4086

NPS Form 10-900
OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Shore Line Electric Railway Power House
Other names/site number: Saybrook Yacht Yard, Saybrook Marine Service, Inc.
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 2-20 Ferry Place
City or town: Old Saybrook State: CT County: Middlesex
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ✓ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ✓ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ✓local

Applicable National Register Criteria:

✓A ___B ✓C ___D

Mary B. Dunne/SHPO 4.24.19

Signature of certifying official/Title: **Date**

CT State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. 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 6/20/18
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	X
District	
Site	
Structure	
Object	

Number of Resources within Property
(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register ___0_____

6. Function or Use

Historic Functions
(Enter categories from instructions.)

INDUSTRY/Energy Facility
TRANSPORTATION/Rail-Related

Current Functions
(Enter categories from instructions.)

COMMERCE/Warehouse

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Concrete

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Shore Line Electric Railway Power House (Power House) is a two-story, five-bay, reinforced-concrete rail-related building constructed in 1910 with Classical and Arts and Crafts stylistic features. The Power House is located in Old Saybrook, Middlesex County, Connecticut, along Clark Street, adjacent to the Connecticut River and approximately one mile northeast of Main Street. The Power House historically provided power to the Shore Line Electric Railway, a transportation system that operated inconsecutively from 1910 to 1929 and was, at its peak, the second-largest electric traction system in Connecticut and the fifth-largest trolley line in New England (LeMonte 2016). The building retains direct views of the railway that it served to the southeast, along with its original massing, reinforced-concrete construction, and large open interior volumes.

Narrative Description

Setting

The Shore Line Electric Railway Power House is sited on a 3.25-acre lot on the west side of the Connecticut River (Figure 1). The property is just north of an existing rail line to the southeast and the river to the east. Limited development, consisting of residential and maritime construction, has occurred in the vicinity of the nominated property. Late-twentieth-century and early twenty-first-century single-family dwellings and marinas are located in neighborhoods to the west and north of the Power House, respectively (Figure 2). Marshland is located immediately south of the property. The Old Saybrook town center, with its collection of dwellings from the eighteenth and nineteenth centuries and commercial development from the nineteenth and twentieth centuries, is located approximately two miles southwest of the Power House.

The boundary of the nominated property is limited to the footprint of the building because of infill of a portion of the site after the period of significance. The remainder of the lot is occupied by a commercial marina. Marina support buildings on the lot include a management office, boat rack, and a boat repair building. Lot topography is primarily flat from the shoreline and rises slightly in grade along the north elevation of the Power House. A retaining wall borders the west and north lot boundaries (Photograph 1).

Exterior

The Power House is a two-story, five-bay-by-five-bay industrial building constructed of fireproof and vibration-resistant reinforced concrete (Photographs 1 to 6). A rear one-story section extends from the west elevation, and a central 283-foot-tall smokestack protrudes from the building's flat roof (Photograph 3). The foundation is not visible. The building faces east, toward the Connecticut River. It employed large, multi-light windows to facilitate daylighting and ventilation. Primary and secondary entrances, consisting of single-leaf or double-leaf doors, are located on the façade and on the west and south elevations. Steel-sash awning windows of different sizes and configurations, including twelve-over-eight-light, twenty-light, eighteen-light, and fifteen-light-sash, are located on the second floor of each elevation. Character-defining features found on all elevations of the building include the large-scale window openings, a belt course, and six-light clerestory windows below the eaves. The clerestory windows are separated into five bays per elevation by high-style decorative concrete brackets and pilasters. Pilasters run from the roofline to the ground. The rhythm of solids to voids, the decorative brackets, and the belt course remain on all four elevations.

The façade (east elevation) retains its original five-bay configuration, although some window openings have been modified to accommodate activities associated with boat-building and marina operations. Large window openings on the first story have been partially enclosed in vinyl and modified to accommodate a single-leaf door and two one-over-one light, double-hung vinyl-sash windows. Additional first-story openings include historic paired steel-sash windows, a vinyl garage door, and a single-leaf door. The second story has two windows and a sliding freight-door system (Photographs 1 and 6).

The north (side) elevation has four steel-sash windows and one opening infilled with concrete on the second story (Photograph 5). Visual observation suggests that a concrete framing system once extended from the eastern portion of the elevation to support the hoppers that were historically attached to the building. A ca. 1938-39 change in grade resulted in the partial burial of this elevation's first-floor window openings, which have been infilled with concrete block but are still visible.

The south (side) elevation retains its overall massing, design, and decorative elements. Door and window openings are original or similar in scale to historic openings. The first story of the south elevation has two double-leaf wooden doors and a single-leaf wooden door. The second story also exhibits three large steel-sash windows (Photograph 9).

A lateral one-story extension at the location of the former entrance is located along the west (rear) elevation, and likely held offices. The west elevation retains its five bays and high-style, decorative elements (Photograph 4). The window openings appear to be original and retain their six-light, steel sash. The one-story extension, which appears to have been original, terminates in a flat roof; roofline parapets are present on the north and south elevations of this extension. The one-story section has a central, single-leaf glass-door commercial entry. The west elevation of the one-story extension has 11 pilasters that divide it into 10 symmetrical sections enclosed by two narrower sections also marked by pilasters. The north and south elevations of the one-story addition are blind.

Interior

The interior consists of two floor levels and a total of 16,038 square feet. A portion of the building has a series of subdivided rooms on the first and second stories. A monumental open space extending from floor to ceiling occupies the northern half of the second story (Photograph 15). This uninterrupted space originally housed equipment necessary for operation of the facility. Partial removal of the drop-tile ceiling extant in the south half of the second story reveals the monumental open space that encompassed the entire second story (Photograph 18).

The interior currently is divided to accommodate office space and storage. Remnants of the original concrete-pile system are visible (Photograph 13). Five steel beams, likely used for additional structural support, are placed north-south along the first-story interior (Photographs 11-12). Separations of historically open spaces on the first and second stories are achieved through the use of metal-framing, insulation, and drywall systems.

Historic photographs suggest the building faced west, toward the road (Figure 3). Following the cessation of the rail services, a phase of infill and regrading occurred from 1934 to 1939. When the property was converted to a boat-building operation in 1939, infill extended the property into the Connecticut River. A change in grade resulted in the partial submersion of the east elevation's first floor. Currently, the ground falls a foot below the original first-story windows on the façade (CMB Development, LLC 2017). Although archival research has not provided specific causes for these changes, the regrading dates from the period spanning the 1938 New England Hurricane and the Power House's conversion to a boat-building facility in 1939. Despite changes to grading and infill, the overall context of the building and its surroundings remains unchanged. The rail line to the south, as well as the Connecticut River to the east, provide a visual and contextual connection to the building.

Figure 3 The Power House at Old Saybrook. 1912 Postcard.

Integrity

The Shore Line Electric Railway Power House retains integrity of location, setting, association, feeling, design, and materials from its 1910 to 1929 period of significance. The building expresses the qualities and character-defining features of an early twentieth-century power station. The Power House retains its original location on the Connecticut River, from which water was obtained to cool the boiler systems and boats delivered coal. While the setting has changed through the creation of land for the marina, the Power House retains direct views of the waterfront and the rail line for which it was associated. Surrounding development was constructed during the mid- to late-twentieth-century and is located north and west (behind) the nominated property. This later construction is smaller in scale than the Power House and does not interfere with views of the water and the rail line. These extant landscape features, including the marshland to the south, along with the building's monumental scale and distinctive form, successfully convey the early twentieth-century relationship between the natural environment and industrialization. Consequently, the building continues to reflect integrity of association and feeling.

