Phase I Archaeological Reconnaissance Survey:

Gilford Railroad Station
Guilford, Connecticut

State Project No. 310-007B

Prepared for the
Connecticut Department of Transportation
Office of Environmental Planning

February 2001
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Prepared by

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Public Archaeology Survey Team, Inc.

For the

Connecticut Department of Transportation
Office of Environmental Planning

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Introduction

The Connecticut Department of Transportation (CONNDOT) proposes undertaking improvements to the railroad passenger facilities located just east of Old Whitfield Road in Guilford, Connecticut (Figure 1). Designated State Project No. 310-007B, the work includes new high-level platforms adjacent to the track; a crossover between eastbound and westbound platforms that will be accessible by means of stairs and elevators; and paving, relining, and landscaping the parking areas on the south side of the tracks. The east parking area will be extended southward to provide approximately 30 additional spaces. Although indicated on the project drawings (see Figure 2), the relocation of utility poles in the parking areas will not be undertaken as part of this project.

In its comments on the project (Maddox 1997), the State Historic Preservation Office noted the existence of three historic railroad-related structures in the vicinity of the project--a station, water tower, and engine house--and requested that an archaeological survey be undertaken to determine what effects, if any, the project would have on the standing structures or on the sites of railroad-related facilities which no longer have above-ground remains. This report presents the results of that evaluation, undertaken in August 2000 by Bruce Clouette, historian with Public Archaeology Survey Team, Inc.

In the course of preparing the scope of services for this report, examination of existing conditions in the immediate area of project actions indicated a high degree of disturbance from railroad and utility construction; therefore, the only archaeological fieldwork that was anticipated was the testing of the new locations for relocated utility poles.

Subsequent to August 2000, when authorization to proceed was received, the relocation of utilities was removed from the project. Therefore, no subsurface testing occurred, and this report presents the result of documentary research only.

Another development that occurred subsequent to the preparation of the scope was the unexpected demolition of the c.1860 Guilford passenger station by the National Railroad Passenger Corporation (Amtrak), the quasi-public entity that owns the right-of-way. As a consequence, project documents that refer to three existing buildings at Guilford Station are not in error, they have simply been overtaken by events.

The documentary research that forms the basis for this report uncovered evidence for six major railroad buildings in addition to those already mentioned, none of which remain standing: two different freight stations, a switching tower, a section house or hand-car facility, a carpenter shop, and a signal shop. Except for the sites of the freight stations and one small outbuilding, the buildings were all located well to the east of where the new facilities will be constructed. The freight stations were on the south side of the tracks opposite and somewhat to the east of the passenger station; the re-paving of the existing parking lot in this area is not expected to cause any additional disturbance to the site.
Provided that the project proceeds according to current plans, including the deletion of new utility line construction, no additional archaeological investigation is recommended.
Site Description

The railroad right-of-way through Guilford is a double-tracked route electrified by means of overhead catenary; it currently serves Amtrak’s high-speed Northeast Corridor service, the State of Connecticut Shoreline East commuter trains, and local freight movements. The track in the project area consists of heavy rail laid on concrete ties. Adjacent to the track are a series of catenary-support poles, which rest on concrete footings that measure approximately four feet in diameter and extend 20 or more feet into the soil. The line was initially built as a single-track route in the 1850s, double-tracked around 1890, and only recently electrified as part of Amtrak’s High-Speed Rail project.

Although historically the passenger depot was located on the north side of the tracks, just to the east of Old Whitfield Street, the current passenger facilities are only on the south side, where there is a length of uncovered low-level platform built of pressure-treated timbers and a small glass-walled waiting structure similar to a city bus shelter (Photograph 1). Only Shoreline East trains stop at Guilford.

The current waiting facilities are served by two paved parking lots, one on each side of Old Whitfield Street, which is dead-ended on either side of the tracks. In addition to whatever grading and filling was done to create the parking areas, evidence of disturbance includes cuts for underground utilities, including telephone conduits running through the west parking lot and electrical service from street-side poles to the railroad waiting shelter. The telephone conduits continue along the north side of the tracks, while electrical transmission on the north side is by means of overhead wires on poles.

