

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY

AUG 1 1975

RECEIVED

DATE ENTERED SEP 4 1975

**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 Windsor Locks Passenger Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER Main Street

__ NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Windsor Locks

__ VICINITY OF

6th - Anthony Moffett

STATE

Connecticut

CODE

09

COUNTY

Hartford

CODE

003

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input 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	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" 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 checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Penn Central Transportation Company

STREET & NUMBER

6 Penn Center Plaza

CITY, TOWN

Philadelphia

__ VICINITY OF

STATE

PA

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Town Clerk

STREET & NUMBER

Town Street

CITY, TOWN

Windsor Locks

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

Connecticut

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Windsor Locks Passenger Station property consists of a one-and-a-half story brick building and its adjacent platforms. The sharply pitched roof is covered with fish-scale slate shingles and has three pairs of dormers which meet at the roof line. The building contains within its basically rectangular (82' x 25') **plan** a large waiting area with service rooms at both ends. An interesting link between interior and exterior space was created by the use of protruding octagonal ticket and telagraph offices. These were set in the walls so that access could be had equally from the platforms or the waiting room.

The functionalism of the design is also reflected in the steep gable roof which is extended to shelter the platforms. The resulting overhang is supported by large wooden struts which extend out from the side walls. This articulation of structure is repeated in the roof bracing exposed on the gable ends and again in the small brackets which support the dormer roofs. Complementing the straightforward wood framing are scroll-cut wood panels of geometric motif which are set into the end bracings.

The physical condition of the station is sound, although neglect is evident in broken windows, missing shingles, a damaged roof bracket, and some decay in other exterior woodwork. Alterations to the property have been minimal: an entrance on the south end has been bricked up and the platform area has been paved. Despite the years, the interior is well preserved, especially the waiting room, which retains its original wainscoting and much of its other woodwork, hardware and furnishings.

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Public Acquisition: The Windsor Locks Redevelopment Agency recently voted to acquire the station with tentative plans for its demolition.

Status: The building is used by the railroad's signal department; they have a workshop in one small corner of the structure. The platform is used by passengers awaiting trains. Restoration has been limited to some repainting being done by the railroad.

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

The Windsor Locks Passenger Station is architecturally and historically significant because it is an excellent example of the many small-town railroad stations built in America during the latter half of the 19th century. Its importance is highlighted by its aesthetic unity, physical condition and present position in the Amtrak system. Since there are twelve trains a day through the station, an unusual degree of public accessibility is maintained, and the building is experienced in its original context.

The basic architectural theme is one of utilitarian simplicity. The placing of the ticket offices, the use of a steep roof to shelter the boarding area, and the heavy struts all show a concern for the union of form and function. The idea of structural honesty is carried through with the roof bracing at the ends. The simple wainscot and plaster interior complements the plain external surfaces. Finally, a modest degree of elaboration - the end moldings and dormers - avoids starkness yet is entirely appropriate to the scale and workaday purpose of the building.

Historically, the railroad had a major impact on small-town life. Not only did it provide communication and opportunities for personal mobility, but it also encouraged economic growth. For many people it symbolized progress, prosperity and the benefits of technology. Depots were the centers of rail activity, yet comparatively few remain to recall the importance of the railroad in nineteenth-century America. The Windsor Locks station is a representative artifact of this era, typical in both its modest design and the role it played in the town.

For Windsor Locks, the railroad was even more significant because the town historically has always been dependent upon transportation. In 1829 a canal was built to circumvent falls in the Connecticut River and Windsor Locks grew around this facility. Beginning in 1844, the railroad replaced the canal, but continued to sustain the economic growth of the town. Rail traffic steadily increased, and in 1875 the present station was built to more adequately accommodate travelers on the Hartford-Springfield line. Up until World War II the station served a steady flow of passengers. Today, Windsor Locks continues in the transportation business as the home of Bradley International Airport.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

"Agency Pushes Plans to Buy, Destroy Vintage Railroad Station,"
 Vernon, Connecticut Journal-Inquirer, June 11, 1975, 4.

"N.Y. N.H. & H. RR Passenger Station," mimeo, Windsor Locks Historical
 Society, n.d.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY One

UTM REFERENCES

110 46 44900
 A

1	8	6	9	6	6	0	4	6	4	3	7	2	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

11 FORM PREPARED BY

NAME / TITLE Bruce Clouette, Consultant

ORGANIZATION Connecticut Historical Commission

DATE June 16, 1975

STREET & NUMBER 59 S. 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 X 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