The Power House incorporates design characteristics of early twentieth-century industrial powerhouses. Its historical form is retained in its vertically emphasized, horizontal volume; large window openings with clerestory above; and central smokestack. Evidence of the former hopper system for coal deliveries also remains visible. The use of high-style elements and architectural details that are employed on certain industrial buildings are represented on the Power House. These features include the pilasters, the belt course, and the ornate and monumental concrete brackets. Although two of the original bays of the façade have been converted to garage doors, the majority of the fenestration pattern and the rhythm of solids to voids remains. (Some of the original windows that have been replaced are in storage inside the building.) On the interior, select spaces retain the uninterrupted open spans common to early twentieth-century industrial design. The building retains sufficient materials and design to convey its association with industrial design.

Initial alterations to the building and property occurred between 1939 and 1949 to accommodate its new use as a boat-building operation. The land surrounding the building was regraded, and the property was expanded into the Connecticut River through filling. The initial alterations primarily focused on building orientation and site regrading. Based on reviews of historical aerial imagery, property records, and permitting requests filed at the Old Saybrook Town Hall, dirt and compost fill were used to expand the property into the Connecticut River. Reversible additions were added to the south elevation to support boat repair operations during the 1950s. These additions were removed by the 1980s. No evidence of these additions is visible on the south elevation exterior walls. Three ancillary buildings were constructed on the property from 1963 to 2004 to serve maritime operations. The extended property and support buildings have been excluded from the property's boundaries because they postdate the building's period of significance. The Power House is a surviving component of the Shore Line Electric Railway system that retains integrity of location, setting, association, feeling, design, and materials to convey its significance as an example of an early reinforced-concrete industrial building.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION
ARCHITECTURE

Period of Significance
__1910-1929________

Significant Dates
__1910: Power House constructed_____________

Significant Person
(Complete only if Criterion B is marked above.)
__N/A_________________

Cultural Affiliation
__N/A_________________

Architect/Builder
A.W. Sperry Engineering Company

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Shore Line Electric Railway Power House is eligible for inclusion in the National Register at the local level under Criterion A in the area of transportation and Criterion C for its association with early twentieth-century powerhouse design. The building meets Criterion A as one of few extant support facilities for the Shore Line Electric Railway, which operated during the height of the electric railway industry in Connecticut. Under Criterion C, it is a notable Connecticut example of the powerhouse building type, specifically one supporting a trolley-related transportation system, and incorporates key elements of accepted powerhouse design and engineering during the early twentieth century. The shoreline trolley facilitated access to waterfront attractions and increased tourism along the Long Island Sound. In addition, the Power House, along with the trolley system's car barn, provided employment for local residents. The period of significance extends from completion of the building in 1910 to 1929, when the building ceased operating as a powerhouse for the Shore Line Electric Railway.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation

The establishment of the Shore Line Electric Railway in coastal Connecticut in 1905 (with rail service beginning in 1910) was preceded by increasing population growth in urban centers and the introduction of transportation systems to accommodate the movement of larger numbers of people to those industrial centers. Transportation systems became more sophisticated over time and culminated in electric rail systems that linked smaller towns to urban areas, and urban areas to one another. The electric rail systems, which rarely returned a profit during their years of operation, were phased out following the introduction of buses and affordable motor vehicles. The Shore Line Electric Railway was the second-largest electric traction system in Connecticut, behind the Connecticut Company (Shore Line Trolley Museum).

The Shore Line Electric Railway Power House at Old Saybrook was completed in 1910 to provide power to the associated electric railway, which was initially intended to transport commuters between New Haven and Old Saybrook. The Power House was built strategically on the Connecticut River to provide water for its cooling stations and to facilitate coal deliveries. It was constructed of fireproof, vibration-resistant reinforced concrete and was designed to include tall multi-light, steel-sash windows for light and temperature control. It incorporated a smokestack for exhaust.

Population Growth and Railway Expansion in the Late Nineteenth Century

In 1890 the United States urban population was 87 times greater than at the beginning of the century (Sandler 2003:6). Urban growth accelerated during the mid-nineteenth century as new manufacturing technologies were introduced. The introduction of the steam railroad in the 1830s provided the opportunity for year-round daily commuting for those who could afford the cost and time of traveling by train. More affordable transportation systems for inner-city travel were introduced to accommodate lower- and middle-class residents, including the omnibus, the horsecar, and the elevated railcar.

The first urban public transportation system in the United States, the omnibus—a large, enclosed horse-drawn vehicle used for passenger transport—was introduced in 1831 (Sandler 2003:7). Omnibuses may have been the best form of urban mass transit at the time, but they were uncomfortable and unsafe (Sandler 2003:8). The horsecar, a competitor to the omnibus, was introduced in 1832 by John Mason; it used the same type of rails as the railroads. Traveling on rails along a set route, passengers enjoyed a safer, smoother, and more reliable ride than on the omnibus. By 1880 there were 415 horsecar companies operating on nearly 3,000 miles of track throughout the United States, and more than 25 million passengers traveled by horsecar (Sandler 2003:10). However, horses were expensive and the strain of pulling passenger-filled cars took heavy tolls on the animals, limiting their service to three to five years and preventing this mode of transportation from expanding far beyond city limits (Sandler 2003:9).

During the Second Industrial Revolution, in the late nineteenth century, the electric trolley emerged as the most popular and affordable form of public transportation. Trolleys drew electricity from overhead wires, which were easy to service and repair (Sandler 2003:9). Powerhouses electrified local systems, as well as communities, with lines that powered trolley cars along tracks between stations. Electric trolleys traveled at approximately 10 miles per hour but could reach up to 40 mph; they could run on the same streets used by horses and pedestrians. With expanded distribution of electricity, the trolley systems were extended into adjacent cities and rural towns to act as interurban lines (Bogart 1905:585). They provided affordable transportation for those outside cities, contributing to their growing popularity. As cities and towns grew, so did the trolley systems. In 1888 the world's first commercially used electric railway began operating on an 8-mile track between Derby and Ansonia in New Haven County, Connecticut (Shore Line Trolley Museum). By 1902 97 percent of urban transportation was electric and consisted of trolleys (Husband and O’Loughlin 2004:23). The trolley system became a heavily utilized transportation system in Connecticut. Between 1888 and 1910, at least seven trolley systems had been established in coastal Connecticut alone, including the Danbury and Bethel Street Railway, Branford Electric Railway, New London & East Lyme Street Railway, and the Shore Line Electric Railway (Shore Line Trolley Museum).

Morton F. Plant and the Shore Line Electric Railway

In Connecticut, a trolley system was introduced during the early twentieth century to connect New Haven and New London, as well as coastal towns, villages, and suburbs between the two cities (Husband and O'Loughlin 2004:34). The Shore Line Electric Railway Company was chartered by the Connecticut General Assembly in 1905. The charter enabled the rail company to construct a trolley line from the village of Stony Creek in Branford, 13 miles east of New Haven, where it connected to the existing New Haven city line. The new trolley line would continue along the Long Island Sound communities of Guilford, Madison, Clinton, and Westbrook to Old Saybrook, and up the Connecticut River Valley to Ivoryton Village in the town of Essex. The amount of money authorized by the Connecticut General Assembly to charter the company was $200,000 ($5,418,182.81, adjusted for inflation)[1], but the corporation was given the right to increase its capital stock to $1,000,000 ($27,090.914.07, adjusted for inflation), if necessary. The Shore Line Electric Railway Company was authorized by the Connecticut legislature to lay tracks on town streets, beside highways, and through countryside; to build bridges where necessary; to erect power poles; and to build powerhouses and trolley barns (Lander 2012). Two years passed before the company began seeking the State Railroad Commissioners' approval of its proposed locations and routes. The route within the town of Old Saybrook was approved by the Commissioners on October 23, 1907. Other portions of the route were approved in 1908 and 1909 (Lander 2012).

