

PH 0503355

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED AUG 29 1977

DATE ENTERED APR 19 1978

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Forestville Passenger Station

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER 171 Central Street

CITY, TOWN

Bristol

\_\_\_ VICINITY OF

6th - Toby Moffett

\_\_\_ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

Connecticut

CODE

09

COUNTY

Hartford

CODE

003

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME John Hunter

STREET & NUMBER South Main Street

CITY, TOWN

Burlington

\_\_\_ VICINITY OF

STATE CT

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Bristol City Clerk

STREET & NUMBER 111 North Main Street

CITY, TOWN

Bristol

STATE CT

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE Connecticut Statewide Inventory of Historic Resources

DATE 1975  FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS Connecticut Historical Commission

CITY, TOWN Hartford STATE CT

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Forestville Passenger Station is tucked in between the Pequabuck River and the railroad track in the Forestville section of Bristol, an area of commercial and industrial buildings. The track, now only occasionally used for freight, was once a major double-tracked line. The land to the north of the track is vacant.

The building is a small frame structure, one story tall and square in plan. Its hipped roof has cornice brackets and is surmounted by a louvered cupola, whose hipped roof in turn is topped with a graceful iron finial. There is one small chimney in the east wall. The main entrance is on the north side, flanked by two large 6/6 windows. There is a small, windowless wing to the west and a similar one on the east side, though the latter extends forward past the plane of the main facade. The front part of this wing contains an entrance and a glassed-in vestibule. The roof of these two small wings is continuous, wrapping around the station at a level somewhat lower than the main roof but repeating its pitch. It is supported along the front by large, slightly curved braces. To the rear is a larger hipped-roof ell, lower in height than the main building. Except for this ell, the roofs are sheet-metal and original, although they are covered with layers of tar. There are three bands of exterior coverings: the lower fifth of the walls are finished with very plain panelling, the top fifth with fish-scale shingles, and in between with clapboards.

The most serious change to the building occurred around 1900 when fire destroyed the two-story tower which stood over the present east entrance and vestibule. Open on the first level, the tower had a shingled second story and a steep roof whose gable faced the tracks. A small half-timbered dormer emerged from the roof, and the ridgeline was topped by an iron cresting with two elaborate finials, one of which is now on the cupola. The present platform shelter, a shallow gable roof supported on a single series of square wooden posts and attached to the east end of the station, was not part of the 1881 design. Although the substitution makes the station more horizontal and less picturesque, the present arrangement has been in existence for such a long time that it is part of the historical appearance of the site.

The station has been used by several businesses since passenger service was discontinued and little interior material remains. There is some wainscot in the vestibule and a tin ceiling in the center part, but the latter is concealed by a dropped ceiling. The exterior appearance is marred somewhat by the application of exterior plywood panelling over the east wing, a temporary stabilizing measure to preserve the original fabric underneath.

# 8 SIGNIFICANCE

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> _ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> _COMMUNITY PLANNING	<input type="checkbox"/> _LANDSCAPE ARCHITECTURE	<input type="checkbox"/> _RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> _ARCHEOLOGY-HISTORIC	<input type="checkbox"/> _CONSERVATION	<input type="checkbox"/> _LAW	<input type="checkbox"/> _SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> _AGRICULTURE	<input type="checkbox"/> _ECONOMICS	<input type="checkbox"/> _LITERATURE	<input type="checkbox"/> _SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> X ARCHITECTURE	<input type="checkbox"/> _EDUCATION	<input type="checkbox"/> _MILITARY	<input type="checkbox"/> _SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> _ART	<input type="checkbox"/> _ENGINEERING	<input type="checkbox"/> _MUSIC	<input type="checkbox"/> _THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> _COMMERCE	<input type="checkbox"/> _EXPLORATION/SETTLEMENT	<input type="checkbox"/> _PHILOSOPHY	<input checked="" type="checkbox"/> X TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> _COMMUNICATIONS	<input type="checkbox"/> _INDUSTRY	<input type="checkbox"/> _POLITICS/GOVERNMENT	<input type="checkbox"/> _OTHER (SPECIFY)
		<input type="checkbox"/> _INVENTION		

SPECIFIC DATES 1881 - built

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In addition to its value as an example of small station architecture, this building has local significance because of the important role played by the railroad in Forestville history. When the Hartford, Providence and Fishkill Railroad was laying out its line, it was undecided whether the trains would stop in East Bristol or Forestville. Forestville won the competition, gaining recognition and perhaps a greater measure of prosperity. At the time this building was constructed, 1881, the New York and New England Railroad operated 13 trains a day through the village. Passenger service was discontinued in 1960.

The station is of architectural interest also. As in other small stations, a domestic style is adapted to the requirements of the depot. The Queen Anne, however, is less common than the Stick-style or the Second Empire, probably because of the problem of providing adequate covered platform area without introducing too much regularity into the design. The original tower was quite imaginative, but even without it, the station typifies several common elements of the Queen Anne style: the irregular massing, a variety of external coverings, and eclectic decoration (brackets and ironwork).

According to local tradition, the building was prefabricated in the railroad shop and moved to the present site. The railroad intended this to be a prototype but apparently no more were built. Nevertheless, the railroads were seeking ways to standardize and reduce the cost of the innumerable small stations along major routes. (Such standardization can be seen along the New Haven's line). If the local tradition is correct, the Forestville station is an early product of this trend and indeed, an early example of prefabrication.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Critchley, Jay. "Growth of Forestville Influenced by Railroad," Bristol Press, January 26, 1973, p. 11.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1/4

UTM REFERENCES

A	1,8	67,49,6,0	4,61,54,4,0
	ZONE	EASTING	NORTHING

B			
	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE **Bruce Clouette, Consultant**

ORGANIZATION **Connecticut Historical Commission**

DATE **April 3, 1977**

STREET & NUMBER **59 South Prospect Street**

TELEPHONE **(203) 566-3005**

CITY OR TOWN **Hartford**

STATE **CT**

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE **State Historic Preservation Officer and Director, Connecticut Historical Commission**

DATE **AUGUST 22, 1977**

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST: **W. M. ...**

**W. M. ...**

KEEPER OF THE NATIONAL REGISTER

DATE **4.19.78**

KEEPER OF THE NATIONAL REGISTER

DATE **4.12.78**