

PH0221414

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY  
AUG 1 1975  
RECEIVED  
DATE ENTERED SEP 3 1975

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

**1 NAME**

HISTORIC New Haven Railroad Station

AND/OR COMMON Union Station

**2 LOCATION**

STREET & NUMBER Union Avenue

CITY, TOWN New Haven

--- NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT  
3rd-Hon. Robert Giaimo

STATE Connecticut

--- VICINITY OF  
CODE 09

COUNTY New Haven

CODE 009

**3 CLASSIFICATION**

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

**4 OWNER OF PROPERTY**

NAME State of Connecticut-Department of Transportation

STREET & NUMBER 24 Wolcott Hill Road

CITY, TOWN Wethersfield

--- VICINITY OF STATE Connecticut

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Hall of Records

STREET & NUMBER 200 Orange St.

CITY, TOWN New Haven,

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,

STATE Connecticut

# 7 DESCRIPTION

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

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

The New Haven Railroad Station, or Union Station, was constructed in 1919-20 and designed by Cass Gilbert (1859-1934). The monumental, four-story, brick building is located on Union Avenue, named for the building, and it is a restrained example of the Second Renaissance Revival style.<sup>1</sup> The symmetrical facade is divided into three sections with the central portion projecting a few feet forward. The entire facade has a five foot high, crushed-stone and concrete base. Five monumental recessed arches rise three stories and contain the windows for the building's central section. The two flanking sections contain five evenly spaced vertical groupings of windows which also rise three stories. Above the third story a marble beltcourse extends the full length of the facade and visually sets off the fourth story windows. The fenestration of the fourth story central section is comprised of five groupings of three windows placed directly above the arches of the lower stories. In the flanking sections the fourth story windows are grouped in pairs and similarly spaced directly above the vertical groupings of windows on the lower three floors. The eave of the building is rendered in marble with the underside accentuated by guttae and diamond-shaped panels. The effect of a roof balustrade is created by a continuous row of skylights set back from the eave and separated by vertical supports. The exterior walls of the building are brick, set in a Flemish-bond pattern with glazed headers. The sides of the building are broken by symmetrical groupings of windows, as is the rear of the building which has a four-story fire escape.

At the base of the two outermost arches of the facade's central section are the station's main entrance doors. They lead to a three-story concourse which entirely fills the central section of the station. Directly across from the main entrances are a series of ticket windows. To the north of the entrance doors is a room formerly used as a restaurant and in the corners of the south end of the building are the former "retiring room for women" and "smoking room for men."<sup>2</sup> On the second story a now enclosed balcony runs the full length of the concourse on the east and west (front and rear) of the building. The interior is accented by ten large spherical lighting fixtures suspended on long chains from an ornate coffered, plaster ceiling. Three boxed and painted steel beams span the east-west axis of the concourse. The concourse floor consists of eight inch square brick tiles and the first-story walls are faced with marble. Above the first floor the brick core walls of the concourse are faced with concrete, imitation travertine marble blocks. The original oak benches for passengers are still in place in the concourse.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	AUG 21 1978
DATE ENTERED	OCT 10 1978

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

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 2

Parcel II, Waterbury National branch/Citytrust  
195 Grand Street, Waterbury

Citytrust  
Attn: Richard F. Meade  
Senior Vice President  
961 Main Street  
Bridgeport, CT 06602

Parcel III, Lincoln House  
35 Field Street, Waterbury

Katherine De Leon and Patrick DeLeon  
158 Grand Street  
P. O. Box 1875  
Waterbury, CT 06720

Parcel IV, Henry Sabin Chase Memorial Dispensary  
43 Field Street, Waterbury

Citytrust  
Attn: Richard F. Meade  
Senior Vice President  
961 Main Street  
Bridgeport, CT 06602

Parcel V, Municipal Building/City Hall  
235 Grand Street, Waterbury

City of Waterbury  
Attn: Mayor Edward D. Bergin, Jr.  
236 Grand Street  
Waterbury, CT 06702

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY
AUG 1 1975
RECEIVED
DATE ENTERED SEP 3 1975

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

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 1

In the two flanking sections of the building the second and third floors are divided into office space. The fourth floor, which also consists of office space, runs the entire length of the building. Below the first floor is a full basement which contains the heating and ventilating systems.