A.W. Sperry Engineering Company of New Haven received the contract for the railway construction. Sperry was a business owner and engineer who served on the board of the Connecticut Society of Civil Engineers as well as on the board of the Danbury and Bethel Streetway (Sperry 1911:292). Grading commenced in Old Saybrook in 1908. The Shore Line Electric Railway Company investors planned to subsidize construction costs by selling stock to property owners near the proposed route. That plan, however, proved unsuccessful.

As construction got under way, costs quickly exceeded expectations, and the amounts approved by the state legislature were insufficient to complete the project. Consequently, progress stalled shortly after it started. Initial investors soon realized that substantial additional funds were needed from outside investors. Morton F. Plant, a railroad heir and entrepreneur, offered financial assistance as he believed the Shore Line Electric Railway was crucial to the economic growth and vitality of southeastern Connecticut (MacDonald 2017:64). Plant believed better transportation would fuel a more robust economy in the region. He sought to extend trolley service along the shoreline as a means to attract more development (MacDonald 2017:64).

Plant invested heavily in the Shore Line Electric Railway and eventually took control of the operation, building it by 1910 into a railway with a main line of 48 miles of track from New Haven to Ivoryton (MacDonald 2017:66). His financial support made possible continued construction of the railway, which resumed in early 1909. The final lines for the trolley were laid and the Power House was completed in 1910. That year the Shore Line began operations between Stony Creek through the Long Island Sound communities of Guilford, Madison, Clinton, Westbrook, and Old Saybrook, and to Ivoryton in the Connecticut River Valley (MacDonald 2017:64). Also in 1910, the Connecticut House of Representatives passed a bill enabling the Shore Line Electric Railway to lay additional tracks between its Saybrook-

[1] The West Egg Inflation Calculator (www.westegg.com/inflation) was used to calculate all inflation estimates.

Essex line and the Old Saybrook ferry, and to sell electricity to Lyme, East Lyme, Chester, Saybrook, Essex, Old Saybrook, Clinton, and Madison (Sperry 1911:292). The total cost of construction and equipment by June 30, 1911, was $2,276,997.56 ($59,504,755.80, adjusted for inflation). By June 30, 1912, the outstanding stock had a par value of $1 million, including $300,000 ($7,839,897.18, adjusted for inflation) in preferred shares and $700,000 ($18,293,093.41, adjusted for inflation) in common stock. Most of the stock was owned by Plant, who had accepted the securities in lieu of being repaid the monies he had advanced for construction expenses. The total cost of construction had increased to $2,817,070.09 ($73,618,466.14, adjusted for inflation) by 1912. At this time, the Power House was in operation. The Power House was constructed strategically in Old Saybrook, along the Connecticut River, to support industrial operations and provide electricity to the line and southeastern region of the state (Electric Railway Journal 1919:297).

On August 22, 1911, the Shore Line Electric Railway Company's charter was amended to permit it to construct a branch from its main line at Old Saybrook to the westerly end of the new state highway bridge under construction over the Connecticut River between Old Saybrook and Old Lyme. The state planned to lay rails on the span and another company, the New London & East Lyme Street Railway operating between New London and Niantic, had been authorized to build tracks from East Lyme through Old Lyme to the easterly end of the then-proposed bridge in 1909 (Sperry 1911:89).

The New London extension began construction in late 1912. A delay in construction had contributed to higher construction costs in June 1912. Although the total cost of construction had risen to $2,817,070.09 ($71,060,295.50 adjusted for inflation), the per-mile track cost was $61,514.96 ($1,551,708.37 adjusted for inflation), a nearly $10,000 ($252,248.94 adjusted for inflation) decrease from the $71,716.45 per-mile track cost ($1,809,039.88 adjusted for inflation) from June 30, 1911 (Electric Railway Journal 1919:297). The extension required a high-tension line from the Power House to the New London & East Lyme Street Railway Company's substation at Waterford. By July 7, 1913, the Shore Line Electric Railway Company negotiated a deal to lease the entire New London Division of the Connecticut Company, the primary electric street railway company in the state controlled by the New York, New Haven and Hartford Railroad (NYNHH). The New London Division consisted of 79.4 route miles and 88.15 track miles; it included city lines in New London and Norwich, as well as interurban lines between those cities. Service between Saybrook and New London began on August 26, 1913 (Cummings and Munger, Jr. 1960b:42).

The Shore Line Electric Railway expanded, in part, as a result of a 1914 investigation by the Interstate Commerce Commission (ICC). The ICC investigated the New Haven Railroad, which owned extensive interurban trolley systems in New England, for conspiracy to violate antitrust laws. After company officials were indicted, the railroad was forced to dispose of extensive holdings in Massachusetts, and the Shore Line Electric Railway stepped in with an offer to lease all its eastern Connecticut holdings, which was accepted and approved (MacDonald 2017:66). By 1916 the Shore Line Electric Railway was the second-largest traction system in the state and fifth-largest trolley system in New England (LeMonte 2016).

The Shore Line Electric Railway was noted for its contributions to the local economy and development at Old Saybrook. Two major rail-related buildings, the Power House and substation/car barn, provided local employment to 40 men (*Hartford Courant* 1920). For the majority of Old Saybrook residents who did not own an automobile at the time, the railway had been a convenient link to neighboring towns and small cities along the shoreline. During the summer months, tourists utilized the railway to travel to Old

Saybrook, to shoreline beach amusements, and to summer cottages along the Long Island Sound. The tourist industry led to increases in the local economy during summer months (*Hartford Courant* 1920).

Despite its growth and impact on shoreline communities, the railway experienced continued financial difficulties: Interurban trolley lines in the United States were unprofitable as operating expenses associated with constructing, operating, and maintaining commuter lines upwards of 50 miles outstripped profits (Electric Railway Journal 1919:90). The Shore Line Electric Railway Company never recorded an annual profit during the duration of its trolley service, despite the financial contributions from Plant. Losses for the year ending on June 30, 1916, were $73,427 ($1,643,017.14, adjusted for inflation), and the company's deficit grew by an additional $20,615 ($461,285.34, adjusted for inflation) in the subsequent six months. The financial difficulties of this period were exacerbated by a head-on collision of two interurban cars in North Branford on August 3, 1917, which resulted in the deaths of 19 people; 35 others were seriously injured (Chapman and Norton 1976:126). The crash resulted in large damage claims and contributed to a deficit of $209,633 ($3,995,561.89, adjusted for inflation) for that year (Electric Railway Journal 1919:186).

On November 4, 1918, Morton Plant died in New York City during the Spanish influenza pandemic. Plant, the principal stockholder of the Shore Line Electric Railway Company, was neither an officer nor a director of the company, though he was chairman of the board of directors of the Norwich & Westerly Traction Company and the Groton & Stonington Street Railway. Plant owned 6,921 of the 7,000 shares of common stock, 2,898 of the 3,000 shares of preferred stock, all of the bonds, and most of the outstanding debentures at the time of his death. Without Plant's assistance, the company posted a loss of $424,809 ($6,896,739.54, adjusted for inflation) in 1918 and an accrued deficit of more than $688,000 ($11,169,624, adjusted for inflation). The following year railway employees went on strike to secure higher wages to accommodate higher costs of living. Financially unable to meet those demands, the company hired strikebreakers at lower wages to resume trolley service. These cost-cutting efforts ultimately proved unsuccessful; the lines from Flanders to Old Saybrook, from Chester to New Haven, and the Stony Creek Branch all were abandoned by July 31, 1919. That year the New London Division ended its lease with the Connecticut Company (Cummings and Munger, Jr. 1960b:42).

