

PH0000892

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

| | |
|------------------------------|-----------------|
| STATE: Connecticut | |
| COUNTY: New London | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER 71.7.09.0013 | DATE 6/28/71 |

1. NAME

COMMON:
New London Railroad Station

AND/OR HISTORIC:
(New York, New Haven and Hartford Railroad Station) (now Penn Central Station)

2. LOCATION

STREET AND NUMBER:
At the foot of State Street

CITY OR TOWN:
New London

STATE: Connecticut CODE: 09 COUNTY: New London CODE: 011

3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|---|--|--|---|
| <input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input 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 Company

STREET AND NUMBER:
Transportation Center -- 6 Penn Center Plaza

CITY OR TOWN: Philadelphia STATE: Pennsylvania CODE: 37

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Municipal Building

STREET AND NUMBER:

CITY OR TOWN: New London STATE: Connecticut CODE: 0624

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Connecticut Historic Structures and Landmarks Survey

DATE OF SURVEY: 1967 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Connecticut Historical Commission

STREET AND NUMBER:
75 Elm Street

CITY OR TOWN: Hartford STATE: Connecticut CODE: 09 DATE: 6/28/71

SEE INSTRUCTIONS

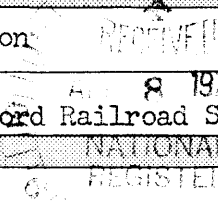
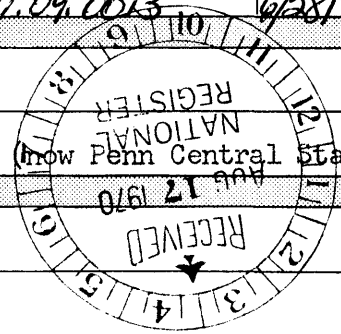
STATE: Connecticut

COUNTY: New London

ENTRY NUMBER: 71.7.09.0013

DATE: 6/28/71

FOR NPS USE ONLY



7. DESCRIPTION

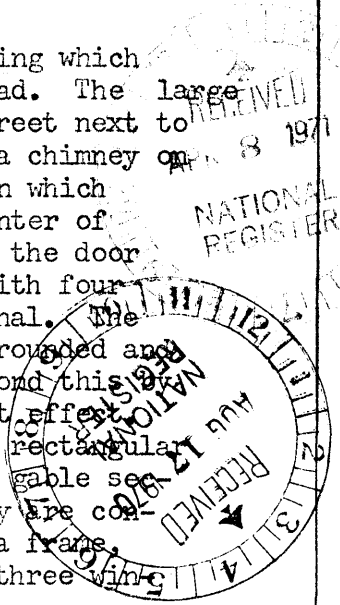
| | | | | | | |
|-----------|---|------------------------------------|--|---------------------------------------|---|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | <input type="checkbox"/> Excellent | <input type="checkbox"/> Good | <input checked="" type="checkbox"/>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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This is a very large two and one half story brick building which presently houses facilities for the Penn Central Railroad. The large structure occupies an open area at the foot of State Street next to the waterfront. It has a hip roof with low dormers and a chimney on each side of a large gable and projecting center section which dominates the side sections of the building. In the center of the massive gabled section is an archway which contains the door and a semi-circular overdoor light. This door is red with four lights in each of the two sections and is not the original. The edges of the arch are formed of moulded brick which is rounded and accentuated by a dentil-like moulding of bricks and beyond this is a wide band of bricks laid radially to create a sunburst effect. Window openings throughout the building are arranged in rectangular groupings usually of three or four windows. Within the gable sections both front and back the groups of the second story are contained within recessed rectangular panels which create a frame, each center section containing four recessed frames of three windows each.

On the street side on each side of the central door are a group of four double hung windows with smaller rectangular lights separated by brick mullions. The same type of window openings are on each side of the center section of the street facade. Each of the side sections of the building have additionally two double doors over which are three vertical slot-shaped windows and which are placed on each side of the center section of the building. This same set of vertical windows is found on a larger scale at the center of the gable of the roof where they are surrounded by a complex and fine pattern of radially laid bricks in a field of diagonally laid brickwork, all of which is bounded by three widely separated courses of vertically laid bricks.