Union Station has undergone limited alterations, the most significant of which is the enclosing of the second story balcony of the concourse. This occurred in the 1940's to provide space for a U.S.O. lounge and servicemen's facilities. A newsstand and lunch counter in the 1940's replaced an information center in the middle of the concourse. Other minor alterations consist of closing a north entrance to the building and the subdivision and remodeling of office space.

Footnotes

<sup>1</sup>Marcus Whiffen, American Architecture Since 1780: A Guide to the Styles. (1969), pp. 154-58 "The Second Renaissance Revival."

<sup>2</sup>"Trains Come and Go in New R.R. Station Here," New Haven Journal Courier, 5 April, 1920, p. 3.

<sup>3</sup>"Building That's Never Locked is Host to Varied Thousands," New Haven Register, 22 January, 1956, p. 7.

# 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" 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

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The primary significance of Union Station is its history as the central station and home office for the once preeminent New Haven Railroad during a period of rail dominance as a transportation means. Much of New Haven's importance as a focal point for New England rail traffic is directly linked to Union Station. It stands as a symbol of New Haven's and New England's dependence on rail transportation which, over the years, contributed extensively to the growth of commerce and industry in the area and provided an elegant gateway to the City.

The Station is also noteworthy because it was designed by Cass Gilbert, one of America's leading architects during the first quarter of this century. Gilbert, who began his career with the firm of McKim, Mead and White, established his own office with James Knox Taylor at St. Paul, Minnesota, in 1880.<sup>4</sup> During the next fifty years he received a wealth of commissions, including the state capitols of Minnesota (1895), Arkansas (rebuilding, 1912), and West Virginia (1928). Gilbert also designed the sixty-story Woolworth Building (1912) in New York, at the time the tallest building in the world, and the United States Supreme Court Building (1934).

The name Union Station symbolized the building's function as the nexus for several New England railroads. It was the third station in New Haven, built to replace the former Union Station which burned May 9, 1918.<sup>5</sup> The existing station, which opened April 5, 1920,<sup>6</sup> is an example of a rapidly disappearing species of building in which monumental interior space and precise proportions are essential to the structure's harmony. Union Station epitomizes Gilbert's personal architectural credo that "no matter how ornate or how simple and plain a structure may be, in the last analysis, its principal claim to beauty lies in its proportions, not in its adornment."<sup>7</sup>

### Footnotes

<sup>1</sup>"Cass Gilbert," National Cyclopedia of American Biography, (1937), Vol. 26, p. 20.

<sup>2</sup>"New Ramp Enclosure Being Built at Railroad Station Here," New Haven Register, 16 December, 1954.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Drawings:

N.Y., N.H., & H. R. R. Station at New Haven, Connecticut. Drawings Nos. 1-8, 501-505, 201-202. Dated 9/10/1917 to 12/8/1917 (Department of Transportation, State of Connecticut, Wethersfield, Conn.)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one (1)

UTM REFERENCES

A	118	673560	15173650
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

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

Stephen J. Raiche

ORGANIZATION

Connecticut Historical Commission

DATE 5/5/75

STREET & NUMBER

59 South Prospect St.

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.