After 1919, the Shore Line Electric Railway system was reduced to 70.14 route miles, with 53.44 miles in Connecticut and 16.7 miles in Rhode Island. By 1921 the Shore Line Electric Railway began disposing of its property in Old Saybrook as it prepared to cease operations. A halt in service was avoided in 1923 when the New Haven and Shore Line Railway began operating the Shore Line Electric route between New Haven and Old Saybrook. That company purchased five new lightweight cars from the Wason Manufacturing Company, along with surplus equipment from the Hartford and Springfield Street Railway. By 1929, however, the New Haven and Shore Line Railway had failed, and the company was transformed into a charter bus operator (Connecticut Motor Coach Museum 2016).

The Shore Line Electric Railway Power House

The Shore Line Electric Railway Power House was constructed as a coal-fueled electric powerhouse along the Connecticut River from 1908 to 1910. The riverfront location provided a source of water to cool the condensing units and enabled easy access of coal deliveries by boat. Hoppers rested on shore to accommodate coal delivery. The hoppers utilized a belt system that carried coal along the north and west elevations, ultimately depositing the coal south of the Power House (Figure 3).

The Power House's primary purpose was to supply power to the Shore Line Electric Railway, though it eventually provided regional current to additional railways and bridges. At the time of its construction the Power House supplied current to the Shore Line Electric Railway and the New London and East Lyme Railway; it also furnished power for the operation of the Connecticut River Bridge, south of the Power House. The water for the boiler feed was obtained from a reservoir constructed approximately one mile west of the Power House.

The two-story, reinforced-concrete building initially consisted of two 1,500-kilowatt, 100 percent power factor, three-phase, 25-cycle vertical Curtis steam turbines. The turbines operated at 160 pounds of steam pressure and delivered 11,000 volts. The original layout of the building provided for the installation of two additional units in the future. Additionally, coal-fueled powerhouse interiors required a partially open floor plan with exposed space from floor to ceiling. The open space facilitated the use of large equipment and machinery, as well as interior hopper systems to assist movement of coal (Massachusetts Institute of Technology [MIT] 1915:78). There were three 625 H.P. Bigelow-Hornsby boilers, which operated at a working pressure of 165 pounds. The alternators generated current at 11,000 volts, three-phase, 25-cycle, which was transmitted partly along the railway company's trolley poles and partly along an independent pole line extending from the Power House to a substation in Guilford. The conductors were three #2 B. & S. hard-drawn copper wires; the total length of the transmission line was approximately 21 miles (Sperry 1911:89). The Power House provided electricity to the Shore Line Electric Railway for the duration of its operation.

In 1938 the Power House was sold to Whitney Stueck and Fred Sturgis, who operated the Saybrook Yacht Yard at the site through 1946. The yacht-building operation was known for its Blue Jays, a beginner's competitive yacht. Although local lore contends that the business may have contributed parts and undertaken repairs for the military during World War II, no corroborating archival evidence was found to support this assertion.[2] Sturgis served in World War II from 1943 to 1945. Upon returning, he bought out Stueck's share in the Saybrook Yacht Yard and relocated the operation to neighboring Old Lyme. Subsequently, the Power House and surrounding site became a boat repair operations between 1949 and 1961. It currently serves as a mixed-use marina and office space.

<u>Criterion C: Industrial Architecture and Concrete Design in Power House Construction</u>

The Shore Line Electric Railway Power House meets Criterion C as a notable example of an early twentieth-century industrial powerhouse. The Power House remains as a defining physical feature of the former Shore Line Electric Railway system, which operated between New Haven and New London from 1910 to 1929.

Industrial Powerhouse Architecture

Powerhouses were a fixture of the American landscape in the late nineteenth and early twentieth centuries, when industrialization reached a new peak. Electric rail systems, cities, and factories were all

[2] Archival research conducted regarding World War II activity at Saybrook Yacht Yard included consultation with Christine Nelson, Old Saybrook city planner, and Tedd Levy, Old Saybrook historian. Old Saybrook Planning records and oral histories yielded no evidence supporting the assertion that the building supported government military operations during the war. *The Shoreline Times*, *Hartford Courant*, and *The New York Times* archives from 1939 to 1945 were reviewed, and the National Archives Archival Databases were consulted to locate any record of contract between the federal government and Saybrook Yacht Yard. Research did not yield documentation supporting evidence of boat-building operations for World War II purposes.

electrified using powerhouses. Powerhouses of the period were often designed in a revival style to convey a sense of stability to the public (Cummings and Munger, Jr. 1960a:4). They have been characterized as dense, block-shaped buildings with one or more smokestacks protruding from the roof that may feature arcaded fenestration, decorative brickwork, keystones, or piers (Doherty and Kierstead 2006). Coal-fueled powerhouses were generally located near a water source because they required large quantities of water for cooling condensing units and cooling towers (Hartford Electric Light Company Records 1996).

The Shore Line Electric Railway Power House is an example of the industrial powerhouse architecture of the era. The Power House incorporates elements of the Classical and Arts and Crafts styles in its design. These stylistic features are present in the belt courses, roofline parapets, and varying window sizes. The original core block, which remains intact, is a square, low-pitch gable form with a circular smokestack that pierces the roof plane and extends 283 feet from ground level (Figure 4).

The greatest degree of architectural elaboration is focused above the upper belt course on each elevation. Ornamentation includes structural, monumentally scaled, concrete corbel brackets beneath the roof overhang and roofline parapets on the north and south elevations. The concrete corbel brackets are extant on all four elevations of the building as part of the structural pilasters and represent the richest ornamentation. The corbel brackets follow classic bracket design and are relieved through the use of geometric shapes: blocks, rectangles, and circles (Photograph 7). Additionally, the mass of the building is relieved through the functionally necessary large window openings.

Figure 4 The Power House at Old Saybrook. Photo Courtesy of the 1911 *Electric Railway Journal.*

Figure 5 Tariffville Power House. Photo courtesy of the University of Connecticut Archives and Special Collections.

Archival research suggests that few powerhouses similar in scale, mass, size, and material to the Shore Line Electric railway facility remain extant in Connecticut. Most existing power plants in the state were built to accommodate large operations and either are substantially larger than the subject resource or postdate its period of construction. Examples of powerhouses in Connecticut were reviewed to obtain comparable data and to facilitate meaningful analysis. The Tariffville Power House (not extant), located at the edge of Simsbury, Connecticut, was a useful example of a facility similar to the one in Old Saybrook (Hartford Electric Light Company Records 1996). The Tariffville Power House was constructed in 1899 on the Farmington River by the Hartford Electric Light Company (HELCO). It was built with two pairs of 1,300-horsepower water wheels that connected to two 700-kilowatt generators. The building was of brick construction and was one and a half stories tall, three bays wide, and seven bays long (Figure 5). It was characterized by large arched window openings. Unlike the Shore Line Electric Railway Power House, the Tariffville Power House did not have a character-defining smokestack (Hartford electric Light Company Records 1996).

