

Verbal Boundary Description

The boundary of the district is shown by dotted line on map drawn to approximate scale of 1" = 350'. And, see continuation sheet.

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By Edited by John Herzan, National Register Coordinator

name/title Janice Elliott and David Ransom/ Consultants

organization Connecticut Historical Commission date December 28, 1987

street & number 59 S. Prospect St. telephone 203-566-3005

city or town Hartford state CT zip code 06106

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_____ album of contemporary photographs of houses built by
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_____ handdrawn map, circa 1893. In map collection of
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UTM References

| | | | |
|---|-------------------|---|-------------------|
| A | 18/677640/4584360 | L | 18/678220/4583900 |
| B | 18/677810/4584370 | M | 18/678110/4583790 |
| C | 18/677865/4584395 | N | 18/678020/4583815 |
| D | 18/677970/4584390 | O | 18/678015/4583760 |
| E | 18/677970/4584240 | P | 18/678990/4583760 |
| F | 18/677860/4584340 | Q | 18/677905/4583570 |
| G | 18/677860/4584225 | R | 18/677900/4583920 |
| H | 18/677000/4584240 | S | 18/677820/4583955 |
| I | 18/677885/4584200 | T | 18/677720/4583810 |
| J | 18/678160/4583850 | U | 18/677700/4583830 |
| K | 18/678190/4583880 | V | 18/677780/4584120 |
| | | W | 18/677670/4583160 |
| | | X | 18/677680/4584220 |
| | | Y | 18/677620/4584240 |

Verbal Boundary Description

The district is bounded on the west by the western lot lines of 14 and 17 Bishop Street. The boundary turns east along the northern lot line of properties fronting Bishop Street's north side until it reaches the western lot line of 12 State Street where it turns north, then east following the lot line until it reaches State Street. At State Street the boundary goes north along the street's western edge, then crosses east along the northern lot line of 9 State Street. The boundary goes around this property along its lot lines, then crosses to the west side of State Street and turns south along the eastern lot lines of the properties facing State Street. To the south of the Route 22 connector, the boundary line crosses east and follows the northern lot line of 23 State Street, then turns south and follows the western shore of the Quinnipiac River until it reaches the Broadway Bridge.

The boundary turns east along the northern edge of the bridge, then south at its eastern terminus, and runs along the northern edge of properties along Old Broadway's south side. At the western lot line of 70 Old Broadway the boundary turns north (to include the Stiles Store) and east along its lot line until it reaches the railroad tracks. The boundary then turns south, follows the western edge of the tracks, and turns west again at

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the northern edge of the property line of 5 Philip Place. The boundary then runs to the west side of Philip Place, then south to the southern lot line of 10 Philip Place, where it turns west. At the eastern lot line of 99 Old Broadway the boundary turns south, and runs along the property's lot line south, west and then north along the Quinnipiac River until it reaches a point directly across from the southern lot line of 39 State Street. At this point it crosses the river and runs along the lot line west until it reaches the west side of State Street, where it turns south.

At this point, the boundary runs south to the southern lot line of 56 State Street where it turns west. The boundary turns north along the western lot lines of properties facing State Street until it comes to the southern lot lines of properties facing Bishop Street. Here it turns west along these lines to the point of beginning.

Boundary Justification

The boundary is drawn to encompass existing structures of the historic Pines Bridge community. The district is bounded on the west by the lot lines of the two contributing properties on opposite sides of Bishop Street closest to the Wilbur Cross Parkway, an unmistakable physical and visual barrier. The boundary on the north is determined by the last contributing property on State Street. Properties to the north of this point are newer homes built within the last 20-30 years. The eastern edge of the district between that point and Broadway is the Quinnipiac River, a natural barrier.

At Broadway, the district boundary turns east to include the area encompassing the railroad station and contributing structures along Old Broadway and Philip Place. On the east side of the bridge, Broadway splits into a "V", with Old Broadway to the south and Broadway to the north. All but one building along Broadway at this point are modern non-contributing buildings, and are therefore not included. Most of the structures along the north side of Old Broadway are also non-contributing structures, so this side of the street is excluded with the exception of the property at 70 Old Broadway, where the Stiles store is located. Given the historic importance of this building to the area, it is included.

