

DANBURY BRANCH IMPROVEMENT PROGRAM TASK 5

ENVIRONMENTAL TECHNICAL MEMORANDUM

STATE PROJECT 302-008



SECTION 9: HISTORIC RESOURCES

MAY 2009

SECTION 9. HISTORIC RESOURCES

INTRODUCTION

This section provides an inventory and examination of potential impacts to historic resources along the study corridor. Historic resources are an important part of the character of a community, and may include features such as buildings, structures, entire properties, objects, and districts. The historic resources examined in this section are those eligible or potentially eligible for listing on the National Register of Historic Places (National Register), based on the standards established by the National Historic Preservation Act (NHPA) of 1966.

Regulatory Context

At the federal level, legislation pertinent to cultural resources includes the following:

- The National Historic Preservation Act (NHPA) of 1966, (16 USC 470) directs the Secretary of the Interior to maintain a National Register and establishes a State Historic Preservation Officer (SHPO) within each state. Section 106 of this statute states that any federally funded project must “take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.” Section 106 further requires agencies to seek comments from the Advisory Council on Historic Preservation (ACHP) and from the SHPO when undertaking projects that may affect properties listed or eligible for listing on the National Register. The procedure for meeting Section 106 requirements, including the public information process, is defined in regulations of the ACHP, "Protection of Historic Properties," 36 CFR Part 800.
- Section 4(f) of the Department of Transportation Act of 1966, reconstituted as 49 USC 303(c), regulates actions by the Secretary of Transportation that may require the use of a historic property listed on or eligible for inclusion on the National Register, as well as other types of property. Section 4(f) requires the Secretary of Transportation to determine that there is no feasible and prudent alternative to the use of a historic site of national, state or local significance (as determined by the federal, state or local officials having jurisdiction over the site) for a transportation project, and requires that all possible planning has been undertaken to minimize harm to the 4(f) property. Section 4(f) requires public outreach, and also protects historic significant publicly owned parks, recreation areas, and wildlife preserves.
- Executive Order No. 11593, *Protection and Enhancement of the Cultural Environment* ", (3 CFR 154, 1971) (reprinted in 16 USC 470) directs federal agencies to take a leadership role in preserving, restoring, and maintaining the historic and cultural environment of the nation. Federal agencies must locate, inventory, and nominate to the National Register of Historic Places all historic properties under their jurisdiction or control. This order was codified when Section 110 was added to the NHPA in 1980.

- The Historic Sites Act of 1935 (16 USC 461-467) mandates the National Park Service to be the lead federal agency in historic preservation efforts. It also established the basis for four federal programs: the Historic American Building Survey (HABS), the Historic American Engineering Record (HAER), the Historic American Landscapes Survey (HALS), and the National Historic Landmarks Program (Landmarks).
- Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001-13) provides for the protection of Native American graves and regulates the intentional removal of Native American human remains and associated grave objects. Applying to federal and tribal lands, it also defines ownership, standards for repatriation, and actions to be taken in case of inadvertent discovery.
- The Archaeological Resources Protection Act (ARPA) of 1979 (16 USC 4700a-47011) allows for protection of archaeological resources and sites on public and Native American lands, including confidentiality of resource information. Under the Act, resources must be at least 100 years old to be treated as archaeological resources. Section 4700c deals with permitting individuals to excavate on public or Native American lands in order to remove archaeological resources.
- The Archaeological and Historic Preservation Act of 1974 (16 USC 469-469c) allows for federal preservation of significant archaeological data when any alteration of the terrain is caused by any federally funded or licensed undertaking. Preservation actions include an identification stage to locate any previously unknown resources.

At the state level, the following legislation is relevant:

- Connecticut General Statutes Section 10-321 et seq. outlines the tasks of the Connecticut SHPO. These include the identification, investigation, and preservation of Connecticut's historic, architectural, and archaeological resources and the issuance of standards and guidelines to assist cities and towns in their preservation activities. The Connecticut Commission on Culture and Tourism (CCCT) serves as the SHPO for Connecticut.

Methods, Coordination, and Data Sources

Potential historic, architectural, and archaeological resources located within the study corridor were identified through research and review of the following sources: National Register of Historic Places (National Register) data; the Connecticut Statewide Historic Resource Inventory (SHRI), which is maintained by the Connecticut SHPO; local histories of the towns crossed by the study corridor; information from local historical societies; field reconnaissance; review of aerial and oblique aerial photography; and published railroad histories.

National Register

FHI consulted the National Park Service's National Register Information System (NRIS) (<http://www.nr.nps.gov/>) to identify and locate historic resources and historic districts located within the study corridor. The NRIS is a database of information on historic properties that have

been listed on or determined eligible for listing on the National Register. The NRIS includes properties located in all 50 states, and is based on the complete paper record of National Register properties located in Washington, D.C.

Connecticut State Historic Preservation Office (SHPO)

FHI reviewed the files of the Connecticut SHPO to determine the locations of additional possible historic resources not listed on the National Register, such as those listed on the State Register of Historic Places (State Register) and the Statewide Historic Resource Inventory (SHRI).

Connecticut State Register of Historic Places (State Register)

The State Register is comprised of cultural resources of national, state, or local significance, including but not limited to: all Connecticut properties listed on the National Register; properties included in local historic districts or historic property study reports that receive favorable recommendations from the SHPO; and properties that have been submitted to the State of Connecticut's Historic Preservation Council for consideration and approval. In addition to geographic information and construction dates for these properties, State Register files contain detailed information on their historic and architectural significance, and the interrelationship between the property and the development of the town where it is located.

Connecticut Statewide Historic Resource Inventory (SHRI)

In October, 2008, FHI reviewed the relevant portions of the Connecticut Statewide Historic Resource Inventory (SHRI) at the Thomas J. Dodd Research Center at the University of Connecticut. The SHRI is a comprehensive collection of approximately 90,000 historic resources located in the State of Connecticut, which typically identifies information such as a property's location, owner, architect, date of construction, original use, and relation to the historical development of its community.

Local Histories

Comprehensive historical information on each of the study corridor towns exists in local histories, available at various town historical societies, the Connecticut State Library, and as electronic resources available from repositories such as Google Books and Ancestry.com. FHI used these town histories to locate and acquire additional information on cultural resources within the study corridor. These town histories include 19th and early 20th century resources such as *The Ancient Historical Records of Norwalk, Conn.* (1865), *Danbury, Connecticut: Town History, 1684-1896* (1896), *History of Redding Connecticut* (1906), *The History of Ridgefield, Connecticut* (1927), as well as modern histories published by local historians and historical societies, such as *Wilton, Connecticut: Three Centuries of People, Places, and Progress* (2004). A complete list of the local histories used as data sources is included in the References section.

Field Reconnaissance

A pedestrian survey of the study corridor was conducted during the first and second weeks of September, 2008. Historic structures visible from the tracks were photographed and geo-referenced during this reconnaissance, with special attention paid to historic culverts and bridges intersecting with or immediately adjacent to the railroad track.

Aerial and Oblique Aerial Photography

Subsequent to the field reconnaissance, resources not visible from the track were researched through review of publicly available aerial photographs and oblique aerial photographic sources (including those made available from Microsoft's Live Search and Google Earth). These sources were consulted to geographically pinpoint and collect basic location data on additional potential cultural resources within the study area.

Railroad Histories

Histories of the railroad line provide detailed information about cultural resources within the study corridor. The railroad history used most extensively in researching the history of the Danbury Branch was *The Rail Lines of Southern New England, a Handbook of Railroad History* (Karr 1995).

EXISTING CONDITIONS

Historic Rail Lines

The rail lines located within the study corridor, from Norwalk to New Milford, originated in the first half of the 1800s as distinct portions of several different railroads. The section of the line from New Milford to Danbury was originally built and operated by the Housatonic Railroad. In 1836, the Connecticut Legislature issued a charter to the "Ousatonic Railroad" (as spelled at that time) to build southward from the Massachusetts state line to a terminal on Long Island Sound, following the route of a canal proposed in the 1820s, on what came to be known as the State Line Branch. The rail line was intended to tap the marble and granite quarries and the iron, lime, and clay works along the route, as well as carry through-traffic.

Bridgeport investors gained control of the project and secured the southern terminus of the rail line for their city. Alfred Bishop of Bridgeport became the road's contractor and builder, and the city itself purchased stock in the building project. Roswel B. Mason, later mayor of Chicago, surveyed the route. Construction began in 1837, and was completed between Bridgeport and New Milford (including a tunnel at Hawleyville) by 1840. The line reached Massachusetts in December 1842.

In its early years, the Housatonic Railroad faced financial difficulties, which fell on the taxpayers of Bridgeport. By the late 1860s, however, the railroad was shipping 100,000 quarts of milk a day to New York City, and the line was profitable. New feeder lines, such as the New York, Housatonic, & Northern Railroad, brought increased traffic. The New York, Housatonic, &

Northern Railroad was chartered in 1864 to build a line from Brookfield to White Plains, New York. The portion of this railroad in the study corridor, the first five miles between Brookfield Junction and Danbury, was opened in 1868. The line was always operated by the Housatonic, which began leasing it in 1872, and formally absorbed it in 1882.

The Housatonic Railroad also grew in the 19th century by absorbing other short railroads, such as the Danbury & Norwalk Railroad (D&N), which it began leasing in 1886. The D&N was a company chartered in 1849 to build a rail line between Danbury and Norwalk. Construction on this original portion of the D&N began in 1851 and was completed in 1852.

In 1892, the Housatonic Railroad (including the D&N) was taken over by one of its primary competitors, the New Haven Railroad, which reduced parts of the Housatonic Railroad's main line to branches, and renamed it "The Berkshire Division". In 1921, the New Haven Railroad rerouted all New York to Pittsfield trains via the D&N and Danbury branches, and discontinued passenger service on the Housatonic's main line between Hawleyville and Brookfield Junction. Eventually, what was once the Housatonic became one of the New Haven Railroad's minor secondary routes.

In 1925, the New Haven Railroad electrified the D&N line, using the same 11,000 volt alternating current catenary system as deployed on the New York & New Haven Railroad's New York to New Haven line. The wires were removed in 1961, and the line has since generally used locomotive-hauled trains, some running through to Grand Central Terminal.

In 1969, the entire New Haven system, including the D&N, transferred to the Penn Central Railroad. Penn Central ceased operating its rail lines in 1976, and Conrail assumed operation of the line, providing both freight and passenger service until 1983. That year, the Connecticut Department of Transportation (CTDOT) acquired the line, with the Metro-North Commuter Railroad handling the operation of commuter trains, and Conrail continuing to handle freight service. During the 1980s, Conrail operated one daily local Danbury to South Norwalk freight train. In 1992, the old Housatonic line into Danbury was acquired by a newly reconstituted Housatonic Railroad Company, which offered freight trains through the area. Currently, the largest freight customer on this section of the line is a paper mill at New Milford. In 1993, the Providence & Worcester Railroad replaced Conrail as the freight service provider for the remainder of the Penn Central.

During field reconnaissance of the rail line, numerous culverts and bridges along the line were observed. Most of these were built of stone and follow engineering standards established in the 1840s and standardized through manuals such as the *Manual for Railroad Engineer*, and the *Hand book of Railroad Construction*, which were published by George Vose in 1878 and 1881 respectively. Given that very few changes have been made to the rail alignments since 1874, and that many intact historic structures such as culverts, bridges, stations, elevated alignments and embankments remain, the rail line in its entirety, from Norwalk to New Milford, appears to be eligible for the National Register. It would be eligible under criterion C as state-level significant example of a transportation corridor that was an example of standard engineering practices during the time of its construction. It would also be significant for its impact on improving trade and commerce in the state, and connecting manufacturing and agricultural areas

in western Connecticut with markets in New York City and further abroad via the main line railroad and the port of Norwalk. Further coordination with SHPO will need to be conducted to confirm the line's eligibility.

Other Historic Resources

The long interrelationship between the eight study corridor communities and the railroad is reflected in the dense and varied assortment of historic resources located throughout the corridor. Review of the SHRI, the National Register, and additional data sources revealed over 300 historic resources on or eligible for the National Register in the study corridor. The densest concentrations are in Norwalk, Wilton, and Danbury, largely due to the proximity of the rail line to the historic central business areas of these communities.

Table 1 provides a compilation of historic resources listed on or believed eligible for listing on the National Register by community, including building name and street address (if known). The general locations and nature of these resources are described below and shown on Figures 1 to 14. The figures show the many historic districts in the corridor, where the majority of the corridor's historic resources are located, as well as point locations for historic properties located outside the districts. Representative photographs of some of the resources in the corridor are also included, illustrating the historic richness of this area.

Norwalk

Norwalk, a coastal city on Long Island Sound, became an early hub for agricultural enterprises and developed into an important port. In addition, farming, manufacturing, and shipbuilding were important components of Norwalk's early economy. Norwalk citizens manufactured clocks, watches, paper, pottery, nails, and hats. Rich with shellfish, oystering was an important industry, peaking between 1885 and 1910 (www.norwalkct.org/NorwalkFacts.htm). Throughout the 19th century, Norwalk was a prime destination for produce and other goods brought by roads and (later) by rail from farmers and manufacturers in Wilton, Redding, and other towns to the north.

A railroad terminus since the mid-19th century, the downtown portion of the City of Norwalk grew around and alongside its rail lines and railroad station, resulting in many of its most historic buildings lying inside the study corridor. The SHRI lists 667 individual historic resources within the City of Norwalk, approximately 90 of which are located in the study corridor. Many of the resources are within two National Register Historic Districts located downtown, the Haviland and Elizabeth Streets-Hanford Place National Register District, which is roughly bounded by Haviland Street, Day Street, Hanford Place, and South Main Street; and the South Main and Washington Streets National Register District, which includes properties such as 2–24 and 11–60 South Main Street, 68–139 Washington Street, and properties on North Main Street from Washington Street to Ann Street. Included among the historic properties in this District is the South Norwalk Train Station.