The Mystic Power House and Car House (Power House and Car House) were part of a two-building campus constructed in 1905 for the Groton and Stonington Street Railway, which operated from 1904 to 1919 and again from 1923 to 1928 (Cummings and Munger, Jr. 1960b:14). The portions of the Power House and Car House that remain are located west of Water Street, on the west bank of the Mystic River. The facility consisted of a large three-story main block with a smaller three-story southern wing (Figure 6). A smokestack was located on the west elevation of the southern wing. As originally designed, the brick building was characterized by large window openings extending from ground level to the flat roofline; by roofline parapets on the west façade and east elevation of the main block; by a smokestack; and by limited ornamentation. Although the main block and large window openings remain, the smokestack and south wing are not extant.

Figure 6 Mystic Power House and Car House. Photo Courtesy of the University of Connecticut Archives and Special Collections.

Like the powerhouses in Mystic and Simsbury, the Shore Line Electric Railway Power House was strategically built along a river. The energy for operating the system was generated in Old Saybrook by three-phase Curtis turbines. The energy then was transmitted to two extant substations: one on Ford Drive in Old Saybrook, about a mile from the powerhouse (also serving as a car house) and the other in Guilford, about 20 miles west of the powerhouse. The boilers and most auxiliary equipment were located on the ground floor, while generators, switchboards, and exciters were on the second story.

The interior of the Power House was designed to meet the needs of an electric-generating building of the time. Large window openings, an open floor plan, and high ceilings assisted in temperature control. The property, initially limited in size and abutting the Connecticut River, was undeveloped south of the building to facilitate delivery of coal. While the primary entrance was on the façade, there were entrances on the south and east elevations for the movement of coal and other materials in and out of the building. The construction materials and design were utilized for their fire-resistant, load-bearing qualities.

With its revival-style design elements and its utilitarian industrial form, the Shore Line Electric Railway Power House represents broad trends in industrial architecture during the late nineteenth and early twentieth centuries. The two-story block form with large window openings was designed for industrial functionality. Historically, the building's second story was partially open to the first story and included high ceilings to accommodate large turbines and industrial equipment.

The Use of Concrete in Industrial Design

The use of concrete increased in the late nineteenth and early twentieth centuries after a stable binder was discovered by Joseph Aspdin, who patented the formulation for what came to be known as Portland cement (Condit 1968:138). Modern concrete is composed of sand, stone, water, and a cementitious material, typically Portland cement.

Reinforced concrete is concrete strengthened by the addition of another material, usually reinforcing bars (rebars), a combination that supported the construction of sturdy slabs, beams, columns, and pavements in the early twentieth century. S.T. Fowler patented a reinforced concrete wall in 1860, and the material eventually was used in more complex architectural designs. However, widespread acceptance of reinforced concrete in the United States did not occur until the late nineteenth century when a domestic cement industry was established, eliminating the need to import the material (Jester 1995:94). By the early twentieth century the benefits of reinforced concrete were apparent. The material was typically cheaper than stone or brick, which required skilled craftsmen to carve or install. It also could function as a fireproofing material for iron-framed buildings.

The first practical commercial use of reinforced concrete as a construction method in the United States often is credited to Ernest Ransome, who promoted his building methods during the 1890s. Ransome refined procedures for casting girders, beams, and floor slabs as a unit on top of concrete columns, as well as designs by which load-bearing exterior walls could be replaced by expanses of windows (Condit 1968:138). By 1900, competing techniques also had emerged. Arrangements of mass-produced metal netting or fabric for reinforcing flat slabs appeared, and bars or cables were designed for reinforcing beams and columns (Jester 1995:96).

The earliest reinforced-concrete buildings imitated the structural system of timber and steel buildings: reinforced-concrete columns supported reinforced-concrete girders, which in turn supported reinforced-concrete joists. Shortly after 1900, methods emerged for transferring the load-carrying capacity of beams and girders to floor slabs. This innovation proved economical for a variety of reasons. It increased the distance between floor and roof, particularly important for industrial buildings; it reduced floor-to-floor height; and it lowered the expense of building elaborate formworks. As a result, reinforced concrete rapidly was adopted for industrial buildings of one or several stories. Reinforced-concrete buildings could be built quickly, were fireproof, and could resist vibrations from heavy machinery. Concrete often does not require any additional fire protection as it is a non-combustible material with a slow rate of heat transfer (Jester 1995:94). Additionally, the inherent mass of reinforced concrete isolates, dampens, and absorbs vibrations. These attributes made the material ideal for industrial buildings (Jester 1995:96).

During the early twentieth century, powerhouses were constructed to serve infrastructure, businesses, and houses utilizing electric power. Reinforced concrete structurally supported by concrete piles was standard practice in powerhouse design of the period. In addition to the Shore Line Electric Railway Power House, existing powerhouses in the larger region that were structurally constructed of reinforced concrete include the Brooklyn Navy Yard Power Plant (GSA #NY0640BB). The Brooklyn Navy Yard Power Plant is a brick and reinforced-concrete building. This one-story plant reads from the exterior as a multiple-level structure, owing to its two rows of windows and multiple flat rooflines. Like the Shore Line Electric Railway Power House, its vertical bays are divided by concrete pilasters. Infill between the pilasters consists of steel-sash windows with brick panels below, separated by a horizontal concrete spandrel element.

Constructed between 1905 and 1907 for the NYNHH, the Cos Cob power station in Greenwich is another example of the use of concrete in an industrial building. The three-story building employed concrete blocks; steel trusses supported the concrete roof slabs. The building was designed in the Spanish Colonial Revival style, and originally included terra cotta tiles on the roof and false parapets on the end walls. The building's interior was divided into two primary spaces. One room housed the boilers, condensers, superheaters, and the necessary piping and pumps; the other room contained the turbines and associated equipment. An addition constructed in 1912 doubled the size of the building (Figures 7-8) (Atlas Portland Cement Company 1919:143, 144; Roth and Clouette 1989). The building was demolished in 1999-2000 (Manresa Association n.d.).

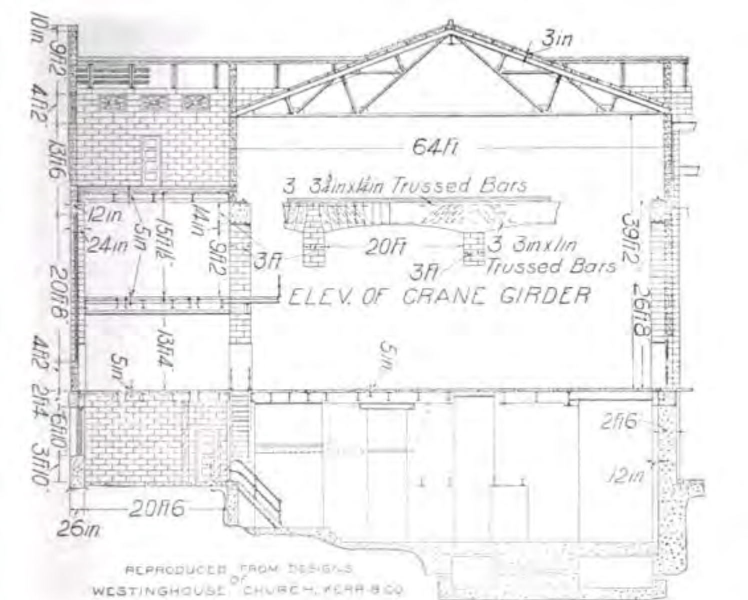

Figure 7 Cos Cob Power Station. Drawing Courtesy of the Atlas Portland Cement Company 1919.

