

DANBURY BRANCH IMPROVEMENT PROGRAM TASK 5

ENVIRONMENTAL TECHNICAL MEMORANDUM

STATE PROJECT 302-008



SECTION 10: ARCHEOLOGICAL RESOURCES

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SECTION 10. ARCHEOLOGICAL RESOURCES

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ABSTRACT

This report contains the results of a Phase Ia archaeological and historical resource assessment survey conducted by ACS (Archaeological Consulting Services) during the months of January through October, 2008. The project calls for an evaluation of possible cultural resources to be affected by proposed developments along the 14.3-mile Danbury to New Milford Extension of the Metro-North Commuter Railroad Electrification Project alignment. Proposed developments include the construction of three new stations and the electrification of the existing line. ACS was approached to perform the survey by Fitzgerald & Halliday, Inc. (FHI), a planning and engineering firm based in Hartford, Connecticut. FHI is subcontractor to URS / Washington Division (URS), the lead planning and engineering firm for the project based in Rocky Hill, Connecticut.

The project is being funded by the Connecticut Department of Transportation (ConnDOT), thus falls under the purview of the National Historic Preservation and Department of Transportation Acts of 1966, as amended. The archaeological and historical resource survey report is being reviewed by the Connecticut State Historic Preservation Office (SHPO), and fulfills Tasks 5.2.7 and 5.3.7 of a comprehensive Environmental Impact Statement (EIS) being prepared by URS for the project. The EIS follows a Phase I feasibility study prepared by URS for the larger 37.9-mile railroad alignment extending from South Norwalk to New Milford. The scope of work as defined by ConnDOT includes the assessment of the entire length of the railroad corridor from Danbury to New Milford up to 500 feet on either side of the existing line. The southern branch had already been assessed in a prior cultural resource study conducted by The Public Archaeology Laboratory, Inc. of Pawtucket, Rhode Island in 1998, although the prior study was limited to the existing railroad right-of-way. The new proposed developments will occur in three towns: Danbury, Brookfield, and New Milford from south to north. The course of the alignment runs along the Still River and Housatonic River drainages in a relatively unique ecological region known as the Southern Marble Valley. The Still River flows north through Danbury and Brookfield, and forms a confluence with the Housatonic just south of New Milford center. Glacial meltwater deposits and alluvial terraces line the Still River, forming well drained and nearly level to gently sloping grades. Corresponding soil types of the alignment are varied, with a mix of wooded, residential, and industrial properties.

A statistical prehistoric landscape sensitivity analysis and mapping of the project corridor identified areas bearing a moderate to high sensitivity for potential sites. The relatively high sensitivity of the corridor relates to its containment within the Still River Valley that is loaded with well drained glacial meltwater and alluvial sediments, although many sections in Danbury and southern Brookfield are highly disturbed. There were 35 previously recorded prehistoric sites documented during background research, although no new sites were recorded in the field during surface surveys. Many sites were identified during prior surveys for the IGTS pipeline through the corridor.

Historic archaeological sites already known within the project corridor include the Bridgeport Wood Finishing Company site in New Milford that is a state archaeological preserve, as well as a minor 20th Century trash dump recorded during a road improvement survey. Newly identified historic

archaeological sites include three foundations, two of which are former mill sites in Brookfield and New Milford, and another lining the tracks in New Milford. The remains of the recently burnt and razed Louis J. Van Hoesen Hotel were also identified in southern Brookfield. Four artifact clusters were also recorded, one of which yielded a high density of 19th Century household artifacts exposed in a hillslope cut in southern New Milford. A historic sensitivity map was generated on the basis of information from historic maps and the distribution of these sites, as well as standing historic structures.

Existing historic structures listed with the NRHP include Union Station and its associated locomotive turntable in Danbury, and the New Milford Center historic district and several nearby commercial and industrial structures. Many more historic homes are located on Stony Hill and Pocono Roads in Brookfield, while the historic cluster of structures in Brookfield Village may also qualify as a historic district with the NRHP. HAER submissions include the Still River arch bridge and the Housatonic Railroad bridge, while other plain steel girder deck bridges and stone culverts were also documented along the alignment. Late historic non-structural components of the railroad include switching devices and signal equipment.

ACS recommends incorporation and consideration of visual impact for all NRHP resources documented in the project corridor, as well as potentially eligible structures currently listed with HAER or the Connecticut State Register. Archaeological sites have a range of recommendations assigned depending on the degree to which they have been previously documented and/or evaluated for potential significance. Areas mapped as moderate to high sensitivity for prehistoric or historic resources should be subject to Phase Ib archaeological reconnaissance evaluation if impacted by the pending project.

RECOMMENDATIONS

- Incorporation and visual impact assessment for NRHP or NRHP-eligible sites.
- Phase Ib reconnaissance survey of all areas mapped as moderate to highly sensitive if potentially impacted.
- Phase I testing of all previously recorded sites not fully documented if potentially impacted.
- Modified Phase I testing of sites recorded by IGTS but not fully evaluated or mapped.
- Phase II testing of previously documented sites avoided but found to be potentially significant if impacted.
- Phase III testing of previously documented sites avoided but found to be eligible for NRHP if impacted.

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CHAPTER 1: INTRODUCTION

Project Description

This report provides the results of a Phase Ia archaeological assessment survey conducted by ACS (Archaeological Consulting Services) from January to October 2008. Possible alternatives of the proposed development include the construction of three railroad stations and the electrification of an existing railroad line extending from Danbury to New Milford in Fairfield and Litchfield Counties, Connecticut. Detailed build alternatives include the possibility of track realignment, double tracking, and short or long passing sidings. The alignment is approximately 14.3 miles in length and passes through the town of Brookfield. The existing railroad line lies within the Still River and Housatonic River Valleys, with the corridor for the project 1,000 feet wide. The proposed survey follows a prior assessment survey of the 23.6-mile Danbury Branch right-of-way from South Norwalk to Danbury conducted by the Public Archaeology Laboratory, Inc. (PAL) of Rhode Island in 1998.

A cost proposal and research design for the Phase Ia assessment survey was solicited by Fitzgerald & Halliday, Inc. (FHI), an engineering and environmental consulting firm based in Hartford, Connecticut. FHI is a subcontractor to URS / Washington Division (URS), serving as prime contractor for the overall project. FHI submitted to ACS a general scope of work for the proposed archaeological assessment survey. The scope of work for “Archaeological Resources” is defined in Sections 5.2.7 and 5.3.7 of an Environmental Impact Statement (EIS) for the project. The EIS is required based on the project falling under the purview of Section 106 the National Historic Preservation Act of 1966, as amended, Section 4(f) of the Department of Transportation Act of 1966, the National Environmental Policy Act of 1972, and the Connecticut Environmental Policy Act. The EIS follows a Phase I feasibility study prepared by URS predecessor, Washington Group International, Inc. (WGI) that evaluated the potential impacts for improvements to the entire 37.9-mile alignment extending from South Norwalk to New Milford.

Methods

Methods for the assessment survey included extensive background research, pedestrian and vehicular surface surveys of the project alignment, photo-documentation of potentially affected above-ground historic resources, and a sensitivity analysis of potential prehistoric and historic below-ground cultural resources. The archaeological assessment survey was conducted in conformance with the *Environmental Review Primer for Connecticut’s Archaeological Resources*, guidelines issued by the Connecticut State Historic Preservation Office (SHPO) which serves as lead review agency for the project. The scope of work for the survey was more specifically related in a memorandum of tasks to be performed for the EIS, particularly 5.2.7 and 5.3.7 for “Archaeological Resources”.

While not technically within the scope of the archaeological assessment survey, ACS conducted much of the research for standing historic structures within the project corridor in order to identify potentially related archaeological contexts. Task 5.2.6 for historical resources calls for the identification of historic above-ground resources or properties that are listed on, or eligible to be listed on, the National Register of Historic Places (NRHP), including buildings, structures, cemeteries, monumental objects, special landscapes, districts, and their context - either railroad-related or otherwise. As defined by the National Park Service (NPS) in 36 CFR 60, eligibility requires that the resource be at least 50 years old, retain integrity, and are significant in terms of important historic events (Criterion A) or people (Criterion B), are distinctive with respect to type,

period, method, artistic value, or craftsmanship (Criterion C), or that have the potential to yield important prehistoric or historic information (Criterion D). To this end, ACS researched NRHP, State Register, and Historic American Buildings Survey / Historic American Engineering Record (HABS/HAER) files available at the Connecticut State Historic Preservation Office (SHPO) in Hartford and at the Thomas J. Dodd Research Center in Storrs; historical and architectural surveys filed with SHPO; and historic literary sources from various public libraries and other more remote sources. Because of the historic nature of the railroad alignment itself, much of the literature search was devoted to railroad history. Important informants regarding historical resources include the Staff Archaeologist, Dr. David A. Poirier, at SHPO; State Archaeologist, Dr. Nicholas F. Bellantoni, at the Office of State Archaeology (OSA) in Storrs; and various town historians and historic engineers. Identification and evaluation of historical resources was facilitated in the field by a pedestrian surface survey that included a traverse of the entire length of the alignment, as well as spot checks by vehicle and walkovers of areas outside the right-of-way but within the 1,000-foot corridor. The surface survey was accompanied by photo-documentation and systematic recording of all historical resources. Narrative descriptions and mapped locations of all historical resources are supplied in the results section of this report. As performed by FHI, Task 5.3.6 for historical resources calls for a review of potential impacts to historical resources, including a detailed evaluation of NRHP eligibility for several properties, and the recommendation of alternative mitigation procedures.

Task 5.2.7 for archaeological resources calls for a review and summary of cultural resources identified and evaluated in the prior study of the southern branch section (South Norwalk to Danbury), and a Phase Ia evaluation of archaeological sensitivity within a 1,000 foot-wide corridor for the northern section of the alignment (Danbury to New Milford). Archaeological sensitivity includes both documented archaeological sites, as well as potential for currently unidentified sites, generally referring to subsurface resources. For identifying previously recorded sites, ACS researched site files and cultural resource management reports filed with SHPO and OSA, local library collections and archives, and informant interviews with those consulted for historic resources. For the identification of potentially sensitive archaeological areas, ACS utilized a combination of the pedestrian surface survey, GIS overlay of historic maps onto current project plans, and a prehistoric landscape sensitivity analysis to create archaeological sensitivity maps with designated areas of low, moderate, and high sensitivity (including NRHP-eligible sites). The statistical landscape sensitivity model applied in the sensitivity analysis is derived from a regional evaluation of existing significant sites conducted by ACS. Narrative descriptions and maps of archaeological sensitivity are included in the results section. Task 5.3.7 for archaeological resources calls for a review of potential impacts to identified and potential archaeological resources, including a quantification of potential impact area, and subsequent recommendations for further surveys as coordinated with SHPO.

Background

The project area is in a unique ecological region known as the Southern Marble Valley (IV-D). The name for the region derives from its underlying Stockbridge Marble geological formation, a relatively rare occurrence in the Southwest and Northwest Hills ecoregions for the surrounding territory that is dominated by massive granitic and gneissic formations from the contemporaneous Ordovician period of roughly 500 to 450 million years ago. The project alignment runs along the

Still River and Housatonic River drainages, the confluence of which lies in the northern part of the project area just south of New Milford center. The alignment also runs parallel and just west of Cameron's Line, a major thrust fault separating the Proto-North American terrane of the west from ancient oceanic terrane to the east. The Still River drainage is loaded with glacial meltwater deposits and narrow alluvial terraces, landforms which tend to have good drainage characteristics and nearly level to gently sloping topography. Steep hill ridges line the Still River Valley, offering some protection from prevailing winds. The railroad alignment crosses the Still River twice and the Housatonic once. The soils of the alignment are varied, with only a few minor wetlands crossings and poorly drained soils represented. Much of the alignment near Danbury center is in areas with highly disturbed Udorthents, while soil types tend to be less disturbed further north along the alignment. The alignment itself is naturally cleared of vegetation, while the surrounding corridor contains a mix of open industrial settings, residential neighborhoods, and undeveloped woodland.

According to the statistical prehistoric landscape sensitivity model developed and utilized by ACS and based on original soil types, the project alignment contains a mix of low (0-20), moderate (20-75), and high (75-100) sensitivity scores. Overall, there is a generous amount of moderate and high prehistoric sensitivity areas based mostly on the location of the railroad alignment within the heart of the Still River and Housatonic River valleys, which are loaded with well drained, nearly level, glacial meltwater and alluvial sediments. Because of the attractiveness of these types of areas for historic development, however, the high sensitivity of many of these areas has been mitigated through impact by construction and landscaping, particularly in Danbury and the southern part of Brookfield. Many of the naturally low sensitivity areas along the corridor occur in Brookfield where the railroad bed was placed on sloping, west-facing slopes, while most of the New Milford section bears moderate to high sensitivity scores where the proximity of the alignment to the rivers is generally close.

There have been several cultural resource management studies that have documented prehistoric sites within the corridor. The most substantial studies conducted to date are the Iroquois Gas Transmission System (IGTS) surveys that evaluated pipeline corridors through the current project corridor from southern New Milford through southern Brookfield. Through the various professional cultural resource studies and amateur archaeological efforts, there have been 35 prehistoric sites previously documented within the project corridor. None have been recorded in Danbury, likely a product of disruption by historic development rather than settlement behavior. The bulk of the previously recorded sites have been recorded in northern Brookfield and southern New Milford, along the downstream portion of the Still River and approaching its confluence with the Housatonic River. A lower density of sites along the Housatonic River into the heart of New Milford Center is also likely a matter of impact by historic development rather than lack of settlement or use. The full range of site types is present along the project corridor, from task-specific resource procurement sites through full scale villages, and chronologically the corridor is fully represented from Paleo-Indian through Late Woodland occupations.