The general area is one of mixed residential and industrial uses, with houses to the north and south on Old Whitfield Street and a public-works garage, formerly a canning works, north and east of the project area. Immediately to the south of the east parking lot is a less-consistently graded area covered with chipseal-like pavement. Current plans call for station parking to be extended into this area.

Existing Historic Buildings

Currently, there are two historic railroad-related features near the project area, both dating from about 1875. Located on the north side of the track, about 200 feet east of the current waiting shelter, is an octagonal-plan, two-story brick water tower (Photograph 3). It measures approximately 24 feet in diameter and originally was 29 feet high when all its components were in place. The walls have two-story pilasters with corbeled capitals at the corners, above which is a dentil course and plain frieze. A small brick chimney emerges from the north side of the wood-framed pyramidal roof, which is now in ruins. Segmental-arched window and door openings appear on the first floor, with circular windows on some of the second-floor faces. A long vertical board on the second-level
southwest face appears to have been part of a water-level gauge. Historical images (Figures 6 and 14) supply information for elements that are now missing: radial muntins in the circular windows, double-hung divided-light sash in the first-floor windows, and a four-panel door and transom light in the entrance opening on the south-face. A sheet-metal ventilator and finial appeared at the peak of the roof. For a short time in the early 1900s, the tower had a small one-story wood-frame addition on the west side (Sanborn Map and Publishing Company 1908; Figure 10).

The water tower’s tank, on the second level of the building, was supplied from a nearby well by a steam pump, which along with the boiler occupied the first floor. The tank is reported to have been made of redwood, with an iron plate at the bottom heated by steam from below. A large-diameter underground pipe carried the water westward past the passenger depot that formerly stood on the north side of the tracks. It emerged from the ground in the form of a tall swiveling pipe that could be swung out over the tracks so as to fill the tender of a locomotive standing on the north track. A wheel-operated valve at the base of the pipe controlled the flow of water (Figures 13 and 16).

The Guilford water tower represents a rare survival of an early form, a tank enclosed within a solid-walled building. The later and now more common type of water tower was a wooden or metal tank supported on a timber or metal skeleton framework, with a large movable spout that pivoted down to fill a waiting tender. In the 1880s, skeleton towers became more common for windmills, lighthouses, and waterworks, and structural iron and steel made some headway in commercial and industrial architecture, but before that, substantial masonry construction was the norm.

Water towers were important structures for the railroads because steam engines consumed large amounts of water and had to stop repeatedly to refill their supply, which was carried in the tender below the load of coal. Locomotives did not recapture the steam once it had powered the pistons and so had to have a constant supply. Water was a much more limiting factor than fuel in determining the range of a steam locomotive, despite much more space being allotted to the storage of water in the tender. Some railroads, including the New Haven, experimented with scoop systems that allowed an engine to take on water from trackside pans while moving, but the much more common practice was simply to have water towers spaced out along the right-of-way, usually, as in the case, at stations where the necessary delay could coincide with taking on and discharging passengers.

Some 100 feet east of the water tower is a 1 1/2-story gable-roofed brick building that formerly served as a two-stall engine house (Photograph 2). It measures 36 by 64 feet in plan, with 24 by 36 wood-frame one-story addition (c.1930) on the west end. The construction of the engine house is similar to that of the water tower: brick-pier walls, segmental-arched window and door openings, and circular windows in the gables. The long side of the building is divided into six bays, with three windows on the west end.
and two large arched openings on the east end where the locomotives were brought in. A small brick chimney emerges near the east end of the ridge and formerly there was a chimney at the west end as well. An early view shows the building with a central cupola on the roof (Bailey 1881; Figure 6; see also Figures 13 and 15); it had disappeared by 1928 (Figure 14). The interior was not inspected so no information on repair pits, if any, was obtained.

The engine house was originally served by a 50'-diameter turntable, with tracks leading into openings in the east end of the building. In recent memory the foundation for the turntable was visible about 65 feet east of the engine house, and it is likely that it remains in place today. In 1915 the turntable also served an 80-foot outside storage track and a shorter 4-foot spur (Figure 11).