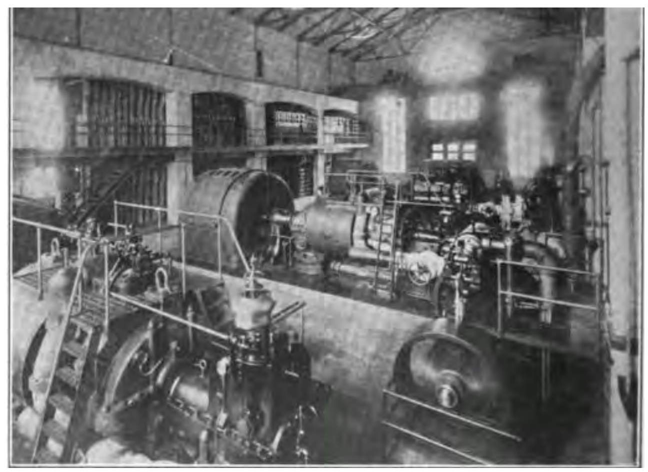

Figure 8 Interior Cos Cob Power Station. Photo Courtesy of the Atlas Portland Cement Company 1919.

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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 # __________
____ recorded by Historic American Landscape Survey # __________

Primary location of additional data:

__X_ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: ______________________________

Historic Resources Survey Number (if assigned): ________________

10. Geographical Data

Acreage of Property Less than 1 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:__________
(enter coordinates to 6 decimal places)

1. Latitude: 41.312919 Longitude: -72. 353364
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:
2. Zone: Easting: Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the nominated property encompass the current building footprint of the Power House (Figure 2 and Figure 10).

Boundary Justification (Explain why the boundaries were selected.)

The boundaries for the Shore Line Electric Railway Power House are limited to the building footprint. The present commercial marina surrounding the Power House was expanded and developed in increments between 1934 and 2004. Therefore, the surrounding landscape is not associated with the period of significance of the Power House.

11. Form Prepared By

name/title: _Samuel Young, Historic Preservation Specialist ___________________
organization: __R. Christopher Goodwin & Associates _________
street & number: __241 East Fourth Street, Suite 100 _____
city or town: ___Frederick______ state: ____MD___ zip code:___21701 _________
e-mail___syoung@rcgoodwin.com
telephone:___301-694-0428
date:__October 2018

12. Additional Data

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Shore Line Electric Railway Power House
City or Vicinity: Old Saybrook
County: Middlesex State: CT
Photographer: Samuel Young
Date Photographed: May 2018
Description of Photograph(s) and number, include description of view indicating direction of camera:

Photograph #1 of 18: Shore Line Electric Railway Power House façade. Camera facing W.

Photograph #2 of 18: Shore Line Electric Railway Power House south and west elevations along Clark Street. Camera facing NE.

Photograph #3 of 18: West elevation. Camera facing NE.

Photograph #4 of 18: North and west elevations. Camera facing SE.

Photograph #5 of 18: North elevation. Camera facing S.

Photograph #6 of 18: Façade and south elevation. Camera facing W.

Photograph #7 of 18: Corbel bracket, belt course, and clerestory window details. Camera facing NE.

Photograph #8 of 18. Steel-sash windows and former hopper system entrance details. Camera facing SE.

Photograph #9 of 18: South elevation detail. Camera facing W.

Photograph #10 of 18: West elevation detail. Camera facing SE.

Photograph #11 of 18: Interior, primary entrance. Camera facing E.

Photograph #12 of 18: Interior, rear hall. Camera facing N.

Photograph #13 of 18: Interior, workshop. Camera facing W.

Photograph #14 of 18: Interior, second-story former boat showroom. Camera facing SE.

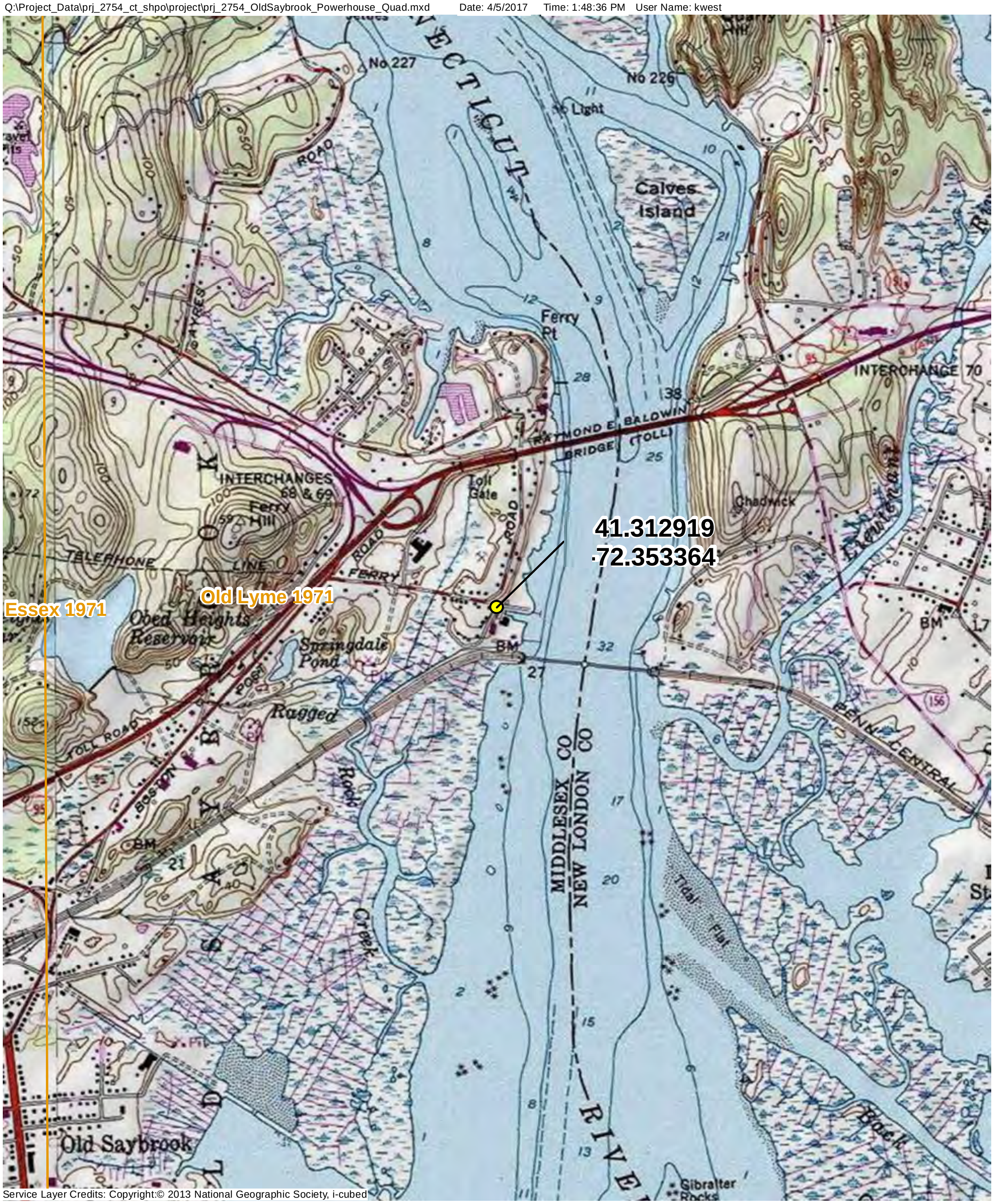
Photograph #15 of 18: Interior, second-story open space. Camera facing NE.

Photograph #16 of 18: Interior, second-story open space. Camera facing SE.

