

6. Function or Use

Historic Functions (enter categories from instructions)

Industry/factories

Current Functions (enter categories from instructions)

Industry/factories

Commerce/warehouses

Vacant

7. Description

Architectural Classification
(enter categories from instructions)

Other: industrial

Materials (enter categories from instructions)

foundation Brick

walls Brick

Glass

roof Asphalt

other _____

Describe present and historic physical appearance.

River Street Historic District is located on portions of two blocks, just east of Mill River and immediately north of New Haven Harbor. It includes three multi-building industrial complexes and three individual factory buildings, ranging in age from the 1870s through the period of World War I. Most of the buildings are of load-bearing brick construction. There is one frame structure, and one steel-framed building with curtain walls of glass and corrugated steel. The buildings are all between one and three stories in height. All were constructed to house industrial production or are related structures such as garages and warehouses. Of the 26 buildings in the district, there are 23 buildings which contribute to the significance of the district and three which are noncontributing.

The River Street block-faces of the district feature closely spaced or connected buildings, with minimal setback from the sidewalk (Photographs 1,2,7,9,10,15,17). Railroad tracks (not light-duty street railways) run along the middle of River and Lloyd streets (Photograph 9), and a spur enters the complex that stands at the northeast corner of River and Lloyd (Photograph 16); another spur formerly entered the block west of Lloyd and south of River.

The district is in the eastern part of a late 19th-century and early 20th-century industrial area that formerly extended east to the Quinnipiac River. The eastern boundary of the nominated district is determined by new construction and open space caused by demolition; the western boundary by a park bordering the Mill River; the southern boundary by the harbor; and the northern boundary by demolition and new construction at its western end and residential use at its eastern end.

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New Haven, CT

Location of Nominated Properties:

The nominated district includes the following parcels, designated according to the map/block/lot numbers and street addresses assigned by the New Haven Assessors Office:

165/609/1	142 River Street
165/704/1	196 Chapel Street
165/704/2	184 Chapel Street
165/704/3	178 Chapel Street
165/704/5	76 Blatchley Avenue
165/704/6	143 River Street
175/608/1	17 James Street
175/608/2	175 River Street
175/608/5	5 James Street

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Description (continued):

The functional integrity of the district is high: all the properties are either vacant or still used for industrial purposes or ancillary functions such as warehousing, even though the original or long-term historic occupants of the buildings are no longer present. As a consequence, the district as a whole retains the appearance of an industrial neighborhood, with railroad tracks in the streets and piles of discarded material in the yards. Several major buildings, notably Bigelow D and H (Photographs 2,6), retain their historical appearance substantially intact (see Inventory below and sketch map for the key to the letter-designation of buildings in the district's multi-building complexes). However, alterations of several distinct levels have occurred: applied material that obscures original fabric without having caused its complete removal (Photograph 13); the loss of historic sash in several buildings (Photograph 18); the new openings or filled openings that appear in a few locations (Photographs 7,10,15); and the stucco covering over the New Haven Nail Works building (Photographs 15,17). None of these changes have compromised the overall historic appearance of the district.

Inventory of Buildings in the District

All buildings contribute to the significance of the district unless otherwise noted. After the descriptive inventory is a tabular summary of contributing and non-contributing buildings.

The H. B. Bigelow and Company Complex consists of seven connected buildings and one detached garage erected between 1873 and the period of World War I, as designated by letters on the sketch map and the following list:

A: Brick factory, 1873, 3-story, near-flat roof, corbeled cornice with dentils, segmental-arched window openings; originally used for plate-fabricating on the first floor and machine shop on the second. The north elevation, facing River Street (Photographs 1-3), has five large, round-arched openings that may have accommodated the passage of boilers and other large products (Photographs 1-3).