Like the water tower, the engine house was built about 1875; the New Haven Railroad acquired the land for the expanded facilities in September of 1874. No reason for its construction is given in the railroad reports of the period, and at first glance it would seem redundant, given the fact that the New Haven had extensive shops and engine storage both in Hartford and in New Haven, the latter of which were completely rebuilt in 1868. However, the railroad kept separate operating accounts for the Shore Line lease until the Shore Line Railway stock was retired in 1892, so perhaps having this small engine house made good sense in that context.

The water tower, engine house, and passenger station (which was still standing at the time) are cited as contributing structures within the Guilford Town Center Historic District, listed on the National Register of Historic Places in 1976 and also established as a Local Historic District under Connecticut statute. In addition, the buildings have been identified as historically significant properties in at least three other surveys (Appendix C).

Features With No Visible Remains

The historical maps, views, and photographs assembled for this evaluation reveal a number of railroad-related buildings and structures for which there no longer is any above-ground evidence readily apparent. These components are discussed below in approximate chronological order by date of construction.

Passenger station, probably built between 1852 and 1864. The Guilford passenger station is well documented in maps, views, and photographs (Figures 3, 11, 13, and 16) and consistently appears as a board-and-batten-sided, wood-framed one-story building with a shallow-pitched gable roof and wide overhanging eaves on stick braces. A scroll-sawn ornament in the form of a four-lobed leaf or star decorated the gable ends. Other architectural detailing included molded caps above the windows, which were fitted with 12-over-12 sash. There
were two small chimneys spaced along the ridge of the roof. The footprint measured approximately 20 by 62 feet. A low wooden platform extended toward the tracks and continued eastward and westward for some distance.

The station can be dated to the earliest days of the railroad’s operation with some certainty, since a nearly identical architectural vocabulary appears in extant stations at Noank and West Mystic, both in the town of Groton. This section of the shore line was built by the New Haven, New London, and Stonington Railroad in 1858 and passed to the Stonington Railroad in 1864; the Guilford and Groton segments remained under different ownership until both were consolidated into the New Haven system in 1892. The assumption is that a single entity built all three stations. If correct, the Groton stations must have been built between 1858 and 1864, and the Guilford station sometime between 1852 (when that section was opened) and 1864. The 1881 Bailey view (Figure 6) almost certainly shows the same passenger station that stood at Guilford until demolished in early 2000. Additional evidence that this was the original Guilford passenger station comes from the railroad survey in the New Haven Colony Historical Society (Figure ); the footprint of the station as shown closely matches the location and dimensions shown on all subsequent maps.

As originally built, the station appears to have included two small structures at the ends of the platform (Figure 3). The west structure probably corresponds to the smaller depot building shown on two 19th-century maps (Figures 4 and 5); the 1881 view, if drawn correctly, indicates it had disappeared by that date (Figure 6). The east structure appears to have persisted longer, appearing at the east end of the platform in both 1881 and 1889, where it is identified as a water closet (Sanborn Map and Publishing Company 1889; Figure 7). Based on this information, it appears probable that the two similar structures at the extreme ends of the platform shown on the original survey were both privies.

Express Office, a small one-story frame building located at the rear of the platform just east of the station. Although a small building appears at this location on the insurance surveys beginning in 1889, its function is identified only on the railroad’s 1915 property map (Figure 11), where its orientation is a little different. It is possible that the difference is due to its small size getting less attention from the various mapmakers, or alternatively, it may have been turned or rebuilt in between the 1908 and 1915 maps.

Historically, express was an important part of every railroad’s operations. Private packages, small valuable items from merchants and manufacturers, and local agricultural and seafood products were commonly shipped via railroad express, whereby they would reach their destination in the shortest possible time. Unlike less-than-carload freight, express shipments traveled on passenger trains and thus
benefited from their greater frequency and higher speed. On many trains, the express cars were insulated and even refrigerated to protect perishable shipments.

**Section House**, a small one-story shed used to shelter a hand-car, the hand-powered pump-motion vehicle used by track-repair crews. On the 1889 Sanborn map (Figure 7), the building is shown close to the tracks just north of the carpenter shop. Its later location as shown on the 1915 valuation map (Figure 11) probably indicates a move of the original building to accommodate the c.1900 signal shop. The building’s board-and-batten exterior suggests a date earlier than 1889; the area was not depicted on the 1881 view.