Photograph #17 of 18: Interior, second-story open space. Camera facing SW.

Photograph #18 of 18: Interior, second-story open space above boat showroom. Camera facing W.

Q:\Project_Data\prj_2754_ct_shpo\project\prj_2754_OldSaybrook_Powerhouse_Quad.mxd Date: 4/5/2017 Time: 1:48:36 PM User Name: kwest



N E S W

Feet 0 1,000

Meters 0 400

Scale 1:24,000

Power House Center Point

Quad Sheet Boundary

Figure 1
Shore Line Electric Railway
Power House Location

USGS 7.5 Minute
Quadrangle Map

R. Christopher Goodwin & Associates, Inc. 241 East Fourth Street, Suite 100 Frederick, Maryland 21701

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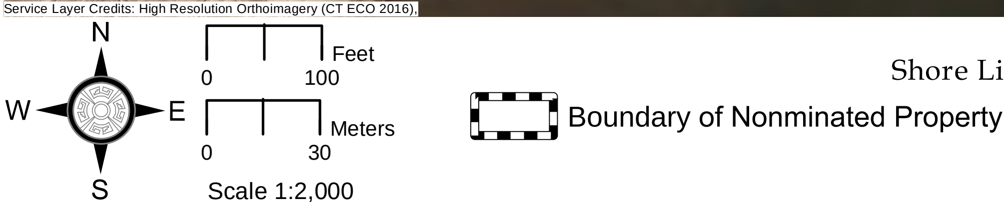

Figure 2
Shore Line Electric Railway
Power House

Site Plan

R. Christopher Goodwin & Associates, Inc. 241 East Fourth Street, Suite 100 Frederick, Maryland 21701

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Service Layer Credits: High Resolution Orthoimagery (CT ECO 2016),
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

N W E S

0 2,000 Feet

0 500 Meters

Scale 1:50,000

Shore Line Electric Railway Line (1910-1929)

