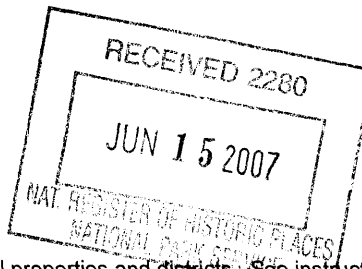


742

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name PUTNAM RAILROAD STATION
other names/site number N/A

2. Location

street & number 35 and 45-47 Main Street not for publication
city or town Putnam vicinity
state Connecticut code CT county Windham code 015 zip code 06379

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 nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 6/14/07
Signature of certifying official/Title Date
Karen Senich, Deputy State Historic Preservation Officer, Commission on Culture & Tourism
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

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

[Signature] 7.24.07
Signature of the Keeper Date of Action
Olson W. Beall

Putnam Railroad Station
Name of Property

Windham County, CT
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions)

VACANT/Not in use
COMMERCE/TRADE: restaurant

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND 20TH CENTURY REVIVALS

Materials

(Enter categories from instructions)

foundation Stone
walls Brick
roof Ceramic tile
other Terra cotta

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Putnam Railroad Station
Name of Property

Windham County, CT
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- 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.
- 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.)

Property is:

- 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, structure
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance

1905 - ca. 1955

Significant Dates

1907

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

Architect/Builder

William Patterson, builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 Building 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

Name of repository:

Putnam Railroad Station
Name of Property

Windham County, CT
County and State

10. Geographical Data

Acreage of Property 0.2 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 19 258800 4544120
Zone Easting Northing

3
Zone Easting Northing

2

4
 See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Bruce Clouette, Historian

organization Archaeological and Historical Services, Inc. date December 15, 2006

street & number P.O. Box 543 telephone 860-429-2142

city or town Storrs state CT zip code 06268

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name see continuation sheet

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Putnam Railroad Station
Putnam, Windham County, Connecticut

Description:

The Putnam Railroad Station (Photographs 1-3) is a 1½-story brick building completed in 1907. The former passenger station has long and narrow proportions, measuring 27 feet by 132 feet in plan, and is located just west of the tracks of the Providence and Worcester Railroad in Putnam's downtown business district, where Main Street widens out to form Union Square. The center part of the building, 83 feet long, has a gable roof with two gable dormers on the west street-facing slope and two on the east track-side slope. At each end of the former station is a 25-foot hipped-roof one-story portion. On all four elevations, the roofs are extended about eight feet to shelter the surrounding concrete sidewalk and platform areas; the overhangs are supported on chamfered wooden braces. At the southeast corner, the overhang continues into a 65-foot-long platform shelter supported by a center line of square chamfered wooden columns and bracing similar to that found along the eaves (Photograph 6). There are three semi-hexagonal bays on the east side, facing the railroad tracks. A chimney is incorporated into the south gable of the center part of the building.

The stylistic sources for the station's architecture appear to be somewhat eclectic. An overall Mediterranean appearance is created by red Spanish terra-cotta tiles on all the roofs. At the same time, the use of Flemish-bond brickwork with burnt headers, leaded diamond-pane casements for the small dormer windows, and cream-colored terra-cotta coping on the end and dormer gables (Photograph 4) seems to reflect a Tudor or Elizabethan influence. Terra cotta is also used for the heads and sills of window openings, corbels for the overhang braces, and a belt course that encircles the building at the level of the window sills (Photograph 5). The tiles that make up the lintels above window and door openings interlock. The smooth, water-struck brick was termed "Harvard brick" in the specifications for the building.

Only a single "goose-neck" reflector lamp remains on the platform (Photograph 7); although probably not part of the original construction, it may be a remnant of early electric lighting at the station.

The property also includes a former railway express office, a small clapboarded hip-roofed building just to the south of the station, adjacent to the track shelter (Photographs 6 and 8). Unlike the station itself, which is empty, the express building is in active commercial use as a delicatessen. It is somewhat older than the station itself; it was built around 1895 and formerly stood at the east end of Union Street. Eighteen feet were added to its length, bringing it to its present dimensions of 20 feet by 48 feet, around 1906, when it was moved to the site of the new station.

The interior of the station (Photograph 9) is now almost completely open, with exposed brick walls. The former baggage room at the south end of the station is separated from the main part of the interior, which was the waiting room, by a brick demising wall. The baggage room has narrow

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Continuation Sheet

Putnam Railroad Station
Putnam, Windham County, Connecticut

Section number 7 Page 2

winder stairs leading to storage space in the attic and the crawl space beneath the station (Photograph 10). In the main waiting area, there formerly were frame partitions creating offices at each of the track-side bays, restrooms, and a restaurant that could also be entered from the street.