Another cluster of historic resources is located approximately one mile north of downtown, on Wall, Commerce, and Chapel Streets. Liberty Square, which consists primarily of a tight row of

three-story commercial and mixed-use masonry buildings, includes seven resources in a short single block. Rowayton Station is also a listed historic property. The remaining resources in Norwalk are dispersed throughout the rest of the study corridor.

Wilton

The Town of Wilton was originally settled by farmers drawn by its fertile lands within the Norwalk River Valley. From the mid-1600s into the 1800s, settlers cleared the forests for agriculture and roads were carved across the landscape. Farmlands were used as pasture for dairy herds and horses, and sown in marketable crops. When imported produce from the mid-western U.S., brought in by the railroads, began to compete with homegrown products in the mid-1800s, industries such as shoemaking, shirt making, carriage building, and distilleries arose in Wilton (www.wiltonct.org/info/history.html). With the arrival of the Gilbert and Bennett Manufacturing Company in the Georgetown area (in northern Wilton and adjacent Redding) around 1834, housing to serve the growing workforce sprung up in that portion of Wilton. Many 18th and 19th century homes, mills, and transportation structures built during these major settlement periods still remain.

There are approximately 50 historic resources located within the Wilton portion of the study corridor, located on relatively few streets. The SHRI lists 310 individual historic resources town wide. Of the resources in the study corridor, over half are located on Danbury Road (U.S Route 7) and within the Cannondale Historic District, which is bounded by Cannon, Seeley, and Danbury Roads. The historic buildings here represent a variety of different styles and uses, including commercial, residential, and religious buildings.

The other major concentration of historic resources is located in Wilton Local Historic District #6, which falls within the Georgetown National Register Historic District. These properties are concentrated on Church Street, West Church Street, and Redding Road.

Redding

Most of the land now comprising the Town of Redding was a densely forested wilderness until settlers arrived during the first several decades of the 18th century. Settlers were attracted by the broad and fertile ridges which dominate Redding's landscape. The settlers cleared the land for farming and built mills on many of the streams. Products such as apples, onions, potatoes, dairy products, wool, beef and pork were hauled regularly by wagon to ports including Norwalk, Black Rock, Southport, and Saugatuck for shipment to New York markets (www.historyofredding.com). Pins, iron carriage axles, and other metal goods were also produced. The one main road from Norwalk to Danbury (today's Route 7) was laid out in the second half of the 18th century. Originally a rocky, rutted road, poorly suited for wheeled vehicles, it was improved in the early 1800s. Increased mobility aided Redding's agricultural and manufacturing prosperity and brought more residents via stagecoach. Small neighborhood trades, such as button and comb making, expanded to full-time operations. Mills of various types were built along the streams, and the Gilbert and Bennett Manufacturing Company began producing wire sieves in their Georgetown factory in 1834. Many homes and mills built during the 18th and 19th century remain today in the study corridor.

The SHRI lists 229 individual historic resources within the Town of Redding. There are approximately 50 inventoried properties within the Redding portion of the study corridor. A major concentration of historic resources is located in the Georgetown National Historic District, which spans the rail line on both sides and includes the former Gilbert and Bennett Wire Factory complex on the east side of the tracks. The dates of significance for the contributing properties in this Historic District are 1820-1936. Approximately a dozen other historic properties occur along the rest of the corridor in Redding.

Ridgefield

Settlers flocked to what is now the Town of Ridgefield in the early 1700s. The land was cleared for farming, mostly for basic sustenance. Saw mills and grist mills were established on many of the town's streams within the first half of the century. Despite gradual improvements to roads, overland travel remained difficult and the community remained rural and self-sufficient throughout the century. Improved roads in the 1790s and early 1800s provided for growing prosperity, with access to more markets and connections to ports, including Norwalk.

In addition to the increasing movement of goods, the enhanced movement of people came with stagecoach lines operating over the improved roads in the early 19th century. The arrival of the railroad in 1852 further enhanced transportation, but also made western lands accessible for farming and industry. This led to rapid westward expansion and a declining Ridgefield population. However, while population began to decline during this period, Ridgefield was being discovered by summer residents from New York and other urban centers, who traveled to the town by rail. Many of these summer residents purchased abandoned farms and homes. In the later half of the 19th century, many of the early trades and industries disappeared and much farmland was abandoned or absorbed into new homes purchased by summer residents. Many of the historic structures from these early periods remain today.

The SHRI lists 661 individual historic resources within the Town of Ridgefield. The NRIS shows that one property located within the Ridgefield portion of the study corridor, in the Branchville section, is on the National Register. This is the Branchville Railroad Tenement Building, built circa 1875. The significance of the building lies in its history as the cultural center of Branchville's expanding Italian-American community in the early 20th century. From around 1907 to the 1930s, the property was operated by Pasquale DeBenigno as the Branchville General Store. It served as a first stop and tenement for recently arrived Italian-American immigrants, many of whom settled in Branchville in later decades.

While no other properties are listed on the National Register, 22 Branchville buildings from the late 19th and early 20th century remain intact, including the Railroad Tenement Building and the original 1850s Branchville Train Station. The density of thematically linked resources and the scarcity of infill development from later periods make this area potentially eligible for the National Register as a historic district.

Bethel

Settlement began in Bethel around 1700. In addition to agriculture, early industries in Bethel included hat making, shoe-making, and comb-making. By the 1850s, Bethel center contained nine hat shops, seven stores, a tan yard, a blacksmith shop, a carriage shop and about 70 houses (www.hvceo.org/luchange-bethel.php). In 1852, the railroad was completed from Danbury to Norwalk. Reflecting the importance of the railroad to commerce, Bethel's commercial center shifted westward from Main and Chestnut Streets closer to where the railroad station is located today.

The hat industry brought about continued growth in the commercial center of Bethel through the latter 1800s, with more hat shops and commercial buildings emerging near the railroad and along Greenwood Avenue. New residential streets were laid out west of the railroad, and dozens of Victorian homes were built. Away from the commercial center, agriculture declined in the late 1800s due to competition from farms located in the mid-western U.S. Farms were abandoned as people moved to cities or went west. However, the hat industry continued as Bethel's main industry well into the 1900s.

The SHRI lists 185 individual historic resources within the Town of Bethel, over 20 of which are located in the four-mile Bethel segment of the study corridor. This segment has broad stretches of vacant, undeveloped land, but the corridor does pass through Bethel's town center, crossing South Street and Elizabeth Street. The historic resources located in the Bethel portion of the study corridor are entirely located within this historic town center area and within the Greenwood Avenue National Register Historic District.

Historic resources include the Bethel Station Cemetery on South Street, the Bethel Train Station at 13 Durant Avenue, the Bethel Public Library at 189 Greenwood Avenue (individually listed on the National Register as the Seth Seelye House), the Town of Bethel Municipal Building at 1 School Street (constructed in 1939), a Queen Anne residence converted into a shopping center at 205 Greenwood Avenue, a circa (ca.) 1852 Second Empire building converted to commercial use at 12 Depot Place, a ca. 1858 mixed-use building at 14 Depot Place, and a ca. 1920 commercial building at 5 Depot Place. Other properties include residential buildings at 5, 9, and 11 Elizabeth Street, and the American Legion building at 7 Elizabeth Street. Immediately adjacent to the tracks is a six-building deteriorated early 20th century woodworking complex located in and around 77 South Street and extending onto Taylor Streets. Other historic residential buildings are located between 80 and 94 South Street.

Danbury

The earliest Danbury settlers laid down roots in the late 1600s on level terrain along the Still River, where soils were suitable for farming. As the population grew, numerous trades sprang into existence to serve local needs, and there was an emergence of saw, grist, carding, and other mills. An extensive road network was established through the town that helped the community become an inland trading center. Danbury's first major industry was the manufacture of hats. The hat business grew from a mostly small-scale cottage industry in the 18th century to a major industry by the 19th century. Hats were made using locally procured muskrat, beaver, and fox

hair, and later imported furs. Other products manufactured during the late 18th century and 19th century included paper, strawboard, wrapping paper, boots and shoes, clothing, linseed oil, sewing machines, nails, and combs.

After a turnpike from Danbury to Norwalk was completed in 1795, Danbury-produced goods were transported to Boston and New York. In the 1800s, the burgeoning railroad links allowed for the transportation of surplus agricultural (particularly dairy and orchard) products and other goods. Hats were already an important industry in Danbury by the early 1800s, located particularly along the Still River. By the end of the century, Danbury was exporting five million hats per year by rail (Devlin, 1987; DMHS, 2001). The railroad alignment from Danbury to Brookfield was first located in a lightly settled area near the intersection of Beaver Brook Road and Old Newtown Road. By the 1860s, other structures were starting to appear along the tracks closer to Danbury center, including buildings along Wildman Street and manufactories off of White Street. Some of the homes, buildings, and transportation structures from these early periods are still visible in the study corridor today.

The SHRI included 260 individual historic properties within the City of Danbury, plus an additional 187 properties located within nine streets in the Balmforth-Maple Avenue Corridor. The Main Street National Register Historic District is directly adjacent to the rail corridor, reflecting the historic relationship of this city close to the railroad. The district includes 97 mostly Italianate and Romanesque buildings that have remained largely intact since the time they were constructed in the 19th and early 20th centuries. There are relatively few historic properties within the corridor. They include some residential properties at the outskirts of the Main Street district, and a few railroad-associated properties. White Street has four such properties: Meeker's Hardware at 86-90 White Street, Union Station at 120 White Street, the New Haven Railroad Danbury Turntable at 120 White Street, and the Danbury Depot at 132-136 White Street. Meeker's Hardware, Union Station, and the Turntable are each individually listed on the National Register.

Brookfield

The area known today as Brookfield offered good agricultural land to early settlers. Industry was slower to develop, largely due to the lack of good mill sites along the Still River and other streams. Nevertheless, mills and an iron foundry were in operation by 1732 along the banks of the Still River (Orcutt, 1882). Limestone and other minerals were mined nearby. Like the other study corridor towns, rail transportation came to Brookfield in the 1800s, allowing the import and export of goods. By the mid 1860s, preeminent manufacturing industries in Brookfield included boots and shoes, saddles, hats, cotton batting, lime, shears and knives, fan mills, and carriages and wagons. While other rural Connecticut towns lost population in the 19th century due to westward migration, Brookfield gained at a slow rate. Over time, however, many farms were abandoned and small water-powered industries lost ground to the steam-powered factories being built in large industrial centers like Danbury and Bridgeport. Many of the historic homes, buildings, and transportation structures near and within the Brookfield study corridor date back to these 18th and 19th century periods of growth.

The SHRI lists 162 individual historic resources within the Town of Brookfield, approximately 20 of which are located in the study corridor. The resources in the southern portion of the corridor are relatively scattered and widely separated, located on Stony Hill Road and Oak Grove Roads, with increasing concentrations farther north near Station Road. Historic resources are clustered on Pocono Road, Ironworks Hill Road, and Whisconier Road. The town has only one National Register District, the Brookfield Center Historic District located on Long Meadow Hill Road, which is not within the study area.

New Milford

New Milford is located in the fertile river valley where the Still River meets the Housatonic River. By the early 1800s, all but the steepest land had been cleared for agriculture. Early crops raised by settlers, mostly for subsistence, included wheat, rye, corn, oats, beans, peas, turnips, parsnips, carrots, pumpkins, squash, and flax (Lewis, 1881). Farm products were taken to commercial ports as roads were improved. Marble, limestone, and iron ore were quarried, and water-powered mills emerged along the banks of the Housatonic and Still Rivers, powering an iron industry.

By the late 1840s and early 1850s, many of the limestone quarries closed and the iron industry declined, as competing products in other regions had better direct links (particularly rail links) to buyers in New York, Albany, Springfield and Boston. Although farming in general declined in the mid to late 1800s, tobacco crops, cigar manufacturing, and dairy farming persisted and grew, becoming prominent industries by the 1890s (Phelps, 1917). Other successful industries included the manufacture of lime, fur hats, vegetable ivory buttons, pottery, machinery, silica paints, carbonized pipe, bricks, and building stone. In the early 1900s, the manufacturing of upholstery and furniture replaced some of these industries in importance. Many of the historic homes, buildings, and transportation structures near to and within the New Milford portion of the study corridor are from these periods.

The SHRI lists 199 individual historic resources within the Town of New Milford, over 80 of which are located in the study corridor. All but a handful of these are located in the New Milford Center National Register Historic District. Particular concentrations occur on South Main Street, Bennett Street, Bank Street, Bridge Street, and Railroad Street. Individually listed National Register resources include the E.A. Wildman and Company tobacco warehouse, the Merritt Beach and Son building, and the Housatonic Railroad Station. Additional historic resources outside the district include the railroad bridge over the Housatonic River.