At the time of contact with Europeans, the Pootatuck Indian sub-tribe of the Paugussetts occupied the Still River valley and nearby sections of the Housatonic River valley. Disease radically reduced Native American populations in the region early in the 17th Century, and Paugussett populations were displaced north and west through the New Milford area over the next century, many forming the Schaghticoke tribe in Kent with other surviving Native American populations. Intensive

agricultural settlement in Danbury and New Milford did not occur until the early 18th Century, and was followed by settlement in Brookfield by the mid-18th Century. Agriculture drove the economy of the region during the 18th and early 19th centuries, with surplus goods being exchanged through coastal and West Indies trade networks. The traditional agricultural economy was supplemented by cottage industries, particularly in New Milford and Danbury.

Train service reached New Milford and Danbury by the mid-19th Century, although the two were not fully connected by the current line until later in the 19th Century. The Housatonic Railroad was constructed first, extending from Bridgeport to New Milford by 1840. The line from South Norwalk on the New Haven line to Danbury was finished by 1852. This had the effect of increasing the population and economic diversity of Danbury and New Milford, while Brookfield remained more rural in character. With increased technology and transportation access to larger market centers, Danbury became a major manufacturing center, and became known as the Hat Capitol of the world. New Milford was a prominent source of lime used in construction and agriculture because of the abundant marble formations in the area. The lines were connected at Brookfield Junction in 1874, allowing for increased passenger access from western Massachusetts to New York City.

The growth of train travel towards the end of the 19th Century prompted the consolidation of independent railroad lines, and the two railroad stations in Danbury were replaced by a single station. Union Station was finished in 1903, and a prominent locomotive turntable was built at the station by 1916. Other major railroad developments included the electrification of the New Haven line and many of its branches, including the Norwalk / Danbury branch, although the line extending from Danbury to New Milford was never electrified. The electrification of the New Haven contributed to its history of financial difficulties, and the company was nearly insolvent or bankrupt, consolidated, and reorganized several times. The southern Danbury branch was de-electrified in 1961, and by 1969 the New Haven was consolidated with the Penn Central system. Just a couple of years later, Penn Central entered into the largest bankruptcy case in American History. The southern branch is now a part of the Metro North Commuter Railroad system, while the bulk of the northern branch is still under the control of the Housatonic Railroad system operating light freight traffic.

There were few substantial historic archaeological sites previously recorded within the project corridor other than the Bridgeport Wood Finishing Company site in New Milford. This study is being conducted ten years after the completion of a prior survey of the southern branch extending from South Norwalk to Danbury. The prior cultural resource management study was mostly limited to the existing railroad right-of-way, and noted the South Norwalk Railroad Bridge and Merritt Parkway overpass within the alignment, and the course of the alignment through the Cannondale historic district in Wilton and the Georgetown historic district in Redding, all listed with the NRHP. The survey also recommended five resources eligible for the NRHP, including the Norwalk Interlocking Tower, the first mile of the Danbury Branch Line electrification infrastructure in Norwalk, the Wilton Station and Semaphore Signal, the Branchville Station, and the Bethel Station. The majority of late historic resources related to the railroad were deemed ineligible for NRHP, although samples were recommended for display in railroad museums, with such features including grade crossing signal equipment, whistle posts, flanger signals, telephone boxes, relay cases, battery wells, rail racks, and spare rail sections mostly dating to the early 20th Century. Railroad-related resources dating to the mid to late 19th Century include some of the riveted deck bridges, stone tunnels, and stone drainage culverts.

Within the current project area, Union Station and the locomotive turntable are listed with the National Register of Historic Places (NRHP), as is the New Milford Center Historic District, train depot, and several prominent tobacco warehouses in New Milford. Other important historic resources that have been documented along the alignment include the abandoned Northrup Cemetery and active United Jewish Cemetery in southern Brookfield, historic homes along Stony Hill and Pocono Roads in Brookfield, and a cluster of historic structures including the train depot and Still River arch bridge in Brookfield Village that may be eligible for the NRHP. The Housatonic Railroad Bridge in New Milford is one of the best known existing resources within the railroad right-of-way of the current project corridor, and it also may be eligible for the NRHP.

Field Results

The surface survey was conducted in order to confirm the existing condition of previously recorded prehistoric and historic resources, and to document any newly identified resources. The prehistoric sensitivity map was also checked in order to determine the need to adjust rankings based on field conditions. The prior disturbances by historic developments in Danbury and New Milford were well documented on soil maps and mostly confirmed in the field, although several areas in northern Danbury and southern Brookfield indicated as disturbed may have only been partially impacted. The 35 previously recorded site areas were inspected, and all appeared to be in their originally documented condition with the exception of 96-084 in New Milford which appears to have been impacted by recent house construction. The majority of sites are in fair to good condition as documented previously in the IGTS study along the utility corridor that overlaps part of the current project corridor, while others documented by amateur archaeologists in New Milford tend to be in poor condition because of landscaping and looting. There were no newly recorded prehistoric sites within the corridor, mostly a function of soil development and vegetational cover that obscures most sites at the surface.

Most of the previously documented historic resources in the project corridor are still in their originally evaluated condition. The Northrup Cemetery appears to have been impacted by landscaping associated with a neighboring industrial development, and its abandonment has resulted in many broken and dislocated grave stones. One of the previously documented historic homes has been replaced by a newer home, while some of the historic structures on Federal Road in Brookfield Village have also been altered for use as commercial establishments. The Louis J. Van Hoesen Hotel structure in southern Brookfield is now only represented by a foundation and some associated artifacts in the field, having been recently burnt and razed. Previously recorded historic resources that remained unidentified in the field include a former house foundation in southern Brookfield, possibly resulting from lack of property access, and an early 20th Century trash site in southern New Milford as a result of road reconstruction. Some of the prominent tobacco warehouses in New Milford center have been converted into other uses including a hotel and condominiums, while the New Milford train station is now used as a chamber of commerce. Some of the late historic structures along Bridge Street in New Milford that are not a part of the NRHP center district have been removed entirely.

Newly recorded historic archaeological sites within the project alignment include those represented by three structural foundations and four artifact clusters. Structural foundations include mill foundations on the Still River in Brookfield Village and on Great Brook in New Milford, as well as a

foundation located adjacent to the tracks in southern New Milford. Late historic artifact clusters were located in Brookfield along Pocono Road and along the tracks in New Milford. Most of these appear to represent highly disturbed sites or possibly trash discard, although the artifact cluster in southern New Milford appears to be an *in situ* site exposed by a railroad cut into a hillslope, where exposed and recovered artifacts include glass bottles, porcelain, transfer-printed whiteware, and coal. Historic structures that have not been previously recorded within the project corridor include a Victorian home located at 160 White Street in Danbury, a marina complex in southern New Milford, and a couple of commercial structures and host of residences in the heart of New Milford that date to around the turn of the previous century.

Other newly recorded historic resources relate directly to the railroad itself, recorded at 117 different locations. There were six steel girder / deck-type railroad bridges with stone and/or concrete abutments that also likely date to the turn of the last century, while all seven of the overpasses are modern in construction. There are many culverts along the alignment, particularly in Brookfield, ranging in age and materials of construction, including stone, iron pipes, cement, corrugated aluminum, and various combinations. Most of the railroad rails date to the 1920s, with much of the switching equipment also dating to that era when the whole line underwent substantial improvements. Other late historic equipment related to the use of the railroad include reflective signs, mile post markers, concrete stands of broken or removed signals, grade crossing and associated electrical equipment, whistle posts, and flanger signal. The railroad-related resources documented during the survey were similar in range to those recorded in the previous survey of the southern branch, although historic electrification equipment was notably lacking.

Recommendations

Regarding prehistoric cultural resources, there were no newly recorded sites resulting from the current survey within the project corridor. The variable prehistoric sensitivity of the entire corridor is quite detailed, however, on the basis of previously recorded sites as well as the application of a statistical landscape sensitivity model developed and utilized by ACS. The project corridor is partitioned into three ranked sensitivity zones - low, moderate, and high, as well as moderate and high sensitivity areas that appear to have been highly impacted by historic developments. The distribution of previously recorded sites was highly correlated with the location of moderate to high sensitivity zones resulting from the statistical mapping application, with just two areas raised from a low to moderate sensitivity to incorporate all previously documented sites. There were also areas indicated on soil maps as mostly disturbed but appeared partially undisturbed in the field, and retained their original sensitivity rating. The remaining low sensitivity areas that have not been well documented as historically impacted receive that designation based on a number of environmental characteristics which were not conducive to site settlement or use, especially substantial distance to water, rocky or poorly drained soils, and steep slopes. Based on a low statistical likelihood of sites being present or well documented disturbance to subsurface context, it is therefore recommended that the highly disturbed and/or low sensitivity areas along the corridor do not require further archaeological conservation efforts with respect to prehistoric cultural resources. However, this low sensitivity designation for potentially significant *prehistoric* cultural resources does not preclude the possibility of potentially significant *historic* cultural resources that must be considered separately.

The prior archaeological studies and evaluations already conducted within the project corridor,

particularly the IGTS survey, include recommendations for documented prehistoric sites. Unfortunately, either due to lack of precision mapping or project restrictions on establishing the boundaries of sites, much of the site location information is incomplete. It is therefore not recommended that any of the prehistoric sites formerly evaluated as in poor condition or not requiring further conservation efforts be entirely dismissed from consideration. In the event that the current project is designed to impact any of these sites, it is recommended that a Phase I archaeological reconnaissance survey be conducted to evaluate and confirm the previously stated condition and maximum boundaries of site areas. For the rest of the sites for which a prior recommendation of avoidance or NRHP eligibility was stated, and for all areas with moderate to high prehistoric sensitivity designations, further archaeological evaluation should be conducted in advance of any project development.

Regarding historic cultural resources, there are both archaeological and above-ground structures to be considered. The previously documented early 20th Century trash dump site was sufficiently recorded and can be dismissed from further evaluation. The newly recorded artifact clusters and foundations in the project corridor have not been evaluated in detail, and should be subject to further archaeological review if they are to be directly impacted by the pending project. The same applies to the Louis J. Van Heosen Hotel site in Brookfield which was recently documented as a historic house but is now an archaeological site. The Bridgeport Wood Finishing Company site is also a significant historic archaeological site that is currently protected within a State Preserve, and is eligible for nomination to the National Register of Historic Places. Other highly significant non-structural sites include the Northrup and United Jewish cemeteries in southern Brookfield, both of which should be avoided by the potential development or subject to intensive mitigation procedures. None of the documented railroad-related resources are eligible for the NRHP based on recency and/or common occurrence, but as indicated in the recommendations of the prior survey of the southern branch, representative samples of some of the older switching devices, whistle posts, and flanger signal should be considered for retention and submission to local railway museums, one of which currently resides at Union Station in Danbury.

Some resources are already listed with the NRHP and should be afforded consideration with respect to direct impacts and potential visual impacts by proposed development. These resources include Union Station and the locomotive turntable in Danbury, New Milford Center historic district, several tobacco warehouses, and several commercial buildings. Other resources should be considered for listing with the NRHP, particularly the cluster of historic structures in Brookfield Village. Many other historic homes within the project corridor, particularly along Stony Hill Road and Pocono Road in Brookfield, are too dispersed to represent a well defined historic district, but in conjunction with their surrounding grounds should be deemed highly sensitive with respect to potentially significant archaeological resources and as individual structures listed with the Connecticut State Register.

CHAPTER 2: BACKGROUND

Environmental Setting

Location

The project area is located within three towns in western Connecticut (Figure No. 1). The southern terminus of the railroad line is in the heart of Danbury (Figure No. 2). The line initially extends east from its connection with the Norwalk - Danbury branch at the Danbury railroad station just south of White Street and east of Patriot Drive. At less than one mile, the line bends to the northeast for a couple of miles before crossing the Danbury - Brookfield town line. This crossing occurs just west of the northwest corner of the town of Bethel. The line bends to the north within Brookfield (Figure No. 3) for about five miles before reaching the New Milford town line just west of its eastern boundary with the town of Bridgewater. The line continues north for roughly the same distance until the northern terminus is reached in the heart of New Milford at its railroad station to the north of Bridge Street (Figure No. 4). Danbury and Brookfield are contained within Fairfield County, while New Milford is set within Litchfield County. The total alignment is approximately 14.3 miles in length, while the project scope calls for a study of cultural resource sensitivity within a corridor 1,000 feet wide, or up to 500 feet on either side of the center line. The general alignment of the track is not slated to be changed within the various alternatives under consideration for the present project, although portions of the alignment have been moved historically from their original setting.

The project setting is mostly contained within the narrow band of the Southern Marble Valley (IV-D) ecoregion (Figure No. 5). This is a relatively unique environment within Connecticut, in that it contains marble formations in a geological setting dominated by massive granitic and gneissic / schistose formations. The sinuous band roughly follows the course of the Still River and then the Housatonic River north of their confluence, as does the railroad alignment under review. The bulk of the alignment is contained within the broader Southwest Hills ecoregion (IV-A), while the northern end extends into the Northwest Hills ecoregion (III-A) (Dowhan and Craig 1976). To the nearest 10 meters, the Universal Transverse Mercator (UTM) coordinates (Zone 18) for the southern (Danbury station) and northern (New Milford station) limits of the project are, respectively (easting / northing): 629,540 / 4583,870; and 632,310 / 4603,790 (Figure Nos. 6 and 7).