**Carpenter Shop**, a 1 1/2-story wood-frame gable-roofed building that stood about 150 feet east of the engine house. It first appears on the 1889 Sanborn map (Figure 7), but since the 1881 Bailey view is terminated at the engine house, it may well have been in place at that time. The shop measured 24 by 66 feet and was built right to the edge of the additional railroad property acquired in 1874. It had one small brick chimney and an exterior of vertical-board siding. The carpentry shop was also probably a repair facility. Virtually all of the New Haven Railroad’s passenger equipment before 1900 was of wood construction, as was most of its freight equipment before the late 1920s, when its boxcar fleet was rebuilt as steel-wood composite cars.

**First Freight House**, a wood-frame building measuring 40 by 80 feet that stood on the south side of the right-of-way opposite the passenger station. Although this was part of the original railroad parcel purchased in 1851, the land which the tracks crossed to reach the freight station was not purchased until 1887. Prior to that, the area appears to have been used for the storage of lumber, possibly railroad ties (Bailey 1881; Figure 6). The freight facilities included platforms on either side of the freight house, a two-ended siding leading from the south track in front of the building, and additional sidings to the east (Figure 11).

Freight houses served two important purposes. First, they provided a siding and short-term storage for local shippers who did not have their own railroad access but could bring shipments by wagon or truck to the freight house for loading into boxcars. Guilford, for example, had a number of small foundries scattered throughout the village, and these and other manufacturers and merchants could make use of the railroad’s freight facilities to bring in materials and ship out products. Secondly, the freight house provided a way for the railroad to undertake less-than-carload service. Smaller shipments that could not fill an entire freight car could be consolidated with other shipments and still transported at freight rates, rather than with the more costly express system.
Tower No. 92, a wood-frame hip-roofed interlocking control tower located on the south side of the tracks about 1,000 feet east of Old Whitfield Street. Measuring about 12 by 24 feet in plan, the tower was probably built about 1890 in response to the increasing complexity of the track layout at Guilford. In 1889 there were three parallel tracks with crossovers in the vicinity of the station, along with turnouts for the engine house, for the storage area on the south side of the tracks opposite the passenger station, and for a canning works north of the railroad property. By 1915 an additional two-ended siding had been built for the shops on the north side and no fewer than five freight sidings were laid out on the south side of the right-of-way (Figure 11). The land on which the tower stood was purchased in August of 1887.

Signal Shop, a 1 1/2-story wood-frame gable-roofed building measuring approximately 20 by 100 feet in plan, located 10 feet east of the carpenter shop. Built about 1900, its exterior was covered with vertical-board siding, with the area below the window sills consisting of narrower matched boards. The land on which the shop was situated was purchased in 1892, with the building going up sometime between 1895 and 1901 (Figures 8 and 9). The building was used for the storage of supplies used by the railroad’s signal department.

Second Freight House, a flat-roofed one-story concrete-block building of the same approximate dimensions (42 by 80 feet) as the first freight house, but centered somewhat to the east from the location of the building it replaced about 1920 (Figures 12 and 16).

In addition to these major structures, the complex included at one time or another a number of small shed-sized buildings that may represent unique structures or the same buildings that were moved from place to place. These include a small building near the well north of the water tower and two buildings at the northeast corner of the signal shop; one of the latter appears to be a privy (Figure 15).