Table 1: Historic Structures Listed On or Potentially Eligible for Listing on the National Register, by Town

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Norwalk	Two-family Residential	10	Ann Street
Norwalk	Residential	14	Ann Street
Norwalk	R & G Co. Building, factory, offices, storage building	21	Ann Street
Norwalk	Saint Mary's Cemetery		Broad Street
Norwalk	Three-family Apartment Building	25	Chapel Street
Norwalk	Residential Apartments	28	Chapel Street
Norwalk	Residential - Merritt Farm House	35	Chapel Street
Norwalk	Office	39	Chapel Street
Norwalk	Mixed Use Commercial/Residential - Hour Press Building	10	Commerce Street
Norwalk	Mixed Use Commercial/Residential	20	Commerce Street
Norwalk	Mixed Use Commercial/Residential	26	Commerce Street
Norwalk	Residential Apartments	28	Commerce Street
Norwalk	Mixed Use Office/Warehouse/Residential	32	Commerce Street
Norwalk	Residential	48	Fort Point Street
Norwalk	Saint George's Church		Fort Point Street
Norwalk	Residential Apartments		Harbor Avenue
Norwalk	Residential Apartments	8	Haviland Street
Norwalk	Rooming House	10	Haviland Street
Norwalk	Rooming House	12	Haviland Street
Norwalk	Three-family Apartment Building	5	Jefferson Street
Norwalk	Two-Family Residential	8	Jefferson Street
Norwalk	Two-Family Residential	10	Jefferson Street
Norwalk	Hungarian Reform Church	19	Lexington Avenue
Norwalk	Retail Clothing Store - Daniel L'Hommedieu Building	203	Liberty Square
Norwalk	Retail Clothing Store - Nat Goodwin Building	205	Liberty Square
Norwalk	Nat Levy Glass Shop	207	Liberty Square
Norwalk	Retail - Dunne's Hardware	209	Liberty Square
Norwalk	Restaurant - Peggy's Diner	211	Liberty Square
Norwalk	Retail - R & M Cycle Shop, Auto/Cycle Parts Store	213	Liberty Square
Norwalk	Furniture Cleaning Store - The Stripper	215	Liberty Square
Norwalk	Single-Family Residential	266	Main Avenue
Norwalk	Residential - Raymond House	306	Main Avenue
Norwalk	Residential - The Betts House	312	Main Avenue
Norwalk	Retail - Sportland, Sporting Goods	167	Main Street
Norwalk	Single-Family Residence	256	Main Street
Norwalk	Factory/Offices/Storage - Norwalk Lock Co., factory	18	Marshall Street
Norwalk	Retail Lumber Yard/Mill - Hatch & Bailey's Building	29	Marshall Street
Norwalk	Factory and Warehouse	7	Monroe Street
Norwalk	South Norwalk Train Station		Monroe Street

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Norwalk	The Muller Park		Muller Avenue
Norwalk	Ice Cream Parlor	9	North Main Street
Norwalk	Mixed Use - Retail/Apartment	11	North Main Street
Norwalk	Palace Performing Arts Building	29-33	North Main Street
Norwalk	Mixed Use Retail/Office - Nevas Building	36-46	North Main Street
Norwalk	Norwalk City Hall		North Main Street, corner of Marshall Street
Norwalk	Factory/Garage - Norwalk Iron Works		North Water Street and Ann Street
Norwalk	The Norwalk Company Factory		North Water Street
Norwalk	Rowayton Station	299	Rowayton Avenue
Norwalk	Single-Family Residential	288	Rowayton Avenue
Norwalk	Residential	315	Rowayton Avenue
Norwalk	Lace Factory		Slocum Street, corner of Muller Street
Norwalk	Retail/Office - Fire Insurance Building	10	South Main Street
Norwalk	Iron Front Building	12	South Main Street
Norwalk	Retail/Office/Apartments	28	South Main Street
Norwalk	New City Hotel	40	South Main Street
Norwalk	Two-Family Residential	190	South Main Street
Norwalk	Residential	192	South Main Street
Norwalk	Two-Family Residential	194	South Main Street
Norwalk	Mixed Use- Retail/Residential Apartment	2-4	South Main Street
Norwalk	Mixed Use- Retail/Residential Apartment	14-16-18	South Main Street
Norwalk	Industrial Condominium - Hat Corporation Building	25	Van Zant Street
Norwalk	Fire House		Van Zant Street
Norwalk	Mixed Use- Retail/Residential Apartment	41-45	Wall Street
Norwalk	Mixed Use- Retail/Residential Apartment	55	Wall Street
Norwalk	Kiddytown, 3 stores, 10 offices	64	Wall Street
Norwalk	Mixed Use- Retail/Office	31-39	Wall Street
Norwalk	3-story 12-unit Apartment Building	41-45	Wall Street
Norwalk	Norwalk Savings Society Bank	46-48	Wall Street, cor. River Street
Norwalk	Mixed Use- Retail/Residential Apartment/Office	68-70	Washington Street
Norwalk	Retail - Roodner & Terris Building	78-82	Washington Street
Norwalk	Mixed Use- Retail/Residential Apartment	79-81	Washington Street
Norwalk	Mixed Use- Retail/Residential Apartment	83	Washington Street
Norwalk	Mixed Use- Retail/Residential Apartment	84	Washington Street
Norwalk	City Trust Bank	85	Washington Street
Norwalk	Haviland Arms Apartments	88-92	Washington Street

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Norwalk	Mixed Use- Retail/Office	94	Washington Street
Norwalk	Cocktail Lounge/Residential Apartments	96	Washington Street
Norwalk	Retail – Charles’	97	Washington Street
Norwalk	Connecticut National Bank	99	Washington Street
Norwalk	Marin Brothers Building	102-122	Washington Street
Norwalk	Mixed Use - Retail/Residential Apartment/Office	106-108	Washington Street
Norwalk	Retail/Warehouse	114	Washington Street
Norwalk	Railroad Watchtower		Washington Street, intersection with North Main Street
Norwalk	Washington Street Railroad		Washington Street, intersection with N. Main Street and S. Main Street
Norwalk	Four-Family Apartment	25	West Main Street
Norwalk	Restaurant/Furniture Showroom	2	Wilton Avenue
Norwalk	Vanderbilt Labs, Corporate Headquarters	30	Winfield Street
Norwalk	Norwalk River RR Trestle		Vicinity of Old Saugatuck Road, corner of Cloverly Circle
Norwalk	Rowayton RR Station	299	Rowayton Avenue
Wilton	Residential	1	Church Street
Wilton	Residential	3	Church Street
Wilton	Residential	23	Church Street
Wilton	United Methodist Church Building	33	Church Street
Wilton	United Methodist Church Building	37	Church Street
Wilton	Residential	49	Church Street
Wilton	Retail	23	Danbury Road
Wilton	Unknown	36	Danbury Road
Wilton	Retail	39	Danbury Road
Wilton	Museum	224	Danbury Road
Wilton	Commercial	237	Danbury Road
Wilton	Commercial	250	Danbury Road
Wilton	Wilton Baptist Church	254	Danbury Road
Wilton	Unknown	259	Danbury Road
Wilton	Commercial	261	Danbury Road
Wilton	Retail/office	300	Danbury Road
Wilton	Residential	354	Danbury Road
Wilton	Residential	385	Danbury Road
Wilton	Residential	387	Danbury Road
Wilton	Retail	436	Danbury Road
Wilton	Office/Retail/Residential	444	Danbury Road
Wilton	Residential	454	Danbury Road
Wilton	Residential	462	Danbury Road

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Wilton	Zion's Hill Methodist Church	470	Danbury Road
Wilton	Offices	475	Danbury Road
Wilton	Offices	481	Danbury Road
Wilton	Commercial	487	Danbury Road
Wilton	Residential	490	Danbury Road
Wilton	Offices	493	Danbury Road
Wilton	Residential/Commercial	496	Danbury Road
Wilton	Commercial	503	Danbury Road
Wilton	Commercial	516	Danbury Road
Wilton	Office	523	Danbury Road
Wilton	Residential	526	Danbury Road
Wilton	Residential	530	Danbury Road
Wilton	Residential	532	Danbury Road
Wilton	Residential	539	Danbury Road
Wilton	Retail Office/Apartment	713	Danbury Road
Wilton	Residential	763	Danbury Road
Wilton	Commercial	963	Danbury Road
Wilton	Residential	973	Danbury Road
Wilton	Residential	5	New Street
Wilton	Residential	34	New Street
Wilton	Office	15	Old Danbury Road
Wilton	Residential	49	Old Danbury Road
Wilton	Residential	2	Pimpewaug Road
Wilton	Residential	51	Pimpewaug Road
Wilton	Residential	172	Pimpewaug Road
Wilton	Residential	200	Pimpewaug Road
Wilton	Residential Duplex	66	Portland Avenue
Wilton	Residential	86	Portland Avenue
Wilton	Residential	25	Redding Road
Wilton	Residential	27	Redding Road
Wilton	Residential	29	Redding Road
Wilton	Residential	13	West Church Street
Wilton	Residential	16	West Church Street
Wilton	Residential	17	West Church Street
Wilton	Residential	21	West Church Street
Wilton	Residential	22	West Church Street
Wilton	Residential	25	West Church Street
Wilton	Residential	28	West Church Street
Wilton	Residential	31	West Church Street
Wilton	Residential	32	West Church Street
Redding	St. John's House, Italianate, c. 1859	1	Church Street
Redding	19 th Century Workers' Housing, c. 1881	2	Church Street

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Redding	Cross Gable House, c. 1890	3	Church Street
Redding	Elmer Mayer House, c. 1870	6	Church Street
Redding	Aaron H. Davis House, c. 1860	18	Church Street
Redding	James Corcoran House, 1880	20	Church Street
Redding	Church of the Sacred Heart, c. 1881	30	Church Street
Redding	Methodist Episcopal Church, Greek Revival, c. 1867	37	Church Street
Redding	Methodist Friendship Hall, 1904 (converted to residence)	38	Church Street
Redding	Tory House, c. 1760	48	Church Street
Redding	Hiram St. John House, c. 1860	49	Church Street
Redding	Residential	6	Long Ridge Road
Redding	Residential	10	Long Ridge Road
Redding	Gilbert & Bennett Complex, various buildings	15 & 20	North Main Street
Redding	Georgetown Post Office, c. 1880	43	North Main Street
Redding	Edwin Gilbert House, 1860	50	North Main Street
Redding	W. R. Smith House, 1860	54	North Main Street
Redding	B. Bennett Store, c. 1850 (converted to private residence c. 1900)		North Main Street
Redding	Carriage House, c. 1880 (converted to residence)		North Main Street
Redding	Gable Front House, c. 1860	61	North Main Street
Redding	Residential	4	Old Mill Road
Redding	Residential	16	Old Mill Road
Redding	Residential	25	Old Mill Road
Redding	Residential	27	Old Mill Road
Redding	Residential	14	Old Redding Road
Redding	Gable Front Folk House, c. 1910	25	Redding Road (Route 107)
Redding	19 th Century House, c. 1859 (possibly schoolhouse)	27	Redding Road (Route 107)
Redding	Commercial	3	Sidecut Road
Redding	Residential	81	Simpaug Tpke
Redding	Residential	248	Simpaug Tpke
Redding	C. Herbert Taylor House, c. 1909	3	Smith Street
Redding	Charles Glans House, c. 1908	4	Smith Street
Redding	20 th Century House, c. 1900	6	Smith Street
Redding	20 th Century House, c. 1880	9	Smith Street
Redding	Sears Roebuck Bungalow, c. 1920	10	Smith Street
Redding	Dr. Howard Mansfield House, Queen Anne, c. 1894	15	Smith Street
Redding	Frank and Emma Bergfors House, c. 1912	16	Smith Street
Redding	19 th Century Tenement, c. 1870	3	South Church Street
Redding	Matthew Gregory House, Greek Revival, c. 1870	4	South Church Street
Redding	Gable Front Tenement, c. 1880	6	South Church Street
Redding	Gable Front Tenement, c. 1880	7	South Church Street
Redding	Cross Gable House, c. 1912	13	South Church Street
Redding	19 th Century House, c. 1870	16	South Church Street

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Redding	19 th Century House, c. 1888	17	South Church Street
Redding	19 th Century House, c. 1870	21	South Church Street
Redding	20 th Century House, c. 1930	22	South Church Street
Redding	Cross Gable House, c. 1912	25	South Church Street
Redding	Cross Gable House, c. 1879	28	South Church Street
Redding	Queen Anne House, c. 1880	31	South Church Street
Redding	A. Bennett House, Greek Revival, c. 1860	32	South Church Street
Redding	Residential	5	Topstone Road
Redding	Residential	11	Topstone Road
 			
Ridgefield	Branchville Railroad Tenement Building, c. 1875	14	W. Branchville Road
Ridgefield	Branchville Train Station, c. 1850		W. Branchville Road
Ridgefield	Residential	28	W. Branchville Road
Ridgefield	Residential	38	W. Branchville Road
Ridgefield	Residential	42	W. Branchville Road
Ridgefield	Residential	46	W. Branchville Road
Ridgefield	Residential	48	W. Branchville Road
Ridgefield	Residential	54	W. Branchville Road
Ridgefield	Warehouse	56	W. Branchville Road
Ridgefield	Residential	60	W. Branchville Road
Ridgefield	Residential	64	W. Branchville Road
Ridgefield	Residential	320	Portland Avenue
Ridgefield	Residential	725	Branchville Road
Ridgefield	Commercial – Store	723	Branchville Road
Ridgefield	Commercial - Store	30	Ethan Allen Highway
Ridgefield	Commercial - Store	33	Ethan Allen Highway
Ridgefield	Commercial - Restaurant	37	Ethan Allen Highway
Ridgefield	Commercial - Store	59	Ethan Allen Highway
Ridgefield	Commercial – Garage	63	Ethan Allen Highway
Ridgefield	Commercial – Store	71	Ethan Allen Highway
Ridgefield	Residential	8	Park Lane
Ridgefield	Residential	10	Park Lane
 			
Bethel	Commercial	5	Depot Place
Bethel	Second Empire style residence converted to commercial use	12	Depot Place
Bethel	Mixed-Use	14	Depot Place
Bethel	Bethel Train Station	13	Durant Avenue
Bethel	Residential	5	Elizabeth Street
Bethel	American Legion Hall	7	Elizabeth Street
Bethel	Residential	9	Elizabeth Street
Bethel	Residential	11	Elizabeth Street
Bethel	Bethel Public Library	189	Greenwood Avenue
Bethel	Queen Anne style residence converted into portion of shopping complex	205	Greenwood Avenue