B: Brick factory, 1873, 2-story, near-flat roof, corbeled cornice with dentils, segmental-arched windows on the end

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Description (continued):

bays of the first floor, large central freight opening in the second floor, and rectangular windows elsewhere; originally used as the pattern and layout shop. (Photographs 1,2)

C: Brick erecting building, 1886, high 1-story, near-flat roof, rectangular window openings filled with concrete-block and glass brick, small ell to north with a single large, tapered opening for passage of completed boilers; originally used for assembly of plate-iron boiler cases. (Photographs 1,4)

D: Brick factory, 1889, 2-story portion with near-flat roof connected to 1-story shed-roofed portion, corbeled cornice with dentils, mix of rectangular and segmental-arched windows including segmental-arched transoms stacked over flat-arched windows near the junction of the two portions; originally used as machine shops. (Photographs 1,2,5)

E: Brick erecting building, c.1900, high 1-story, near-flat roof with ridge monitor, connected to other buildings on all sides, including c.1900 boiler and engine houses to east; originally used for assembly of boilers.

F: Brick office building, 1902, 2-story flat roof, corbeled cornice with dentils, segmental-arched windows; later 2-story wing with rectangular windows, attached to west side. (Photographs 1,2).

G: Frame garage, c.1915, gable roof.

H: Steel-framed erecting building, c.1915, very high (42') 1-story, full window walls above corrugated-steel sheathing; originally used for boiler assembly. (Photograph 6)

The National Pipe Bending Company Complex consists of five connected buildings erected during two major construction efforts in 1890 and c.1915, a small detached storage building, and a small section of brick infill. Letter designations correspond to the sketch map:

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Description (continued):

A: Brick factory, 1890, 3-story, near-flat roof, corbeled cornice with dentils, segmental-arched windows on bottom floors and small rectangular windows on 3rd story; 2-story, flat-roofed ell at southwest corner; originally used for pipe-bending on 1st, machine shop on 2nd, and storage on 3rd story; the ell was used for testing; sign made of the bent boiler tubing hangs from north wall. (Photographs 9,10,11)

B: Brick factory, 1890, high 1-story, near-flat roof with ridge monitor; originally used for pipe-bending; enclosed by other buildings on all sides, including 1-story, flat-roofed boiler and engine houses to the west, also built in 1890.

C: Brick extension to Building B, c.1915. (Photograph 12)

D: Brick and concrete loading-dock building, c.1915, 1-story, flat roof, rectangular freight openings facing rail spur to west, segmental-arched windows and false stepped gable to south. (Photograph 12)

E: Brick factory building, c.1915, high 1-story with ridge monitors; ends have segmental-arched openings and a stepped gable; side elevations have large rectangular windows (now filled) in panels between pilasters; originally used for pipe-bending. (Photograph 10)

F: Brick storage building, c.1915, 1-story, flat roof, segmental-arched openings. (Photograph 12)

G: Post-1946 brick infill and garage building; non-contributing. (Photograph 10)

The Flint Dutee Wilcox Company Automobile Assembly Plant, 1920, is a 1-story, flat-roofed brick building with rectangular window openings. Shallow brick piers divide the walls into large bays. Alterations include filled window openings on the north side, and new casement windows and garage-door openings on the west side. The northeast corner was beveled to admit a rail spur (not extant) to the interior of the block. (Photographs 7,8)

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Description (continued):

The Fosket and Bishop Company Building, 1904, is a 2-story, flat-roofed brick factory with segmental-arched openings and a stepped parapet. (Photographs 13,15)

The New Haven Nail Company Building, 1885, is a 2-story frame structure with near-flat roof, now clad in stucco. The original building includes a small 2-story ell at the southwest corner. Around 1900 a later occupant, the New England Warp Company, extended the main building to the rear and filled in the space behind the ell with brick construction. The site is now part of the property belonging to the Flint Ladder Company, which after 1946 extended the main structure north to Chapel Street with concrete-block and brick construction, and built a small 1-story addition onto the original southwest ell; the Flint additions are non-contributing. (Photographs 15,17,20)

The Kilborn and Bishop Company Complex consists of two sets of connected buildings ranged along either side of a rail spur that runs through the middle of the property. The buildings are designated below by letters that correspond to the sketch map. The first set of buildings (A, B, C, and D) were put up at different times by various occupants of the property. Buildings E, F, and G were erected by Kilborn and Bishop, under whose ownership the historic fabric of the complex reached its present extent.