Historical Background

The railroad was first built through Guilford in the early 1850s. At that time, there was no coastal rail connection between New Haven and Stonington, and passengers between Boston and New York typically went only partway by rail and then took steamboats from New Bedford, Fall River or Stonington. By building eastward from New Haven, the line’s proponents stood to profit not only by connecting local communities to the rail network, but also by taking at least a portion of the through traffic away from the steamship companies. In 1848 a group of entrepreneurs received a charter from the State Legislature granting them the right to build a 50-mile railroad between New Haven and New London. Among the railroad’s proponents were two Guilford men, Frederick R.
Griffing and R. D. Smyth, who served as the railroad’s president and treasurer, respectively. The company, appropriately named the New Haven & New London Railroad, hired Yale professor Alexander Twining to lay out the route. The topography was not challenging, since it was essentially a water-level route paralleling the shore line of Long Island Sound. However, that very circumstance meant that the tracks had to cross numerous marshes, inlets, and rivers and small streams draining into the Sound. The company did not even attempt to bridge the Connecticut River between Old Saybrook and Old Lyme, instead relying on a car ferry that would float the train from one side of the river to a waiting locomotive on the opposite bank. The railroad ran its first train on July 1, 1852, and carried a total of 143,048 passengers in its first full year of operation. Its patronage was not consistent, however, and generally declined over the course of the 1850s. The expense of construction, and the relatively light local traffic that the railroad served, resulted in a operating losses and mounting debt for the fledgling company.

Meanwhile, another group of entrepreneurs attempted to close the gap at the eastern end of the shoreline route, obtaining a charter for the New London and Stonington Railroad in 1853. The company failed to attract sufficient investors, and in 1856 the New Haven & New London Railroad took over their charter, renaming itself the New Haven, New London, and Stonington Railroad. Construction then proceeded apace, and the line opened to Stonington in 1858. Again, car ferries were employed to take the trains across the Thames River between New London and Groton. Except for the inconvenient ferry movements across the Thames and Connecticut rivers, an all-rail route between Boston and New York was now in place, albeit one operated by four distinct railroad companies.

Despite being part of this link, the New Haven, New London, and Stonington Railroad failed to make a profit, and mortgage holders foreclosed. In 1864 the railroad was reorganized, with the portion from Groton to Stonington being sold to the Stonington Railroad (formally known as the New York, Providence, and Boston) and the western portion becoming the Shore Line Railway. The Stonington Railroad planned to run trains as far as Groton and then put the through passengers on steamers to New York, but their new Groton steamship facility burned soon after opening in 1865, so the company went back to using Stonington as the point of rail-water connection.

Going partway by boat may seem strange by modern standards, but for the 19th-century traveler it made good sense, particularly when it involved the relatively placid waters of Long Island Sound. Railroad passenger cars of the period were cramped and poorly heated and ventilated; no doubt it was a great relief for many passengers to get out on the deck of a steamboat after an uncomfortable ride by train. The travel time difference was not nearly as great then either. Express trains on the Shore Line route traveled only at 30 mph, with ordinary trains making 25 mph, exclusive of stops. The slow operating speed, along with numerous station stops, time lost taking on water and coal, and transferring the cars twice by ferry across the two major rivers meant that the Shore Line Railway was far
less convenient than it appeared on the map. Steamboat travel between New York and New England ports was a thriving business throughout the 19th century and was not even seriously challenged by rail until 1889, when the building of the Thames River Bridge provided a true all-rail coastal route between Boston and New York. Thereafter, improvements in passenger equipment, more powerful steam locomotives, and the consolidation of nearly all southern New England operations in the hands of the New York, New Haven, and Hartford Railroad increasingly gave the advantage to rail travel. Nevertheless, the Long Island Sound steamboat lines remained a viable intercity alternative well into the first decades of the 20th century.

Some idea of the scale of operations of the New Haven, New London, and Stonington Railroad can be gleaned from the totals of rolling stock reported to the state railroad commissioners in 1860. That year, the railroad rostered 6 steam engines, 12 passenger cars, 4 baggage cars, and 25 freight cars of all types. A decade later, when it was known as the Shore Line Railway, the totals had increased to 10 engines, 14 passenger cars, 7 baggage cars, and 41 freight cars, but even by the standards of the early days of Connecticut railroading, this was a small operation. The motive power were all small wood-fired engines of 4-4-0 wheel configuration. Built by the Rogers works of Paterson, New Jersey, the locomotives had large spoked drivers, a flared smokestack, and portraits (probably of railroad officials) painted on the sides of their headlight lanterns (see Figure 10, the Madison). The engines were initially named after the communities through which the railroad passed and later numbered 1 through 10.