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Bethel	Town of Bethel Municipal Building	1	School Street
Bethel	Early 20 th century woodworking industrial complex	77	South Street
Bethel	Residential	80	South Street
Bethel	Residential	81	South Street
Bethel	Residential	83	South Street
Bethel	Residential	85	South Street
Bethel	Residential	87	South Street
Bethel	Residential	88	South Street
Bethel	Residential	89	South Street
Bethel	Residential	90	South Street
Bethel	Residential	91	South Street
Bethel	Residential	93	South Street
Bethel	Residential	94	South Street
Bethel	Bethel Station Cemetery		South Street
Danbury	Commercial, Mixed Use		Ives Street (Railroad Place)
Danbury	Commercial, Mixed Use		Ives Street rear (99 Railroad Place)
Danbury	James Clarence Harvey House	18-22	Liberty Street
Danbury	Church of New Bethel	24-26	Liberty Street
Danbury	Heyman Hardware	40	White Street
Danbury	Commercial/Residential Mixed Use	42	White Street
Danbury	2-Family Residential	76	White Street
Danbury	Hawley Bldg, Union Hall	46-52	White Street
Danbury	The Red Black (Meekers)	86-90	White Street
Danbury	Union Station	120	White Street
Danbury	New Haven Railroad Danbury Turntable	120	White Street
Danbury	Danbury Depot	132-136	White Street
Brookfield	Single Family Residential - Merritt Hubbell House, Colonial, c. 1788	4	Alcox Road
Brookfield	Single Family Residential - Samuel Ruggles Jr. House, Colonial Cape, c. 1850	4	Ironworks Hill Road
Brookfield	Single Family Residential - Edgar Ely House, Bungalow, c. 1928	37	Junction Road
Brookfield	Single Family Residential - Rev. Benjamin Benham House, Colonial / Federal, c. 1800	81	Pocono Road
Brookfield	Single Family Residential - William O'Hara House, vernacular, c. 1860	155	Pocono Road
Brookfield	Gospel Hall Church, Gothic Revival, c. 1892	164	Pocono Road
Brookfield	Single Family Residential - Heinz & Wilhemina Pflomm House, Colonial Revival, c. 1935	173	Pocono Road
Brookfield	Single Family Residential - Edward P. Fairchild House, Greek Revival, c. 1842	174	Pocono Road

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
Brookfield	Single Family Residential - Alan & Mary Rogers House, vernacular, c. 1860	179	Pocono Road
Brookfield	Single Family Residential - Ezra Northrup Jr. House, Colonial, c. 1785	53	Pocono Ridge Road
Brookfield	Single Family Residential - David Northrup, Sr. House, Georgian Colonial, c. 1780	86	Stony Hill Road
Brookfield	Single Family Residential - Northrup Worker's House, Colonial, c. 1780	107	Stony Hill Road
Brookfield	Commercial/Residential - Brookfield Hotel, Second Empire style, c. 1875	1	Tucks Road
Brookfield	Brookfield Railroad Depot, c. 1914	271	Whisconier Road
Brookfield	Educational (Brookfield Craft Center) – originally Meeker Gristmill, 19 th -century industrial, c. 1832/1888	272	Whisconier Road
Brookfield	Mixed Use - Retail/Apartment, originally Levi Sturdevant Store, Victorian commercial, c. 1860	277	Whisconier Road
Brookfield	Commercial - Koehler's Store, vernacular, c. 1875	281	Whisconier Road
Brookfield	Educational (Brookfield Craft Center) – originally William D. Meeker House, Colonial, c. 1790	290	Whisconier Road
New Milford	Retail	25	Bank Street (north side)
New Milford	Office	28	Bank Street (north side)
New Milford	Restaurant/Club	31	Bank Street (north side)
New Milford	Movie Theater	46	Bank Street (north side)
New Milford	Office	64	Bank Street (north side)
New Milford	Retail	8-18	Bank Street (north side)
New Milford	Retail	15-21	Bank Street (north side)
New Milford	Office/Retail	20-24	Bank Street (north side)
New Milford	Mixed Use - Retail/Apartment	36-40	Bank Street (north side)
New Milford	Retail	45-49	Bank Street (north side)
New Milford	Retail	50-52	Bank Street (north side)
New Milford	Retail	51-67	Bank Street (north side)
New Milford	Retail	56-60	Bank Street (north side)
New Milford	Residential	12	Bennett Street (south side only)
New Milford	Residential	16	Bennett Street (south side only)
New Milford	Residential	18	Bennett Street (south side only)
New Milford	Residential	8-10	Bennett Street (south side only)
New Milford	Retail	20, 22, 24	Bennett Street (south side only)
New Milford	J. Jaskolka House		Boardman Road
New Milford	Gas Station	45	Bridge Street (north side)
New Milford	Municipal Office	47	Bridge Street (north side)
New Milford	Auto Repair Shop – originally Merritt Beach & Son Building	30	Bridge Street (south side)

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
New Milford	Hotel- originally E.A. Wildman & Co. Tobacco Warehouse	34	Bridge Street (south side)
New Milford	Retail	38	Bridge Street (south side)
New Milford	Southern New England Telephone Office	44	Bridge Street (south side)
New Milford	Office	46	Bridge Street (south side)
New Milford	Professional Office	48	Bridge Street (south side)
New Milford	Residential	102	Grove Street
New Milford	Kimberly-Clark Building		Kent Road
New Milford	Residential – originally J.S. Halpine Tobacco Warehouse	11	Mill Street at corner of West Street
New Milford	Residential	15	Old Pumpkin Hill Road
New Milford	Retail	4	Railroad Street (east side)
New Milford	Restaurant/Club	10	Railroad Street (east side)
New Milford	Retail	56	Railroad Street (east side)
New Milford	Retail	60	Railroad Street (east side)
New Milford	Retail	64	Railroad Street (east side)
New Milford	Retail	78	Railroad Street (east side)
New Milford	Retail	88	Railroad Street (east side)
New Milford	Municipal Office	94	Railroad Street (east side)
New Milford	Residential	112	Railroad Street (east side)
New Milford	Residential	114	Railroad Street (east side)
New Milford	Residential	116	Railroad Street (east side)
New Milford	Unknown	118	Railroad Street (east side)
New Milford	Unknown	120	Railroad Street (east side)
New Milford	Apartments	22-24	Railroad Street (east side)
New Milford	Housatonic Railroad Station		Railroad Street (west side)
New Milford	Residential	9	South Main Street (east side)
New Milford	Residential	11	South Main Street (east side)
New Milford	Residential	13	South Main Street (east side)
New Milford	Residential	15	South Main Street (east side)
New Milford	Residential	17	South Main Street (east side)
New Milford	Residential	23	South Main Street (east side)
New Milford	Residential	25	South Main Street (east side)
New Milford	Residential	29	South Main Street (east side)
New Milford	Residential	33	South Main Street (east side)
New Milford	Residential	37	South Main Street (east side)
New Milford	Residential	49	South Main Street (east side)
New Milford	Residential	53	South Main Street (east side)
New Milford	Residential	55	South Main Street (east side)
New Milford	Residential	19-21	South Main Street (east side)
New Milford	Residential	39-41	South Main Street (east side)
New Milford	Residential	43-45	South Main Street (east side)

Town	Resource Type and/or Name (if known)	Address	
		No.	Street
New Milford	Residential	6	South Main Street (west side)
New Milford	Residential	8	South Main Street (west side)
New Milford	Residential	10	South Main Street (west side)
New Milford	Residential	14	South Main Street (west side)
New Milford	Residential	16	South Main Street (west side)
New Milford	Residential	18	South Main Street (west side)
New Milford	Residential	20	South Main Street (west side)
New Milford	Residential	24	South Main Street (west side)
New Milford	Residential	26	South Main Street (west side)
New Milford	Residential	30	South Main Street (west side)
New Milford	Residential	32	South Main Street (west side)
New Milford	Residential	36	South Main Street (west side)
New Milford	Residential	38	South Main Street (west side)
New Milford	Residential	42	South Main Street (west side)
New Milford	Residential	44	South Main Street (west side)
New Milford	Residential	46	South Main Street (west side)

Sources:

Resources and resource names in Norwalk, Wilton, Ridgefield, Danbury, Brookfield, and New Milford from Connecticut Statewide Historic Resource Inventory (SHRI)

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Resources and resource names in Bethel and Ridgefield from FHI research (map reconnaissance and municipal property files at assessors' offices)

Resource types (current uses) from municipal assessor's offices and windshield observations

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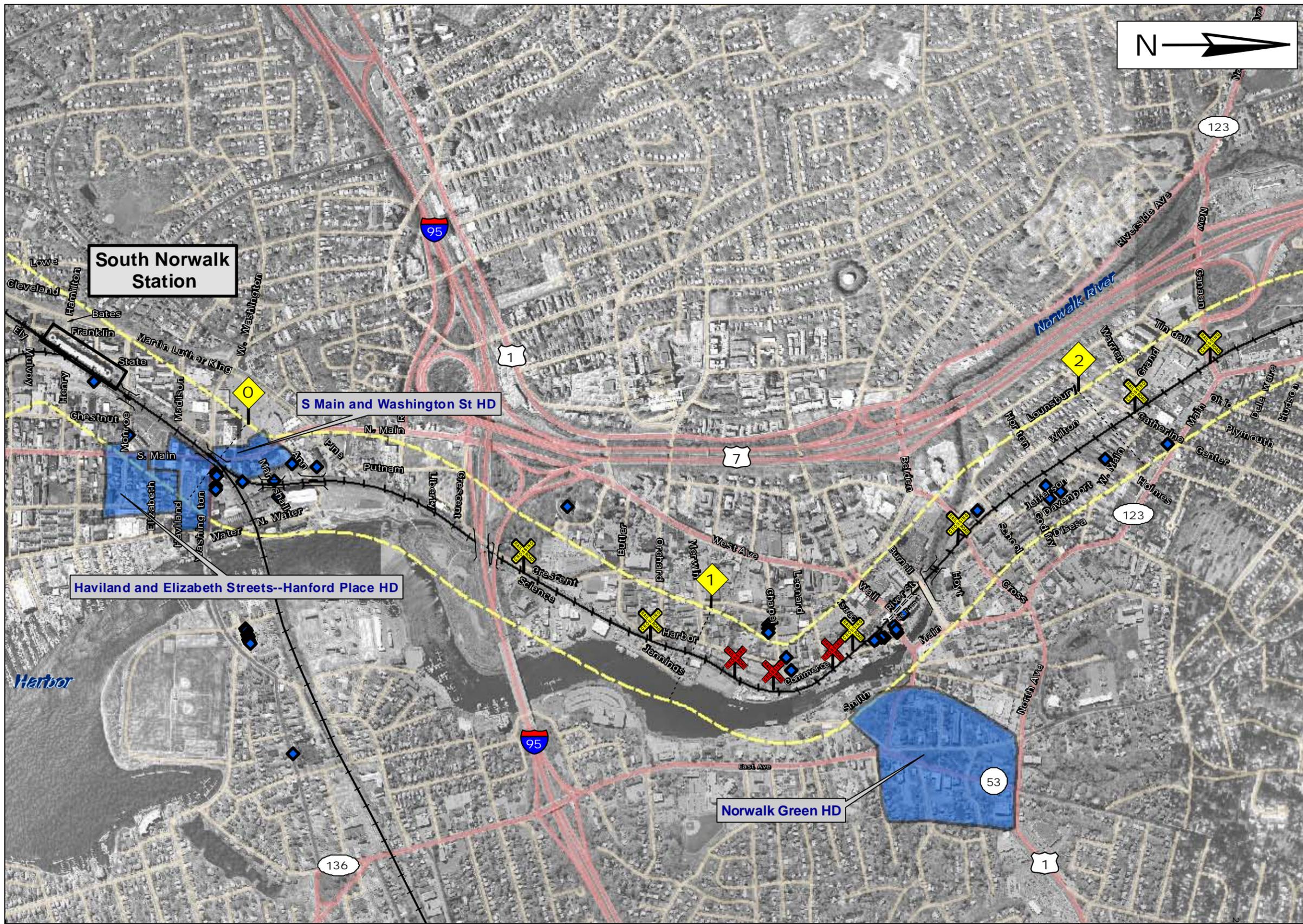
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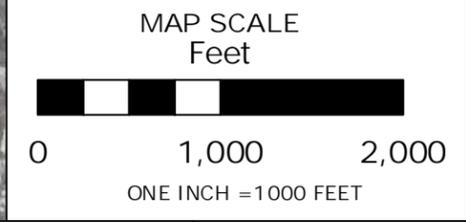


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Historic Properties
- Historic Districts (HD) with numerous historic properties

Data Sources:
 Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
 National Park Service - National Register Information
 ConnSHPO - Statewide Historic Resource Inventory
 Municipal Historic Surveys