At the north end of the waiting room, stairs lead to a "subway," an underground passageway that extended eastward from the station beneath the tracks. The subway is 100 feet long; originally, it had two openings for stairs that led to track platforms. At the subway's station end, the stairs to the waiting room are entered through a brick arch with a prominent terra-cotta keystone (Photograph 11). The subway is now mostly filled in, but a portion of its white glazed-brick walls is still visible. The station's embossed metal ceiling is in place, fifteen feet high in most places. The pattern consists of shallow transverse and longitudinal "beams," between which are arrays of square panels outlined by egg-and-dart molding; in the former office and restaurant areas, the pattern is much more ornate (Photograph 12).

Although much of its historical appearance remains in place, the station has undergone changes over time. When built, it served four parallel tracks, and there were two other free-standing platform shelters between the tracks. After a disastrous flood in 1955, one of the two routes that converged in Putnam was put out of service, and as passenger traffic declined in the 1960s, the railroad took down the freestanding track shelters and discontinued the use of some tracks. The railroad also bricked up at least one of the track-side doorways. Today, a portion of one of the original tracks, the one nearest the station, can still be seen to the north and south, but the present active track runs down the middle of what originally were four tracks.

In 1968, the station building was acquired by the City of Putnam* and resold for commercial use. For many years, it served as a camera store and photographic studio. Modern windows and doors were installed on the street side. Some leaded-glass window transoms remain on the street side, as well as some original divided-light sash on the track side, but many other openings have been bricked up. Perhaps the biggest exterior change was at the north end of the station. Originally, the north part consisted of an open shelter with large brick piers supporting wooden braces for the hip roof's overhang; this was an outside waiting area and entrance to the subway. The area between the piers was bricked up to enclose this portion of the station and make it into usable interior space. The railway express building has also accumulated a few small changes: shutters, awnings, a small deck on the west side, and a bay window on the north side.

*The City of Putnam was established in 1895 as a municipal entity within the larger Town of Putnam. The City's jurisdiction and services were limited to the built-up downtown area. The city and town governments were consolidated in 1983.

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Putnam Railroad Station
Putnam, Windham County, Connecticut

Integrity

As already noted, the station has undergone a number of changes over time: removal of interior finishes, the blocking up of some window and door openings, changes in the track layout (including filling in of most of the subway), and the conversion of the north portion from an open waiting area to an enclosed part of the building. At the same time, the overall form of the building and much of its original historic materials remain and are certainly sufficient to convey its function as a passenger depot and to suggest the exceptional architectural intentions of its proponents. In some cases, missing elements could be reproduced using surviving examples, such as the divided-light sash or leaded windows. The photographic coverage of the building in archives is extensive.

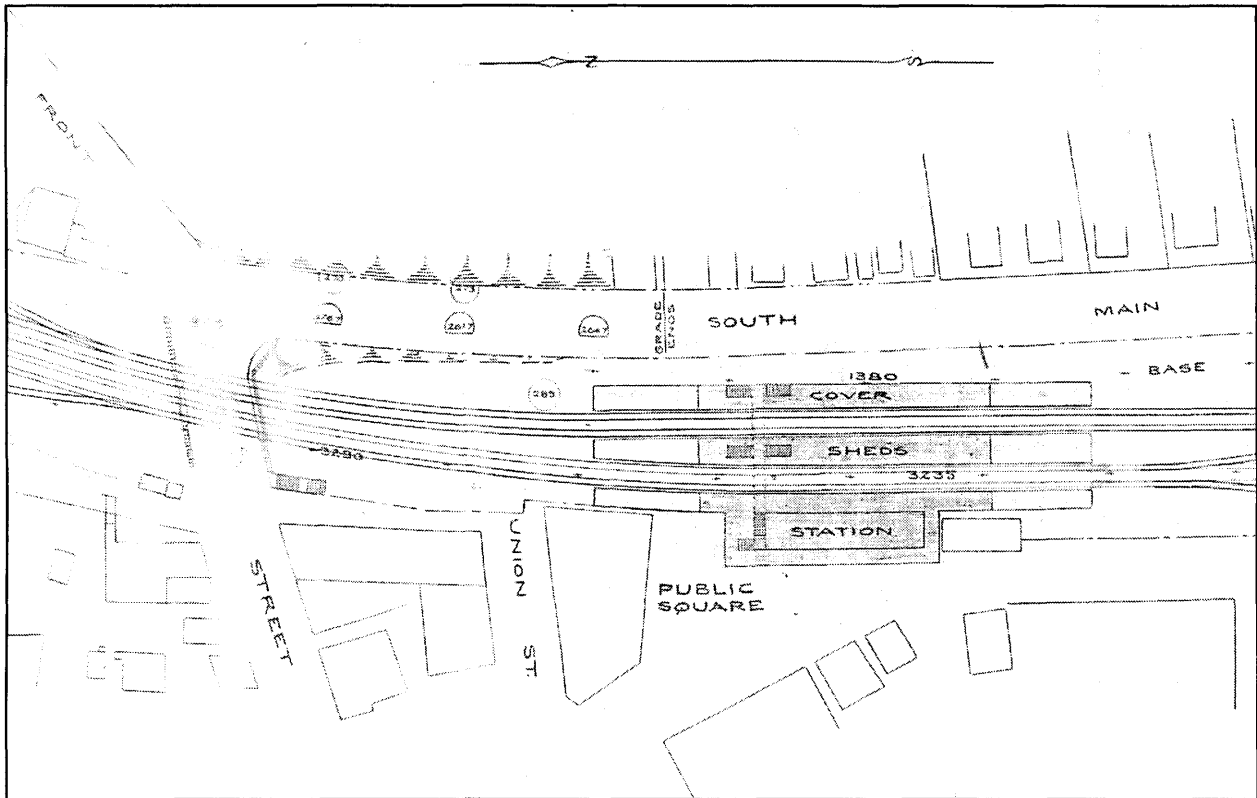
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Putnam Railroad Station
Putnam, Windham County, Connecticut