Climate

The climate of Connecticut is influenced by its proximity to Long Island Sound and the Atlantic Ocean (Kirk 1939; Brumbach 1965; Gonick et al. 1970; Dowhan and Craig 1976; Wolf 1981). The project region typically experiences about 47 inches (~119 cm) of precipitation per year. Average annual snowfall is about 45 inches (~114 cm). Precipitation amounts are rather evenly distributed throughout the year. Principal storm tracks include the Colorado and South Atlantic lows, and the Plateau and Rocky Mountain, Alberta, and Hudson Bay highs. While the predominant winds are from the southwest, northwest winds are frequent during winter. Normal temperatures vary between approximately 29 F (-2 C) in winter (20 F (-7 C) normal minimum) to 73 F (23 C) (84 F (29 C) normal maximum) in summer, with an average year-round temperature of 50 F (10 C). Because of project alignment location within a valley ecoregion, colder temperatures and frost may occur more severely during winter when cold air from the surrounding uplands can descend and become trapped (Down and Craig 1976:41). Average relative humidity for the area is about 60-75 percent. These conditions result in a relatively humid environment throughout the year with considerable

seasonality in terms of temperature. This limits the growing season for most crops between the end of April and beginning of October (about 155 days), the average times for last and first killing frosts of the region. The temperate climate in general provides for an abundance of resources that are rather evenly distributed given the moderate topographic relief of the region, but which also vary cyclically based on a marked seasonality. Seasonality is known to have had a greater bearing than large scale spatial factors on prehistoric and early historic resource procurement strategies in regions with a relatively even distribution of wild resources (Butzer 1982), such as that of Connecticut.

Geology

The project alignment lies at the boundary of two major geological settings, known as the Proto-North American Terrane to the west, and the Iapetos Terrane to the east (Rodgers 1985), both part of the broader Western Uplands of the state (Figure No. 8). The former terrane is continental in origin, while the latter is oceanic. The eastern boundary area of the continental terrane is a former continental shelf, and thus the origins of the present marble valley landforms underlying the bulk of the project alignment. The oceanic terrane of western Connecticut is dominated by the Connecticut Valley Synclinorium, or a mass whose bedding tends to be concave up in orientation. The two terranes are separated by a major fault known as Cameron's Line, and the railroad alignment courses generally just west of this line. Reconstructed cross sections of the area show formations to be highly folded on a large scale, resulting from ancient contact between the two terranes at Cameron's Line. Bedrock formations in the vicinity of the project area dip strongly to the west and parallel to the fault line. The dips range from about 45 to 70 degrees as revealed by several exposures along the project alignment (Clarke 1958, Rodgers 1985). A reconstructed geological cross-section of Cameron's Line at the boundary of Brookfield and New Milford shows it to be a thrust fault, with a recumbent fold of the older carbonate shelf thrust over the western edge of the oceanic terrane (Clarke 1958:42-44).

More specifically, the bulk of the project alignment lies within two major geological formations, each corresponding to its underlying geological terrane. Where the railroad alignment lies to the west of the fault line, it is generally within a unit of Stockbridge Marble (Ocs), which is a white to gray dolomitic formation (see Figure No. 8). Stockbridge Marble and its associated formations, also known previously as Inwood Marble (Clarke 1958), originate from the Cambrian-Ordovician boundary of approximately 500 million years ago. Stockbridge Marble can be layered or massive, with calcite marble being limited to the upper portions of the formation, and other components including local interlayering of schist, phyllite, calcareous siltstone, and sandstone. There is also an occurrence of a slender basal marble member unit of Walloomsac Schist (Owm) in the project alignment along the western boundary of Cameron's line, from just south of the Danbury-Brookfield border, to about three miles north into Brookfield. The Walloomsac unit is attributed to a later time during the Ordovician period and unconformably overlies units of Stockbridge Marble. The Walloomsac formation is a dark gray to white, massive to layered schistose or phyllitic calcite-phlogopite marble.

The railroad alignment lies on the other side of Cameron's Line in the heart of Danbury towards the southern terminus of the project, and also for part of the stretch where the Walloomsac unit lies to the west of the line in Brookfield. The underlying formation in these areas consists of Ratlum Mountain Schist (Or), another early Ordovician formation previously known as Hartland Schist

(Clarke 1958). This schist is a gray, medium-grained formation with granofels and some interlayering of amphibolite, quartz-spessartine, and calc-silicate rock. The formation bears a mineralogy of quartz, oligoclase, muscovite, biotite, garnet, staurolite, and kyanite (Rodgers 1985).

The Stockbridge Marble formation generally lies well beneath the surface of the project alignment. Its susceptibility to weathering is highly pronounced by the acidic conditions of the area, while the more siliceous formations of the area are more resistant. The schist unit to the east of Cameron's Line is fairly erosive relative to other metamorphic formations, although less so than the marbles and thus the eastern side of the alignment tends to be flanked by more substantial hill slopes. This project setting at the thrust-fault boundary of two major geological terranes would have been conducive to the formation of bedrock exposures that could have served as prehistoric rockshelter sites. Historically, the Stockbridge (or Inwood) marble (calcium carbonate) formation was actively mined for the production of plaster, and later, agricultural lime (Clarke 1958:45).

Geomorphology

Although the shape of the landscape in the region surrounding the project alignment is largely dictated by the faulting and metamorphic folding of bedrock formations, other aspects include glacial features and post-Pleistocene deposits. Various landscapes are created depending upon the distribution and density of rock and the shape and melting nature of the incorporating glacier (Tarbuck and Lutgens 1990), as evident in the surrounding area which consists of a wide variety of glacial till, moraine, and meltwater features (Figure No. 9). Most of the glacial geomorphology of the broader region surrounding the project area is characterized by thin glacial till deposits on hill ridges from the last or late Wisconsinan glaciation (Stone et al. 1992). Other major glacial landforms of the region include moraines such as those forming several prominent hills on either side of the alignment. Other glacially derived landforms include meltwater sedimentary features such as those that lie in the Still River and Housatonic River drainage basins where they are not steeply dissected. Also, some sections of the alignment are supported by more recent post-Pleistocene alluvial sediments.

The beginning of the alignment in the heart of Danbury starts in a unit of alluvial sediments overlying fine glacial meltwater sediments. Where the line takes its first bend to the northeast, underlying sediments are mostly from glacial meltwater, consisting of sand over fines (s/f), or inclined foreset beds of distal deltaic deposits over finer ancient lake sediments. A core taken from this area revealed 17 feet of sand over 10 feet of fines, and another 18 feet of till before bedrock was reached. The alignment then continues northeast for roughly one mile across a rare section of the Still River drainage lacking substantial glacial meltwater deposits, instead bearing hillslope till (t). The line continues northeast from Germantown through more sand over fines until the Interstate 84 area which is loaded with artificial fill (af). The rail line crosses the Still River for the first time just north of the highway where the drainage is once again dominated by a narrow band of alluvial sediments over fines. The line continues northeast through more sand over fines, and then again across glacial till until the Brookfield border is reached.

In the southern part of Brookfield, the rail line continues northeast across glacial till until it splits off with the line towards Hawleyville. Here the line courses along alluvials over fines until reaching an area containing a complex mix of sand (s), mixed sand and gravel (sg), and stacked coarse glacial

sediments of sand and gravel over sand (sg/s). A core taken in the latter unit revealed five feet of sand and gravel overlying 17 feet of gravel and another 23 feet of sand before bedrock was reached. The sand and mixed sand and gravel units can represent a variety of former glacial meltwater conditions, including distal fluvial (riverine) settings, deltaic foreset beds, or even non-meltwater windblown sediment in some rare cases for the sand units. The stacked coarse sediments typically have upper horizontal bedding overlying lower inclined beds of sand, indicative of deltaic origins. About one-half mile past the Hawleyville junction, the subject line crosses a small tributary of the Still River bearing alluvium over fines over coarser glacial meltwater sediments. The rail line then curves evenly towards a more northerly trajectory for another mile of sand over fines. For about one-quarter mile on either side of the Route 133 crossing, the line passes along another glacial meltwater unit of sand and gravel. Almost uninterrupted, the line continues north-northwest along a unit of glacial meltwater fines until the heart of Brookfield. The glacial fines that lack coarser sediments consist of fine sand, silt, and clay in interlayered configurations indicative of ancient lack conditions.

To the north of the village of Brookfield, the rail line courses north through a three-mile long unit of sand that extends into southern New Milford. The line is flanked on the west by more alluvials over fines towards the northern end of this stretch, and then by another unit of fines for one-half mile before the village of Still River is reached. Just north of Still River is the confluence of the Still River with the Housatonic River, and where the rail line crosses to run north along the western side of the Housatonic. After the crossing, the line extends due north along a unit of sand and gravel over fines (sg/f). A core from this area revealed 19 feet of sand and gravel over 34 feet of fines before bedrock was reached, indicative of fluvial meltwater conditions over a prior lake bottom setting.

The line continues north across a small unit of alluvial sediments over fines and then continues north across the Housatonic River. On the other side of the river, the line passes along a unit of gravel over fines (g/f), representing a relatively rare setting of proximal fluvial deposits over a prior lake bottom setting. The rest of the line into the heart of New Milford is supported by another unit of sand and gravel over fines, interrupted only by a crossing of the Great Brook tributary where another narrow unit of alluvials over fines is encountered.

The project alignment contains a great variety of surficial materials deposits, ranging from very coarse glacial till deposits to fine glacial meltwater deposits representing former lake bottom environments. Prehistoric landscape sensitivity models (Walwer 1996) have demonstrated that stacked coarse glacial meltwater sediments and alluvial sediments tend to contain the highest density of prehistoric site locations, likely because of a combination of good drainage and soil workability characteristics. Containing a broad valley floor for most of the alignment that ranges from about 400 feet above mean sea level (amsl) in Danbury to about 200 feet amsl in New Milford, the Still River and Housatonic River drainage basins are flanked by prominent hill ranges that reach as high as 200 to 400 feet above the basins and would have offered considerable protection from prevailing winds. The hillslope / till settings of the alignment tend to be the least sensitive with respect to potential site locations, with the exception of specific microenvironmental settings where prominent natural bedrock exposures may contain prehistoric rockshelter contexts.

Pedology

The soils of the region can be broadly classified as Gray-Brown Podzolic units. The project alignment contains a great variety of specific soil types, as indicated by USDA SCS soil books for Fairfield (Wolf 1981) and Litchfield (Gonick et al. 1970) counties. Much of the soil along the rail line in the heart of Danbury has been highly disturbed, labeled on the maps as Urban land (Ur). About one mile east of downtown Danbury, the line passes through a small unit of Hinckley gravelly sandy loam (HkC), and then a larger unit of Agawam fine sandy loam (AfB). The line continues northeast through a long stretch of cut and fill land, or Udorthents (UD) that extend along the line to the Brookfield border. After the Brookfield border, the line continues northeast through more Udorthents, and occasionally passes through or by more small units of Hinckley gravelly sandy loam (HkB, HkC). The Udorthents are particularly loaded to the west of the rail line in southern Brookfield towards the parallel course of Route 7, with more natural soils lying to the east. Where the rail line curves substantially towards the north in southern Brookfield, the line passes along units of Paxton extremely stony fine sandy loam (PeD), Woodbridge fine sandy loam (WxC), and Charlton-Hollis very rocky fine sandy loam (CrE). The Paxton and Charlton units are very rocky, while the Woodbridge unit is only moderately well drained.

The soils of the project alignment corridor become substantially less disturbed or modified to the north of the Route 133 rail line crossing. To the north of this crossing, the rail line passes through another small unit of Agawam fine sandy loam, and then nearly one-half mile along a unit of poorly drained Raypol silt loam (Rb) that contains a small tributary of the Still River. The line then passes through another one-half mile of Hinckley gravelly sandy loam, followed by another mile of poorly drained wetland soils that include Raypol silt loam and Walpole fine sandy loam (Wd), as well as the more moderately well drained Ninigret fine sandy loam (Nn). When the line reaches the heart of Brookfield, another very small unit of Udorthents is encountered, followed by a mix of Woodbridge (WxC), Raypol, Hinckley (HkD), and Walpole units. A half-mile long unit of non-rocky Paxton fine sandy loam (PbD) occurs towards the northern end of Brookfield, followed by other units of Hinckley and Ninigret soils before the New Milford border is reached.

Within New Milford, and more generally Litchfield County, soil types have different sets of names but equivalents that can be correlated to their Fairfield County counterparts. The line enters the town in a unit of Hero loam (HeA) that is similar in nature to the Ninigret soil. The line continues north through a unit of better drained Copake loam or fine sandy loam (CwB). Another poorly drained unit of Wareham loamy fine sand (Wmx) occurs to the north where some wetlands are located, followed by a unit of Groton gravelly sandy loam (GrC). Another Copake unit extends along the line until it passes the eastern end of Cross Road. Here another Hero loam unit is passed, followed by a small unit of Hartland silt loam (HbA). The line goes north through more Copake and Hero units into the Lanesville area where another Wareham unit occurs.

To the north of Lanesville, the rail line crosses through a unit of Merrimac sandy loam (MyB). Some terrace escarpments follow to the north, and then more units of Hartland and Merrimac soils in the Still River village area. To the north of the Still River crossing, the rail line follows more than one-half mile more of Hartland soil units. Just before the line crosses the Housatonic River, it passes over units of Groton gravelly sandy loam and borrow and fill land (Bk), equivalent to the cut and fill Udorthents (UD) of Fairfield County. On the opposite side of the Housatonic, the line passes through more units of Hartland soil and disturbed borrow / fill areas before terminating in a large unit of Merrimac sandy loam.