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The railroad tracks serve as a physical barrier and determine the boundary line on the eastern edge of the district. Properties south of 3 and 10 Philip Place are excluded from the district as they are non-contributing structures. For the same reason, properties south of 39 and 54 State Street are excluded from the district. These properties are modern commercial structures.

Residential developments to the west of the properties along State Street are fairly new (circa 1950) and are therefore excluded.

PINES BRIDGE HISTORIC DISTRICT
North Haven, Connecticut

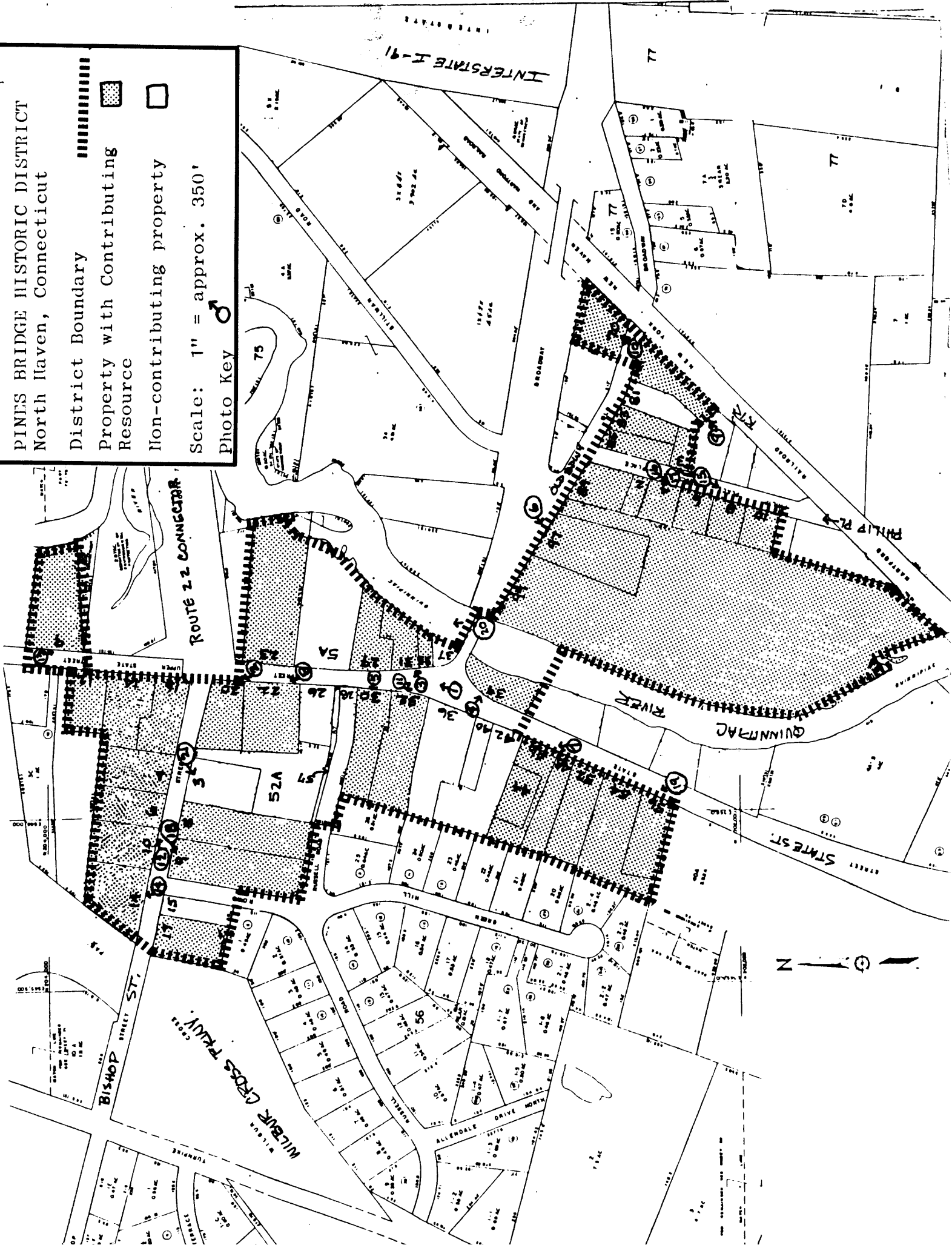
District Boundary

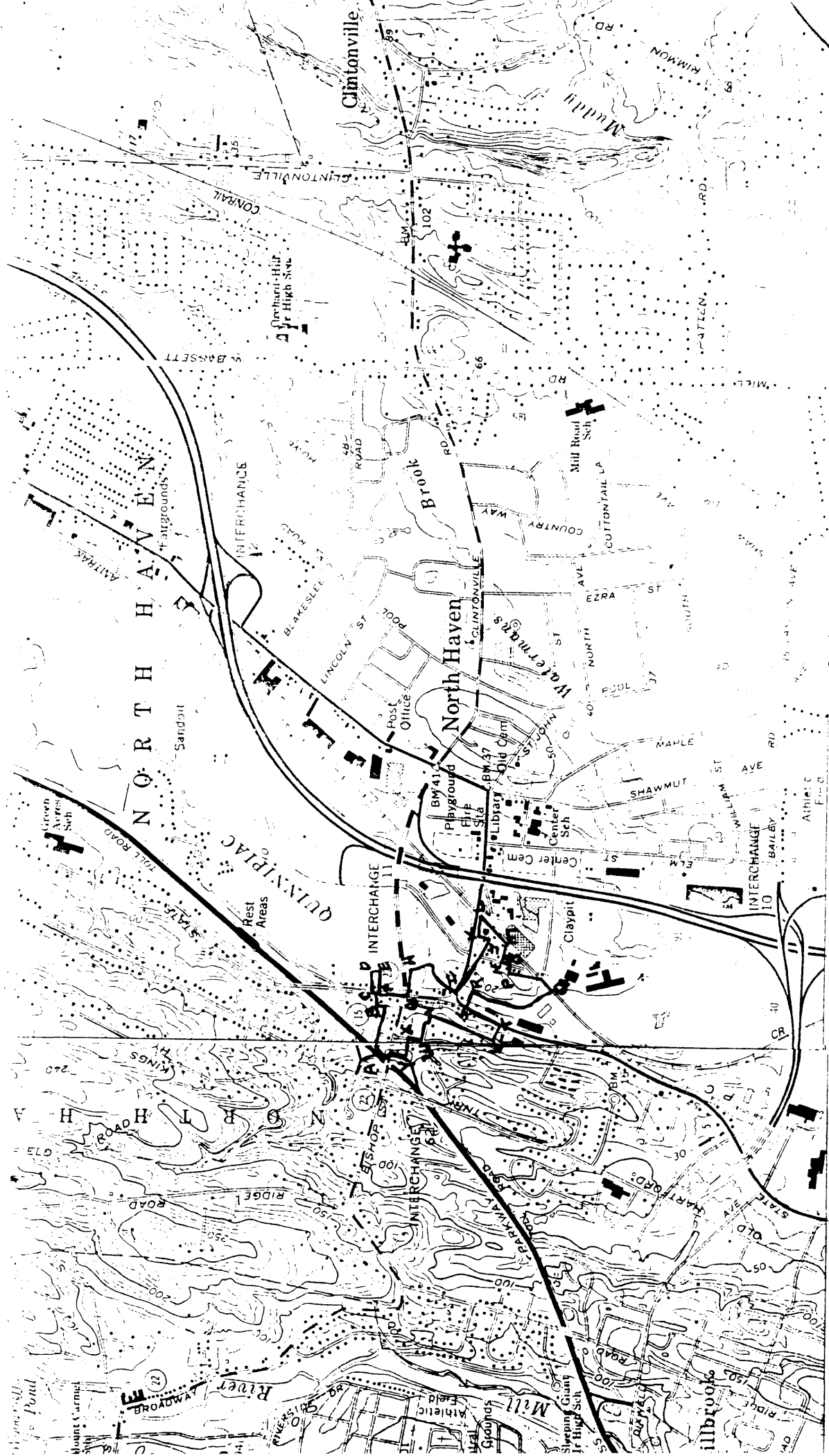
Property with Contributing
Resource

Non-contributing property

Scale: 1" = approx. 350'