Excerpt from the plan presented to the Connecticut Railroad Commission in 1903 (RG 89, Connecticut State Library).



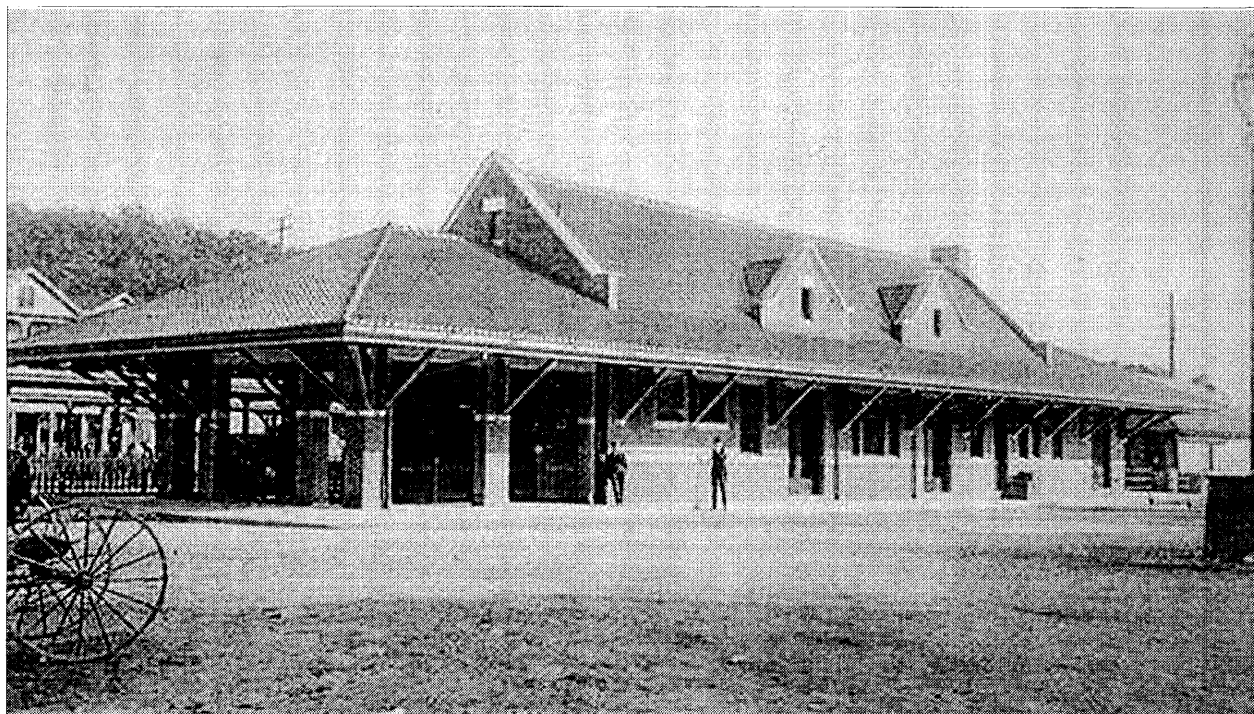
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**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 5

**Putnam Railroad Station
Putnam, Windham County, Connecticut**

Photograph of street side of station, ca. 1910, showing north part of station as an open waiting area (Dodd Research Center, University of Connecticut).