John W. Sheehan

TITLE STATE HISTORIC PRESERVATION OFFICER

DATE 7/28/75

FOR NPS USE ONLY

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

Annist A. Connolly
 Assistant Director, Professional Services

DATE SEP 2 1975

DIRECTOR, OFFICE OF ARCHITECTURE AND HISTORIC PRESERVATION

ATTEST: *Charles A. ...*
 KEEPER OF THE NATIONAL REGISTER

DATE 9-2-75

acting

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CONTINUATION SHEET

ITEM NUMBER 8

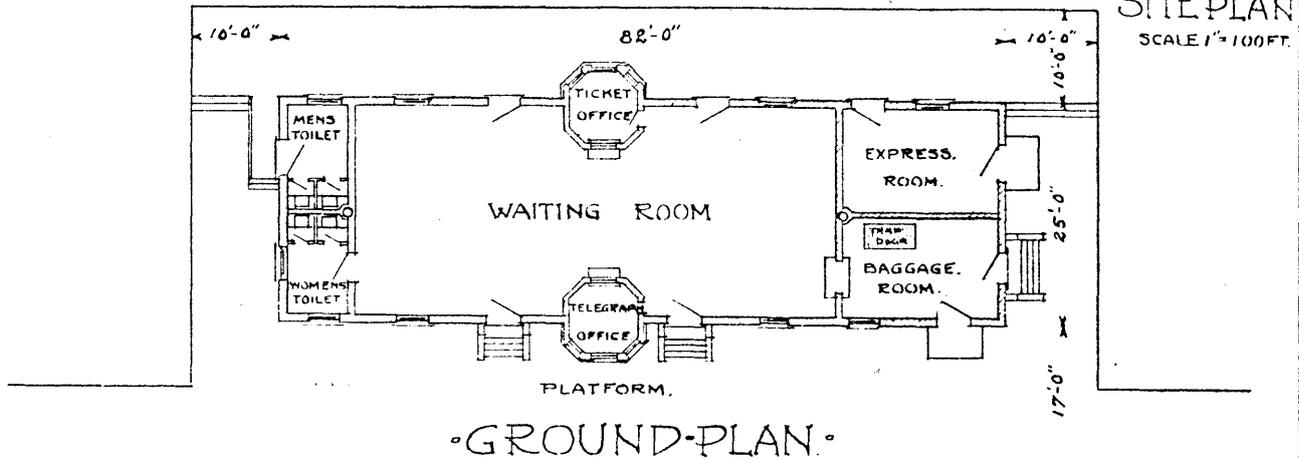
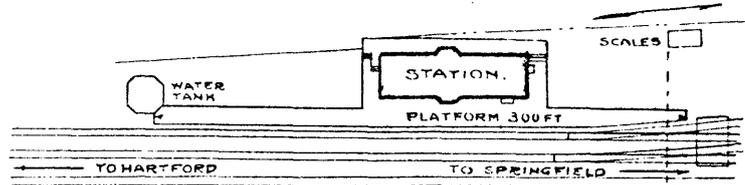
PAGE one

The Windsor Locks Passenger Station is a reminder of an important part of America's past. The architectural integrity of the design, its public visibility, its freedom from serious structural problems, its relatively unaltered condition, and its local significance combine to make this particular station a notable historic building.

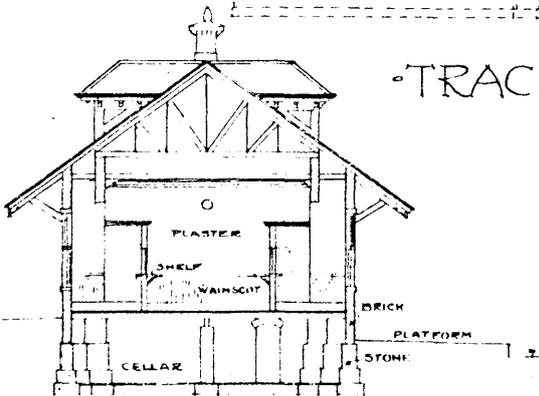
PROPERTY OF THE NATIONAL REGISTER

ROOF
COVER SHED
PLATFORM, 10 FT X 300 FT.
HEATING
LIGHTS
SEWAGE
FINISH WALLS AND CEILING PLASTERED.
WOOD WAINSCOT AND FLOOR.
BRICK WALLS AND STONE FOUNDATION.
DATE OF CONSTRUCTION. 1875
COST DATA, TOTAL.
COST OF BUILDING
AREA " " 2,099. SQ. FT.
COST PER SQ. FT.
CUBICAL CONTENTS 62,704 CU. FT.
COST PER CU. FT.
COST OF PLATFORM.
COST OF COVER SHED
CONTRACTOR

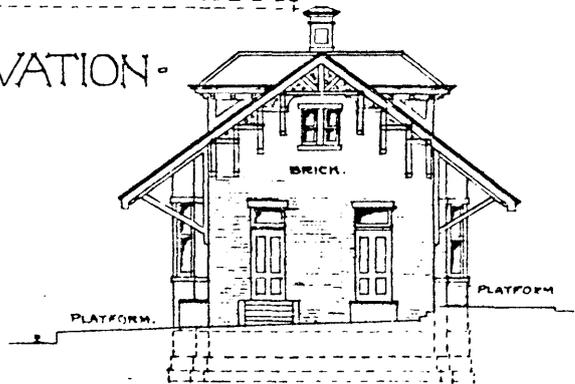
°N·Y·N·H·&·H·R·R·
·HARTFORD DIVISION·
·PASSENGER · STATION ·
·WINDSOR · LOCKS · CONN ·
·SCALE 20'-1"·



°TRACK·ELEVATION·



°TRANSVERSE SECTION·



°END·ELEVATION·

·DRAWN·BY·G·A·Q·
·TRACED·BY·G·A·Q·NOV 19 1917·

864

FILE NO. 3178

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PROPERTY PHOTOGRAPH FORM**



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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Windsor Locks Passenger Station

AND/OR COMMON

2 LOCATION

CITY, TOWN Windsor Locks VICINITY OF COUNTY Hartford STATE CT

3 PHOTO REFERENCE

PHOTO CREDIT DATE OF PHOTO 1913

NEGATIVE FILED AT

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Elevations and sections and plans
Scale 1:240 (insert 1:1200)

PHOTO NO. 4 of 4