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION & FHI DATE: 06/2008

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

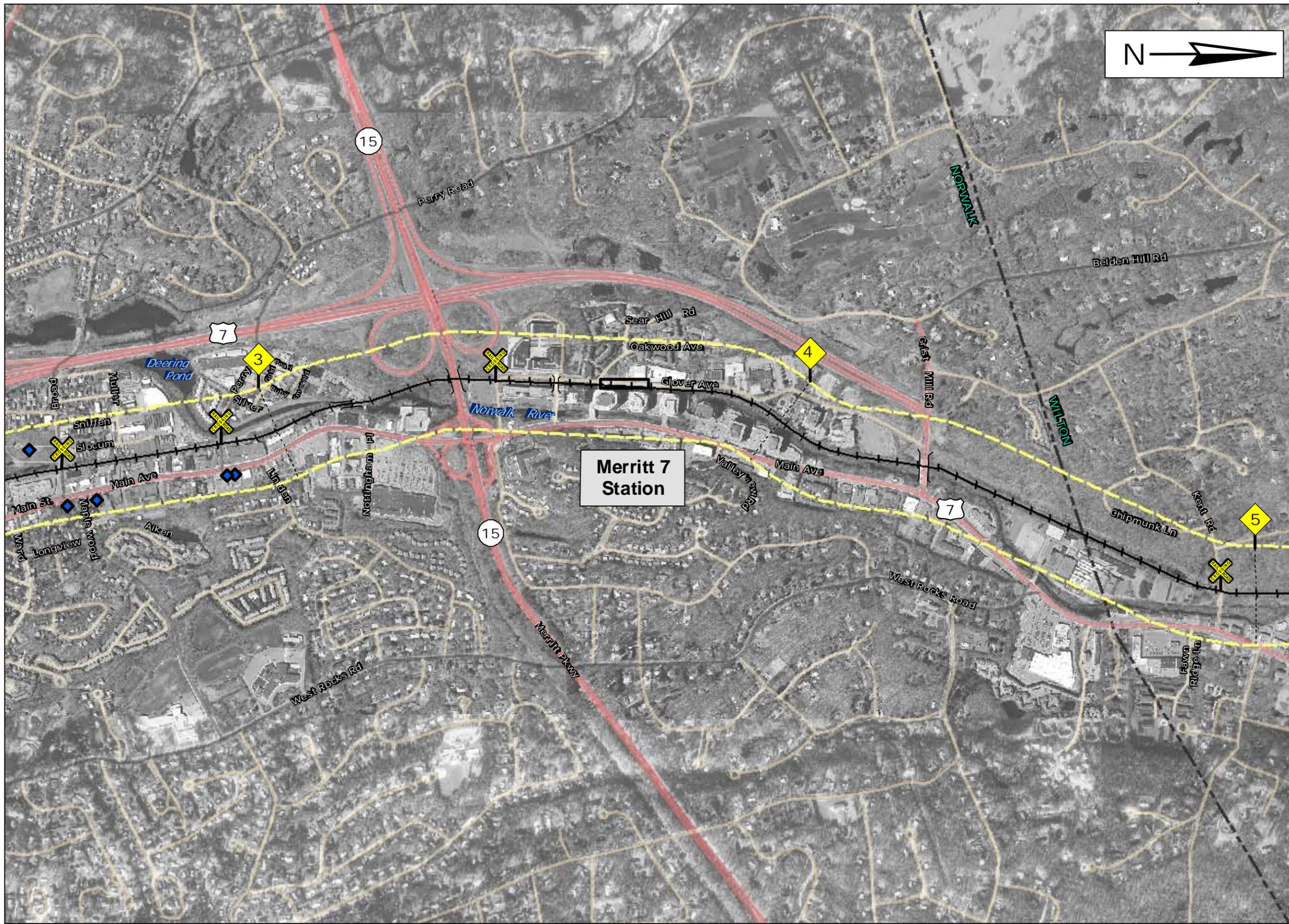
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MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **1 OF 14**



Legend

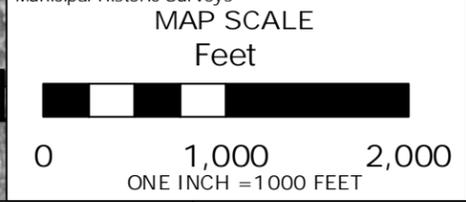
- Railroad Track
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- Historic Properties
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 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
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PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION & FHI DATE: 06/2008

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

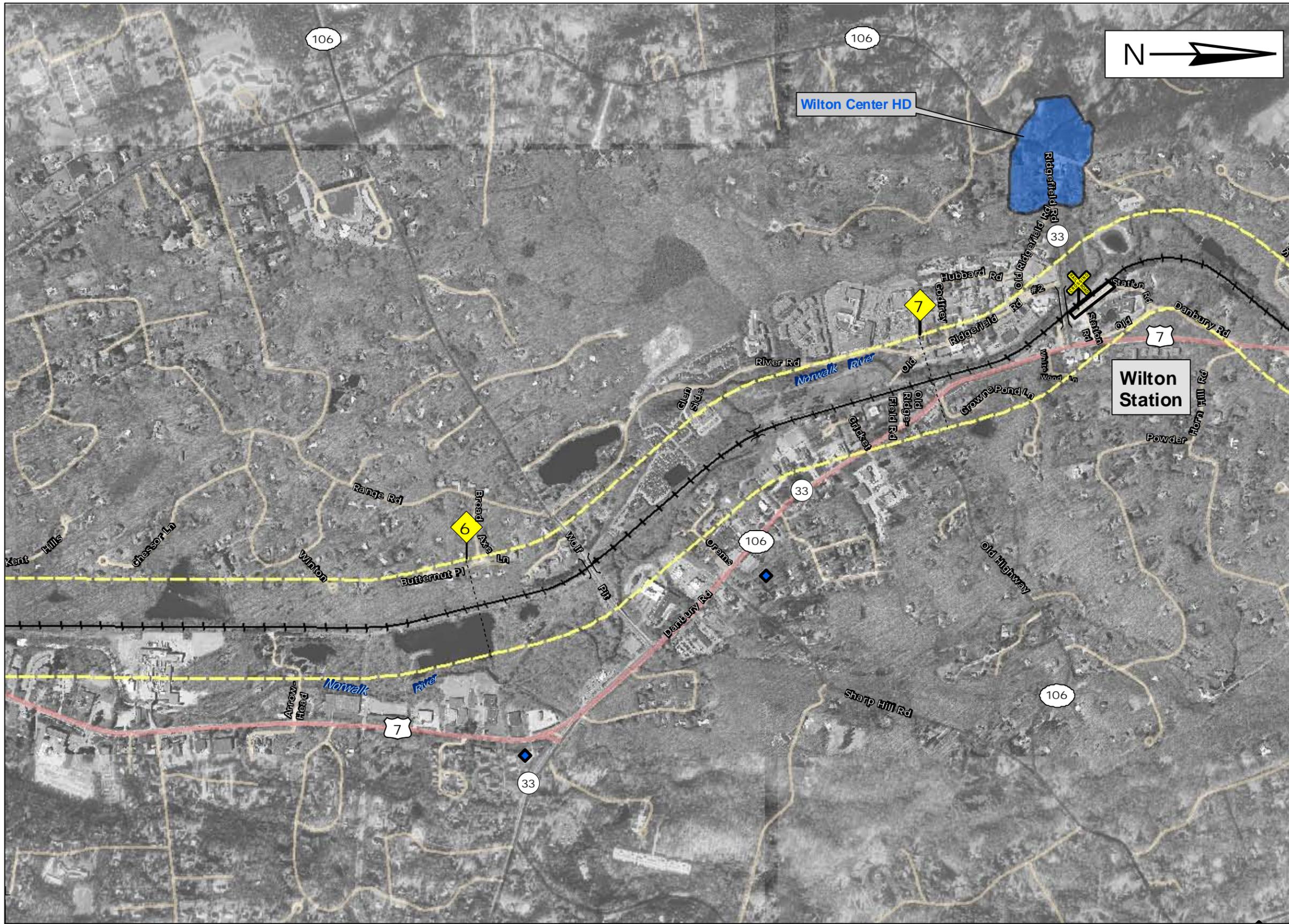
TOWN(S): **NORWALK, WILTON**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **2 OF 14**



Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road

- Historic Properties
- Historic Districts (HD) with numerous historic properties

Data Sources:

Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
 National Park Service - National Register Information
 ConnSHPO - Statewide Historic Resource Inventory
 Municipal Historic Surveys

MAP SCALE
 Feet

0 1,000 2,000
 ONE INCH = 1000 FEET

PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION & FHI DATE: 06/2008

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

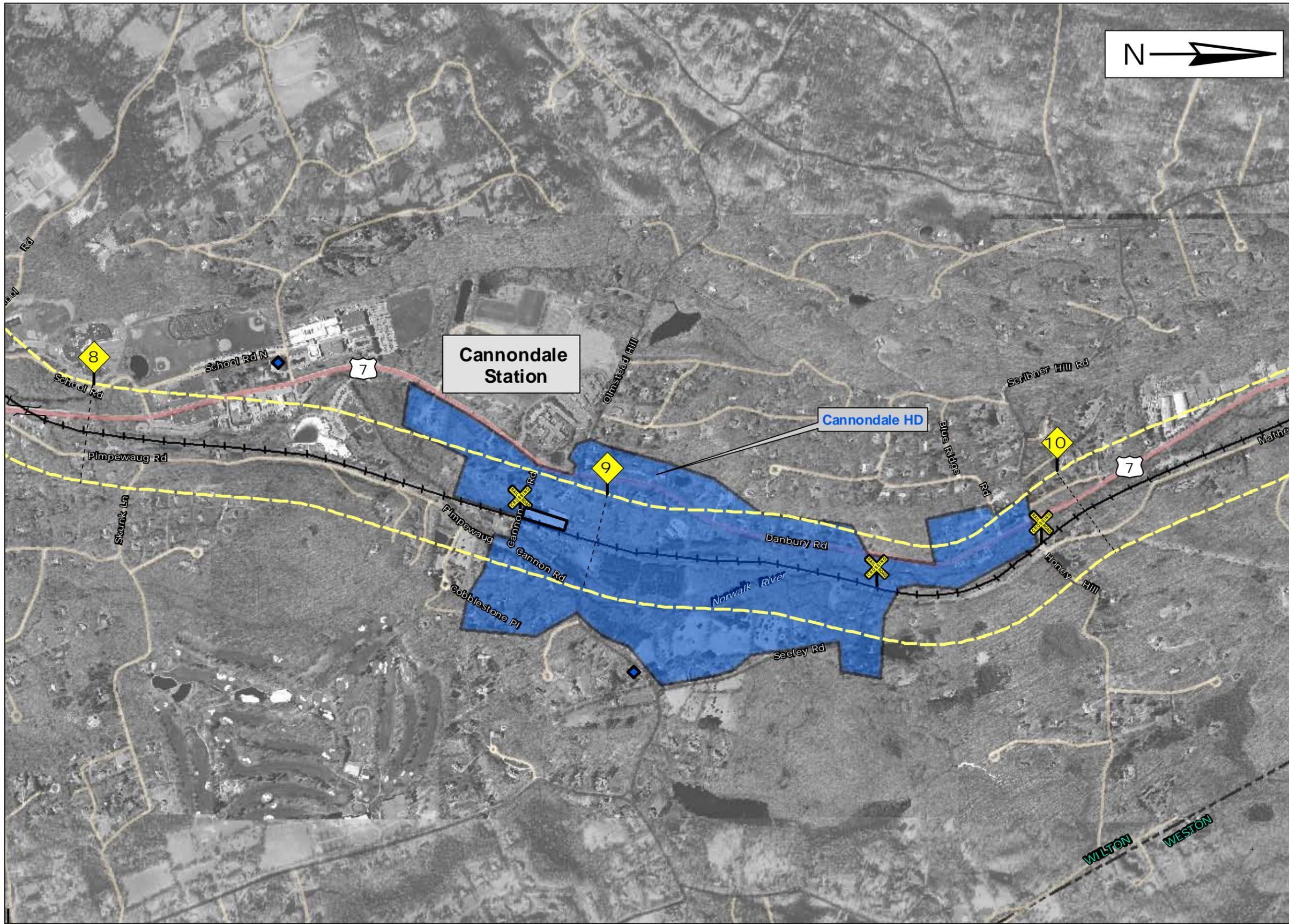
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MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **3 OF 14**



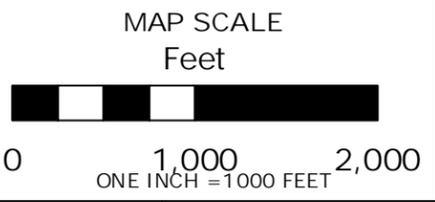
Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road

- Historic Properties
- Historic Districts (HD) with numerous historic properties

Data Sources:
 Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
 National Park Service - National Register Information
 ConnSHPO - Statewide Historic Resource Inventory
 Municipal Historic Surveys



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION & FHI DATE: 06/2008

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION



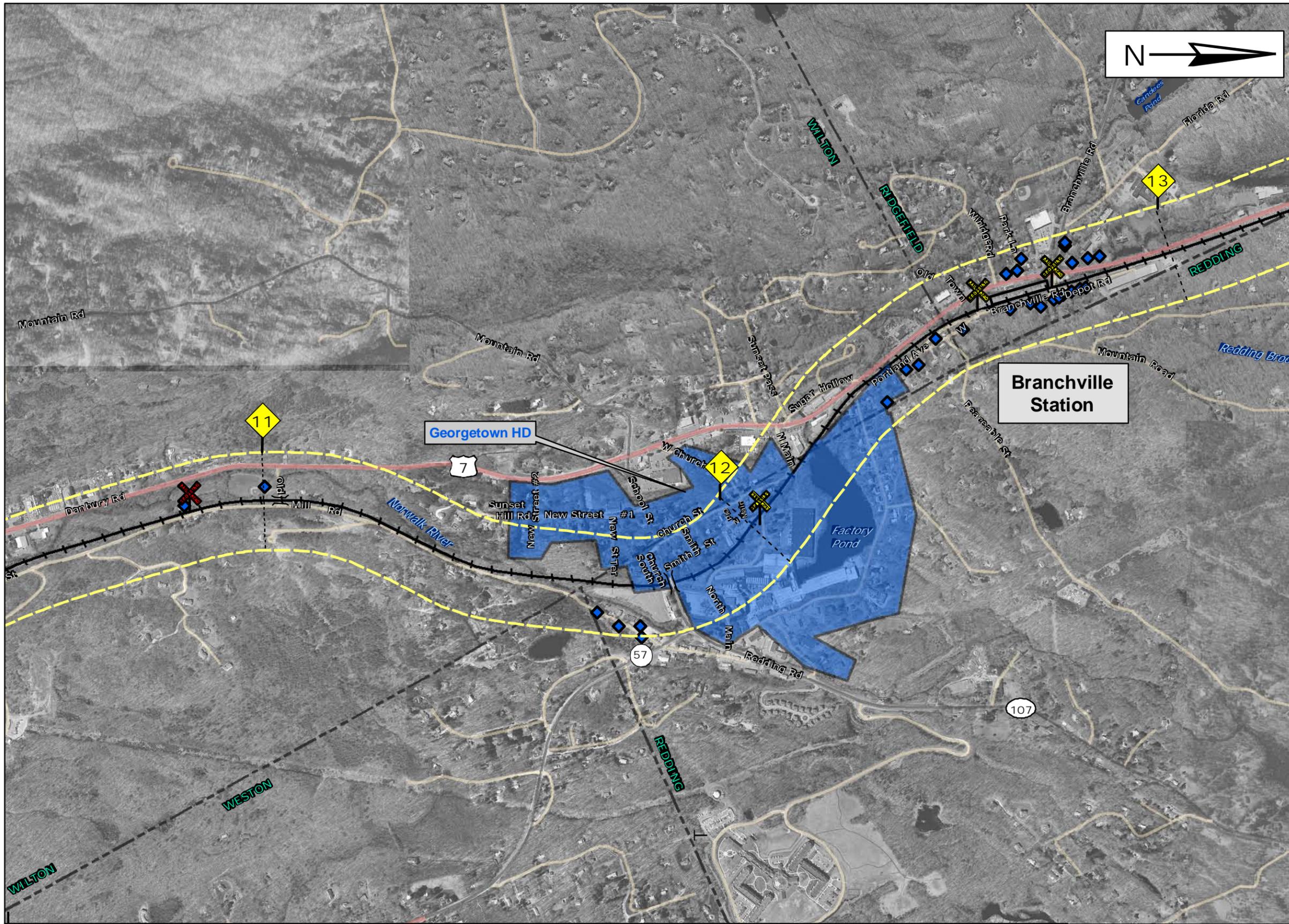
TOWN(S): **WILTON**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **4 OF 14**