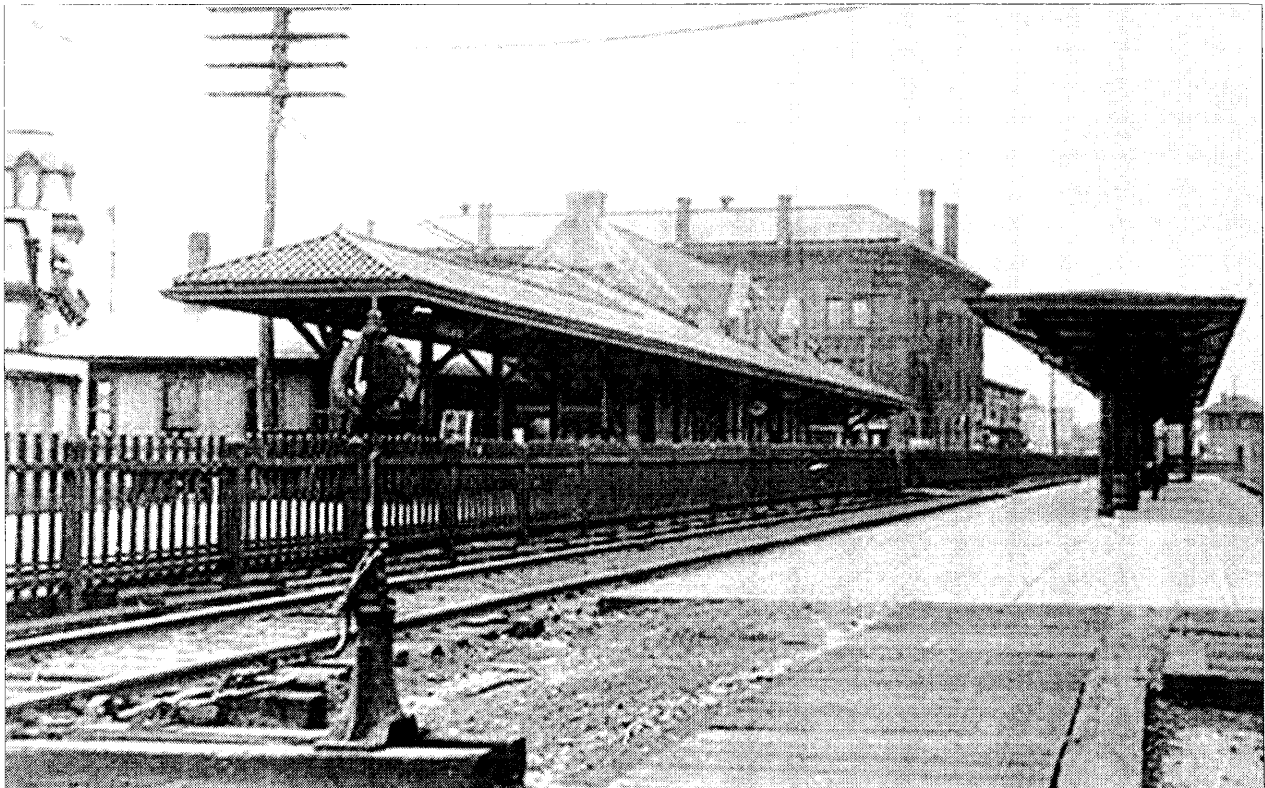
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Putnam Railroad Station
Putnam, Windham County, Connecticut

Photograph of track side of station, ca. 1910, showing platform for east set of tracks, no longer in place (Dodd Research Center, University of Connecticut).



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Section number 8 Page 1

Putnam Railroad Station
Putnam, Windham County, Connecticut

Statement of Significance:

Summary

The Putnam Railroad Station has local historical significance because it recalls the importance of rail transportation in making Putnam into a small city and because for five decades the building served the community as a major gateway to the larger world (Criterion A). Putnam was one of the first places in Connecticut where textile manufacturing took hold, but for years it was a series of discontinuous mill villages rather than a single settlement with its own character. The coming of the Norwich and Worcester Railroad in 1840 encouraged the development of a commercial sector within the local economy, and the area surrounding the depot became built up with hotels, restaurants, banks, and business blocks. The addition of a second railroad in the 1870s, the Boston to New York "Air Line," made Putnam into a rail junction, leading it to become an even busier place. The current building, at least the third passenger depot to serve Putnam, was built in 1905-1907 as a civic-improvement project. Putnam's leaders wanted to replace the aging ca.1875 station because of street-traffic congestion, pedestrian-safety issues, and concern over the appearance of the downtown. The new station was part of a comprehensive program, creating not only a new and more functional passenger depot but also re-routing local streets, widening a key railroad overpass, and enlarging the local railway-express facilities. It was a modern station in every respect, including amenities such as a restaurant and an underground passage, or "subway," that connected the station with all the track platforms. For years it was the focal point of transportation for the residents of Putnam.

The station also has local architectural significance. It embodies several of the key characteristics of the architecture of the early 20th-century (Criterion C), such as its Mediterranean Revival Spanish-tile roof and its Tudor/Elizabethan Revival patterned brickwork, leaded windows, and terracotta gable coping. It remains one of downtown Putnam's most distinguished turn-of-the-century buildings. The property's civic-improvement and architectural embellishment themes are inter-related; in arguing for a new station, the editor of a local paper called for the railroad to "build a large, substantial station of stone and brick as it has in towns not nearly so important [as Putnam]."