A: Brick factory, erected 1883 by National Pipe Bending Company, 2-story, near-flat roof with ridge monitor, segmental-arched openings including central freight doors on both stories facing River Street; originally used for all the operations of National Pipe Bending before it moved across the street in 1890. (Photograph 17)

B: Frame storage building with brick foundation, erected as a 1-story structure about 1899 by Lavigne Manufacturing Company, a hardware and machinery producer that occupied the site briefly; raised to its present height by Kilborn and Bishop in the early 20th century; walls presently covered with asphalt shingles. (Photograph 15)

C: Brick boiler house, 1-story, gable roof, segmental-

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New Haven, CT

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Description (continued):

arched openings, erected around 1899 by Lavigne Manufacturing Company. (Photograph 14)

D: Brick industrial building erected after 1946 by Flint Ladder Company; non-contributing. (Photograph 20)

E: Brick factory, c.1915, 1-story, gable roof, rectangular windows set in corbeled panels between pilasters; southeast corner is beveled to accommodate the rail spur; originally used as a foundry. (Photographs 16,18,19)

F: Brick connector between Buildings E and G, c.1915, 1-story, originally used for storage of steel; a brick wall with pilasters also connects Buildings E and G at the sidewalk. (Photographs 18,19)

G: Brick office building, c.1915, 2-story, random-ashlar foundation, flat roof with stepped parapet, simple cornice with dentils, rectangular windows, soldier courses marking the levels of the first-story lintels and second-story lintels and sills. (Photograph 20)

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Description (continued):

Tabular Summary of Contributing and Non-contributing Buildings

Contributing Buildings (23):

Bigelow A
Bigelow B
Bigelow C
Bigelow D
Bigelow E
Bigelow F
Bigelow G
Bigelow H

National Pipe A
National Pipe B
National Pipe C
National Pipe D
National Pipe E
National Pipe F

Kilborn and Bishop A
Kilborn and Bishop B
Kilborn and Bishop C
Kilborn and Bishop E
Kilborn and Bishop F
Kilborn and Bishop G

Fosket & Bishop

New Haven Nail, 1885 building

Flint Dutee Wilcox Building

Non-contributing buildings (3):

National Pipe G

New Haven Nail Works, post-1946 north addition

Kilborn and Bishop D

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Industry
Architecture

Period of Significance

1873-1921

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

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

Summary

River Street Historic District is significant in the industrial history of New Haven as the location of several metalworking enterprises that characterized the city's transformation into a manufacturing center between the end of the Civil War and the beginning of World War I. A good harbor, the city's location at the hub of the southern New England rail network, the nearby availability of the most sophisticated production equipment of the day, a labor market with skilled industrial workers as well as unskilled people who performed the lifting and hauling, the earlier-established presence of a substantial carriage industry, and a cadre of ambitious industrialists all combined to help New Haven become a manufacturing center in the late 19th century. One of the complexes in the district, the H. B. Bigelow Company boiler works, was a national leader in its field of steam boilers. Hobart B. Bigelow himself participated in the formation of related enterprises, including the National Pipe Bending Company, which is also represented in the district. Bigelow helped make the River Street area a center of metal-fabricating industry.

The district is also significant because its buildings embody the distinctive characteristics of general factory construction in the late 19th and early 20th centuries, as well as the specialized, 1-story variation that was developed to house forges, foundries, and large assembly operations. The district as a whole is the distinctive product of the years between the 1870s and World War I, when railroads were an important determinant in factory location. The tracks along the streets of the district, the tightly packed distribution of the buildings along the valuable railroad frontage, and the beveled corners

See continuation sheet

9. Major Bibliographical References

See continuation sheet.

Previous documentation on file (NPS):

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

See continuation sheet

Primary location of additional data:

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

Specify repository: _____

10. Geographical Data

Acreage of property Approximately 8.5 acres

UTM References

A
 Zone Easting Northing

C

B
 Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

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

name/title Matthew Roth and Bruce Clouette

organization Historic Resource Consultants

date May 20, 1988

street & number 55 Van Dyke Avenue

telephone 547-0268

city or town Hartford

state Connecticut zip code 06106

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Significance (continued):

on several buildings that allowed freight cars to enter the factory yards all recall the importance of rail access in this period. Such railroad-dependent industrial streetscapes were once common in New Haven; today, this nominated area at the west end of River Street is New Haven's most nearly intact example of this pattern of development.