Powerhouse Location

Old Saybrook Town Boundary

Figure 9
Old Saybrook Shore Line Electric Railway Line and Power House

Current Aerial Overview Map

N
W
E
S

Feet
0 100

Meters
0 30

Scale 1:3,000

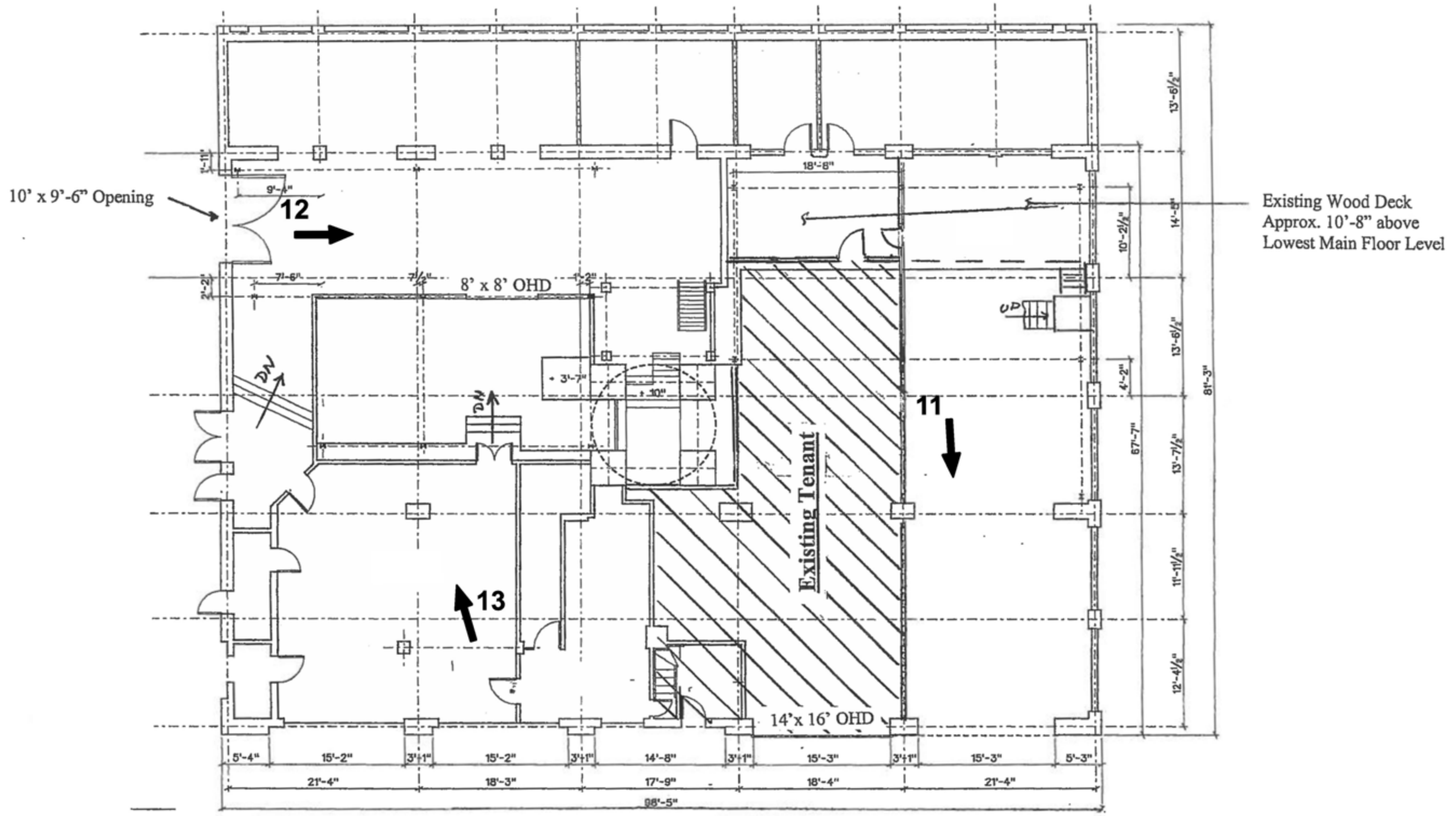
Power House

Denotes Resource Photograph Direction and Number

Figure 10
Shore Line Electric Railway

Power House
Photo Locator

R. Christopher Goodwin & Associates, Inc. 241 East Fourth Street, Suite 100 Frederick, Maryland 21701



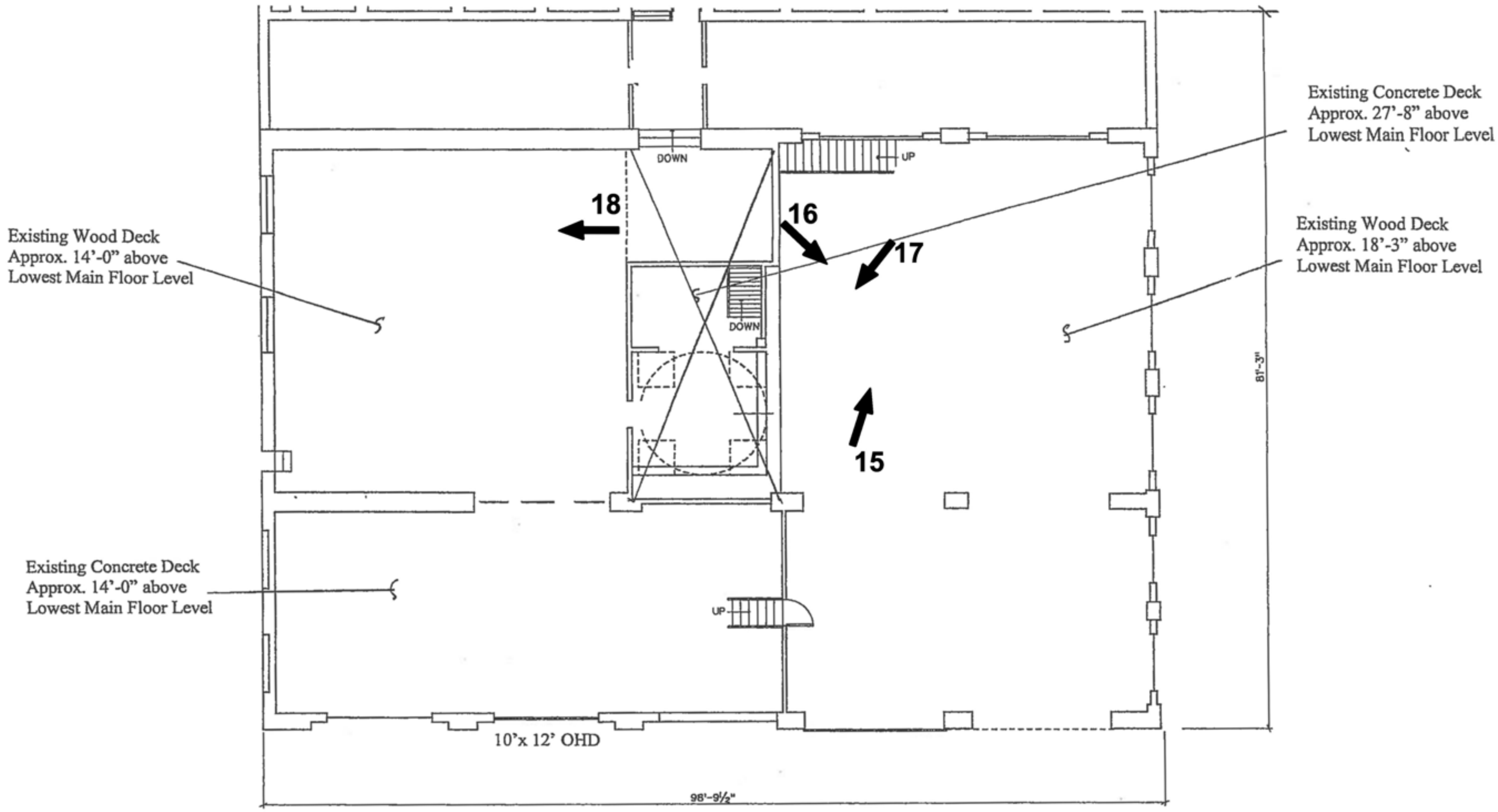
Denotes Resource Photograph
Direction and Number

Shore Line Electric Railway
Power House

Interior Floor Plan-Lower Level
Photo Locator

Figure 11

R. Christopher Goodwin & Associates, Inc. 241 East Fourth Street, Suite 100 Frederick, Maryland 21701



Denotes Resource Photograph Direction and Number

Shore Line Electric Railway
Power House

Interior Floor Plan-Upper Level
Photo Locator

Figure 12

R. Christopher Goodwin & Associates, Inc. 241 East Fourth Street, Suite 100 Frederick, Maryland 21701


Ferry Road Dock
NO TRESPASSING
BETWEEN THE BRIDGES
MARINA
SOUTH YARD
SLIP RENTALS • RACK STORAGE
WINTER STORAGE • REPAIRS


CT 0276 AA
Summer's Off


MERCURY
OUTBOARDS
sales & service


Green Guard


OFFICE
REST ROOMS
MECHANIC


FIRE

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Shore Line Electric Railway Powerhouse

Multiple Name:

State & County: CONNECTICUT, Middlesex

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
5/7/2019	5/28/2019	6/12/2019	6/21/2019	6/28/2019

Reference number: SG100004086

Nominator: Other Agency, SHPO

Reason For Review:

__ Appeal	__ PDIL	__ Text/Data Issue
__ SHPO Request	__ Landscape	X Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
__ Other	__ TCP	__ Less than 50 years
	X CLG	

X Accept ____ Return ____ Reject **6/20/2019** Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Roger Reed Discipline Historian

Telephone (202)354-2278 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Certified Local Government Program
Chief Elected Official's Comment Form
For Nominations to the National Register of Historic Places

District/Property Name: Shore Line Electric Railway Power House

Address (For individual nomination): 2-20 Ferry Place, Old Saybrook

As Chief Elected Official for: Town of Old Saybrook
(Name of Municipality)

I hereby:

- [x] Approve
- [ ] Do not Approve

of the submission by the State Historic Preservation Officer of the National Register of Historic Places Registration Form for the district/property noted above to the National Park Service for review and listing of the resource on the National Register of Historic Places.

Name /Signature

First Selectman
Title

5/29/2018
Date

Certified Local Government Program
Historic District Commission Form
For Nominations to the National Register of Historic Places

District/Property Name: Shore Line Electric Railway Power House

Address (For individual nomination): 2-20 Ferry Place, Old Saybrook

As Historic District Commission Representative: Town of Old Saybrook
(Name of Municipality)

I hereby:

- [x] Approve
- [ ] Do not Approve

of the submission by the State Historic Preservation officer of the National Register of Historic Places Registration Form for the district/property noted above to the National Park Service for review and listing of the resource on the National Register of Historic Places.

William A Childress

Name /Signature WILLIAM A. CHILDRESS

Chairman

Title

6-5-18

Date

Connecticut still revolutionary
Department of Economic and Community Development
State Historic Preservation Office

April 30, 2019

Mr. Roger Reed
National Park Service
National Register and National Historic Landmarks Programs
1849 C St., NW
Mail Stop 7228
Washington, D.C. 20240

Subject: Shore Line Electric Railway Power House, Middlesex County, Connecticut, National Register Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- Printed cover sheet
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Shore Line Electric Railway Power House to the National Register of Historic Places.
- 1 CD of Digital Photographs
- 2 CLG response forms

This National Register nomination was approved by the Connecticut State Historic Preservation Review Board (SRB) on September 14, 2018. The State Historic Preservation Office worked with the Old Saybrook Town Planner to initiate the nomination with support from the property owner, Mr. Tony Autorino. Notice of the SRB meeting was sent to the owner, and Old Saybrook First Selectman, Historic District Commission, Town Planner, and Historical Society. The nomination was initially placed on the June 22, 2018 SRB meeting agenda; the property owner attended the meeting and requested to table the nomination until September to allow more time to read the nomination and learn more about the National Register. SHPO staff worked with the owner to answer questions and the owner requested that the nomination be placed on the September 14, 2018 SRB agenda. No letters of support or objection were received. The Certified Local Government response was positive; response forms are enclosed from the First Selectman and Historic District Commission.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-500-2343.

Sincerely,

Jenny F. Scofield

Jenny F. Scofield,
National Register Coordinator

Enclosures

Connecticut

Department of Economic and Community Development

State Historic Preservation Office

May 28, 2019

Mr. Roger Reed
National Park Service
National Register and National Historic Landmarks Programs
1849 C St., NW
Mail Stop 7228
Washington, D.C. 20240

Subject: Shore Line Electric Railway Power House, Middlesex County, Connecticut, National Register Nomination, Revised Photograph CD.

Dear Mr. Reed:

The following National Register nomination materials are submitted per your request:

- 1 CD of Digital Photographs (Revised from April 30 submittal)

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-500-2343.

Sincerely,

Jenny F. Scofield

Jenny F. Scofield,
National Register Coordinator

Enclosure