Historical Background and Significance

Putnam was a small but growing city around 1900 when agitation for a new railroad station first began. Rail transportation had been especially important in the history of Putnam, which was created as a town in 1855 from portions of Pomfret, Killingly, and Thompson. The first railroad in the area, the Norwich and Worcester, was completed in 1840, with a stop at what was then known as Pomfret Factory. Traffic on the Norwich and Worcester increased after 1854, when the Boston and New York Central Railroad completed a line that branched off toward Boston near the Connecticut-Massachusetts border, and another branch was built to Southbridge, Massachusetts, in 1867. Five

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Putnam Railroad Station
Putnam, Windham County, Connecticut

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years later, the New York and New England Railroad completed its "Air Line" from Boston to New York, running through Putnam, Willimantic, Middletown, and New Haven. Putnam, as a junction of two major passenger routes, experienced accelerated commercial growth. Hotels, restaurants, halls, a theater, and commercial blocks arose in the downtown area surrounding the railroad depot, superseding Putnam's previous character, which was more of a loose collection of mill villages strung out along the Quinebaug River.

The first Putnam depot was located very near where the current station stands. About 1875, the railroads serving Putnam, the Norwich and Worcester and the New York and New England, built a jointly operated station on Front Street, several hundred feet to the northeast, where the railroad tracks crossed on an overhead bridge. The station was fairly large and had a stylish appearance for the period, with a Second Empire mansard roof and dormers and a bracketed cornice. In addition to ticket offices and a waiting room, there was a restaurant within the station.

By the 1890s, several deficiencies were becoming evident. First, because it was situated between the two railroad lines, it was impossible to get to the station without crossing tracks. Putnam typically saw fourteen passenger trains daily in this period, along with eighteen to twenty-six freight trains, so the tracks surrounding the station were always busy. Second, the places where street traffic intersected the railroad rights-of-way had become undesirable. The Front Street crossing under the tracks was narrow, dark, and frequently wet, and Main Street crossed the tracks of the two railroads at grade, raising serious safety concerns. Finally, after Putnam became a dispatching center, more space was needed for the telegraph chief and four assistants.

As early as 1899, Putnam's civic leaders began agitating for a new station that would provide for better pedestrian access and address the street-traffic crossing problems. The City Engineer drew up a plan that moved the station back to the original location, with pedestrian and vehicle access from the street on the west side and all the tracks on the east side. Access to the far tracks would be by means of an underground tunnel or subway. The Main Street crossing would be discontinued and South Main Street re-routed to join up with Front Street. The Front Street overpass would be doubled in width to forty feet.

By this time, both of the lines that ran through Putnam had been merged into the New York, New Haven and Hartford Railroad, commonly called the Consolidated or the New Haven. The railroad's management was cool to the city's proposal, and nothing was done. In 1903, the city formally presented the proposal to the Connecticut Railroad Commission, which had authority to order the elimination of grade crossings. The Commission approved the city's redevelopment plan and the railroad acquiesced with one condition, that the city pay for a portion of the project. One of the railroad's arguments was that one of the rail lines pre-dated Putnam's street system, so it should not be held solely responsible for remedying the deficiencies.

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Continuation Sheet

Putnam Railroad Station
Putnam, Windham County, Connecticut

Section number 8 Page 3

The community appears to have supported the project whole-heartedly, even though the local preference was for the railroad to foot the entire bill. The *Patriot*, one of Putnam's two weekly newspapers, printed a lengthy endorsement of the project on January 29, 1904:

The acceptance of the plan means a great deal for the future prosperity of Putnam. It is unnecessary to point out in detail the many dangers to human comfort, not to say loss of life, by the continuance of the existing conditions in reaching the passenger station and passing under the Front Street railroad bridge. Added to this [is] the great loss to business traffic, which daily becomes congested on Union Square and South Main Street because of the almost incessant passage of trains during business hours. . . . The Committee have accomplished a great and valuable work. . . . Now it is for our citizens, our business men especially, to unite as one man, and enthusiastically aid in completing their work so wisely planned. It will be an acknowledgment of the valuable services rendered, and will inspire all hearts to rejoice in giving their assistance in improving and beautifying their city, now and for all time to come.

Eventually, the City of Putnam agreed to put up \$20,000 for its share. Land acquisition and modification of the surrounding streets were approved by the Railroad Commission in 1905, and the work was put out to bid in September of that year. Contractor William Patterson of New Haven was the successful applicant; Patterson was doing other projects for the New Haven Railroad at the time and so may have been chosen because of an ongoing working relationship. The station was supposed to be done in six months, but it was not until June 16, 1907 that the new station and all the site improvements were finally ready to be opened for use.

Like the old station, the new depot had a baggage room and a restaurant, but it also included office space for the telegraph department. Instead of crossing the tracks at grade, the station's subway passage, which could be accessed both from the outside and from inside the station, allowed passengers to reach the platform of any track without dodging trains. Vehicles and pedestrians could safely approach the station from the west side, where Main Street was widened to form a public square. The project seems to have met local expectations. "The new station and other improvements to the railroad property give Putnam a very modern and attractive appearance and are a credit to the city," wrote the editor of the *Putnam Observer*, in reporting on the opening of the station.