Historic Context

New Haven's early commercial prominence both aided and hampered its industrial growth. In the early national period, shipping and trade, abetted by the good harbor and the opening of the Farmington Canal in the 1820s, enabled the city to move from an agricultural to a commercial economy relatively early for Connecticut. In inland regions, where farmers' sons had no similar recourse to commerce, economic ambition impelled the people into a wide range of manufacturing enterprises. New Haven people had no similar spur to industrialization, although the city's merchants did help to develop a substantial carriagemaking trade in their city, based on extra-local export of the products. In the first half of the 19th century, carriage production was widely scattered among numerous small shops, and these shops depended critically upon parts manufactured outside the city; both factors discouraged the scale of manufacturing already evident elsewhere in the state. In 1850 New Haven's largest industrial employer was Chauncey Jerome's clock factory, which had moved from Bristol just six years earlier.

The city's industrialization began during the Civil War, when government purchases of everything from clothing to artillery carriages multiplied many times over the demand for manufactured products. New Haven's transportation advantage as the place where three railroads met brought many manufacturers into the city. They remained after the war and were joined by many others, such as Winchester and Marlin firearms, which both arrived in 1870. The immediate post-Civil War period marked the start of New Haven's major industrial era. Production and employment boomed in guns, builders hardware, carriages and carriage hardware, garments, and tools and machinery to make all these products. In the area east of downtown New Haven, close to the harbor and Long Wharf as well as to the railroad freightyards, grew the densest concentration of factories, mostly devoted to hardware, carriage parts, and machinery -- the metal-

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Significance (continued):

fabricating industries. This belt of intense industrial use soon extended east along the shoreline railroad. In 1869 Hobart Bigelow pushed this expansion east of the Mill River, when he moved his steam engine and boiler works from Whitney Avenue to River Street.

Over the next 15 years the Bigelow plant grew in size but remained isolated from other factories. The firm dropped engine production to concentrate on steam boilers, especially large units for industrial plants, and captured a significant share of the national market for these specialized products. (The growth in size of Bigelow boilers is evident in the dimensions of the openings to admit their passage in the 1873 building compared with the door in the 1886 building.) In 1883 Bigelow set up another firm, National Pipe Bending, to fabricate the tubes that comprised the largest portion of his boilers' internal components. In just seven years National Pipe Bending outgrew its 1883 building, north of River Street, and moved across the road. In 1885 Hobart Bigelow played a formative role in the next firm to build on River Street, the New Haven Nail Company. His partner was C. S. Mersick, co-owner of English & Mersick, which ran one of the city's largest carriage factories as well as a hardware-wholesaling and metals-importing firm.

With construction of the nail works north of River Street, this neighborhood became the metal-fabricating capital of New Haven. The only divergence from this metalworking during the period of the district's significance began in 1898, when the New England Warp Company, a specialized textile producer, took over the nail-works property (where it remained for 30 years). In the 1890s a hardware-maker, Lavigne Manufacturing Company, had a brief tenure in the 1883 National Pipe Bending building. It soon gave way to Kilborn and Bishop, a large contract shop that cast, forged, and machined iron and steel products. In the first two decades of the 20th century, Kilborn and Bishop constructed adjacent to the 1883 building the third large complex in this district. Fosket and Bishop, a plumbing contractor that also made products such as feed-water heaters for boilers, moved to River Street in 1904, building the small factory at the corner of Blatchley Avenue.

The metal fabricators achieved their peak employment and output during World War I, when the above firms expanded their plants to the present extent. Statewide, industrial growth climaxed during World War I, and

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Significance (continued):

after the war many manufacturers collapsed under the debt from wartime over-expansion. This area along River Street is entirely typical of Connecticut in that its highest industrial capacity was achieved between 1915 and 1918.

By World War I, New Haven's carriage industry had already disintegrated from its collision with the automobile. Its only remnants were the few parts-makers that survived by retooling to make automobile parts. The new era is represented in the River Street Historic District by the Flint Dutee Wilcox Automobile Assembly Plant, just west of the Bigelow complex. Flint Dutee Wilcox was a New Haven dealer of Ford cars and trucks. Its River Street facility was one of several dozen small regional assembly plants that Ford Motor Company set up as a safety valve against production backups at the main plants in Detroit. Flint Dutee Wilcox received assembled chassis and painted bodies, and assembled them at this site (assembly occurred in stations, not by means of an automated production line). The components came by railroad from Detroit to the River Street siding: the rail access that first attracted Bigelow also brought Flint Dutee Wilcox, the newest building in the district.