There is a great variety of soil types along the alignment, but a few patterns are relevant. At wetland crossings, the line passes through some very poorly drained to moderately well drained soils, statistically the least likely to contain traces of prehistoric cultural resources. These settings, however, do often contain historic landscape features and industrial sites located to utilize hydrological power. The soil type with the greatest statistical correlation to prehistoric site location consists of Merrimac sandy loam, ideally containing a mix of arability for agricultural purposes, workability, and good drainage characteristics for habitation purposes. The gravelly soils tend to be the next most relevant for site location, often based on excessive drainage, but sometimes less than ideal for agriculture because of erosion hazards and lower moisture capacity. The fine sandy loams tend to be the next most occupied units, followed by silt loams. The Udorthents or borrow / fill land present a general problem for assessing site sensitivity because of extensive disruption that likely eradicated any former site contexts, although the mapped units frequently contain undisturbed areas (Wolf 1981:32). Complicating the issue is that the Udorthents or borrow / fill areas most commonly occur in areas originally supporting soil types that would have been most conducive to settlement.

Hydrology

The drainage patterns of Connecticut and the region encompassing the project property were mostly established before the onset of the last glaciation (Flint 1930). In the region surrounding the project area, the usual trend of streams is to the south, somewhat in line with the strike of many bedrock formations, indicating that the glacial history of the area had only a partial effect on the general drainage pattern. Thus they appear to be largely dictated by the strike of the faults and folds of the bedrock formations exposed at the surface, where they are subject to differential weathering and erosion depending on the resilience of the constituent beds. Some streamlining as revealed by glacial scouring and the north-south orientation of some drumlins in the area do indicate some glacial influence, however.

The project area is contained within the Still River drainage basin (#6600). The head of the river is in western Danbury, flowing generally east before turning north in the heart of Danbury. It flows north along the entire length of the railroad alignment until it meets the Housatonic River (#6000) at the village of Still River in New Milford. Thus the Still River drainage has an atypical orientation to the north, and follows along Cameron's Fault Line. It may have formerly drained to the south in prior geological episodes, as the head of the drainage is occupied by two contributing tributaries (i.e. Miry Brook - #6601; Sympaug Brook #6604) which are narrowly separated from the Norwalk and Saugatuck drainages to the south, respectively (Figure No. 10).

The Still River also has a very sinuous path compared to the Housatonic, particularly where it courses through the younger alluvial sediments. These alluvials are lacking along many sections of the Housatonic downstream of the project area where it has deeply dissected underlying geological formations and has a straighter trajectory at the local level. The Housatonic drains southeast, ultimately into the Long Island Sound about 30 miles to the south. For the 14.3-mile alignment, the Still River is crossed once to its east side near a pipeline crossing in northern Danbury, and again near its confluence with the Housatonic. The Housatonic is then crossed to its east bank just south of the New Milford village center. Smaller tributaries of the Still River are crossed just south of the Brookfield border (unnamed), just north of the split with the Hawleyville branch line, and twice near

Brookfield center. The rail line also crosses the Great Brook tributary of the Housatonic River just south of downtown New Milford. Tapped historically for hydrological power, the water of the Still River and the Housatonic also would have been targeted by prehistoric occupants of the region. The considerable size of both drainages, including an abundance of contributing tributaries, would have afforded an abundance of related resources for prehistoric and early historic occupants.

Flora & Fauna

The Southwest and Northwest Hills ecoregions are dominated by hardwoods, including various oaks and hickories, tulip poplar, black birch, white ash, maple, walnut, and hemlock, with less frequent occurrences of white pine, dogwood, gray birch, and red cedar, and the former presence of chestnut and other species (Dowhan and Craig 1976:32,35). Catbrier, greenbrier, and other shrubs and vines form thickets in open or disturbed areas. Most crops in the broader area are grown between late April and early October. The railroad alignment itself is clear of vegetation, while surrounding land includes a mix of cleared industrial properties, landscaped commercial and residential properties, and open wooded areas.

Typical modern mammals for the project region include deer, raccoon, rabbit, skunk, opossum, chipmunk, squirrels, woodchuck, and fox (Wolf 1981:39). Birds include songbirds, sparrows, crow, ruffed grouse, bobwhite quail, owls, and hawks, as well ducks, geese, shore birds, and other waterfowl on lakes and streams in the area (Wolf 1981:39). Many of the soil types along the project alignment are rated good for woodland and/or wetland wildlife, and it is clear that the riverine setting of the project alignment would have been highly attractive to wild game sought by both prehistoric and early historic inhabitants of the region. Further, in areas historically cleared, most areas were highly suitable for pasturing domesticated animals.

Cultural Setting

Regional Prehistory

The prehistory of the project region and New England in general can be broadly divided into periods reflecting changes in environment, Native American subsistence and settlement patterns, and the material culture which is preserved in the archaeological record (Table 1). Although it remains controversial today, the conservative estimates for the first occupations of North America are about 18,000 to 15,000 years ago, just after the maximum extent of the last glaciation and the broadest extent of the Bering land bridge (Kehoe 1981:7; Parker 1987:4; Jennings 1989:52). Connecticut itself remained glaciated until about 14,000 B.P. (Snow 1980:103; Gordon 1983:71; Parker 1987:5; McWeeney 1994:181).

Paleo-Indian

The Paleo-Indian period is documented in Connecticut after 12,000 years ago and extends to roughly 9,500 B.P. (Swigart 1974; Snow 1980:101; Lavin 1984:7; Moeller 1984). This was a period of climatic amelioration from full glacial conditions, and a rise in sea levels which fell short of inundating the continental shelf. It was during this time that tundra vegetation was replaced by patches of boreal forests dominated by spruce trees (Snow 1980:114; Parker 1987:5-6), and eventually white pine and several pioneering deciduous genera (McWeeney 1994:182). Early in the

period, the environment was conducive to the existence of large herbivores and a low population density of humans who procured these animals as a major subsistence resource, although warming temperatures and denser forests contributed to the extinction of the larger mammals. The projected social and settlement patterns are those of small bands of semi-nomadic or restricted wandering people who hunted mammoth, mastodon, bison, elk, caribou, musk ox, and several smaller mammals (Ritchie 1969:10-11; Snow 1980:117-120). Episodes of sparse vegetation during this period encouraged the use of high lookout points over hollows and larger valleys by people in pursuit of large game. The southern part of New England had an earlier recovery from glacial conditions when compared to areas to the north, with a higher density of vegetation that might have precluded Paleo-Indians of Connecticut from focusing heavily on the larger mammals (McWeeney 1994:182).

The cultural material associated with this period includes large to medium-sized, fluted projectile points (cf. Clovis), in addition to knives, drills, pieces esquillees and graters, scrapers, perforators, awls, abraders, spokeshaves, retouched pieces, utilized flakes, and hammerstones (Wilbur 1978:5; Snow 1980:122-127; Moeller 1980). Although numerous finds from this period have been found in Connecticut, only a few, small *in situ* sites exist throughout the state. Finds tend to be located near very large streams in the lower Connecticut River Valley, and in rockshelters of other regions (McBride 1981). A survey performed by the Connecticut Office of State Archaeology and the Archaeological Society of Connecticut resulted in the documentation of only 53 Paleo-Indian “find spots” in Connecticut (Bellantoni and Jordan 1995). The Still River Valley and part of the Housatonic River Valley that contains the project alignment was occupied by a glacial lake early into the Holocene (see Flint 1930: map; Swigart 1974:7).

Early Archaic

The Early Archaic period lasted from approximately 9,500 B.P. to 7,500 B.P. (Snow 1980:159; Lavin 1984:9; Moeller 1984). Sea levels and temperatures continued to rise during this period as denser stands of forests dominated by pine and various deciduous species replaced the vegetation of the former period (Davis 1969:418-419; Snow 1980:114; Parker 1987:9; McWeeney 1994:184-185).

This environmental change was rapid and caused a major shift in the animals it supported, including deer, moose, other small to medium-sized mammals, migratory birds, fish, and shellfish. The material culture changed along with the environmental conditions to include the atlatl and smaller stemmed and bifurcated projectile points (Stanly, cf. Kanawha and Lecroy) for procuring smaller, faster game in more closed settings (Wilbur 1978:6-7). The expanded tool set included choppers and anvil stones. Settlement patterns were probably becoming more territorialized towards a central-based wandering character (Snow 1980:171). The Early Archaic period is poorly represented in Connecticut and the lower coastal river valleys, probably resulting from a combined effect of low population densities in response to rapidly changing environmental conditions, as well as site location and preservation factors (Snow 1980:168; McBride 1981; McBride and Dewar 1981:45; Lavin 1984:9; McWeeney 1986).

Middle Archaic

The Middle Archaic period extended from approximately 7,500 B.P. to 6,000 B.P. (Snow 1980:173; Lavin 1984:9; McBride 1984). It was by the end of this period of increased warming that sea levels and coastal configurations had stabilized and approached their present conditions (Kehoe 1981:211;

Gordon 1983:82; Parker 1987:9). The period is marked by the establishment of forests with increasing proportions of deciduous hardwoods in relation to the pine predecessors in Connecticut (Davis 1969; Snow 1980:114). The material culture included square or contracting-stemmed points (Neville, Stark, and Merrimac), semi-lunar groundstone knives, ground and winged banner stones for atlatls, plummets for nets, gouges, denticulates, perforators, percussed celts and adzes and grooved axes for woodworking (Snow 1980:183-184), as well as tools used in previous periods. This more extensive range of material culture indicates a broader subsistence base than in previous periods, including greater fish and shellfish procurement (Wilbur 1978:8; Snow 1980:178-182), which was associated with the stabilization of sea levels towards the end of the period. The increased breadth of subsistence resources had the effect of increasing scheduling efforts and may have caused settlement patterns to take on more of a central-based or seasonally circulating pattern with bands joining and dispersing on a seasonal basis (Snow 1980:183). Sites found in the lower Connecticut River Valley region suggest that a wider range of environments and associated site types were exploited, including both large and special task sites in upland areas (McBride 1981, 1984:56). This regional pattern may confirm the suggested settlement pattern of central-based, seasonally circulating or restricted circulating groups of people supported by logistical procurement sites throughout the state. Middle Archaic sites are fairly rare in Connecticut, again a combined product of rising sea levels and poor site preservation.

Late Archaic

The Late Archaic period ranged from approximately 6,000 B.P. to 3,700 B.P. (Snow 1980:187; Lavin 1984:11; McBride 1984; Pfeiffer 1984). This period is marked by a warm-dry maximum evident from pollen cores in the region (Davis 1969:414; Ogden 1977). Hardwood, oak-dominated forests very similar in character to ones established today covered most of Connecticut by the Late Archaic (Parker 1987:10). The Late Archaic in Connecticut has been divided into two traditions: the Laurentian and the Narrow Point (Lavin 1984:11), with the former perhaps being distributed more in the interior. The Laurentian tradition is defined by wider-bladed, notched and eared triangular points, and ground slate points and ulus, while the Narrow Point tradition includes smaller, thicker, and narrower points. The tool kit and general material culture became even more expanded during this period, with the advent of groundstone manos, nut mortars, pestles, and bowls, as well as stone pipes, bone tools, corner-notched (Vosburg, Brewerton, and Vestal), side-notched (Otter Creek, Brewerton, Normanskill), smaller narrow-stemmed (Dustin, Lamoka, Squibnocket, and Wading River), and triangular points (Squibnocket, Brewerton, and Beekman), grooved and perforated weights, fish weirs and harpoons, and decorative gorgets (Wilbur 1978:15-24; Snow 1980:228-231). The groundstone material has been inferred as being associated with an increased vegetable diet that consisted of berries, nuts, and seeds (Snow 1980:231; Lavin 1984:13), including acorn, butternut, chestnut, walnut, hickory, bayberry, blackberry, goose foot, cranberry, partridge berry, service berry, strawberry, and swamp current (Cruson 1991:29). Deer continued to be the predominant meat source, although animal remains recovered from archaeological sites in the region include black bear, raccoon, woodchuck, rabbit, otter, gray squirrel, red fox, gray fox, wolf, wild turkey, grouse, pigeon, migratory fowl, and anadromous and freshwater fish and shellfish (Cruson 1991:28-29). Various sea mammals and fish were also procured along the coast.

The increasing breadth of the subsistence base and material culture was in turn associated with a central-based settlement pattern in which a restricted range of seasonally scheduled and used areas

were exploited in a more semi-sedentary fashion than previously (Lavin 1984:13; Dincauze 1990:25). Sites in the lower Connecticut River Valley suggest that the larger rivers served more as long-term bases within a central-based circulating system than in the Middle Archaic (McBride 1981; McBride and Dewar 1981:48). The interior uplands of Connecticut may have supported a relatively independent set of seasonally circulating groups which used larger wetlands as long-term bases (Wadleigh 1981). Mortuary practices of the time suggest some sedentism for certain groups of people who were buried in specialized secondary cremation cemeteries and who may have had some control over restricted resources (e.g. riparian transportation routes) (Walwer 1996). Although the cremation sites largely include utilitarian funerary objects, some contain non-local materials which suggest trade association with cultures to the west of Connecticut (Walwer 1996).