Although much more utilitarian in appearance, the railway express building was always an important functional part of the depot. In addition to travelers, passenger trains in this period carried mail, milk, and express in special cars at the head end of the train. Express consisted of packages, small and medium-sized crated objects, high-value bulk products in boxes and barrels (such as fresh seafood), and even live animals such as poultry. The building was built by the Adams Express Company around 1895 and was first located at the east end of Union Street, south of the second depot. When the third and current station was built, the express building was moved on rollers to

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National Register of Historic Places Continuation Sheet

Putnam Railroad Station
Putnam, Windham County, Connecticut

Section number 8 Page 4

an adjacent location and enlarged somewhat by extending it to the south. In 1918, as part of the government take-over of the railroads during World War I, a new company, the Railway Express Agency, was organized, with its stock owned by the three large express companies then serving the nation: Adams Express, American Express, and Wells-Fargo. In 1929, the express companies' ownership interests in the Railway Express Agency were bought out by a consortium of the nation's major railroads.

Over the next five decades, the station was a focal point for the residents of Putnam, a major gateway between the community and the outside world. Immigrants from Canada coming to work in the various textile mills, soldiers going off to war and returning home, families going on vacation, salesmen and other businessmen journeying to visit distant customers and suppliers, young men and women leaving for college or just to see the world, people dropping off or picking up packages—at any given time, some or all of these stories would have been unfolding. The "Air Line" was not as well patronized as the New Haven's other two Boston to New York routes and was eventually discontinued. But even in the early 1940s, there were ten passenger trains a day connecting Putnam to Hartford, New London, and Worcester, and one train went as far as Boston in one direction and Waterbury in the other. After the war, the railroad's shaky financial condition, coupled with competition from cars and bus service, led it to discontinue marginal passenger service wherever possible. The destruction of a key bridge during the 1955 hurricane provided a reason for abandoning the Putnam to Willimantic line, and by the early 1960s, Putnam was being served by only four trains, a morning and afternoon run in each direction between Worcester and New London, usually consisting of a single self-propelled rail diesel car (RDC). The last day of regular passenger service, April 30, 1971, was inauspicious: the RDC broke down and had to be towed by a locomotive.

Architectural Significance

The Putnam Railroad Station typifies the institutional architecture of the early 20th century in its stylistic references and materials. In this period, designs for college buildings, city halls, and commercial blocks extended the range of sources developed in the last half of the 19th century to include Tudor/Elizabethan motifs and features drawn from Mediterranean architecture. A number of New Haven Railroad interlocking towers built in the period also had tiled hip roofs, and at least one station, Westerly, Rhode Island, was built in a stuccoed-wall, tiled-roof style worthy of the Santa Fe. The other materials used in the Putnam Station—the Spanish tile roof, "Harvard brick," terracotta trim, leaded glass, and ornately embossed ceilings—served to make the building decidedly more elegant than the usual country depot and were probably intended to address the expectations of the project's proponents.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Putnam Railroad Station
Putnam, Windham County, Connecticut

The architect of the station is not known. The *Commercial Record*, a building-trades weekly published in New Haven, Connecticut, usually indicated the name of the architect when announcing a bid to be made from plans; since no architect was mentioned in the case of the Putnam Station, it is likely that the plans (which are not known to have survived) did not include the name of the architect. Instead, the railroad's own engineering staff may have prepared the plans, perhaps consulting with an outside architect or with an on-staff draftsman well-versed in the styles of the period. At any given time, the New Haven Railroad had three to six station-replacement projects in the works. The next station down the line, in Pomfret, Connecticut (no longer standing), duplicated all the elements of the Putnam Station but on a smaller scale, and there may well have been others that used the same architectural vocabulary. The railroad is known to have repeatedly re-used basic designs for buildings, altering them in size, orientation, and level of detail to meet different circumstances.

Period of Significance

The period of significance was chosen to represent the station's heyday at the center of Putnam's community life. The construction of the station began in 1905, with the formal opening in June 1907. Although the railway express building is older than the station (it was originally built sometime between 1892 and 1897), the period of significance was restricted to the station in its current configuration (as part of the project, the express building was enlarged and moved to its present-day location). The end of the period of significance, ca. 1955, was chosen to reflect the discontinuance of the former "Air Line" route, after which Putnam was no longer a rail junction. In the late 1950s, passenger service began its sharp decline, providing a further rationale for ending the period of significance.

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Section number 9 Page 1

Putnam Railroad Station
Putnam, Windham County, Connecticut

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National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Putnam Railroad Station
Putnam, Windham County, Connecticut

Verbal Boundary Description:

The nominated property includes the following two adjacent parcels:

35 Main Street, Putnam Assessor ID 018//034/ 00/, described in a deed of February 28, 2003 filed in the Putnam Land Records, Vol. 425, page 202 (railway express building).