Industrial Architecture

The evolution of factory construction in the late 19th and early 20th centuries was related to fire-safety concerns; improvements in building materials; the need to provide for light, ventilation, and power transmission; and the specialized demands of heavy manufacturing processes as well as the assembly of large products.

The earliest buildings in the River Street Historic District illustrate the changes that had begun to alter the standard mill construction that emerged earlier in the textile industry. Bigelow A and B (both 1873) exhibit the most up-to-date construction of their day. Both have the brick bearing walls and segmental-arched openings of typical 19th-century factory architecture. Both have near-flat roofs that did not accommodate workspace or storage in the attic, a format that emerged after the Civil War as the difficulties of lighting attic spaces without the fire hazard of wood-framing for dormers led mill designers simply to abandon the half-story; roofs grew gradually flatter until improvements in water-resistant coal-tar coverings

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Significance (continued):

allowed flat roofs at the end of the century. Neither Bigelow A nor B has exterior beam anchors, another feature that was eliminated to minimize loss in the event of fire: if beams that were anchored to the walls burned through, they would pull the walls down. Hobart Bigelow used this same type of construction for the early National Pipe Bending buildings. (The frame-construction New Haven Nail building of 1885 appears to have been a hastily erected shop to which the partners could not devote the level of capital they spent on their principal enterprises; the brief tenure of the operation confirms this observation.)

The size of the street-level openings in Bigelow A indicate the special constraint on a shop making industrial-scale boilers: the products are very large. Not only do they require substantial openings for shipment out of the plant, but the assembly floors themselves occupy abundant square footage. Bigelow B, the 1886 boiler-erecting building, shows the architectural impact of product size. The building borrowed from the emerging format of rolling mills, foundries, and forge plants, which adapted the long, narrow, multi-story, brick bearing-wall pattern of standard mill construction into a high single-story design. The single-story height was used for heavy operations, in this case boiler assembly, that could not be stacked on multiple floors; and that story was quite high so that large equipment, or in this case large products, could fit inside under crane beams. The 1886 erecting building also features an extremely large door for the finished boilers. Kilborn and Bishop E, a 1-story foundry building, follows a similar format. This line of development reached its largest scale during World War I, exemplified by Building E in the National Pipe Bending complex. Wartime also saw the construction of Bigelow H, a new type of assembly building. It maintained the shape of the earlier assembly buildings, but it replaced brick bearing walls with a steel frame. The wall material served no structural purpose, except perhaps for some nominal sway-bracing. Thus the walls could be completely glazed for maximum natural lighting.

The Industrial Streetscape

This district's period of significance corresponds to the era of New Haven's industrial maturity. It was a stage of development that depended primarily on steam power and rail transport, a combination of

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River Street Historic District
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5

Section number _____ Page _____

Significance (continued):

factors that resulted in dense, linear concentrations of industrial use along railroads. A steam engine could be placed virtually anywhere, as long as coal could be brought to it. Thus rail access became the single most important determinant in factory location. River Street Historic District preserves this distinctive pattern of development in its tightly spaced or connected buildings, all oriented to the rail line down the middle of the street. Two buildings, Kilborn & Bishop E and Flint Dutee Wilcox Assembly Plant, even feature beveled corners that allowed curving railroad spurs to enter the factory properties. In addition, the presence of numerous architectural features specifically associated with the industries that developed here, such as the huge doors at Bigelow and the iconographic sign at National Pipe Bending, make River Street an outstanding historic resource.

Immediately after World War I, at the peak of railroad-based development and before the advent of substantial motor-truck transport, there were dozens of square blocks in New Haven that featured railroad-dependent streetscapes similar to River Street today. The areas around Water Street, East Street, and Hamilton Avenue held a concentration of carriage, hardware, and clock manufacturers. Industrial decline, urban renewal, and highway construction caused the demolition of most of these buildings and the loss of the industrial streetscapes they comprised. Today, New Haven's era of railroad-dependent industrialization is evident only to a limited degree around the Winchester plant in Newhallville, and a small group of early 20th-century factories around Blake and Valley Streets in Westville. River Street Historic District alone stands as an industrial streetscape from this period that retains all of its constituent elements.

