

DATA SHEET PH0281964

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED OCT 8 1975

DATE ENTERED

MAR 26 1976

**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 Simsbury Railroad Depot

AND/OR COMMON

2 LOCATION

STREET & NUMBER Railroad Avenue at Station Street

CITY, TOWN

Simsbury

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

VICINITY OF

#6 - Anthony M. Scott

STATE

Connecticut

CODE
09

COUNTY

Hartford

CODE

002

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Mitchell Uzwack

STREET & NUMBER

One Way Fare Restaurant

CITY, TOWN

Simsbury

VICINITY OF

Connecticut

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Town Hall

STREET & NUMBER

Hopmeadow Street

CITY, TOWN

Simsbury

STATE
Connecticut

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, Conn.

STATE

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

A block east of Simsbury's downtown section is a narrow two-block-long street with a few boutiques and a small art gallery. On the east side of this street is the old Simsbury depot. It is a small rectangular brick building with an overhanging wooden gable roof. The interior has very recently been remodelled for use as a restaurant, but, except for a boardwalk style porch, the exterior has not been altered.

The facade has six bays - two doors, two single windows, one double window and a freight door - separated by slightly projecting brick pilasters. Italianate window heads are also made of brick and each bay is recessed and surmounted by a dentil course.

North and south elevations are similar for they have dentil courses echoing the gable line. Underneath these courses is a round window and below it, on the north side, are two windows and on the south side is one window. The old railroad tracks are only a few feet away from the rear of the depot (east side) but, at present, are quite covered with grass.

Simsbury depot is a charming building, small in scale and very much on its own in fairly undeveloped part of town. Its Italianate brick decoration is distinctive and sets it off from the more typical Victorian Gothic frame stations of the period.

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"/> 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"/> 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

1875

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In the year 1826 the New Haven and Northampton Company constructed a canal through the town of Simsbury, Providing a route from the Connecticut River down to New Haven. Used for twenty years, it was abandoned in 1846 due, primarily, to mismanagement by the company.

However, transportation along that route was necessary and so, in 1850, the New Haven and Northampton Railroad put down tracks alongside the old canal. In 1871 the Connecticut Western Railroad also laid tracks through Simsbury, connecting Hartford with areas in New York State.

With so much traffic, Simsbury needed a depot and, in fact, at one time there were two. The Simsbury depot on Station Street however, was built sometime between 1873 and 1875. There is some discrepancy because it can be located on a map dated 1873 but the records of the New Haven and Northampton Railroad show it to have been built in 1875.

Being a brick Italianate style depot it is an unusual building, for most stations during this period were built in the Victorian Gothic style. Since it has been adapted for use as a restaurant many interior changes have been made but the integrity of its exterior style and design make it a building exemplary of good adaptive use.

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CONTINUATION SHEET

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Phelps, Noah Amherst, History of Simsbury, Case, Tiffany and Burnham,
Hartford, 1845.

"Thirty-ninth Annual Report of the New Haven and Northampton (RR) Com-
pany", Tuttle, Morehouse and Taylor, New Haven, September 30, 1875.

Vibert, William M., Three Centuries of Simsbury, For Tercentenary, 1970.