Photo Key ♂





PINES BRIDGE HISTORIC DISTRICT
North Haven, Connecticut

| UTM References | UTM References | O | P | Q | R | S | T | U | V | W | X | Y |
|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| A | 18/677640/4584360 | 18/677860/4584225 | 18/677000/4584240 | 18/677885/4584200 | 18/678160/4583850 | 18/678190/4583880 | 18/678220/4583900 | 18/678110/4583790 | 18/678020/4583815 | 18/678015/4583760 | 18/678990/4583760 | 18/677905/4583570 |
| B | 18/677810/4584370 | | | | | | | | | 18/677720/4583810 | 18/677700/4583830 | 18/677900/4583920 |
| C | 18/677865/4584395 | | | | | | | | | 18/677820/4583955 | 18/677780/4584120 | 18/677820/4583955 |
| D | 18/677970/4584390 | | | | | | | | | 18/677720/4583810 | 18/677700/4583830 | 18/677820/4583955 |
| E | 18/677970/4584240 | | | | | | | | | 18/677720/4583810 | 18/677700/4583830 | 18/677820/4583955 |
| F | 18/677860/4584340 | | | | | | | | | 18/677720/4583810 | 18/677700/4583830 | 18/677820/4583955 |

U.S.G.S. Maps
Wallingford, Connecticut
Mount Carmel, Connecticut

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North Haven, ConnecticutPhotographs
Section number _____ Page 1Photographs

All photographs are of properties within the Pines Bridge Historic District and were taken in North Haven, Connecticut, by Janice L. Elliott in October, 1987, unless otherwise noted. Negatives for all photographs are on file with the Connecticut Historical Commission.

| <u>Photo Number</u> | <u>Property Name and Address</u> | <u>View</u> | <u>Additional Information</u> |
|---------------------|---|-------------|--|
| 1 | Intersection of State St. and Broadway. | North | |
| 2 | David Bassett House 20 State St. | Northwest | |
| 3 | Pierpont House and Store - 29,31 State | Northeast | |
| 4 | Joshua Simmons House 39 State Street | East | Taken 11/87 |
| 5 | J. Boardman Smith Hse. 30 State St. | Northwest | |
| 6 | H.M. Blakeslee House 97 Old Broadway | Southeast | |
| 7 | 48,46 State Street | West | S.Mansfield Hse on right |
| 8 | H. Bradley House 22 State St. | Northwest | Taken 11/87 |
| 9 | Railroad Complex Old Broadway | North | From left: Stiles Store, Station, Freight House |
| 10 | Stiles Store 70 Old Broadway | Northeast | |

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| | | | |
|-----|--|---|---|
| 11 | Merton Gillette House 32 State St. | West | |
| 12 | 10,6,4 Bishop St. | Northeast | |
| 13 | Smith Carriage Fact. 9 State St. | Southwest | Taken 11/87 |
| 14 | Erus Bishop House 14 Bishop St. | Northwest | |
| 15 | 8 Philip Place | Southwest | |
| 16 | 8,6,4 Philip Place | Southwest | Nelson House on right, Beauchamp in center |
| 17 | Henry Thorpe House 3 Philip Place | Southeast | |
| 17a | Henry Thorpe House 3 Philip Place | From Photo. Album of Houses Designed by S.F. Linsley Photo circa 1893 (see Bibliography) | |
| 18 | J.A. Thomlinson Hse. 9 Bishop St. | Southwest | |
| 19 | Chas. and Edward Dudley Houses 54,56 State St. | Northwest | |
| 20 | View of Quinnipiac River from Bridge | Northwest | Approximate location of first bridge |
| 21 | 3 Bishop Street | Southwest | Non-contribu- ting building |