FEDERAL REPRESENTATIVE SIGNATURE

*John W. Shuman*

TITLE STATE HISTORIC PRESERVATION OFFICER

DATE 5/22/75

FOR NPS USE ONLY

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

*Ernest A. Connally*

DATE SEP 3 1975

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: *Charles A. ...*

DATE 9-2-75

KEEPER OF THE NATIONAL REGISTER

*Acting*

Property NEW HAVEN RAILROAD STATION

State CONN. Working Number 8.1.75.1496

*New Haven*

*Not by  
DOT*

**TECHNICAL**

Photos 4  
Maps 1

**CONTROL**

*OK* <sup>cm</sup> 8.5.75

**HISTORIAN**

*Accept  
w. R. Luce  
8/14/75*

**ARCHITECTURAL HISTORIAN**

*ACCEPT  
H. J. Jundt  
8/11/75*

**ARCHEOLOGIST**

**OTHER**

**HAER**

Inventory \_\_\_\_\_  
Review \_\_\_\_\_

**REVIEW UNIT CHIEF**

*Accept  
Cole  
9-2-75*

**BRANCH CHIEF**

**KEEPER**

*accept  
for Muntz  
9-2-75*

National Register Write-up \_\_\_\_\_  
Federal Register Entry 10-7-75

Send-back \_\_\_\_\_  
Re-submit \_\_\_\_\_

Entered SEP 3 1975

INT:2106-74







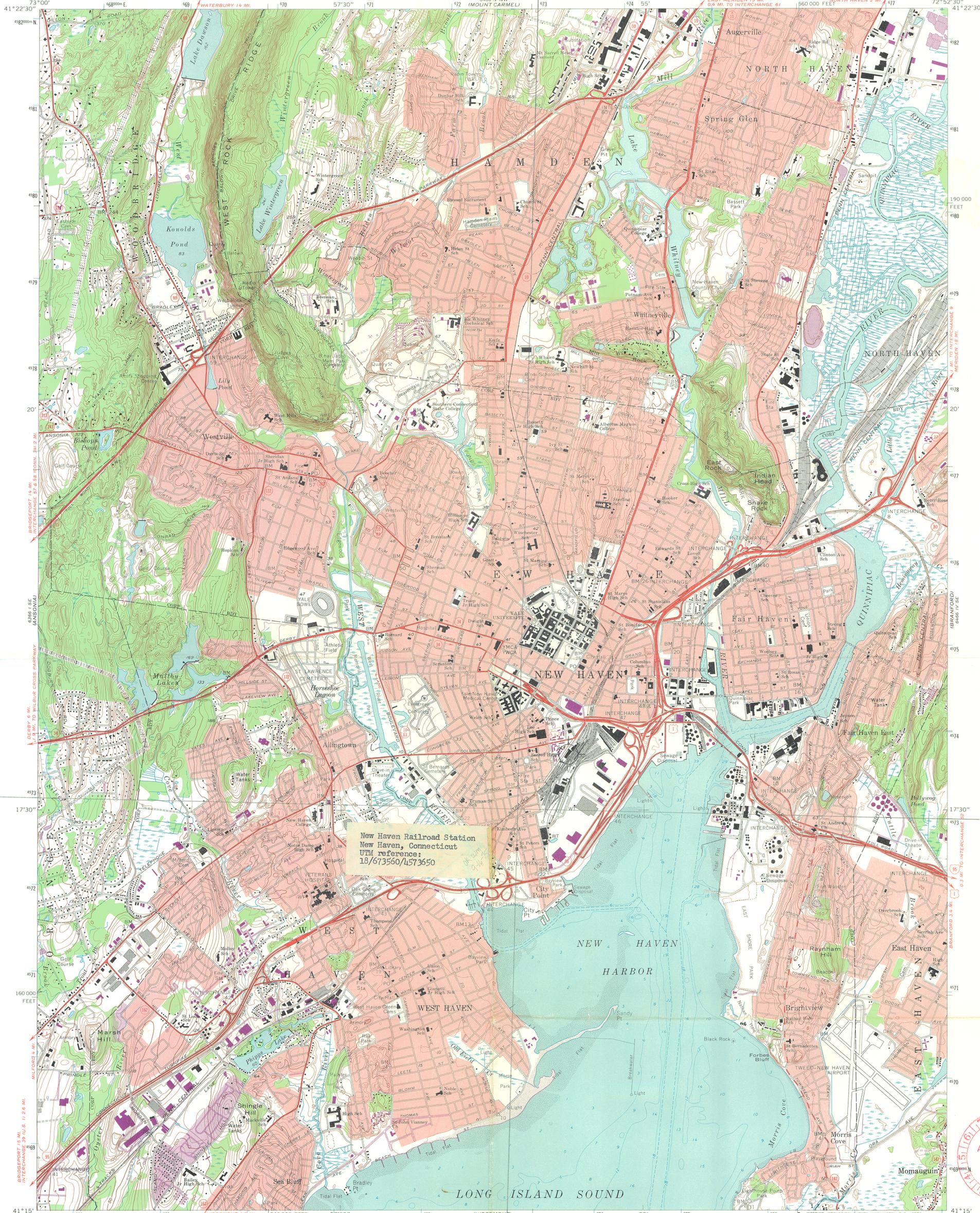


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UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 GEOLOGICAL SURVEY

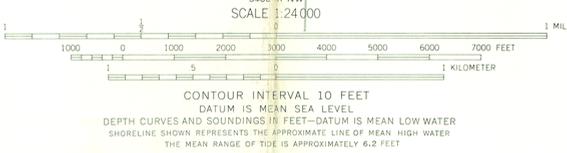
STATE OF CONNECTICUT  
 HIGHWAY DEPARTMENT

NEW HAVEN QUADRANGLE  
 CONNECTICUT—NEW HAVEN CO.  
 7.5 MINUTE SERIES (TOPOGRAPHIC)



New Haven Railroad Station  
 New Haven, Connecticut  
 UTM reference:  
 18/673560/4573650

Mapped, edited, and published by the Geological Survey  
 Control by USGS, USC&GS, and Connecticut Geologic Survey  
 Topography by photogrammetric methods from aerial photographs  
 taken 1949. Field checked 1954. Revised from aerial  
 photographs taken 1966. Field checked 1967  
 Selected hydrographic data compiled from USC&GS Chart 218 (1964)  
 This information is not intended for navigational purposes  
 Polyconic projection. 1927 North American datum  
 10,000-foot grid based on Connecticut coordinate system  
 1000-meter Universal Transverse Mercator grid ticks,  
 zone 18, shown in blue  
 Red tint indicates areas in which only landmark  
 buildings are shown



ROAD CLASSIFICATION  
 Primary highway, all weather, improved surface  
 Secondary highway, all weather, unimproved road, fair or dry weather  
 Light-duty road, all weather, hard surface  