The street side of the station was at one time the track side and the track side was the point at which persons entered from their parked vehicles or from the boats at the immediately adjacent piers. However, now that the railroad tracks pass southeast of the station this change has led to some alterations in the southeast side especially. Most noticeable is the bricking in or the boarding up of some of the doors. That is, the appearance of the outside brick suggests that there have been as few as four and as many as six doors on this side. One towards the north end is boarded over on the inside. Another on the south end has been bricked in. Passengers use the door openings of the center section of which there are two. However, the wooden doors here like the ones of the main entrance are replacements. The original doors are found on the side sections and have elaborate iron hinges which are painted red like the rest of the doors and provide a large curved design in low relief.



SEE INSTRUCTIONS

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(Continuation Sheet)

| | |
|------------------|---------|
| STATE | |
| Connecticut | |
| COUNTY | |
| New London | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |
| 11.7.09.0013 | 6/28/71 |

(Number all entries)

- 2 -

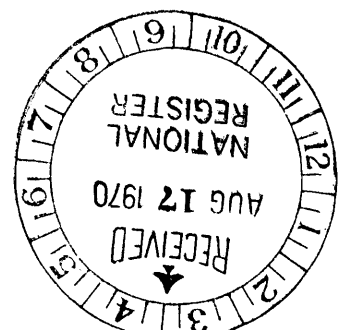
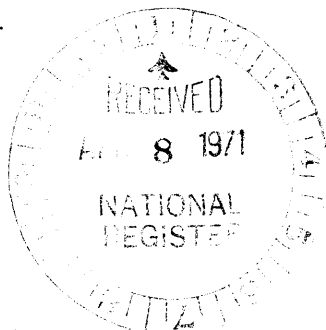
Description of the New London Railroad Station

The organization of windows on this southeast side of the building duplicates that of the central gable of the street facade on the second floor level only. The other groups of windows are smaller in size and in most cases are separated in each group by a central door. The main accent at the ground floor level is a projecting ticket booth which has been painted white and because of its color relates to the rest of the building very awkwardly. This track side also has three verticle windows in the gable of the roof which are surrounded like those of the street side with very interesting brickwork.

About the whole building at the second floor level is a band course of double rows of moulded brick. At this point there is a slight projection of the second story over the first. The cornice consists of brickwork which suggests a band of fluting and then of dentils. And the hipped roof appears to have slate shingles.

The south side of the building has six double-hung windows at the second story level and four at the street level. Changes in the brickwork at the street level give evidence of many alterations at this end of the station. At the north end the building has been extended with a one story addition which is brick and has the form of a lean-to.

The interior has a central waiting room with offices on each side connected by central hallways. The waiting room has a ceiling which extends the full height of the building; this and the hallways have a high wainscot which is now painted over. The ceiling which has exposed wooden beams has also been painted over with a dull color so that it no longer contrasts with the plain plastered walls. The condition of the interior is fair to poor--like that of most railroad stations--reflecting the decline of the railroads in general.



8. SIGNIFICANCE

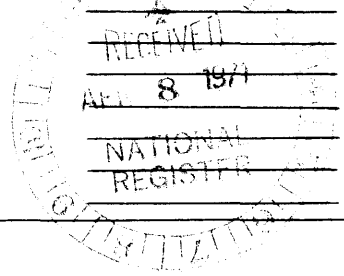
PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1886-87

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 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 checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater | |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input checked="" type="checkbox"/> Transportation | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | |

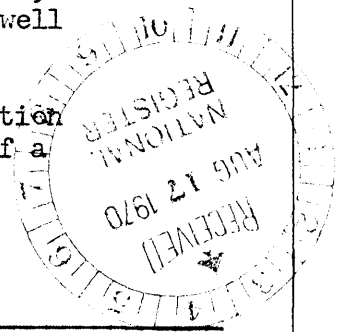


STATEMENT OF SIGNIFICANCE

The design of the New London Railroad Station is generally attributed to H.H. Richardson, one of the great architects of the nineteenth century. Although critics of the building are likely to point out that Richardson was sick in the fall of 1885 when the building was commissioned and that he died before it was completed, it seems unlikely that Richardson's associates at the architectural firm Shepley, Rutan, and Coolidge could have produced such a design. This is the opinion of Richardson's biographer Henry-Russell Hitchcock who argues that

the design is so different from that of the earlier stations and so excellent, that it must have been closely supervised. It is, in many respects an improved version of Sever Hall at Harvard. As befits a more utilitarian building, it is, however, somewhat dryer and more bare than Sever. But the treatment of the brick patterns in the gable is as good as on Emmanuel Church at Pittsburgh, and the shape and scale of the entrance arch are distinctly superior to that of Sever. The slight projection of the second storey all around the station is, on the other hand, rather pointless. The fenestration is ample and well organized.