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New Haven, CT

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New Haven, CT

Geographical Data (continued):

UTM References

New Haven Quadrangle, 1:24000

A: 18.675560.4574280
B: 18.675580.4574140
C: 18.675640.4574140
D: 18.675640.4574100
E: 18.675720.4574100
F: 18.675720.4574160
G: 18.675740.4574160
H: 18.675740.4574200
I: 18.675840.4574220
J: 18.675820.4574300
K: 18.675880.4574320
L: 18.675880.4574400
M: 18.675860.4574400
N: 18.675860.4574410
O: 18.675740.4574380
P: 18.675760.4574300

Verbal Boundary Description:

The district boundary, as depicted on the accompanying map at scale of 1"=175', follows precisely the boundaries of the nine parcels included in the district. The map depicts parcel-boundaries as drawn on New Haven Assessors Maps 165 and 175.

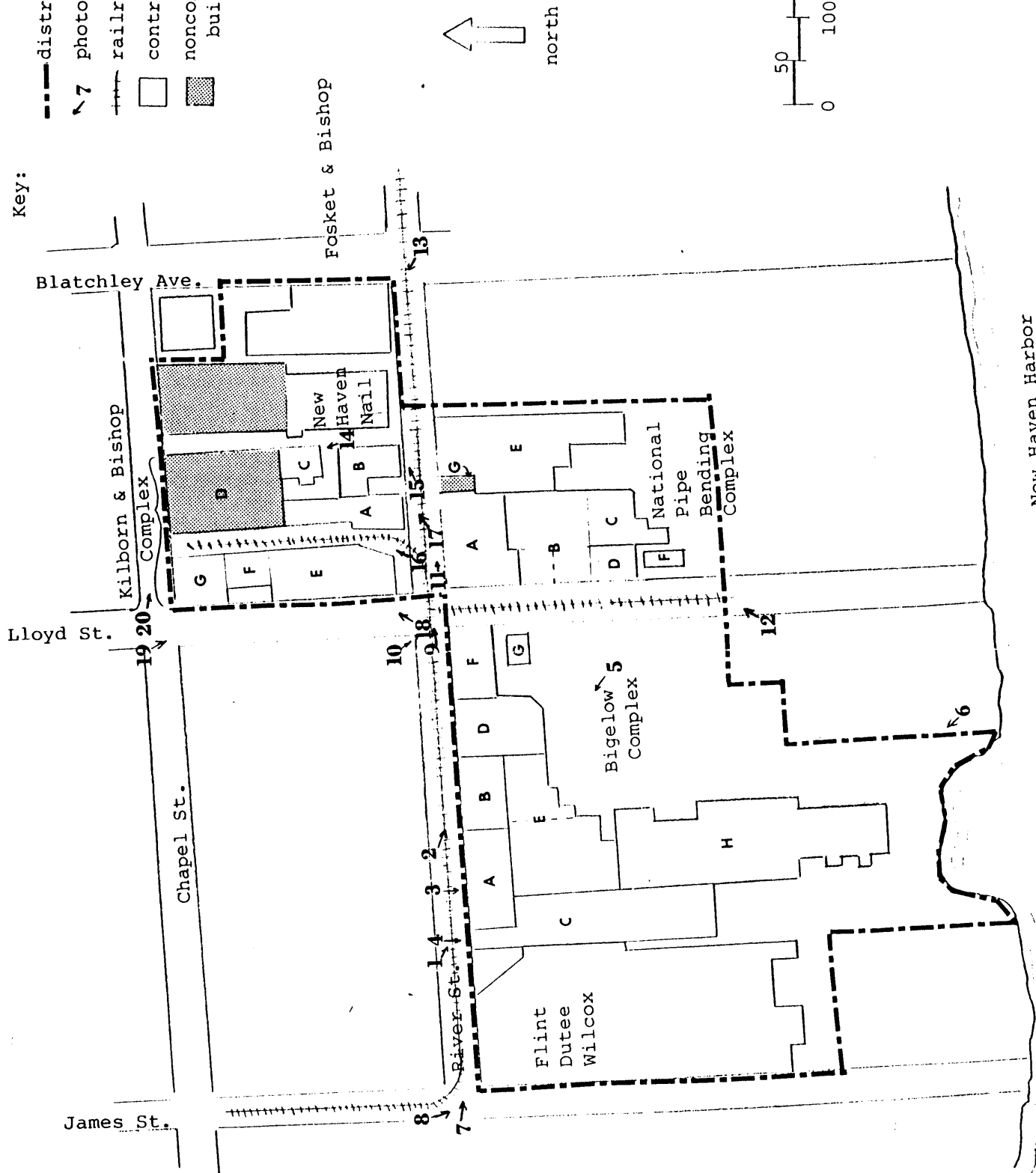
Boundary Justification

The boundary was drawn to include the dense concentration of industrial buildings erected during the district's period of significance and to exclude properties with other uses or later buildings. To the east the district boundary is defined by open land, a bulk oil-handling facility, and construction more recent than the period of significance. The north boundary faces Chapel Street, where residential and commercial growth predominated; these non-industrial uses are excluded. The west boundary is determined by a park on the east bank of the Mill River. The south boundary excludes open land facing the Harbor and recent construction.

RIVER STREET HISTORIC DISTRICT
New Haven, Connecticut

Key:

- district boundary
- ↖ 7 photo position
- railroad tracks
- contributing building
- noncontributing building



New Haven Harbor

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Photographs _____ River Street Historic District
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All photographs:

1. RIVER STREET HISTORIC DISTRICT
2. New Haven, CT.
3. Photo credit: HRC, Hartford, CT.
4. February 1988
5. Negative filed with Connecticut Historical Commission
59 South Prospect Street
Hartford, CT 06106