 Unimproved road, fair or dry weather  
 Interstate Route U. S. Route State Route

THIS MAP IS AVAILABLE IN BOTH SHADED RELIEF AND CONTOUR EDITIONS  
 THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
 FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled in cooperation with  
 Connecticut Highway Department from aerial photographs  
 taken 1972. This information not field checked  
 Purple tint indicates extension of urban areas

NEW HAVEN, CONN.  
 N4115—W7252.5/7.5  
 1967  
 PHOTOREVISED 1972  
 AMS 6466 IV SW—SERIES V816



STATION, New Haven



STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

24 WOLCOTT HILL ROAD, P.O. DRAWER A  
WETHERSFIELD, CONNECTICUT 06109



Office of the  
Commissioner

August 20, 1975

Honorable Stanley Hathaway  
Office of the Secretary  
United States Department  
of the Interior  
Washington, D. C. 20240

Dear Mr. Hathaway:

Mr. John W. Shannahan, Connecticut's Historic Preservation Officer who serves on the Connecticut Review Board for the National Register, has notified this Department that the New Haven Railroad Station located on Union Avenue, in the City of New Haven, has been nominated to the Register. It is my understanding that this nomination has been transmitted to the Keeper of the National Register, United States Department of the Interior, National Park Service.

This building is not now in use. It is essentially a shell and requires comprehensive rehabilitation, including heat, plumbing and electrical system replacement.

This Department has lease-option control over this property. I appeared before the Connecticut Review Board on July 24, 1975 to support my opposition to the nomination of this structure to the National Register. As lease holder of this property, we are involved in complex negotiations with potential government and private groups for utilization of this vacant structure. This building is sufficiently large to accommodate both a transportation center and commercial activities and offices.

Placement of this building on the National Register will add unnecessary complications to the ongoing negotiations and could frustrate plans for its reactivation as a transportation center, with related uses. I am in support of the preservation of this structure while better utilizing its space.