45-47 Main Street, Putnam Assessor ID 018//033/ 00/, described in a deed of December 3, 2003 filed in the Putnam Land Records, Vol. 460, page 112 (station).

Boundary Justification:

The nominated property includes the historic railroad station and railroad express building along with the immediately surrounding land.

Property Owner:

The former railroad station, 45-47 Main Street, is owned by:

Putnam Depot LLC
c/o Dominique Rabitor
P.O. Box 507
Thompson, CT 06277

The former railway express building, 35 Main Street, is owned by:

JJJ Properties LLC
172 Hampton Road
Pomfret Center, CT 06259

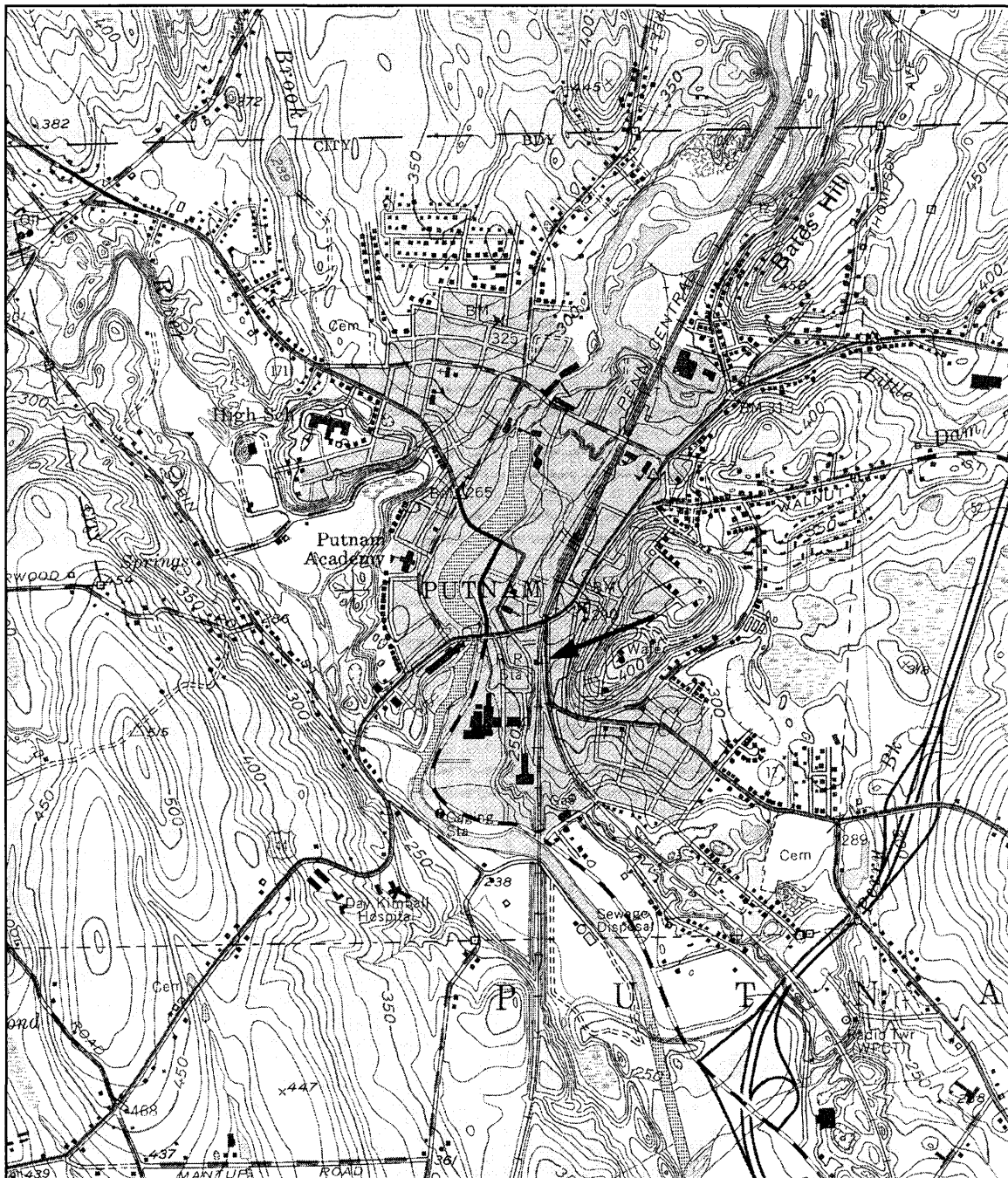
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National Park Service

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Putnam Railroad Station
Putnam, Windham County, Connecticut

Location of station plotted on USGS Putnam Quadrangle, 7.5-Minute Series, scale 1:24000.