Thus the significance of the New London Railroad Station is its excellent design and that it bears the stamp of a master architect, H. H. Richardson.



¹The Architecture of H. H. Richardson and His Times. New York: The Museum of Modern Art, 1936, p. 278.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Henry-Russell Hitchcock, The Architecture of H.H. Richardson and His Times. New York: The Museum of Modern Art, 1936.

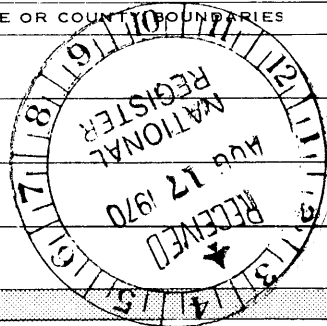
10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | | OR | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | | | |
|--|----------|---------|---------|---------|---|---------|---------|---------|---------|
| CORNER | LATITUDE | | | | LONGITUDE | | | | |
| | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds |
| NW | ° | ' | " | ° | ' | " | 41 | 21 | 15 |
| NE | ° | ' | " | ° | ' | " | 72 | 05 | 36 |
| SE | ° | ' | " | ° | ' | " | | | |
| SW | ° | ' | " | ° | ' | " | | | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3

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

| STATE: | CODE | COUNTY | CODE |
|--------|------|--------|------|
| | | | |
| | | | |
| | | | |
| | | | |



11. FORM PREPARED BY

NAME AND TITLE:
Constance Luyster, Administrative Trainee

ORGANIZATION: Connecticut Historical Commission DATE: August 5, 1970

STREET AND NUMBER:
75 Elm Street

CITY OR TOWN: Hartford STATE: Connecticut CODE: 06

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 and Chairman
Connecticut Historical Commission

Date: _____

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

[Signature]
Chief, Office of Archeology and Historic Preservation

Date: JUN 28 1970

ATTEST:

[Signature]
Keeper of The National Register

Date: JUN 27 1970

SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

| | |
|---------------------|------------|
| FOR NPS USE ONLY | |
| RECEIVED AUG 1 1975 | |
| DATE ENTERED | SEP 3 1975 |

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 1

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

⁴Cass Gilbert, "The Greatest Element of Monumental Architecture," The American Architect, 5 August, 1929, 140.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

