

## **Existing Historic Resources**

For the purposes of this EA/4(f), the area of potential effect (APE) was determined to coincide with the boundaries of the NHRY itself. No historic resources outside or adjacent to the yard would be directly or indirectly (visually, acoustically) impacted by the Proposed Action. The APE is delineated in Figure 3 by the rail yard property lines.

The historic character of the NHRY is detailed below. Its National Register status stems from its association with southern New England's most important rail carrier of the late nineteenth and first half of the twentieth centuries, the New York, New Haven and Hartford Railroad. In addition to a near monopoly on freight in this heavily industrialized region, the railroad operated one of the busiest passenger services in the country. The buildings in the rail yard reflect operational support functions: building and repairing locomotives and freight cars, material storage, crew facilities, train control and central heating. Although sometimes overshadowed by other shop facilities, the New Haven yard played an important role throughout the railroad's long history.

### *Historical Background*

This discussion is based on the 2006 Historic American Engineering Record documentation of the rail yard (HAER report). The yard was built by and for the New York & New Haven Railroad Company, one of the predecessors of the New York, New Haven & Hartford Railroad, which once operated the main freight and passenger lines in the Boston to New York corridor. The company was first chartered in 1844 and began operation in 1849, connecting the city of New Haven to New York's Harlem Railroad (HAER Report).

Construction of the yard began in 1868, when the New York & New Haven Railroad purchased twenty acres of low-lying land near New Haven harbor. The area was filled and graded prior to building of the first shops in 1869. The early buildings were constructed of brick and included a roundhouse and blacksmith, lumber, storage, paint and machine shops.

The New York, New Haven & Hartford Railroad Company (commonly known as the New Haven) was formed in 1872, when the New York to New Haven and the Hartford to New Haven Railroads were merged. The company grew rapidly in its early years through the acquisition of over 25 smaller railroad companies. The company's original lines, which measured 450 miles, measured 2,047 miles by 1900.

The New Haven initially ran single tracks throughout its system, but double tracking on the company's lines began in 1853. The increase to four tracks began in the 1887 and continued until the early 1900s. This increase to four tracks was part of an extensive plan that would eventually allow for the electrification of the main line system. The NY, NY & H Railroad began to experiment with the electrification of a number of their smaller lines beginning in the early 1890s. Electric lines held the same appeal that they do for us today – they were clean and they were relatively safe (when compared to steam engines). The State of New York passed legislation in 1903 that forbade all steam trains from entering New York City after 1908 as a matter of public safety. In 1907, the first electrically powered train ran on the New Haven line from Grand Central Terminal to New Rochelle, New York. Around this same time the company

opened two new shops at each end of the line in New York in Boston were built. These new additions along with a newly built freight facility at Cedar Hill in New Haven consigned the Lamberton Street Shops, or Lamberton Yard, as this rail yard area was known, to a secondary position.

J.P. Morgan gained control of the company around the turn of the century. He sought to create a monopoly on New England transportation. By using the New Haven Railroad as his monetary power base, he acquired hundreds of trolley and railroad lines and steamship companies. This string of acquisitions ended a decade later with the company close to financial collapse and Morgan in violation of a number of Federal Anti-Trust Laws.

During World War I, the federal government took control of the New Haven Railroad with United States Railroad Administration (USRA) taking control of operations. Under the USRA, the company regained stability. In the 1920s the New Haven expanded into the rubber tire transport area, creating a bus and trucking subsidiary known as “The New England Transportation Company.” The company weathered a series of highs and lows throughout the depression and WWII and resultant modernization programs of the late 1940s created one of the most modern passenger lines in the country.

The Lamberton shops in New Haven regained importance again in the 1920s after the line took on a fleet of gasoline powered self-propelled railcars as a cost-cutting measure. These cars were serviced and stored at the Lamberton Yard (HAER 8). During this same decade, over 12,000 boxcars were refurbished at the Lamberton Shops, another cost cutting measure that both helped the company forestall bankruptcy and saved the yards from imminent closure. The rebuilding program extended the life of the company’s rolling stock, which continued to be used through the Second World War. (HAER, Page 8)

The domestic rationing during World War II resulted in a cessation in physical improvements for the yard. All resources were funneled into maintenance of way and rolling stock to keep up with an increasing freight demand from the nation’s arsenals. Shortly following the war, the New Haven built a service building to service diesel engines in 1947 and Building 10 in 1948 (HAER p 9).

The new construction in the yard was even more utilitarian than the early buildings. Steel framing and truss systems provided a framework for solid concrete block structures, devoid of any ornament. These buildings were both more efficient and better equipped than the earlier structures, almost all of which were demolished during the second half of the twentieth century.

The great floods in 1955, the newly instituted interstate highway system and the southern migration of much of the area’s industry resulted in bankruptcy for the company in 1961. Finally, in 1969, the company was absorbed by the Pennsylvania Central Transportation Company. Only three years later the Penn Central went bankrupt and the rail system was divided between two federally supported entities. Amtrak took control of all long haul passenger service beginning in 1971. ConRail took over operation of all freight and passenger commuter service when it was created in 1976. In 1983, Metro North, a company jointly owned by Connecticut and New York, assumed control of commuter rail traffic along the line.

The buildings in the New Haven Rail Yard are associated with southern New England's most important rail carrier of the late nineteenth and first half of the twentieth centuries, the New York, New Haven and Hartford Railroad. In addition to a near monopoly on freight in this heavily industrialized region, the railroad operated one of the busiest passenger services in the country. The buildings in the rail yard reflect operational support functions: building and repairing locomotives and freight cars, material storage, crew facilities, train control and central heating. Although sometimes overshadowed by other shop facilities, the New Haven yard played an important role throughout the railroad's long history. The rail yard is considered a National Register-eligible resource at the state and national levels. It is significant under Criterion A for its contribution to the development of the national transportation system 1869-1969 and a key link in the development of industry in New England. It is also significant under Criterion C in that the buildings and yard layout typify the large rail yards of the era 1869-1969.

The only archaeologically sensitive resource within the bounds of the Proposed Action is the Spring Street turntable pit. Relic portions of the turntable, dating to 1869, remain buried in place. The turntable is located in the vicinity of the southwest corner of the proposed Independent Wheel True Shop (Number 4 on Figure 3) and the proposed road and parking lot just west of that proposed shop.

Due to a finding of adverse effect for a prior project, federal and state –funded projects in the rail yard are conducted in accordance with a 1998 Memorandum of Agreement among the FTA, the Advisory Council on Historic Preservation, the Connecticut Department of Transportation and the Connecticut State Historic Preservation Office (SHPO).

### **Resources Impacted by Current Project**

Investigations for this EA/4(f) identified one contributing historic resource potentially affected by the Proposed Action. It was documented to Connecticut state standards in 2006-2007. This resource is the Stores Facility, also known as Building 10 (see pictures next page). Built in 1947, Building 10 was one of the long narrow structures in the area of the historic Lamberton Street Shops. As part of the shops complex, the building played a role in constructing and rebuilding the New Haven Railroad's rolling stock, which was critical to the railroad's success and longevity in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries. After World War One, in the 1920s, over 12,000 boxcars were refurbished at the Lamberton Shops, a cost-cutting measure that helped the company forestall bankruptcy and saved the yard from imminent closure. It is a contributing component of the National Register-eligible rail yard. It is significant under Criterion A for its contribution to the development of the national transportation system 1869-1969 and a key link in the development of industry in New England. It is also significant under Criterion C in that the buildings and yard layout typify the large rail yards of the era 1869-1969.