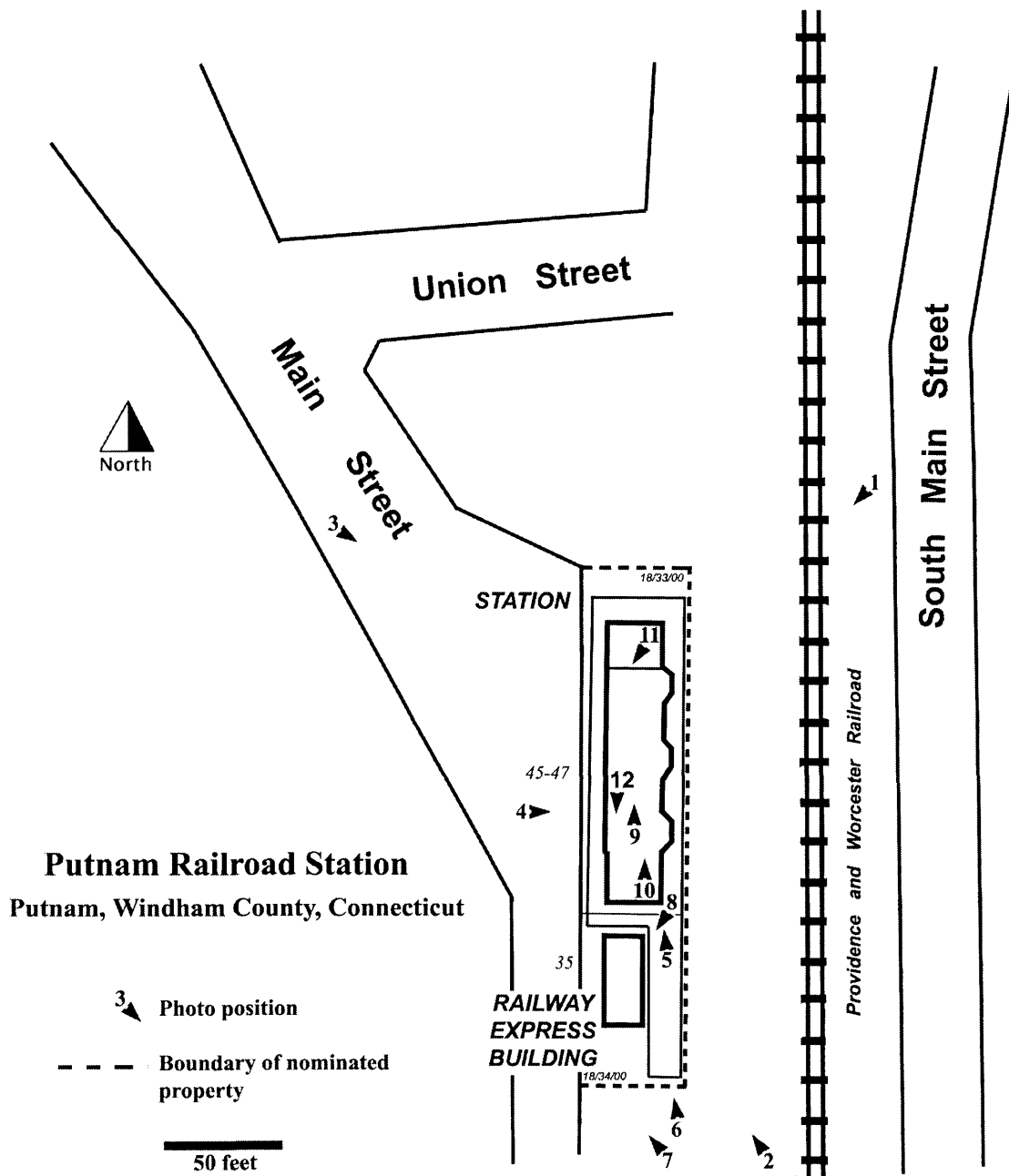
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Putnam Railroad Station
Putnam, Windham County, Connecticut

Sketch Map



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Section number Photographs Page 1 **Putnam Railroad Station**
Putnam, Windham County, Connecticut

All Photographs:

1. Putnam Railroad Station
2. Putnam, Windham County, Connecticut
3. AHS, Inc. Photo
4. December 2006

Captions:

- 1: Track-side (east) elevation, camera facing southwest.
- 2: Track-side (east) elevation, camera facing northwest, railway express building on left behind platform shelter.
- 3: Street-side (west) elevation, camera facing southeast, railway express building on right.
- 4: Detail of dormer, west elevation, camera facing east.
- 5: Detail of brackets, southeast corner, camera facing north.
- 6: Detail of platform shelter, south end, camera facing north.
- 7: Detail of platform lamp, south end of platform, camera facing northwest.
- 8: Former railway express building south of station, north and east elevations, camera facing southwest.
- 9: Interior, camera facing north.
- 10: Interior, winder stairs leading to attic storage space, camera facing north.
- 11: Interior, detail of archway leading from subway passage to waiting room, camera facing southwest.
- 12: Interior, detail of metal ceiling.