Right to left: Portion of Bigelow C (with AJF Steel sign), Bigelow A,
Bigelow B, Bigelow D, Bigelow F, camera facing southeast
Photo 1 of 20

Right to left: Bigelow A (portion), Bigelow B, Bigelow D, Bigelow F,
camera facing southeast
Photo 2 of 20

Detail of Bigelow A, camera facing south
Photo 3 of 20

Bigelow C, River Street elevation, camera facing south
Photo 4 of 20

Bigelow D, rear, camera facing northwest
Photo 5 of 20

Bigelow H, rear, camera facing northwest
Photo 6 of 20

River Street streetscape, Flint Dutee Wilcox Assembly Plant (white
building on corner) with Bigelow A in background, camera facing
southeast
Photo 7 of 20

Flint Dutee Wilcox Assembly Plant, camera facing southeast
Photo 8 of 20

River Street streetscape with Kilborn & Bishop Complex to left,
National Pipe Bending Complex to right, camera facing east
Photo 9 of 20

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Section number _____ Photographs _____ Page _____ 2 River Street Historic District
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National Pipe Bending A to right, National Pipe Bending E to left,
camera facing southeast
Photo 10 of 20

Sign on National Pipe Bending A, camera facing east
Photo 11 of 20

National Pipe Bending Complex, rear, camera facing northeast
Photo 12 of 20

Fosket & Bishop Building, camera facing northwest
Photo 13 of 20

Kilborn & Bishop Building C, camera facing north
Photo 14 of 20

Left to right: Kilborn & Bishop Building B, New Haven Nail Company,
Fosket & Bishop, camera facing northeast
Photo 15 of 20

Rail spur entering between Kilborn & Bishop E (beveled corner) and
Kilborn & Bishop A, camera facing northeast
Photo 16 of 20

Left to right: Kilborn & Bishop A, Kilborn & Bishop B, New Haven
Nail Company, camera facing northeast
Photo 17 of 20

Kilborn & Bishop E, camera facing northeast
Photo 18 of 20

Left to right: Kilborn & Bishop G, Kilborn & Bishop F, Kilborn &
Bishop E, camera facing southeast
Photo 19 of 20

Right to left: Kilborn & Bishop G, Kilborn & Bishop D, rear rear
addition to New Haven Nail Company, camera facing southeast
Photo of 20 of 20