Terminal Archaic

The Terminal Archaic period extended from approximately 3,700 B.P. to 2,700 B.P., as defined by the Susquehanna and Small-Stemmed traditions (Swigart 1974; Snow 1980:235; Lavin 1984:14; Pfeiffer 1984; Pagoulatos 1988; Cruson 1991). Steatite, or soapstone, was a frequently used material by this time, and could be fashioned into bowls and other objects. The mass, permanency, and labor intensiveness of creating these heavy items have led to the inference of more sedentary base camps, especially on large rivers where the development of a canoe technology had become fully established and increased the effective catchment area within which groups of people were gathering resources on a continuous basis. The material culture of the period was very similar to the Late Archaic, with a proliferation of stemmed projectile point types including Snook Kill, Bare Island and Poplar Island stemmed points, Orient Fishtail points, Sylvan and Vestal side-notched points, and Susquehanna corner-notched points. The resource base continued to consist of deer and small mammals, nuts, shellfish, turtles, and birds (Snow 1980:249). The first signs of ceramics (Vnette I pottery) tempered with steatite fragments appeared during this period (Lavin 1984:15; Lavin and Kra 1994:37), and archaeological evidence of trade with other regions becomes more substantial for this time (Pfeiffer 1984:84).

The distribution of sites and site types in the lower Connecticut River Valley during this period suggests that there was a change in settlement to one with fewer, yet larger sites in riverine settings, and associated satellite task-specific sites in the uplands (McBride 1981; McBride and Dewar 1981:49). The implications are less foraging-strategy residential movement and more task-oriented collection activities within a radiating settlement pattern, but probably one in which some degree of seasonal circulation of settlement took place. Pagoulatos (1988) has shown that while sites associated with the Small-Stemmed tradition tend to suggest a more mobile settlement pattern in the interior uplands, sites of the Susquehanna tradition indicate a semi-sedentary collector strategy in major riverine and estuarine environments.

At least certain groups exhibited semi-sedentism and some control over restricted resources, as indicated by the elaborate burials of the Terminal Archaic (Walwer 1996). Mortuary practices from the period include secondary cremation interments in formalized cemetery areas, with individual pits containing fragmented utilitarian material from communal cremation areas, as well as highly stylized funerary objects from non-local material (Walwer 1996). The lack of other, less formalized burial types evident in the archaeological record may be a matter of poor preservation, in which case it has been proposed that the cremation cemeteries are representative of a stratified society where a portion

of the people (of the Susquehanna “tradition”) were able to generate a surplus economy that supported a semi-sedentary settlement pattern. This surplus may have been generated by the procurement and control over the transportation of steatite from various areas in Connecticut and surrounding territory.

Early Woodland

The Early Woodland period in Connecticut extended from about 2,700 B.P. to 2,000 B.P. (Lavin 1984:17; Juli and McBride 1984; Cruson 1991). A cooling trend during the Early Woodland (Parker 1987:10; Davis 1969:414) is thought to have reduced population sizes and regional ethnic distinction as the hickory nut portion of the resource base was significantly decreased, although the apparent decline in populations may possibly be related to other factors such as the inability to confidently distinguish Early Woodland sites from those of other periods (Filius 1989; Concannon 1993). Climatic deterioration and depopulation are in turn thought to have inhibited the progression towards, and association with, more complex social structures and networks that were developing further to the west and south (Kehoe 1981:215). A proliferation of tobacco pipes may indicate the beginnings of agricultural efforts in the northeast. The Early Woodland of this region, however, exhibits no direct traces of subsistence crop remains, indicating continuity of general subsistence practices from previous periods (Lavin 1984:18).

Materially, the period is marked by a substantial development of a ceramic technology, with the Early Windsor tradition of pottery being dominant in the Early Woodland of Connecticut (Rouse 1980:68; Lavin 1984:17, 1987). Both Early Windsor cord-marked and Linear Dentate ceramic forms were being produced at this time. Diagnostic projectile points can be developmentally traced to indigenous points of previous periods, consisting of many stemmed forms in addition to Meadowood and Fulton side-notched points, Steubenville points, and Adena-Rossville types, but now may have been used in conjunction with the bow and arrow (Lavin 1984:18). Adena-like boatstones are also found in this period. While rare contact with the Adena culture is evident throughout assemblages of the period, the Early Woodland in southern New England remained a very gradual transitional period (Snow 1980:279,287; Lavin 1984:19).

A heightened use of ceramics has been erroneously promoted as an automatic indication of increased sedentism in many areas. Instead, central-based camps with restricted seasonal encampments appear to be the dominant settlement pattern (Snow 1980:287). Minimal archaeological evidence from the lower Connecticut River Valley appears to suggest a similar settlement pattern to the Terminal Archaic in which large riverine sites served as central bases with upland seasonal dispersal or specific task sites (McBride 1981; McBride and Dewar 1981:49), but with a lesser degree of sedentism. Interior uplands populations also decreased during the Woodland era, perhaps related to the intensification of agricultural resources along major riverine and coastal areas (Wadleigh 1981:83). The trend towards greater mobility may in part be attributed to the decline in the use of steatite that no longer gave certain groups control over critical and restricted resources, as indicated by the declining ceremonialism of burial sites at the time which were more often located in habitation sites and exhibited combinations of secondary cremation features and primary inhumations (Walwer 1996). This transition in the socio-economics of the region was brought about by the decrease in importance of steatite as ceramics obscured its value for producing durable containers. Partially preserved primary inhumations appear for the first time in the region based on

preservation considerations.

Middle Woodland

The Middle Woodland period lasted from about 2,000 B.P. to 1,000 B.P. (Lavin 1984:19; Juli and McBride 1984; Cruson 1991). The climate was returning to the conditions basically witnessed today (Davis 1969:420). It is a period which exhibited considerable continuity with previous periods in terms of both subsistence and material culture. Cylindrical pestles and groundstone hoes are tools diagnostic of the period and reflect developing agricultural efforts, including the cultivation of squash, corn, and beans on a seasonally tended basis (Snow 1980:279). Direct evidence for agriculture in the form of preserved vegetal remains, however, does not generally appear until the early Late Woodland (Lavin 1984:21) when corn is thought to have been introduced into the Connecticut River Valley from the upper Susquehanna and Delaware River Valleys (Bendremer and Dewar 1993:386). Projectile point forms from the period include Snyders corner-notched, Long Bay and Port Maitland side-notched, Rossville stemmed, and Greene lanceolate types. A proliferation of ceramic styles was witnessed during the Middle Woodland (Rouse 1980; Lavin 1984:19-20, 1987; Lavin and Kra 1984:37), including Rocker Dentate, Windsor Brushed, Sebonac Stamped, Hollister Stamped, Selden Island, and Windsor Plain types that were all also produced in the Late Woodland, with the exception of the Rocker Dentate. Ceramic forms from the Early Woodland were still being produced as well. Minor traces of the Hopewell cultures to the west are also present in the archaeological record of this period. Site types and distributions in the lower Connecticut River Valley imply that a moderate increase of sedentism with aspects of a radiating settlement pattern took place on large rivers, supported by differentiated upland task sites (McBride 1981; McBride and Dewar 1981:49). This trend may have been supported by the expansion of tidal marshes up larger rivers (McBride 1992:14).

Late Woodland

The Late Woodland period extended from approximately 1,000 B.P. to 1600 A.D., the time of widespread European contact in the broader region (Snow 1980:307; Kehoe 1981:231; Lavin 1984:21; Feder 1984). A warmer climate and increased employment of large scale agriculture for subsistence in New England were associated with increased population densities, more sedentary settlements, and more permanent living structures and facilities in larger villages. Settlements in Connecticut, however, tended to remain smaller with only small scale agricultural efforts, and as part of a seasonal round in which smaller post-harvest hunting and task-specific settlements were established in fall, and protected settlements occupied in winter (Guillette 1979:CI5-6; McBride and Bellantoni 1982; Lavin 1984:23; Starna 1990:36-37). Instead of maintaining permanent villages near agricultural plots, aboriginal populations engaged in the slashing and burning of new plots and let old plots lie fallow periodically (Salwen 1983:89). In this area, domestic resources included corn, beans, squash, Jerusalem artichoke, and tobacco (Guillette 1979:CI5; Starna 1990:35). Agriculture was largely maintained by women, with the exception of tobacco (Salwen 1983:89; Starna 1990:36). Deer, small mammals, fish and shellfish, migratory birds, nuts and berries, and other wild foods continued to contribute significantly to the diet (Waters 1965:10-11; Russell 1980). Many of the foods produced were dried or smoked and stored in baskets and subterranean holes or trenches.

The increasing diversity of wild estuary resources may have served to increase sedentism in the coastal ecoregions of Connecticut (Lavin 1988:110; Bragdon 1996:67), while agriculture and sedentism may have been even more prominent along the larger river bottoms (Bragdon 1996:71). Late Woodland settlement patterns of groups in the uplands interior ecozones of Connecticut may have included the highest degree of mobility, while many sites from the central lowlands represent task-specific sites associated with larger settlements along the Connecticut River (McBride 1992:16). House structures consisted of wigwams or dome-shaped wooden pole frameworks lashed and covered with hides or woven mats, and clothing was made from animal hides (Guillette 1979:CI7-8; Starna 1990:37-38). Pottery for the period is defined as the Late Windsor tradition in Connecticut (Rouse 1980:68; Lavin 1984:22, 1987). Most of the ceramic forms of the Middle Woodland were still being produced, in addition to the newer Niantic Stamped and Hackney Pond forms. Ceramics of the East River tradition also appear in the area during the Late Woodland, having originated and been concentrated in the New York area (Rouse 1980; Wiegand 1987; Lavin 1987). The period exhibits some continuity in terms of projectile point forms, although the Jack's Reef, Madison triangular, and Levanna points are considered diagnostic for the period. As likely with earlier periods, the material culture included various textile products such as baskets and mats, and wooden utensils such as bowls, cups, and spoons (Willoughby 1935; Russell 1980:56).

Unlike groups of the Mississippi valley, the cultural pattern for the entire Connecticut Woodland era exhibits considerable continuity. Interregional contact increased during this period, however, with non-local lithic materials increasing from as low as 10% to as high as 90% from the early Middle Woodland to the Late Woodland (McBride and Bellantoni 1982:54; Feder 1984:105), although most trade appears to have been done between neighboring groups rather than initiated through long-distance forays (Salwen 1983:94). The lack of enormous agricultural surpluses for the time is indicated by the low density of small storage features in habitation sites, as well as the ubiquitous primary inhumation of people without a select portion of graves exhibiting special treatment that would require high energy expenditure (Walwer 1996). As confirmed by early ethnohistoric accounts, this suggests a largely egalitarian and relatively mobile society for the Late Woodland despite the fact that this period marks the highest development of food production (i.e. agriculture) during the course of prehistory in the region. Corn was undoubtedly important, however, as a disproportionate amount of the simple, flexed burials were oriented towards the southwest which was the aboriginally acknowledged direction for the origins of corn and the Spirit Land.

Local Surveys

Several prior cultural resource management surveys have resulted in the identification of prehistoric archaeological sites within or in close proximity to the project area. The largest of these was performed for a 345-mile natural gas pipeline project (Iroquois Gas Transmission System -IGTS) that resulted in the recording of 182 archaeological sites along a 50 to 75-foot wide, 49-mile long corridor in Connecticut (Cassedy 1990; Holland and Bianchi 1991; Brakenridge et al. 1991; Cassedy and Webb 1991; Webb 1991; Cassedy et al. 1991; PEI 1992; Cassedy 1998). The pipeline enters the Still River drainage to the north of Lanesville in New Milford, and continues south through the drainage until just east of Beaver Brook Mountain in Danbury. The survey tracked sites and territory along a wide enough corridor to include much of the railroad alignment between Danbury and New Milford considered in this study, thus there is a considerable overlap of the two surveys in this area. The pipeline survey led to the identification of the majority of previously recorded sites in

the project area corridor. A special related survey designed to test potential deeply buried deposits at alluvial floodplains and river crossings for the pipeline project revealed no cultural remains at the Still River Crossing about one-half mile to the north of Cross Road (Brakenridge et al. 1991).

A professional assessment survey was conducted for alternative routes of proposed construction for the relocation of Route 7 (McBride 1988). All six sinuous alternative routes roughly ran parallel to the existing course of Route 7. Alternative B was closest to the project corridor, being nearly the same between the Brookfield - New Milford border and the confluence of the Still and Housatonic Rivers. This early assessment survey determined that six miles or the bulk of this alternative alignment was highly sensitive with respect to potential prehistoric cultural resources, noting a fair amount of disturbance where the project corridor passes through the village of Still River.

A professional survey was conducted to the north of the IGTS deep test site next to the existing Candlewood Valley Country Club where golf course expansion was being considered (ARS 1994). Several more professional surveys were conducted in the Pickett District Road area of New Milford on a terrace overlooking the Housatonic River to the east. The first surveys were conducted by CAS for a proposed sewage treatment plant (CAS 1975) and associated interceptors (CAS 1976). This was followed by several others in the late 1990s for the expansion of the already existing Kimberly Clark facility at that location, which is on the same glacial meltwater terrace that made it deemed highly sensitive with respect to potential prehistoric cultural resources (HAA 1997a, 1997b, 1998, 1999a, 1999b).

A couple of surveys conducted within the project corridor revealed no substantial traces of cultural resources, including a survey conducted along Federal Road to the east of the Germantown section of Danbury (CAS 1977), and a survey conducted at the Cross Road Bridge over the Still River in southern New Milford (Lizee and Soulsby 1991).