In the years during and immediately following the Civil War, the railroad made a small profit and saw both freight and passenger patronage increase. In 1870 the owners entered into a lease agreement with the New York and New Haven Railroad that allowed the larger company to operate the line and consolidate the rolling stock with its own equipment. Two years later, the New York and New Haven combined with the Hartford and New Haven to form the New York, New Haven, and Hartford Railroad, taking the Shore Line Railway lease with it into the new consolidated company. Under the lease agreement with the New Haven Railroad, as it was commonly called, additional property was purchased at Guilford in 1874 for a water tower and engine house and, starting in 1890, the entire line was double tracked. In 1892, the stock of the Shore Line Railway was bought up by the New Haven, and the smaller railroad ceased to exist as a separate corporation. That same year, the New Haven gained control of the Stonington Railroad, which had a short time before built a rail bridge across the Thames River, creating an all-rail route along the Connecticut shore line. The New Haven Railroad was well on its way to consolidating the entire rail system of southern New England. Eventually, the New Haven controlled nearly all the railroads of Connecticut, Rhode Island, and southern Massachusetts, giving it a virtual monopoly on travel between Boston and New York (over three separate routes), as well as access to one of the most highly industrialized regions of the country. In the early 20th century, the New Haven carried almost 10% of the passenger rail business of the United States. Although its busiest segment was the
electrified New Haven to New York route, the Shore Line Route was a close second, carrying not only local passenger traffic but also the prestigious express trains between Boston and New York.

After World War II, the buildings at Guilford one by one became obsolete. In the 1930s, the New Haven started replacing its steam engines with diesel locomotives, beginning with yard switchers, then freight haulers, and finally, after the war, retiring its passenger motive power in favor of the new technology. The diesels had no need for frequent water stops and the water towers built to serve their steam-powered predecessors. At the same time, the railroad consolidated its repair facilities into fewer, larger shops near the major cities. Less-than-carload freight, that is, freight loaded at a freight house rather than originated by an industry at its own siding, declined with the rise of the trucking industry and the interstate highway system, so freight houses fell into decline all along the route. Finally, under Amtrak, passenger service was focused almost entirely on intercity travel, eliminating stops at smaller communities that had been served by local trains.

Project Impacts and Recommendations

Figure 2 presents the location of the railroad features, both current structures and those no longer in existence, identified in the course of this reconnaissance and research project superimposed upon the site plan showing the proposed station improvements. The two existing historic structures, as well as the sites of the well, turntable, carpentry shop, signal shop, Tower No. 92, and section house, appear to lie well to the east of the proposed undertaking. While the site of the passenger station, along with the associated express office and privy, are closer to where the improvements will take place, these too appear to lie outside the project area. The east parking lot improvements--new paving and raised islands--will occur over the location of the two freight houses. However, it is difficult to see how this work represents any further disturbance beyond what has already occurred.

The new platforms will be located adjacent to the existing tracks, where the construction and enlargement of the railroad right-of-way, subsurface utility conduits, and the recent installation of catenary poles can be presumed to have seriously disturbed any archaeological remains.

The only possibility of direct impact would appear to be associated with the construction of the north-side stair tower/elevator structure, which partly coincides with the passenger-station platform. It is unlikely that the small, short-lived building that stood at the end of the passenger platform, probably serving as a privy, has left behind any trace. Moreover, unlike a domestic privy, it is highly improbable that facilities provided for railroad passengers would have been used to dispose of cultural materials of archaeological interest. The other feature of note that stood in this vicinity, the swiveling water-filler pipe, is well known from photographic evidence. Although some or all of the
underground pipe that connected the filler to the water tower undoubtedly remains in place, any such remnants probably fall more into the category of historical curiosities than that of important and meaningful artifacts.