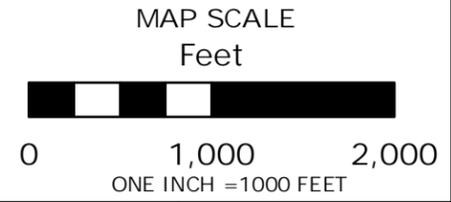
Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road

- Historic Properties
- Historic Districts (HD) with numerous historic properties

Data Sources:
 Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
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 ConnSHPO - Statewide Historic Resource Inventory
 Municipal Historic Surveys



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GIS MAPPING BY: URS CORPORATION & FHI DATE: 06/2008

STATE OF CONNECTICUT
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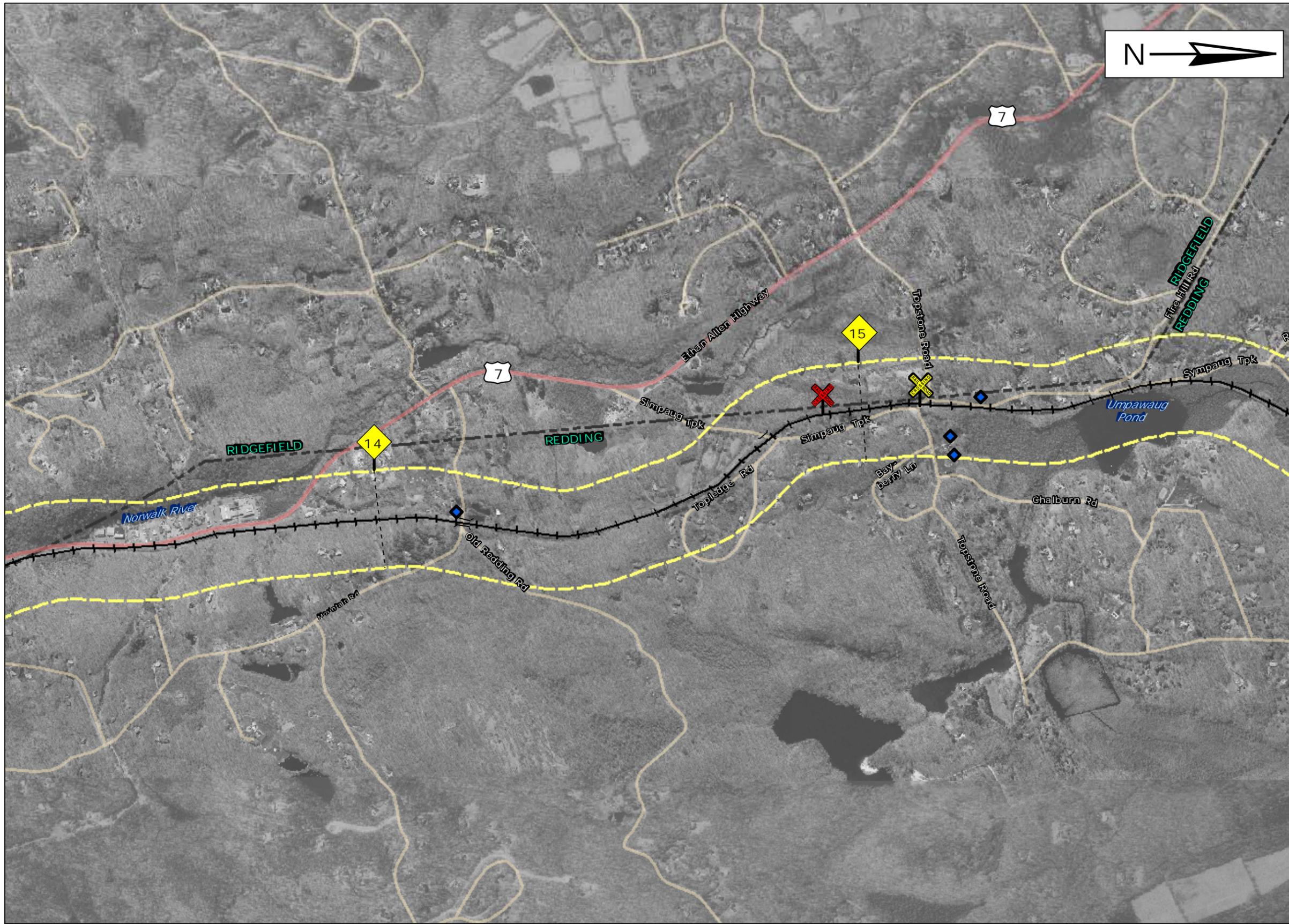
TOWN(S): **WILTON, REDDING
 RIDGEFIELD, WESTON**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **5 OF 14**



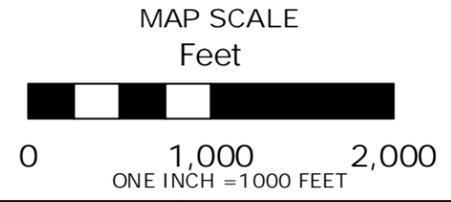
Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road

- Historic Properties
- Historic Districts (HD) with numerous historic properties

Data Sources:
 Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
 National Park Service - National Register Information
 ConnSHPO - Statewide Historic Resource Inventory
 Municipal Historic Surveys



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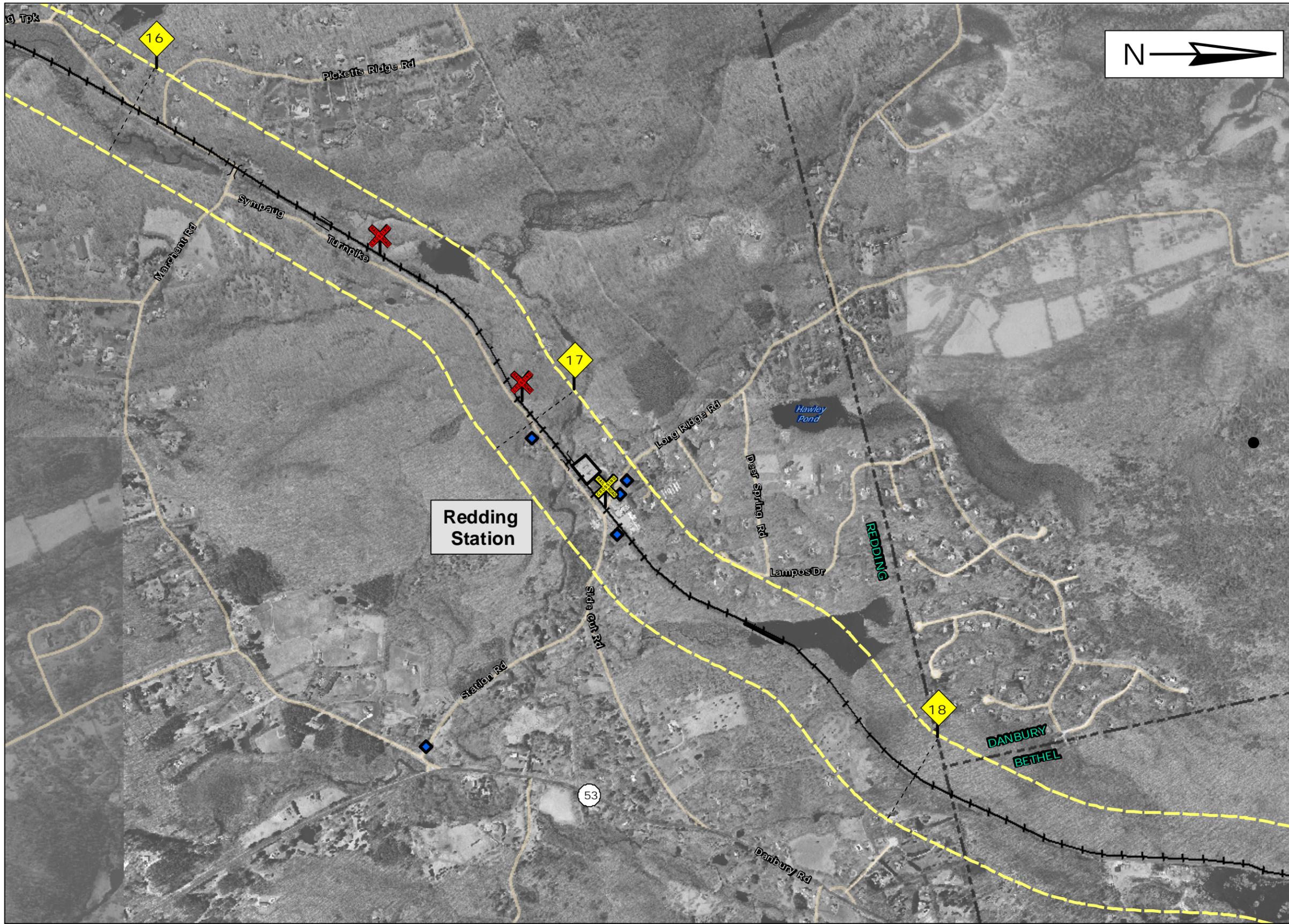
TOWN(S): **REDDING, RIDGEFIELD**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **6 OF 14**



Legend

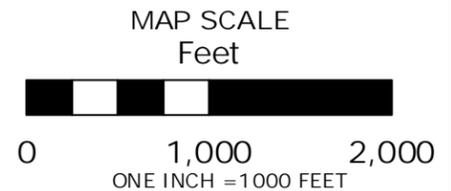
- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road

- Historic Properties
- Historic Districts (HD) with numerous historic properties

Data Sources:

Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
 National Park Service - National Register Information
 ConnSHPO - Statewide Historic Resource Inventory
 Municipal Historic Surveys



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

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 DEPARTMENT OF TRANSPORTATION

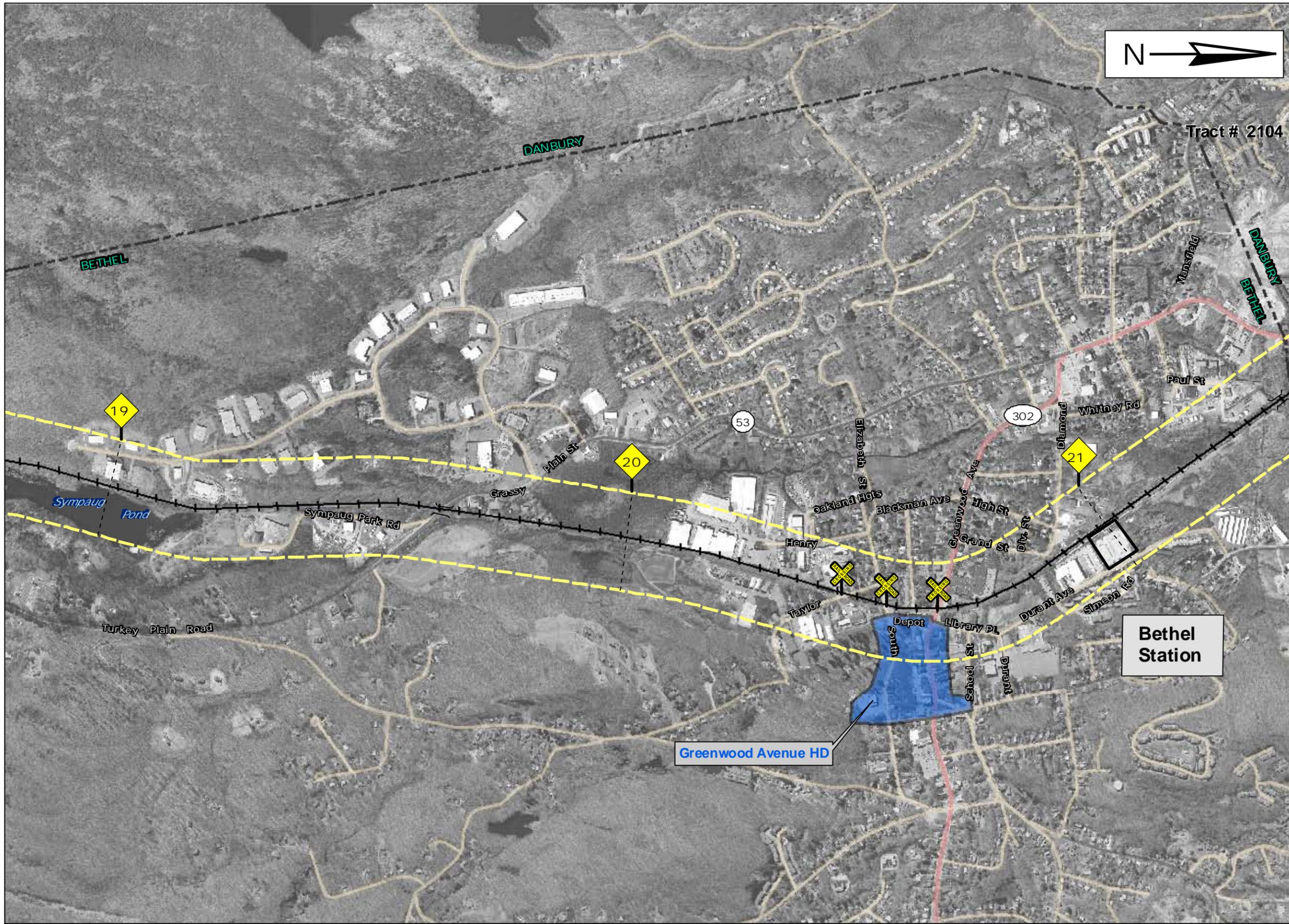
TOWN(S): **REDDING, BETHEL DANBURY**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **7 OF 14**