Some prehistoric sites located outside the project corridor but within the Still River drainage were recorded during professional excavations of a proposed Route 7 bypass alignment in northern Brookfield (HPI 1997, 1999, 2004), the Route 7 expansion project in New Milford (Harper et al. 2007), a survey for the new New Milford High School (Walwer and Walwer 1998; Lavin, Dumas, and Kania 1999), and the nearby project regarding the relocation of Lanesville Road (CAS 1985, 1991). The rest of the previously recorded sites in the broader area have been documented as a result of amateur collection efforts or informant interviews (Table 2).

Some of the best organized avocational efforts and reported results come from the American Indian Archaeological Institute (AIAI) studies in the 1980s. The AIAI conducted surface collections and recorded several sites just north of the confluence of the Still and Housatonic Rivers (Handsman 1987:5). More extensive work by the group was conducted at the Weantinoge site towards the southern end of New Milford on the Still River, towards the western edge of the current project corridor (Handsman and Maymon 1984; Handsman 1987). A summary of archaeology in the area combined with historic and traditional information was subsequently put together by the AIAI (Handsman 1989). Prior to the AIAI (now the Institute for American Indian Studies - IAIS), most surface collections and excavations had been done by avocational individuals. John Pawloski was an avid collector in this region during the 1970s, and supplied very helpful information to state offices regarding archaeological site and location information. Other professional surveys

performed in the broader area yielded no substantial traces of either prehistoric or historic cultural resources (Macpherson and Mair 2001; Morphew 2001; KA 2004; Clouette 2005).

Brookfield Prehistoric Sites

There are no previously recorded prehistoric archaeological sites in close proximity to the railroad alignment within Danbury from the station area northward to the Brookfield border. The Woolco Shelter Site (18-026) is a rockshelter site at the base of Beaver Brook Mountain just north of the Danbury-Brookfield border and outside the project corridor where more than 200 projectile points had been recovered during amateur excavations. Only a few more sites have been documented along the alignment within the corridor from the southern border of Brookfield to the town center. The southern most is 18-023 (IGTS 266-4-1) that yielded six quartz debitage fragments recovered from the surface towards the southwest section of the Northrup Cemetery (Cassedy et al. 1991). The Cherry Tree Site (18-001) lies to the west of the corridor on the west side of the Still River at the Route 133 crossing, where amateur multi-component collections include Sylvan Lake, Perkiomen, and Levanna projectile points, cord-marked ceramics, and lithic knives and scrapers. The Gereg I Site (18-013 - IGTS 263-2-1) is located just south of a small intermittent tributary of the Still River on the east side of the railroad tracks to the south of Brookfield center, where IGTS Phase I and Phase II subsurface testing revealed chert and quartz debitage, quartz uniface and biface, and fire-cracked rock (Cassedy et al. 1991). Bauer I (18-012 - IGTS 263-3-1) is located on a larger intermittent tributary to the north, where Phase I and Phase II field testing revealed quartz debitage, calcined bone fragments, and a few untyped chert and quartz projectile points (Cassedy et al. 1991).

Seven more sites identified by the IGTS study were located along the railroad alignment just north of Brookfield center, and many are collectively known as the CLP (Connecticut Light & Power) Sites. The group of sites is named after the company's transmission lines and cleared right-of-way that parallel the railroad alignment and course along a west-facing hill slope on the east side of the Still River. The southern most of the group is Still CLP I (18-019 - IGTS 262-3-1) where a single chert flake was found during subsurface testing. Next to the north lies Connecticut site 18-027 (IGTS 262C-1-1) where several fragments of quartz debitage and fire-cracked rock were recovered from subsurface tests. Still CLP IV (18-015 - IGTS 262-3-4) next to the north only revealed two quartz flakes during Phase I tests, with Phase II testing also revealing a Squibnocket stemmed point, untyped rhyolite point, aboriginal ceramic sherd, and more quartz debitage indicating a Late Archaic and Woodland occupation (Cassedy et al. 1991). Connecticut Site 18-022 (IGTS 262A-2-1) yielded a much higher density of artifacts in Phase I testing, including quartz and chert debitage, a chert projectile point fragment, fire-cracked rock, and some late historic intrusive material, while Phase II evaluations revealed scrapers, bifaces, Levanna projectile points, hearth feature, and more fire-cracked rock (Cassedy et al. 1991). The next site is Still CLP II (18-018 - IGTS 262-3-2), a similar site where a relatively high density of quartz and chert debitage was recovered amidst some late historic intrusives in Phase I tests, while Phase II testing produced more calcined bone, aboriginal ceramics, fire-cracked rock, scraper, biface, two point fragments, and quartz and chert debitage (Cassedy et al. 1991). Still CLP V (18-016 - IGTS 262-3-5) is represented by a single chert flake recovered close to the Still River. Finally, Still CLP III (18-017 - IGTS 262-3-3) is the northernmost of the CLP sites, located just east of a bend in the Still River near a spring where a Squibnocket triangular projectile point was recorded during Phase I testing.

There were also two sites identified during amateur surface collections to the northwest of the CLP site areas on the opposite side of the Still River outside the project corridor, including the Leer Site (18-003) where small-stemmed quartz points, a Brewerton side-notched point, quartz triangle, quartzite knife, and chert side scraper were all recovered, and the Still River Site (18-009) where mostly quartz debitage was recorded. The Gereg Site (18-006) is another location that yielded many projectile points, with evidence of hearths as recorded during amateur investigations, on the west side of Route 7 in this area. Several other professionally recorded sites outside the project corridor in this area revealed substantial multi-component occupations (HPI 1997, 1999, 2004). At Locus 2 - Limekiln Brook Site (18-030), several Late Woodland ceramics were found, but the main part of the site contains a Terminal Archaic occupation represented by Snook Kill projectile points, bone fishhook, scrapers, and a drill, found to overlie a Late Archaic occupation represented by Bare Island, Wading River, and Brewerton Eared points along with a hammerstone and some preforms. At Locus 3 - Mountain Road Site (18-031), a Terminal Archaic occupation is represented by a Snook Kill point, while a Late Woodland Levanna point was also found at the site along with chert biface fragments, quartz scraper, and chert debitage. At Locus 4 - Domain Pond Site (18-032), a very extensive occupational sequence is represented, extending from the Early Archaic period to the Late Woodland. Despite an abundance of material and lithic tools recovered from the latter site, there were relatively few features represented by some calcined bone, fire-cracked rock, and post-molds. The many projectile point forms extracted from the site include Kirk stemmed, Neville, Stark, Squibnocket, Lamoka, Snook Kill, Susquehanna Broad, Fox Creek, Greene, Jack's Reef Pentagonal, Levanna, and Madison types representing the bulk of the documented prehistoric sequence. The site also yielded Otstungo Incised ceramic sherds, indicating an Iroquois influence and probable Late Woodland date range of 1470-1645 AD.

Several more sites lie in the very northern part of Brookfield along the Still River, as revealed by the IGTS survey. The WHI (Weantinoge Heritage, Inc.) I Site (18-014 - IGTS 262-4-1) revealed a solitary quartz flake during Phase I testing just west of the railroad tracks. Other isolated debitage was recorded at 18-024 (IGTS 262-AF1-1) further to the west and closer to the river, and to the northeast at Appleby I (18-021 - IGTS 261-1-1) and Appleby II (18-020 - IGTS 261-2-1) just east of the project corridor. The Gallows Site (18-005) was recorded by an amateur surface collection on the east bank of the river, where quartz debitage and small-stemmed projectile points were recorded.

Further to the west, just south of the town line and tucked against the base of Carmen Hill outside the project alignment, amateur surface collections revealed debitage at a rockshelter site (6-LF-124). The Weantinoge Site (18-025) is the best documented site in northern Brookfield near the alignment.

Lying about 500 feet west of the railroad tracks, the site was tested and excavated by the American Indian Archaeological Institute (AIAI) of Washington, Connecticut in 1983 and 1986 (Handsman and Maymon 1984; Handsman 1987). Recorded in a pastured field on the east side of the Still River, the site revealed features such as storage and trash pits, ash lenses, and several post molds from former structures. Late Woodland ceramic vessel fragments include those with smoothed, plain, and cord-marked or net-impressed surface treatments. Chert, quartz, and quartzite dominate the lithic debitage assemblage, and recovered tools include scrapers and knives.

New Milford Prehistoric Sites

Just north of the Brookfield - New Milford border, the Aldrich I Site (96-129 - IGTS 261-5-1) produced quartz debitage and two fragments of aboriginal ceramics, indicating a Woodland era

occupation. To the west and outside the project corridor, the Gallow's Hill (96-044) and Rogg Rockshelter (96-043) sites revealed lithic scatters of quartz debitage during amateur surface collections and/or testing. On the east side of Route 7 in this area, a professional survey (Harper et al. 2007) identified a site (96-153) represented by just several chert flakes during Phase I testing, and no further remains during Phase II intensive evaluations. Another lithic scatter of quartz and chert debitage (96-111 - IGTS 261A-8-2) was recorded just east of the railroad tracks to the north within the project corridor. The site is located just south of another (96-110 - IGTS 261A-8-1) that has Late Archaic to Late Woodland components found to contain aboriginal ceramic fragments, a chert projectile point close in form to a Madison form, chert and quartz debitage and biface fragments, fire-cracked rock, and calcined bone. Phase II testing at 96-111 and 110 revealed them to be part of the same larger site (Cassedy et al. 1991), with a more expansive material assemblage including Wading River, Squibnocket, Vosburg, Brewerton, and Bare Island projectile points, bifaces, drill fragments, scraper, retouched flakes, and more ceramic sherds and chert and quartz debitage. To the west of these sites and outside the project corridor lies the Gallows Shop Site (96-25) where quartz debitage and some fragments of projectile points were surface-collected.

There is another major cluster of previously recorded prehistoric sites in the vicinity of Old Pumpkin Hill Road where it crosses the railroad alignment. Many are designated as part of the Windwood series of sites named after the property owner to the north of the road. The southern most site in the area (96-112 - IGTS 261A-7-2) is to the south of the road in an open field and revealed a quartz scraper and chert and quartz debitage during Phase I subsurface tests, while Phase II testing revealed a Late Archaic to Middle Woodland site bearing a Wading River projectile point, quartz biface fragment, and more quartz and chert debitage (Cassedy et al. 1991). More chert and quartz debitage was recorded at another site (96-109 - IGTS 261A-7-1) just south of the road in the same open field (Cassedy et al. 1991). To the west and outside the corridor, more sites have produced light densities of debitage (Stack - 96-005; AIAI 17 - 96-072), while the Cross Road Site (96-006) also produced a small-stemmed point, and the Exxon Site (96-040) revealed a high density of debitage as well as Sylvan side-notched, Orient Fishtail, Susquehanna Broad, and Snook Kill projectile points indicating a Late to Terminal Archaic focus. Vosburg points or blades and bannerstones have also been reported to have eroded from a terrace on the west bank of the Still River in this area (Swigart 1974:11-12).

The Windwood VII Site (96-084 - IGTS 260A-2-2) is the first to the north of Old Pumpkin Hill Road where a house has recently been built, revealing quartz debitage during Phase I subsurface testing, while Phase II testing revealed a multicomponent site bearing a chert biface, an aboriginal ceramic sherd, a Middle Archaic Stark point, Lamoka point, contracting stemmed point, hammerstone, more debitage, and various features including post molds (Cassedy et al. 1991). The Windwood I Site (96-078 - IGTS 260-2-1) to the north, and possibly just outside the alignment in a heavily overgrown area, revealed chert and quartz debitage, as well as two pieces of aboriginal ceramics. Windwood VI (96-083 - IGTS 260A-2-1) is next to the north, also revealing low densities of chert and quartzite debitage along with some late historic intrusives in Phase I subsurface tests, while Phase II subsurface testing of the Middle Woodland occupation revealed more chert and quartz debitage, a chert point tip, and a charcoal feature producing a radiocarbon date of 1060 BP \pm 80 (Cassedy et al. 1991). At Windwood V (96-082 - IGTS 260A-1-1) to the north and east, only a single chert flake was recovered. More substantial remains were recorded towards the eastern edge of the project corridor in a transmission line right-of-way at Windwood II (96-079 - IGTS 260-2-2)

which proved to contain Late Archaic occupation bearing a Brewerton side-notched projectile point, another chert point base, quartz and chert debitage, and some late historic intrusives (Cassedy et al. 1991). To the north again in the transmission line right-of-way, Windwood III (96-080 - IGTS 260-2-3) revealed quartz, quartzite, and chert debitage, and one calcined bone fragment (Cassedy et al. 1991). Windwood IV (96-081 - IGTS 260-3-1) yielded just two chert flakes, a quartz flake, and a possible hammerstone from Phase I subsurface tests, while Phase II testing revealed the site to be a Late Archaic occupation bearing post-mold features, quartz bifaces, chert projectile point base, a quartz Squibnocket stemmed point, a quartz Sylvan side-notched point, and more chert and quartz debitage in relatively light densities (Cassedy et al. 1991).

Another cluster of sites was identified to the west of the project corridor along Route 7, just north of Cross Road. One of the most substantial is 96-147, at the northeast corner of the intersection of the two roads, where professional excavations documented a Middle to Late Archaic site with radiocarbon dates between 7,910 \pm 40 BP and 4,880 \pm 40 BP (Harper et al. 2007). A wide variety of lithic materials was recorded at the site, and Squibnocket triangular points were major diagnostic artifacts. The site also featured a lot of charred botanical remains and calcined bone. The site 96-138 lies on the opposite corner of the same intersection, having possibly been artificially separated by road construction. Here, more lithic debitage and Squibnocket points were recovered, as well as a Beekman point and several lithic scrapers. Both sites were subject to all phases of professional testing and recording (Harper et al. 2007).