Provided that the parameters of this project remain as discussed herein, including the deletion of utility-pole relocation from the project, no further archaeological investigations are recommended. Should the project be changed to require the demolition, alteration, restoration, or moving of the water tower or engine house, these facilities should be documented photographically to the Historic American Engineering Record standards or to the standards of the Connecticut Historical Commission.
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Figure 1: Location of project shown on U.S.G.S. Guilford Quadrangle, 1:24000
Guilford Station
Guilford, Connecticut
Figure 2: Site Plan

- Passenger station, wood-frame, c.1860
- Engine house, brick, c.1875 (frame addition, c.1930)
- Turntable
- Water tower, brick, c.1875 (frame addition, c.1900)
- Express office
- Privy
- Shed
- Signal shop, c.1900
- Swivel Tower No. 92, wood-frame, c.1890
- Carpenter shop, wood-frame, c.1875
- Freight station, concrete block, c.1920
- Freight station, wood-frame, c.1890
- Water filler
- Well
- New platforms, elevators, and overpass (both sides)
- Small building (privy?)
- Parking lot improvements

Legend:
- Existing historic building
- Site of feature with no visible remains

Photo position:
- #2
Figure 3: New Haven Railroad survey of Guilford Station. The map represents the original c.1850 survey updated to about 1905 with subsequent property acquisitions, which were primarily made to accommodate additional buildings. (New York, New Haven and Hartford Railroad Collection, New Haven Colony Historical Society).
Figure 4. Guilford Station, as shown on 1856 map. The small building west of the station may be the building, probably a privy, shown on the original survey (Figure 3) at the west end of the platform.
Figure 5. Guilford Station, as shown in Beers atlas, 1868. The right-of-way appears to include the main track, a passing track at the station, and a siding to the south.
Figure 6. Station area as shown on the 1881 Bailey bird’s-eye view. The water tower and engine house (with cupola) are visible, as is the station platform and privy east of the station. The houses are on private property adjacent to railroad land. The area on the south side of the track is railroad property and appears to be used for storage of lumber, possibly stacks of ties for track work.
Figure 7. Guilford Station, Sanborn insurance map, 1889. Only the north side of the tracks is shown. *Courtesy of Map and Geographic Information Center, University of Connecticut.*
Figure 8. Guilford Station, Sanborn insurance map, 1895. *Courtesy of Map and Geographic Information Center, University of Connecticut.*
Figure 9. Guilford Station, Sanborn insurance map, 1901. Courtesy of Map and Geographic Information Center, University of Connecticut.
Figure 10. Guilford Station, Sanborn insurance map, 1908. *Courtesy of Map and Geographic Information Center, University of Connecticut.*
Figure 11. Guilford Station area as shown on New Haven Railroad Valuation Map V. 51.60/15, June, 1915. Courtesy of Dodd Research Center, University of Connecticut, New Haven Railroad Valuation Maps Collection.
Figure 12. Guilford station, Sanborn insurance map, 1925, showing concrete block freight station and added freight sidings. The north side of the track is only partly shown.
Figure 13. View of passenger station, camera facing east, postcard, c.1905. Water filler at left, water tower, engine house, carpenter shop, section house east of station. Courtesy of Dodd Research Center, University of Connecticut, New Haven Railroad Small Photographs Collection.
Figure 14. View of water tower, camera facing northeast, 1928. Lombard Co. building in background is former canning works. Small shed near well and engine house visible to east. Courtesy of Dodd Research Center, University of Connecticut, New Haven Railroad Small Photographs Collection.
Figure 15. View of signal storage shop, 1917. Courtesy of Dodd Research Center, University of Connecticut, New Haven Railroad Small Photographs Collection
Figure 16. View of station with freight house on right, c.1930. Courtesy of Dodd Research Center, University of Connecticut, New Haven Railroad Small Photographs Collection.
Figure 18. The *Madison*, a typical New Haven, New London and Stonington locomotive, built in 1860 by the Rogers Locomotive and Machine Works of Paterson, New Jersey. Nine other similar 4-4-0s, most named for shoreline communities, were built for the railroad by Rogers between 1852 and 1868. The portrait on the side of the headlight is probably a railroad official. *From Turner and Jacobus, Connecticut Railroads, page 7.*
Appendix B: Photographs

All photographs by PAST, Inc., August, 2000
Photograph 1. Overview of site, camera facing east, parking lot east of Old Whitfield Road on south side of railroad right-of-way
Photograph 2. Detail of water tower, camera facing northeast
Photograph 3. Detail of engine house, camera facing northeast
Photograph 4. Site of passenger station (demolished 2000), near where construction trailer sits, camera facing northeast
Appendix C:  
Forms from Previous Inventories

Note: Passenger station erroneously referred to as a freight house