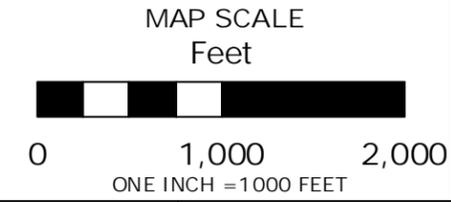
Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
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Data Sources:

Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and
 Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
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PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION & FHI DATE: 06/2008

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



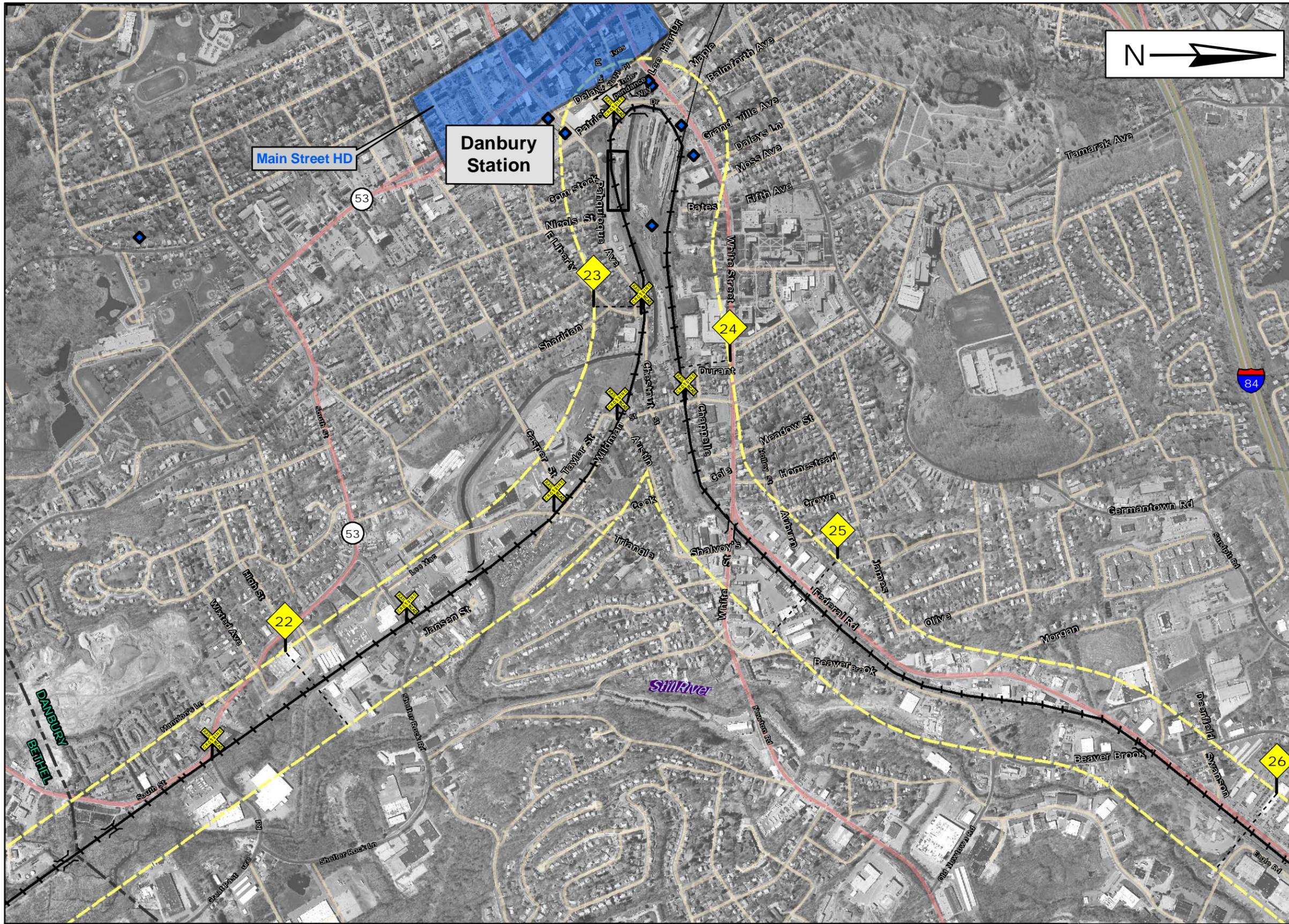
TOWN(S): **BETHEL, DANBURY**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **8 OF 14**

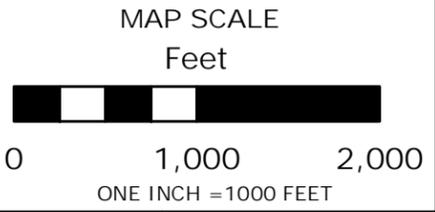


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Historic Properties
- Historic Districts (HD) with numerous historic properties

Data Sources:
 Roads layer: ConnDEP
 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
 All Other Data: ConnDEP 2008

Historic Properties & Districts:
 National Park Service - National Register Information
 ConnSHPO - Statewide Historic Resource Inventory
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STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

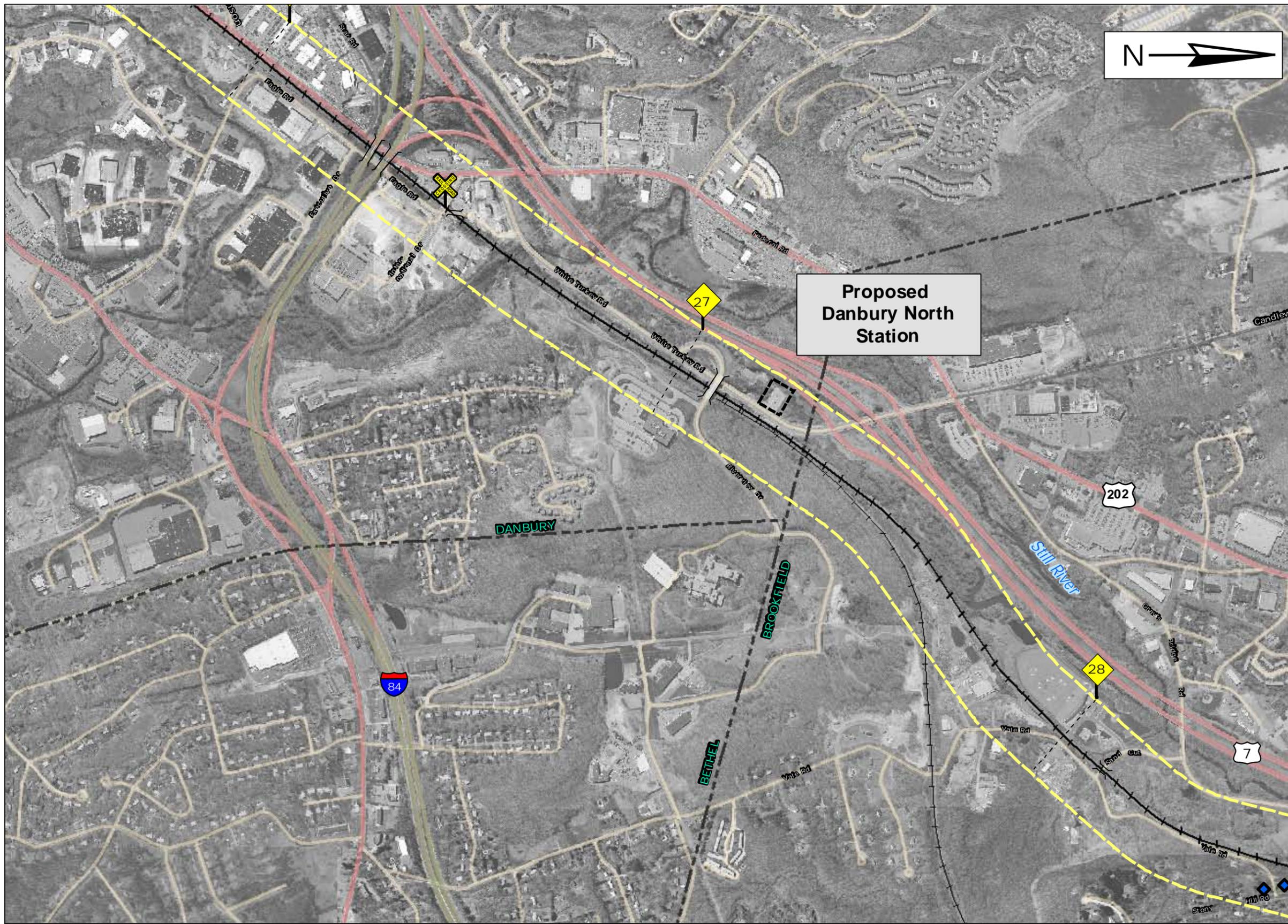
TOWN(S): **DANBURY**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **9 OF 14**



Legend

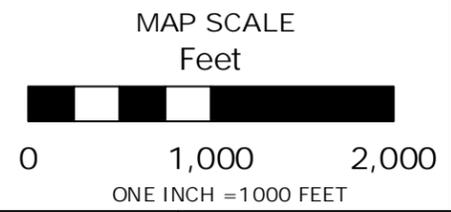
- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
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Data Sources:

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 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
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 DEPARTMENT OF TRANSPORTATION



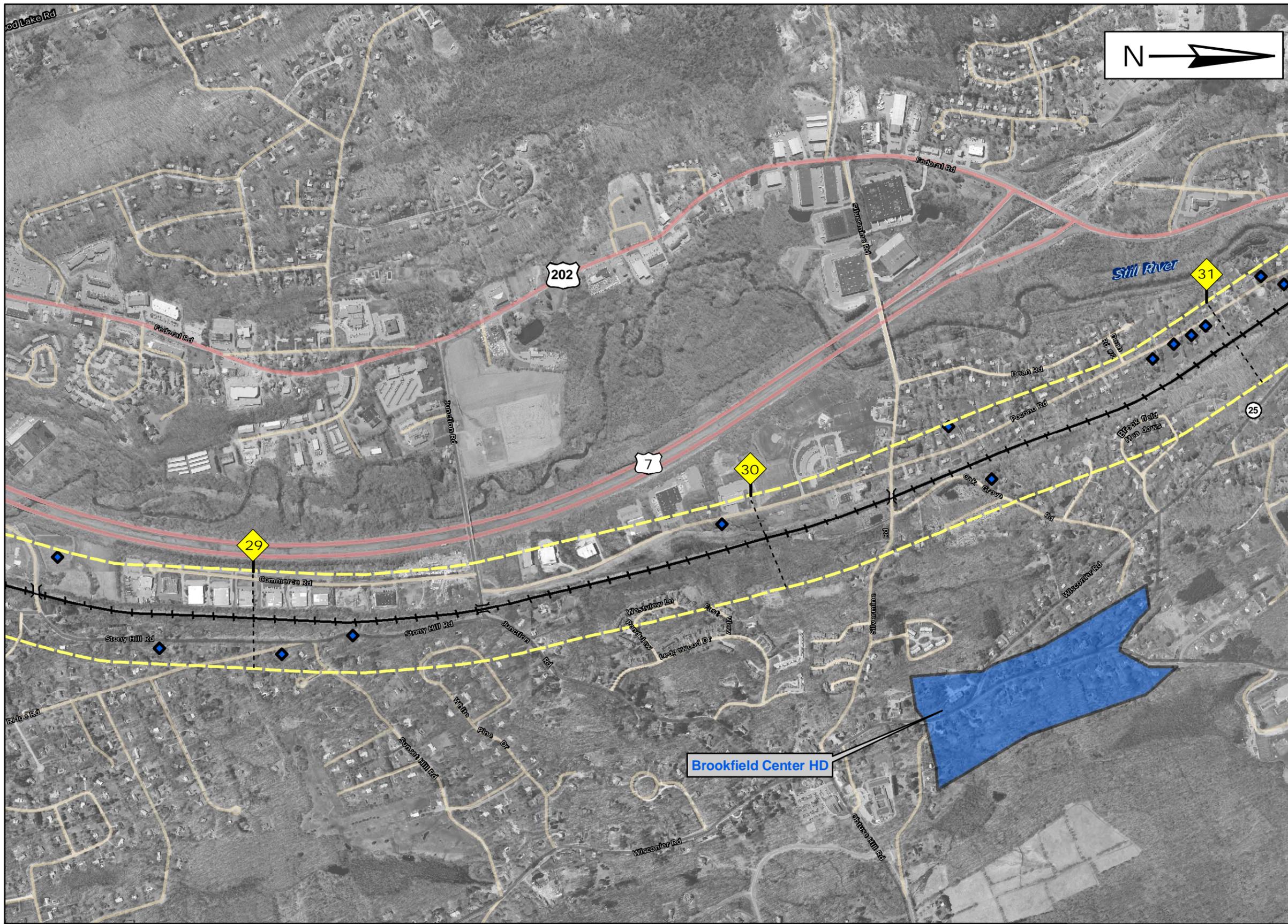
TOWN(S): **DANBURY, BEHTEL, BROOKFIELD**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **10 OF 14**