CONTINUATION SHEET

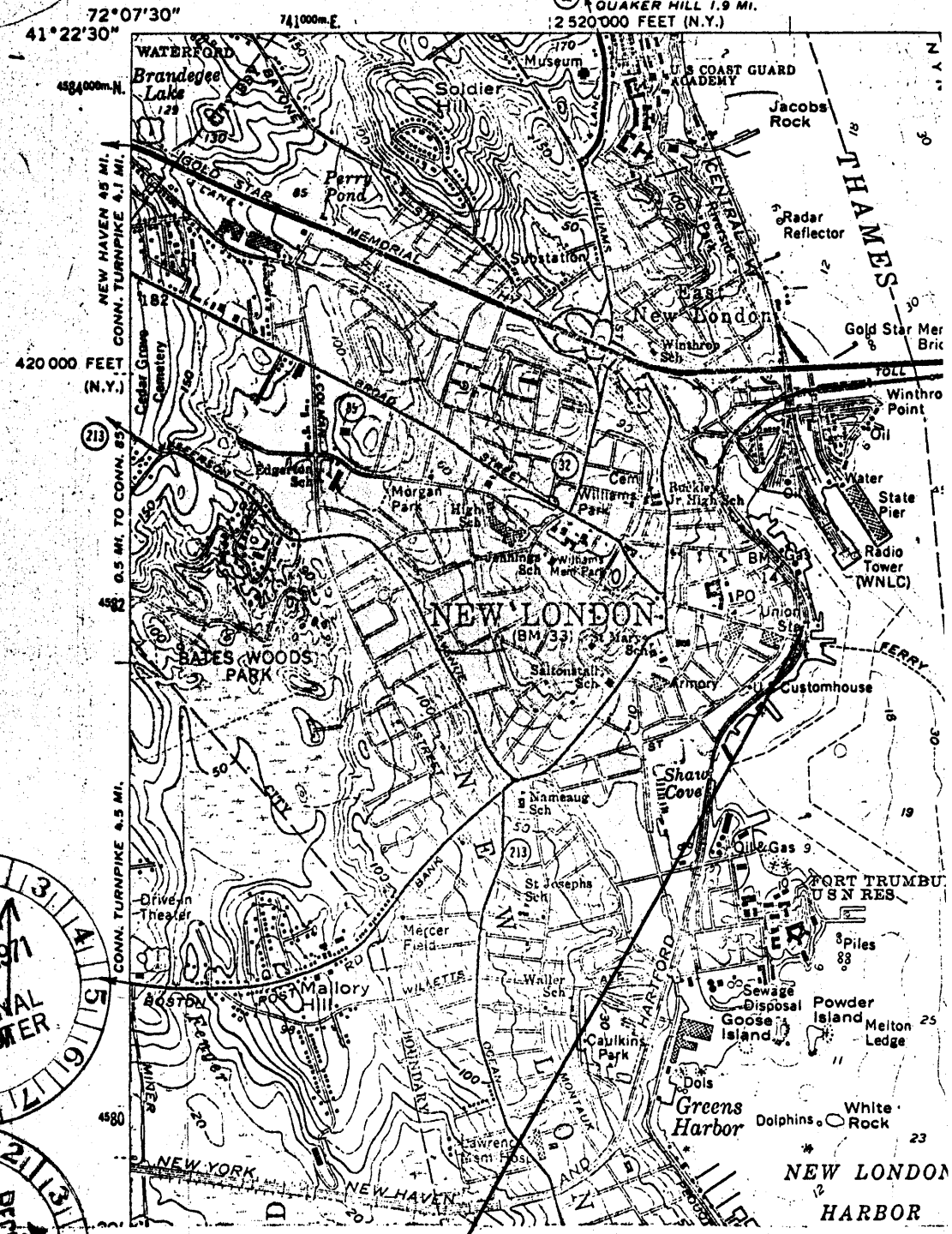
ITEM NUMBER 9 PAGE 1

Books and articles:

- "Building That's Never Looked is Host to Varied Thousands," New Haven Register, 22 January, 1956, pp. 1, 7.
- Gilbert, Cass, "The Greatest Element of Monumental Architecture." The American Architect, 5 August, 1929, 140-44.
- "Gilbert, Cass," The National Cyclopedia of American Biography, (1937), Vol. 26, 20-21.
- Kirkham, Guy, "Cass Gilbert, Master of Style," Pencil Points, 15 (November, 1934), 541-556.
- "New Ramp Enclosure Being Built at Railroad Station Here," New Haven Register, 16 December, 1954, p. 14.
- "Requiem for a Station," NRTA JOURNAL, (September-October, 1974), 14-5.
- "Trains Come and Go in New R. R. Station Here," New Haven Journal Courier, 5 April, 1920, p. 3.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNCASVILLE 4.2 MI.
QUAKER HILL 1.9 MI.
2 520 000 FEET (N.Y.)



72°07'30"
41°22'30"
741000m.E
4584000m.N
NEW HAVEN 45 MI.
CONN. TURNPIKE 4.1 MI.
420 000 FEET
(N.Y.)
0.5 MI. TO CONN. 854
NEW YORK
NEW HAVEN

JACOB'S ROCK
RADAR REFLECTOR
GOLD STAR MER BRIC
WINTHRO POINT
STATE PIER
RADIO TOWER (WNLC)
FERRY
PORT TRUMBULL
U.S.N. RES.
MELTON LEDGE
WHITE ROCK
GREENS HARBOR
NEW LONDON
HARBOR

RECEIVED
APR 8 1971
NATIONAL REGISTER

RECEIVED
AUG 17 1970
NATIONAL REGISTER

Union Station
Latitude 41° 21' 15"
Longitude 72° 05' 36"