August 20, 1975

Therefore, I have recommended that the site be placed on the Connecticut Register of Historic Places as provided by Connecticut Statutes. By this action, all decision making would be accomplished within Connecticut. Further, it is my understanding that this building was designed by New York, New Haven and Hartford Railroad Company engineers, and that it has no outstanding historical significance.

I urge disapproval of the nomination before your Agency to place the New Haven Railroad Station on the National Register.

Sincerely,

  
Samuel Kanell  
Commissioner

cc: Mr. Harlan Griswold

Office of the  
STATE  
HISTORIC  
PRESERVATION  
OFFICER  
for Connecticut

---

59 SOUTH PROSPECT STREET . HARTFORD, CONNECTICUT 06106 . 203 566-3005

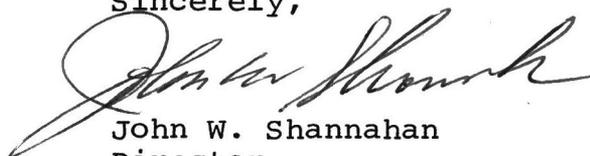
August 29, 1975

Dr. William J. Murtagh  
National Register of Historic Places  
U.S. Department of the Interior  
18th and C Streets, N.W.  
Washington, D.C. 20240

Dear Dr. Murtagh:

Enclosed is a copy of a letter from Samuel Kanell,  
Commissioner of the Connecticut Department of  
Transportation concerning the New Haven Railroad  
Station for your information.

Sincerely,



John W. Shannahan  
Director

eb  
Enclosure

ENTRIES IN THE NATIONAL REGISTER

STATE CONNECTICUT

Date Entered SEP 8 1975

<u>Name</u>	<u>Location</u>
<b>New Haven Railroad Station</b>	<b>New Haven New Haven County</b>

Also Notified

Hon. Abraham A. Ribicoff,  
Hon. Lowell P. Weicker, Jr.  
Hon. Robert N. Giaino

Regional Director, North Atlantic  
Region

State Historic Preservation Officer  
Mr. John W. Shanahan  
Director  
Connecticut Historical Commission  
59 South Prospect Street  
Hartford, Connecticut 06106

PR MMott/je 9/9/75

DATE 9-5

TELEPHONE REPORT

TIME OF CALL. AM PM

EXECUTIVE ORDER 11593

1. CALL  TO:  FROM (Name)

2. ADDRESS (Tel. No. if needed)

Agency Name:

John Shannahan

3. SUBJECT, PROJECT NO., ETC.

New Haven Railroad Station

4. DETAILS OF DISCUSSION

This told him how we answered  
letter.

NAME OF PERSON PLACING/RECEIVING CALL

C. Shull

TITLE

OFFICE

*Hold for  
folder*

*Braxton 9/4  
Shull  
Herrington  
Murtagh*

*J Wood 9/4  
Wright 9/5  
Gunn 9/5  
for P  
Pickens  
9-5*

**In Reply Refer To:  
H34-PR  
ES-20627**

SEP 8 - 1975

**Mr. Samuel Kanell  
Commissioner  
State of Connecticut  
Department of Transportation  
24 Wolcott Hill Road, P.O. Drawer A  
Wethersfield, Connecticut 06109**

**Dear Mr. Kanell:**

**Thank you for your letter to former Secretary Hathaway concerning the nomination of the New Haven Railroad Station to the National Register of Historic Places.**

**The station was nominated to the National Register by the State of Connecticut for its architectural merit and its significance in the history of transportation. Enclosed is a copy of the nomination submitted by the State, which discusses the significance of the structure. After careful consideration by the National Park Service, the station was listed in the National Register on September 3. The decision to list the station in the National Register is based on a careful professional evaluation of the property against the National Register criteria for evaluation which are described in the enclosed material on the National Register program.**