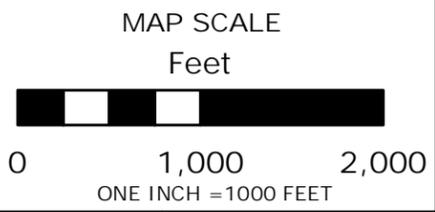


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
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Data Sources:
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 Hydrography: ConnDEP
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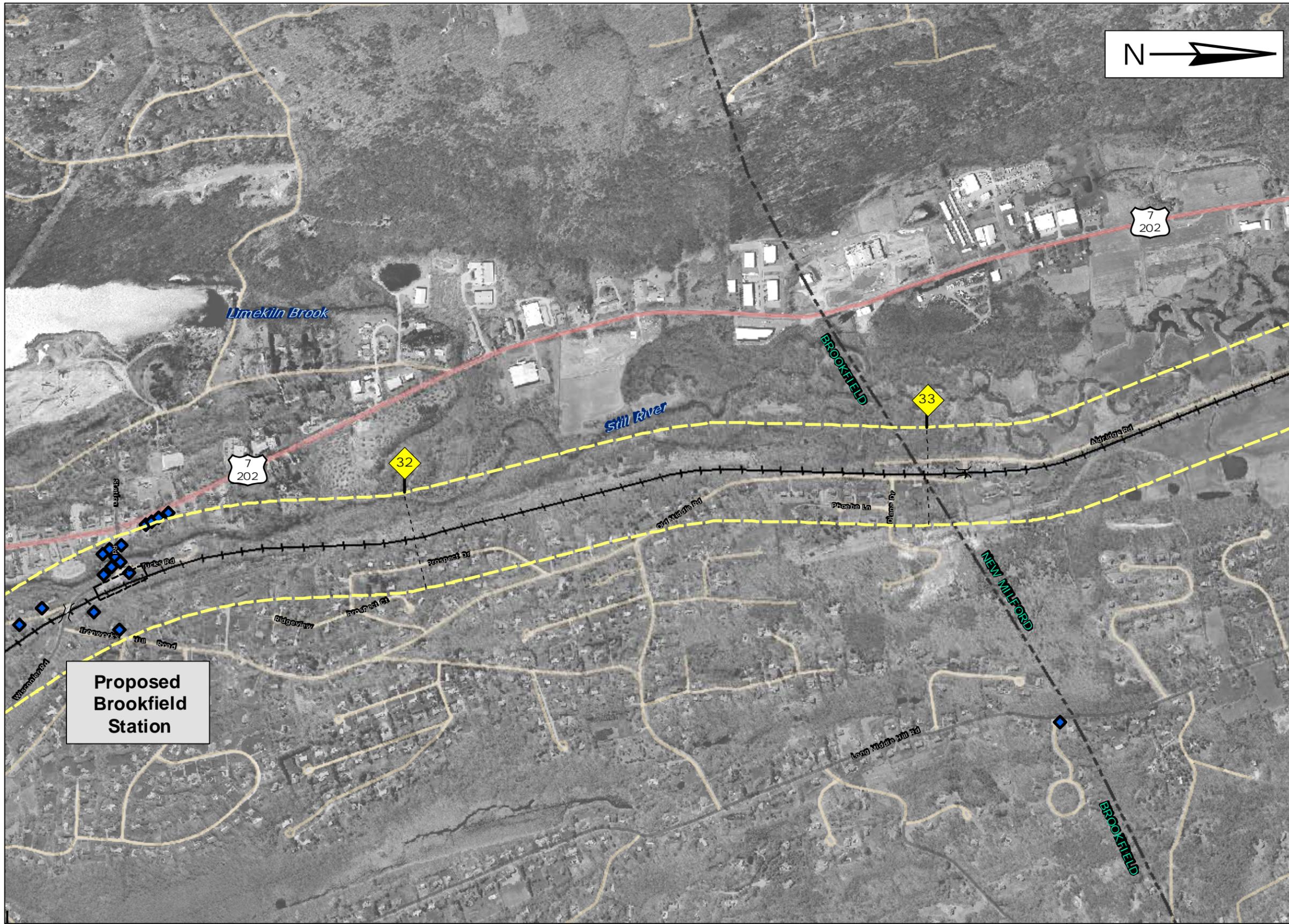
TOWN(S): **BROOKFIELD**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **11 OF 14**



Legend

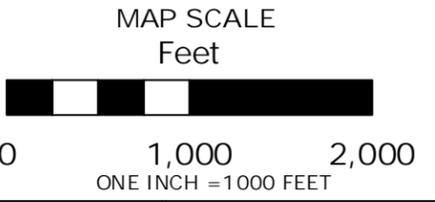
- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
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Data Sources:

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 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



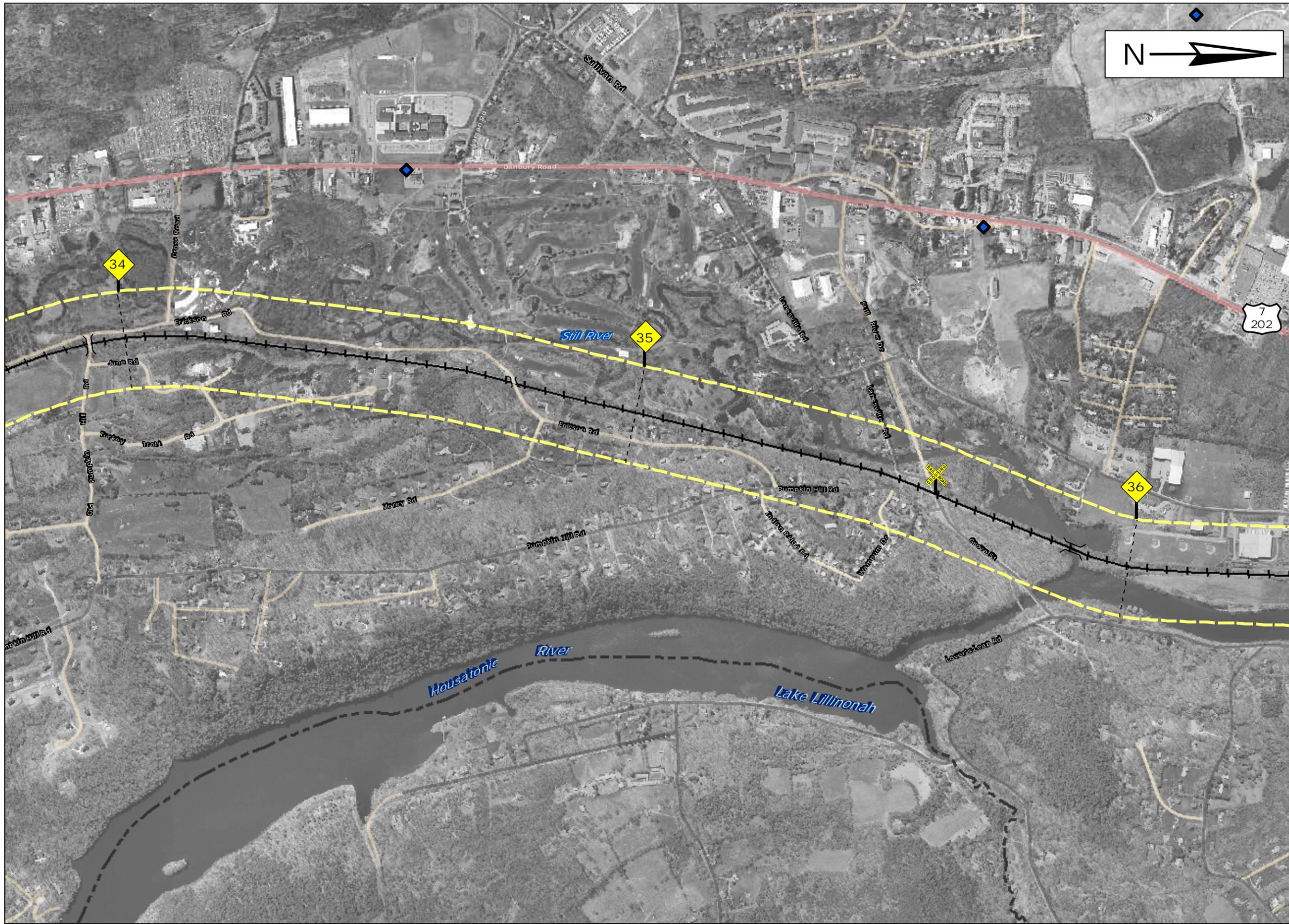
TOWN(S): **BROOKFIELD, NEW MILFORD**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **12 OF 14**

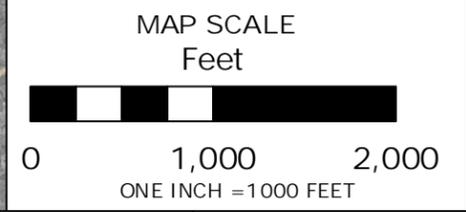


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
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Data Sources:
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 RR Track: ConnDEP
 Town Boundary: ConnDEP
 Hydrography: ConnDEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
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Historic Properties & Districts:
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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



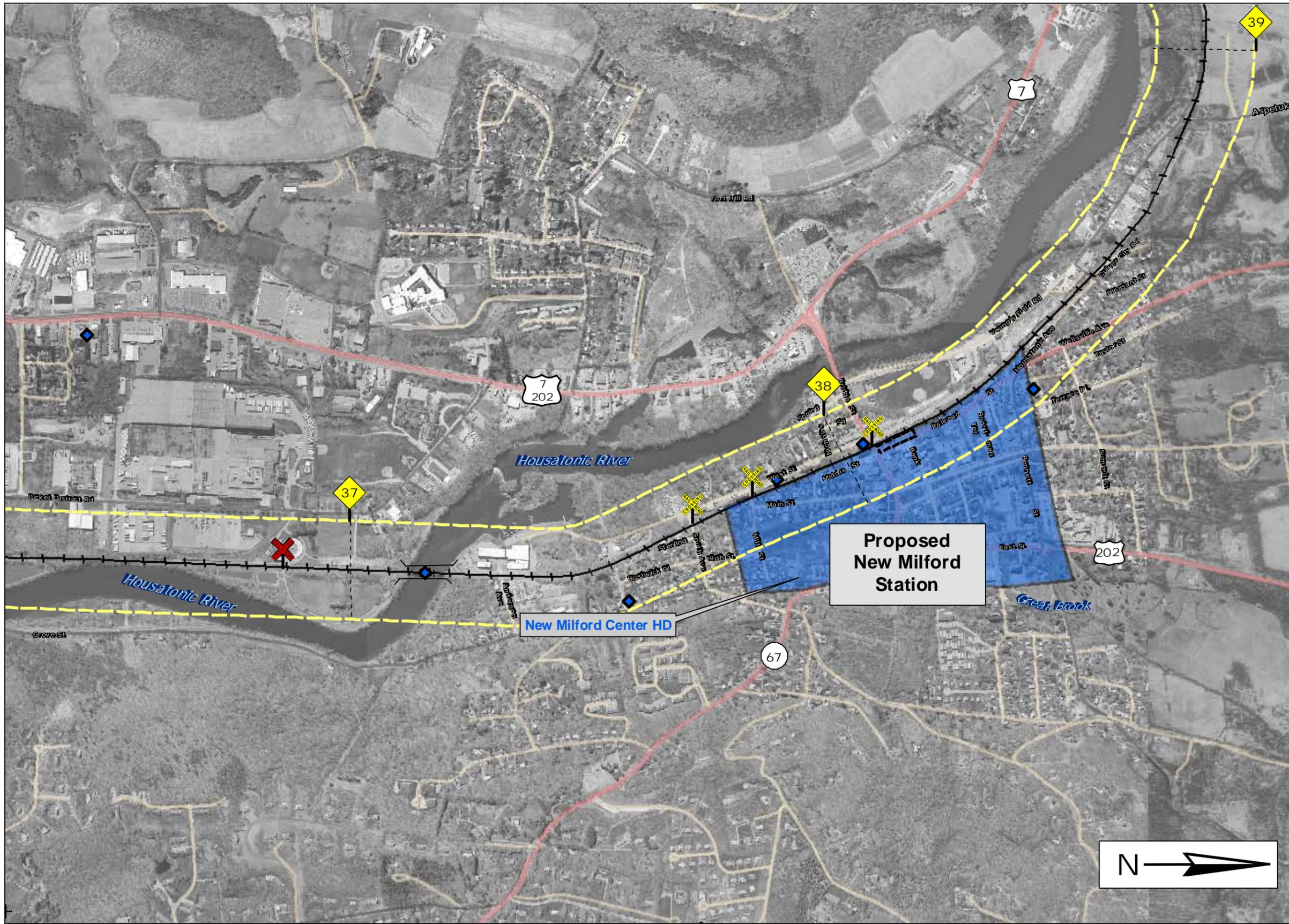
TOWN(S): **NEW MILFORD**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **13 OF 14**



Legend

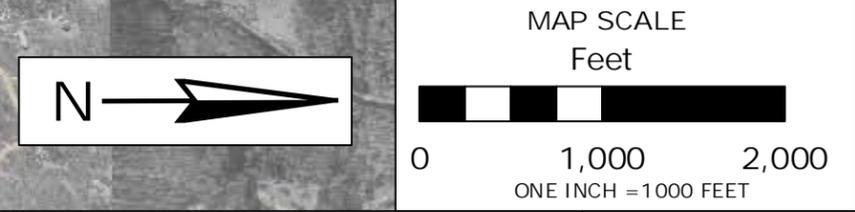
- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Station
- Proposed Location of New Railroad Station
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
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Data Sources:

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 RR Milepost Markers and Grade Crossings: Metro-North Track Charts
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TOWN(S): **NEW MILFORD**

MAP TITLE: **HISTORIC RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **14 OF 14**