Another major cluster of prehistoric sites has been documented to the south of Lanesville in the Still River drainage basin. The Larson West-Central Site (96-022) is a substantial Late Archaic to Terminal Archaic village context that revealed features such a hearth and post molds, steatite vessel fragments, and a radiocarbon date of 4,460 \pm 70 B.P. during Phase II testing (Walwer and Walwer 1998). In addition to a high density of chert and quartz debitage, lithic tools recovered include drills, scrapers, knives, and projectile point forms such as Squibnocket, Perkiomen, Susquehanna Broad, Brewerton, Sylvan side-notched, Beeman, and Lamoka. Phase III investigations at the site recorded approximately three thousand features including hundreds of post molds, and nearly 5,000 artifacts including at least 500 lithic tools, with radiocarbon dates from the Late Archaic and Late Woodland periods (Lavin, Dumas, and Kania 1999). Other related loci to the east and south revealed less prolific remains, but included Brewerton and Madison points (see also Drake Site - 96-071; 96-144; 96-161). Across Route 7 from this area, 96-136 is a site revealed to have lithic debitage, a narrow-stem point, and some historic material during Phase I and Phase II testing. The site lies adjacent to 96-143 which was also subjected to Phase I and Phase II evaluation, leading to the recovery of just several more flakes. The IGTS survey led to the identification of three more lithic scatter or isolated lithic sites along the divergent alignment leading away from the railroad tracks towards Lanesville in this area (96-115 - IGTS 259-5-2, 96-120 - IGTS 259-4-3, and 96-119 - IGTS 259-4-1).

Site 96-113 (IGTS 259-8-1) is a site located about one-half mile west of the alignment at Lanesville, subjected to a Phase III data recovery program that revealed mostly chert debitage, biface fragments, fire-cracked rock, hammerstone, and projectile points including Lamoka, Beekman, Squibnocket, and Susquehanna types indicating a Late to Terminal Archaic occupation, and represents the most significant site recorded and evaluated by the IGTS study along the project alignment (CRG 1992; Cassedy 1998). No cultural material was recovered from deep trench testing of the alluvial floodplain at the Still River crossing in the vicinity of the railroad for the IGTS project (Brakenridge

et al. 1991).

Several more sites are located along the alignment in the central part of New Milford from Lanesville to New Milford center. Professional testing east of the country club golf course near Lanesville within the project corridor revealed relatively light densities of chert and quartz debitage, some fire-cracked rock, post-molds, and some charcoal-rich features with burnt vegetal remains yielding a radiocarbon date of A.D. 1657 \pm 70 - indicating that site occupation likely extended into the Contact period (ARS 1994). Located towards the western border of the project corridor and farther to the north, the Harrybrooke Park Site (96-034) is a multi-component site surface-collected by amateur archaeologists on the east bank of the Still River, with materials dating to at least the Early Archaic period, including scrapers and knives; ground axes, gouges, and bannerstones; and a range of projectile points including bifurcate, Vosberg, Brewerton, Sylvan, Susquehanna, Orient Fishtail, Fox Creek, and Levanna. The Golombeski Site (96-004) is also towards the western boundary of the project corridor in an area that appears slightly graded, but farther north on the west side of the river where quartz debitage was surface-collected by amateur archaeologists along with a pitted stone. Professional reconnaissance and intensive evaluations of this area and to the west of the project corridor revealed only a light density of quartz and chert debitage (CAS 1985, 1991). Outside the project corridor, the Hayes Chevrolet Site (96-048) is north and west of Lanesville Road where amateur surface collections include quartz triangular and Sylvan side-notched projectile points, quartz debitage, and steatite vessel fragments indicating at least a Terminal Archaic occupation. Two other nearby sites (96-067 and 96-068) have site forms with only location information available, while 96-146 near the intersection of Still River Drive and Pickett District Road revealed chert and quartz debitage, bone, shell, and some historic materials during Phase I testing.

The state site forms for two recorded sites (Mike Lawson - 96-066; 96-064) located near the confluence of the Still River with the larger Housatonic River have no other information other than general location, but appear to be in landscaped areas. One of the largest and most prolific documented prehistoric sites in Connecticut lies just east of the project corridor near Lover's Leap (96-029 - 6LF70), to the south of the confluence on the Housatonic River where a high hill landform overlooks a steeply dissected section of the Housatonic. The 12-acre site has been surface collected and excavated by amateur groups for many years, and is known to have produced thousands of aboriginal ceramic sherds, projectile points, steatite vessel fragments, and features such as hearths, storage pits, cremation burial, and post molds. The Lover's Leap site has components dating back as early as the Paleo Indian period, although the focus of occupation occurred during the Terminal Archaic period as confirmed by a radiocarbon date of 3,665 B.P. \pm 180 (Swigart 1974). Further to the south are two prominent knolls where site components cover the full range of prehistoric occupation (Weinstein 1998), and other materials including Wading River and Levanna points and other lithic tools were found during excavations conducted across the river on and around Falls Mountain (Weinstein 2001).

The Dodd Farm Site (96-019) is located to the north of the confluence on the west bank of the Housatonic River within the project corridor in an area now containing baseball fields, where surface collections and testing yielded quartzite preforms, quartzite hoe, steatite fragments, cord-marked ceramics, and a range of projectile points including Vosburg, Brewerton side-notched, Sylvan side-notched, small-stem quartz, and Fox Creek, along with a high density of debitage. The

site lies towards the southern end of a survey area originally proposed for a sewage plant where CAS (1975) recorded chert and quartz debitage recovered in generous densities. To the north lies the Still River I Site (96-052) on the same west bank of the Housatonic where several loci of Late Archaic campsites are represented by lithic tools and debitage.

The surveys of the Kimberly Clark area to the north (HAA 1998, 1999a, 1999b) revealed yet another prehistoric site context just south of the railroad crossing of the Housatonic River to its east side. Towards the western boundary of the project corridor, Site I (Pickett District Road Site) was found to be comprised of several loci on the east side of Pickett District Road to the south of an intersecting access road where recovered material from Phase I shovel testing and surface collections included an Early Woodland Lagoon point, a quartz biface, and quartz and chert debitage (HAA 1998:15). Site I also contained a number of historic ceramic materials scattered throughout a plowzone, while other prehistoric materials were found in the project area further to the west and well outside the current project corridor, including a hammerstone, more debitage, and a Late Archaic Bare Island projectile point. Phase II excavations of the two site areas added fire-cracked rock and a steatite fragment to the artifact assemblage, but the sites mostly produced more quartz debitage and a lack of feature contexts, thus no further conservation efforts were recommended in lieu of the planned development (HAA 1999a).

The Housatonic River valley floor opens up wide to the north of the confluence of the Still and Housatonic Rivers in an area known as “Sunny Valley” or “Fort Hill”. There are clusters of sites in the western part of this valley floor up to a mile west of the railroad tracks and tucked against the base of Fort Mountain that forms a high ridge to the west. The railroad alignment crosses the Housatonic to the east side before entering New Milford center, further isolating this part of the project area from the cluster of identified sites. The Antler Waste Site (96-085 - IGTS 258-4-1) revealed isolated chert flake and projectile point fragments in subsurface testing conducted for the pipeline project (Cassedy et al. 1991). Information other than general location is lacking for the Zenowich (96-063) and AIAI 21 (96-062) sites to the north. The Sunny Valley I Site (96-087 - IGTS 258-3-1) revealed chert and quartz debitage in relatively light densities during Phase I testing in the pipeline project (Cassedy et al. 1991). A single chert flake was recorded at another site (96-102 - 258A-2-1) to the east (Cassedy et al. 1991). On the south side of Sunny Valley Lane, Site 96-103 is a Late Archaic site whose excavations revealed a Squibnocket projectile point, quartz and chert debitage, and chert biface fragments. To the north of Sunny Valley Lane, Site 96-106 revealed a solitary drill close in form to a Merrimack projectile point. The northernmost site in this area is the Sunny Valley Farm Site (96-002), a large village site that has been surface collected by amateur archaeologists over the years. Purported projectile points recovered from the site include Sylvan, Snook Kill, Orient Fishtail, and Levanna, indicating a relatively broad time range represented. Closer to the river, Connecticut Site 96-134 revealed Normanskill and Lamoka projectile points, scraper, quartz and chert debitage, and fire-cracked rock along with historic materials during the professional survey of Route 7 in this area (Harper et al. 2007). The site produced a radiocarbon date of 4,280 BP, solidly confirming the Late Archaic origin.

The Fort Hill #1 burial site (96-009) was excavated and recorded by amateur archaeologists in the northern part of the wide valley floor where it is quickly truncated by a sharp bend in the steeply dissected section of the Housatonic River valley. Here excavations around 1920 revealed four burials, including those in flexed and extended positions. There was also chert debitage and a single

aboriginal ceramic rim sherd recovered during excavations. This part of the valley floor is known as “Indian Field”. Other site locations in the area have been reported without detailed descriptions of material remains on top of Fort Hill (96-055) and closer to the river (96-069).

Summary

A relatively high density of prehistoric sites has been previously recorded within the project corridor and immediate surrounding territory based on a number of factors (Figure No. 11). For one, an extensive amount of archaeological surveying has already been conducted in the area, much of which is related to large projects such as the widening of Route 7 and the installation of the Iroquois Gas Transmission line. These routes and right-of-ways course through the Still River Valley in the vicinity of the project corridor, a valley with wide glacial and alluvial terraces that were actively sought by prehistoric occupants of the region for habitable surfaces with good drainage characteristics and in close proximity to water. The Still River is a relatively wide flowing body of water, allowing for both navigable transportation and the attraction of a wide variety of resources targeted by indigenous Native American groups.

Background research reveals nearly three dozen previously documented prehistoric sites within the project corridor, most occurring on alluvial and glacial meltwater landforms or adjacent gently sloping hill slope surfaces in direct proximity to the Still River. The Still River valley is quite protected based on flanking hill ridges, particularly in relation to westerly prevailing winds that would have allowed for extensive seasonal settlement of the area. The chronological occupation of the Still River extended through the entire prehistoric sequence, from the Paleo-Indian period through the Late Woodland just prior to European contact. The recorded sites vary in size and function, from task-specific resource extraction sites to full village contexts, and generally confirm regional settlement models that always included some aspect of mobility. According to a statistical prehistoric landscape sensitivity model developed by ACS based on significant sites in Connecticut, much of the project alignment is moderately to highly sensitive for containing prehistoric site contexts, with the distribution of previously recorded sites conforming well with statistical results.

The density of sites along the alignment increases to the north, in part because of more intensive development in Danbury that would have eradicated many site contexts and prevented discovery or recording, and also because of an increase in stream size from south to north with the Still River having a relatively unique stream orientation. In fact, there were no documented prehistoric sites in the Danbury section of the project corridor. The Brookfield section of the corridor contains a moderate density of sites, generally increasing to the north. The site density surrounding the project corridor increases dramatically in New Milford near the confluence of the Still and Housatonic Rivers and to the north along the wide terrace features overlooking the Housatonic. The naming of the “Indian Fields” section of the terraces near the northern end of the project alignment is a reflection of the prehistoric occupation of the area that extended into the Contact period.

Local History

Contact Period

The Contact period is designated here as the time ranging from the first substantial contact between Europeans and Native American inhabitants of the area, to the time the area was occupied by

Euroamerican settlers, from roughly 1600 to 1700. The first contact between European explorers and aboriginal populations of the broader region occurred in 1524 when Verrazano reached the coast of New England (Terry 1917:16). Others followed in the first decade of the 1600s (Salwen 1983). In 1614, Dutch explorers reached the Connecticut River (DeForest 1852:70; DeLaet 1909 [1625-1640]:43), and in 1625 they were met by the Quinnipiac in New Haven Harbor (Brusic 1986:9) when they established fur trading relationships with the native inhabitants in the region until the early 1630s (Guillette 1979:WP2-4). Substantial English settlements in the area started in 1635-1636. DeForest (1852:48) estimated about 6,000 to 7,000 Native Americans in Connecticut at this time, while Winthrop had estimated somewhere between 12,000 and 15,000 and most others (Trumbull 1818:40; Gookin 1970[1674]; Cook 1976; Snow 1980:35; Bragdon 1996:25) estimate between 16,000 and 20,000.

The composition of the tribes at the time of contact is fairly well known, although boundaries fluctuated significantly, as did the political alliances by which the tribes could be defined (Thomas 1985:138). Three major divisions of Algonkian speaking groups can be delineated, and their territories conform well to ecozone distributions (see Dowhan and Craig 1976:26 and Speck 1928:Plate 20), including the Mohegan-Pequot range in the Southeast Hills and Eastern Coastal ecoregions, the Nipmucks in the Northeast Hills and Northern Uplands ecoregions, and tribes of the Wappinger-Mattabesec Confederacy in the North Central Uplands and most of western Connecticut. The validity of the Wappinger-Mattabesec Confederacy as a cultural entity has been recently challenged (Salwen 1983:108-109), however, with many smaller and somewhat independent tribes occupying much of the western half of the state.