**Listing on the National Register is Federal recognition that a property possesses historic values and is worthy of preservation. Inclusion of a property on the National Register insures that the Advisory Council on Historic Preservation is given an opportunity to review and comment upon any undertaking licensed, funded, or executed by a Federal Agency that may affect the property. In addition, preservation projects on properties listed in the National Register, in accordance with an approved State Historic Preservation Plan, can qualify for either acquisition or development grants-in-aid.**

**BASIC RETAINED IN PR**

*HTA  
9-4*

**Listing has no other effect on the property. It does not affect in any manner the range of actions an owner could take, as long as Federal financing is not involved, and it gives no governmental unit any authority or control over the property, its use, or disposition.**

**We appreciate your concern for the ongoing negotiations and plans for the utilization of the station. Rather than frustrating or complicating such negotiations, listing in the National Register should assure that the historical and architectural significance of the New Haven Railroad Station is given due consideration as part of the planning for the utilization of the structure.**

**Sincerely yours,**

(Sgd) Douglas P. Wheeler

**Deputy Assistant Secretary of the Interior**

**Enclosures**

**cc: Mr. John W. Shannahan  
Director  
Connecticut Historical  
Commission  
59 South Prospect Street  
Hartford, Connecticut 06106)w/c of inc.**

**Sec's Files  
Sec's Reading File (2)  
FW  
Reg. Dir., North Atlantic Reg.)**

**Dir's Reading File  
DI P PH DG L) IS)  
IS-TWood-Dir's Chron.  
FNP:CShull:dar:9-4-75**

→ **RETURN TO:  
NATIONAL PARK SERVICE**

New Haven Co. Conn.

Advisory Council on  
Historic Preservation  
1522 K Street N.W.  
Washington, D.C. 20005

JUL 13 1978

Ms. Janice Artemel  
DeLeuw, Cather/Parsons & Associates  
1201 Connecticut Avenue, NW.  
Washington, D.C. 20036

Dear Ms. Artemel:

On June 14, 1978, the Council received a determination from your office, on behalf of the Federal Railway Administration, U.S. Department of Transportation, that removal of the stairway skylights and removal of the glass and muntins of the large skylight monitors in the New Haven Union Station, New Haven, Connecticut, would not adversely affect the Railroad Station, a property that is included in the National Register of Historic Places. The Executive Director does not object to your determination.

A copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in your records as evidence of your compliance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320).

Your continued cooperation is appreciated.

Sincerely,

Signed

Myra F. Harrison  
Assistant Director  
Office of Review  
and Compliance

*N. Haven Co.  
Conn*

Advisory Council on  
Historic Preservation  
1522 K Street N.W.  
Washington, D.C. 20005

SEP 20 1978

Mr. R. P. Howell  
Project Director  
DeLeuw, Cather/Parsons  
1201 Connecticut Avenue, N.W.  
Washington, D.C. 20036

Dear Mr. Howell:

We have received your letter of August 18, 1978, in which you determine, on behalf of the Federal Railroad Administration(FRA), that renovation of the New Haven Union Station, New Haven, Connecticut, as part of the Northeast Corridor Improvement Project, will have no adverse effect on that property which is included in the National Register of Historic Places.

The Executive Director will not object to your determination of no adverse effect if the following condition is met:

Prior to commencing construction, DeLeuw, Cather/Parsons, on behalf of FRA, will submit final plans and specifications to the Connecticut State Historic Preservation Officer for review and comment. If, after review of the documentation, the State Historic Preservation Officer is of the opinion that the undertaking will adversely affect the resource, the FRA will request the comments of the Council in accordance with Section 800.4(e) of the Council's Procedures.

If you agree to this condition, please sign on the concurrence line below and return this letter to us. Upon receipt we will acknowledge that the Executive Director does not object to your determination of no adverse effect. This will satisfy your responsibility pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320) and the Council's "Procedures for the Protection of Historic and Cultural Properties" (36 CFR Part 800).

Thank you for your cooperation.

Sincerely,

  
Signed

Myra F. Harrison  
Assistant Director  
Office of Review  
and Compliance

I concur:

MJL  
LE

# NR Data Sheet

DATE: 10-18-76  
Reviewer INITIALS: Nesbitt  
NR DOE 9/3/75

NAME AS IT APPEARS IN FEDERAL REGISTER: <sup>10</sup> New Haven Railroad Station

OTHER NAMES: Union Station (non-specified)

LOCATION: Union Ave.

STREET & NUMBER

CITY, TOWN  
New Haven  
STATE

VICINITY OF

CONGRESSIONAL DISTRICT #3 Robert N. Giaimo  
COUNTY code  
New Haven 009

Connecticut

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline) FEDERAL (AGENCY NAME):

NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SCOUTEAST MIDWEST  
SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

## FEATURES:

INTERIOR Substantially intact-1  
unknown - 4  
not applicable - 7

EXTERIOR Substantially intact-2  
unknown - 5  
not applicable - 8

ENVIRONS Substantially intact-3  
unknown - 6  
Not applicable-9

- Interior, exterior, environs not intact-0

CONDITION - EXCELLENT  
GOOD  
FAIR

DETERIORATED  
RUINS  
UNEXPOSED  
Unexcavated

UNALTERED  
ALTERED  
Reconstructed  
Excavated

ORIGINAL SITE  
MOVED  
Unknown

ACCESS - Yes-restricted Yes-unrestricted NO ACCESS Unknown

historic district? YES NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO  
IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK? YES NO  
IF YES, NAME:

ADAPTIVE USE: YES NO Saved? YES NO

FUNCTION(S): (use vocabulary words)

then- RR Station

now- Not in Use

## SIGNIFICANCE:

- ARCHAEOLOGY-PREHISTORIC
- ARCHAEOLOGY-HISTORIC
- AGRICULTURE
- ARCHITECTURE -4
- ART
- COMMERCE -6
- COMMUNICATIONS
- CONSERVATION
- ECONOMICS
- EDUCATION
- ENGINEERING
- EXPLORATION
- INDUSTRY
- INVENTION
- LANDSCAPE ARCHITECTURE
- LAW/Gov't/politics
- LITERATURE
- MILITARY
- MUSIC
- PHILOSOPHY
- POLITICS/GOVERNMENT
- RELIGION
- SCIENCE
- SOCIAL/HUMANITARIAN
- TRANSPORTATION -25
- OTHER (SPECIFY)
- entertainment
- health
- recreation
- settlement
- socio/cultural
- urban & commun planning

## Claims

"first" YES NO "oldest" YES NO "only" YES NO

ARCHITECTURAL STYLE: 2ND RENAISSANCE REVIVAL

architect/ ~~architect~~ Cass Gilbert

engineer:

landscape/garden designer:

artist/artisan:

interior decorator:

builder/contractor:

ETHNIC GROUP:

NAMES: personal

(label role & appropriate date)

events

institutional New Haven Railroad - builders of the station

DATES: DATE OF CONSTRUCTION (Specific date or 1/4 of century): 1919-1920

DATE(S) OF "MAJOR" ALTERATIONS: 1940s - ENCLOSING OF 2ND FLOOR CONCOURSE & BALCONIES.

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE: (OF NOMINATION) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY

OTHER FEDERAL AGENCY:

ACREAGE: (to nearest tenth of an acre) 1 acre

COMMENTS:

~~Crushed stone and concrete base~~

Crushed stone and concrete base, brick; 4 stories, modified rectangle, flat roof; slightly projecting front and rear sections with 3-story 5-bay window arcade with some ground-level entrance doors, marble cornice above 3rd story (visually separates 3rd & 4th stories); 3-story interior concourse with ornate coffered beamed ceiling; enclosed balconies run length of concourse at front and rear. Second Renaissance Revival. Central station and home office of the New Haven Railroad. It was designed by Cass Gilbert, one of America's leading architects of the early 20th century.

~~THE STRUCTURE WAS THE CENTRAL STATION AND HOME OFFICE OF THE NEW HAVEN RAILROAD. IT WAS DESIGNED BY CASS GILBERT ONE OF AMERICA'S LEADING ARCHITECTS OF THE EARLY 20TH CENTURY.~~