The Paugussetts occupied the territory containing the project area and much of the Housatonic Valley and associated tributaries at the time of initial contact. The Paugussetts consisted of smaller sub-tribes including the Wepawaugs, Pequannocks, Pootatucks, Naugatucks, and Paugussett proper. Records of various early land transactions suggest that the Paugussett sub-tribes were very integrated and closely affiliated (e.g. DeForest 1852:49-50; Orcutt 1972[1882]:12-24,49-50,94-97,105-106), and have all been loosely termed Paugussetts in the literature (Guillette 1979:S-2). The Paugussett confederacy of these five tribes occupied an area loosely defined by the West River of West Haven to the east, Sasco Brook in Fairfield to the west, beyond the confluence of the Shepaug and Housatonic Rivers to the north and into Kent, and north along the Naugatuck River (Spiess 1933:31; Guillette 1979:GH-2, S-1). Linguistically, the Paugussetts were part of the proposed larger Wappinger-Mattabesec Confederacy of tribes that extended west of the Connecticut River and onto Long Island (Speck 1928). The Pootatuck sub-tribe of the Paugussetts inhabited the Still River drainage, including the Danbury, Brookfield, and New Milford areas, before it was occupied by settlers of European descent (Spiess 1933:31).

Ethnohistoric sources yield clues to aboriginal Final Woodland and early Contact settlement patterns (McBride and Bellantoni 1982; Starna 1990:36-37). Spring settlements were located to take advantage of anadromous fish runs in larger drainages and along the coast. Late spring attention focused on tending corn fields. Semi-sedentary settlements near these fields were supported by special-task hunting and gathering sites. Dispersal in the late fall and winter brought smaller groups into protected, upland or interior valleys where hunting and gathering continued, for a longer duration in the Contact period than earlier and by a smaller subsistence unit (e.g. single family). Fortified villages were likely a response to very early Contact period intertribal political strife

resulting from increased economic pressures of sedentism and territoriality (Salwen 1983:94; McBride 1990:101; but see Lewis 1881:423; Thomas 1985:136). One such fortified village of the Paugussetts is said to have been located on the Housatonic less than a mile north of its confluence with the Naugatuck River (DeForest 1852:51), while another was purportedly located at Fort Hill near the northern end of the project area in New Milford (DeForest 1852:393-394; Orcutt 1972[1882]:9). Large villages were found to be associated with a central-based circulating settlement pattern as family units dispersed from, and returned to, the major settlement on a seasonal basis in the lower Connecticut River Valley and surrounding region in the early Contact period (McBride and Dewar 1981). Eventually, however, many Native American populations had been dispersed and afflicted by disease, warfare, and intertribal conflict to the point that small, scattered reservations served as the last community sites for aboriginal populations in the area.

The early Contact period economic base for Native Americans in Connecticut continued to consist of hunting deer and small mammals, gathering berries, nuts and roots, and procuring shellfish and fish on larger drainages and along the coast (Waters 1965:7; Salwen 1970:5). This basic subsistence strategy was supported by varying intensities of horticulture, including the production of corn as the staple, as well as squash, beans, Jerusalem artichoke, and tobacco (Guillette 1979:CI5; Starna 1990:35). The importance of corn is evident in the description of ritual activities, including the Green Corn Festival that extended with various groups into the present day (Speck 1909:194-195; Speck 1928:255; Tantaquidgeon 1972:81; Fawcett 1995:54-57). Elderly women held extensive knowledge of wild plants which provided a host of medicines and treatments (Tantaquidgeon 1972; Russell 1980:35-37). Wigwams continued to serve as the principal form of housing, in some cases into the 18th Century (Sturtevant 1975).

The material culture of the Contact period included a mix of aboriginal forms as well as some European goods such as metal kettles and other metal implements (knives, projectile points), cloth, glass beads, and kaolin pipes (Salwen 1966, 1983:94-96). Wampum served as an important trade item for Native Americans with European traders, but more significantly had served as symbolic signs of allegiance or reciprocity and sacred markers or tokens of honor in the form of belts (Guillette 1979:CI8; Ceci 1990:58-59; Salisbury 1990:87; Fawcett 1995:59). With European metal drill bits, tribes along the coast were now mass producing wampum for trade with the Dutch and English, who in turn used the shell beads to trade with other tribes further inland (Salwen 1983:96; Ceci 1990:58). Late Contact period Euroamerican goods included various metal tools, glass bottles, ceramic vessels, kaolin clay tobacco pipes, and nails (McBride and Grumet 1992). Unlike the Late Woodland, Contact aboriginal lithic products were once again mostly manufactured from local sources (McBride and Bellantoni 1982:54). Dugout canoes may have continued to provide a major form of transportation in larger drainages (Salwen 1983:91). While colonization brought new material goods to Native Americans in the area in exchange for land and services, the indigenous inhabitants became increasingly subject to legislative and economic restrictions by the colonists (Salisbury 1990:83).

Sachems and councils of leading males formed the basic political unit for groups of villages (Gookin 1970 [1674]; Simmons 1986:12-13), along with clan mothers whose authoritative roles may have become diminished as a result of a strong European male-leadership bias. Tributes paid to sachems were generally used as reserves for the tribe at large. Although sachems were generally assigned by hereditary lineage, this was not always the case (Bragdon 1996:140-141). Authority was usually enforced by persuasion of a council. Shamans were “magico-religious” specialists of the tribes who

also had an active role in leadership and decision-making (Speck 1909:195-196; Simmons 1986:43; Starna 1990:42-43). Rules of obligation and reciprocity operated on all levels of tribal-wide decision-making (Bragdon 1996:131-134), serving to diffuse centralized authority. Other special status roles included warriors and persons who had visions, thus social status was largely based on achievement and recognition. While the assignment of lineality (i.e. matrilineal vs. patrilineal) for the area tribes is still largely debated (Bragdon 1996:157), the well established practice of bride-ricing supports the contention of a largely patrilineal social organization (Speck 1909:193; Salwen 1983:97). Post-marital residence appears to have been ambilocal.

On a larger scale, more powerful tribes demanded tributes from smaller ones, often resulting in loose alliances between the latter. This process resulted in a dynamic political situation that prompted intertribal conflict, especially after contact with Euroamericans (Guillette 1979; Bragdon 1996). The European settlers of the Contact period would eventually use this embedded rivalry system to their advantage. In the period between 1616 and 1619, and more severely around 1633, disease epidemics would initiate a trend of drastic reductions in the native population that aided in Euroamerican settlements of the area (Snow and Lanphear 1988; Snow and Starna 1989; Starna 1990:45-46). Diseases introduced into the Americas included chicken pox, cholera, diphtheria, malaria, measles, oncocercosis, poliomyelitis, scarlet fever, smallpox, tapeworms, trachoma, trichinosis, typhoid fever, whooping cough, and yellow fever (Newman 1976:671).

The Pootatucks (name meaning “country about the falls” at Southbury (Trumbull 1881:56) or “falls river” (Orcutt 1882:199)) of New Milford and the surrounding region underwent severe changes during the 17th Century. As one of the Paugussett sub-tribes, the Pootatucks had several principal settlement areas during the Contact period, including those to the south of New Milford along the Housatonic, and another at a location known as “Weantinock” (Guillette 1979:S-2; Peck 1991:1), meaning “winds about the hill” or “land about the hill”, referring to the southern New Milford area on either side of the Housatonic River (Trumbull 1881:80). The Still River, which joins the Housatonic in southern New Milford, was sometimes called the “Potatuck” River (Trumbull 1881:57). The project area broadly lies along nearly the entire length of the Still River and a section of the Housatonic to the north of their confluence, thus all within Pootatuck territory. The larger Paugussett tribe had a first reservation established in Stratford in 1658, although illegal land sales and encroachments prompted the creation of a second reservation at Corum Hill in Huntington by 1680 (Guillette 1979:GH-8).

The earliest mention of Euroamericans in the broader area relates to Mr. Goodyear and Mr. Wakeman of New Haven, who in the 1640s built trading posts in Derby as well as New Milford on “Goodyear’s Island” (Orcutt 1972[1882]:107-108; Peck 1991:6). The first reported sale of lands in New Milford and Brookfield was recorded in 1671 when territory along the Housatonic was deeded to Henry Tomlinson under controversial circumstances that delayed potential settlement (Lewis 1881:427; Hawley 1929:9-10; Orcutt 1972[1882]:50,105-106). During King Philip’s War of 1675, the Pootatucks apparently agreed to commit to peace with the colony (Orcutt 1972[1882]:123), as they did again nearly 70 years later during the French and Indian War (DeForest 1852:411-413; Guillette 1979:S-4). Pootatuck populations of the area may have been reduced to about 250 by the end of the Contact period.

The territory containing Danbury remained uninhabited by Euroamericans until very late in the 17th

Century when the area likely contained a very low density of displaced Pootatucks and members of other tribes. The first Euroamerican settlers of Danbury came in 1684 from Norwalk and Fairfield (Bailey 1896:1,25; DMHS 2001:7). Eight families established permanent settlements within a year in an area known as “Pahquioque”, an Indian word meaning “cleared lands” along the Still River (Bailey 1896:3,25; DMHS 2001:7). By 1687, the settlement grew to 20 families who then requested incorporation for the Pahquioque Plantation as “Swampfield” or “Swamage” from the General Assembly. The name Danbury was selected, after the city in England (Bailey 1896:5; Wilson 1929:92). A church was constructed by the end of the century in the downtown area near the present court house, and served as the meetinghouse since church and state were essentially one at the time (Bailey 1896:3,51).

18th Century Native Americans

By the beginning of the 18th Century, European settlement of the area precluded the original inhabitants from effectively continuing aboriginal settlement and subsistence practices, and most lands were “sold” at this time (Orcutt 1882:197-199) without a thorough Native American understanding of the terms and ramifications of European ownership concepts. In 1703, New Milford Indians sold much of their territory to Euroamerican settlers of Milford for 60 pounds in currency and 20 pounds in tangible items (Barber 1838:474-475; DeForest 1852:391; Orcutt 1972[1882]:103). Much of the Weantinock area, or “Indian Fields” which is estimated to have had an aboriginal population of about 400 to 500, would also be sold to settlers from Woodbury two years later (DeForest 1852:392; Hawley 1929:10; Orcutt 1972[1882]:103), while retaining fishing rights and something of a settlement at Metichawan (“turning back of the fish” (Trumbull 1881:29)) near the falls (DeForest 1852:393). Many of the early land deeds include the name Pocono, a local sachem from the Brookfield area that now includes a road of the same name within the project alignment (Hawley 1929:10). With much of the Paugussett reservation land lost or sold, many Pootatucks removed further north to the Kent region where they would later be mislabeled Schaghticokes (Trumbull 1881:64; Guillette 1979:S-1) as a derivative of “Pishgachtigok”, meaning “confluence of two streams” (Ten Mile and Housatonic Rivers in Kent).

The population of the Pootatucks by 1710 may have been as low as 150 persons (“50 warriors”) under the sachem Weramaug of New Milford (DeForest 1852:352). There may have been a Pootatuck settlement at Beaver Brook in the northeast part of Danbury at this time. The Pootatucks apparently had a somewhat amicable relationship with the first Euroamerican settlers despite the radical changes in population size and settlement-subsistence practices that would ensue (Orcutt 1972[1882]:128). Fear of Native Americans in the area were generated as the result of skirmishes in other parts of southern New England, however, with protective measures including fortifications of settlements (e.g. Orcutt 1972[1882]:124-128).

The Paugussett sale of lands throughout the late Contact period and early 18th Century encouraged many removals of tribe members to the north and west, first towards Weantinock which artificially maintained something of a Native American population balance there, and eventually to Schaghticoke in Kent which was established as a reservation in 1728 after the sale of 48 square miles of Pootatuck land (DeForest 1852:351-352; Guillette 1979:S-2/3). For instance, when the last sachem of the Paugussett proper, Konkapotanauk, died in 1731 and the Paugussett Nation was dismantled, many joined other tribe members in the Kent area (Spiess 1933:31); the sales of

reservation land belonging to southern Pootatucks of Southbury in 1733 caused many to join tribe members in New Milford (Orcutt 1972[1882]:51); and the death of Sachem Weramaug of New Milford in 1735 inspired many to emigrate to Schaghticoke (Hawley 1929:11; Smith 1946:104). By 1736, Schaghticoke populations exceeded several hundred (or “100 warriors”), mostly Pootatucks (DeForest 1852:409; Guillette 1979:S-3). Even Schaghticoke would not be spared encroachment of European settlement, when the colony granted a large tract of Schaghticoke lands to settlers in 1738 (Guillette 1979:S-3).

While Weramaug had embraced Christianity to some degree under the preachings of Rev. Daniel Boardman before his death in 1735, almost no other Native Americans in the broader area followed suit until some years later (DeForest 1852:394-395; Orcutt 1972[1882]:121; Smith 1946:102). The 1740s witnessed another kind of invasion for Schaghticoke and Pootatucks, with the installation of Moravian missionaries in Kent, as well as New Milford where 30 Pootatucks remained and about 40 more lived to the south (DeForest 1852:353,397,409-410; Guillette 1979:S-3). Pootatucks remaining in the southern part of the home range petitioned for a school and preacher in 1742, with the General Assembly approving funds for both principal areas of Pootatuck occupation (i.e. New Milford and Southbury) (DeForest 1852:353-354,397; Orcutt 1972[1882]: 51,146,151-152). The missionaries were very successful, with relatively large proportions of tribal members converting to Christianity as part of the Great Awakening movement that was having an effect on all populations in New England during the 1740s. These conversions, however, served to crimp the sale of illegal goods by some Euroamericans to Native Americans, causing the former to sabotage the efforts of the Moravians who eventually left the area for Bethlehem, Pennsylvania (DeForest 1852:397,410-411; Guillette 1979:S3-S4). Those who stayed behind largely abandoned the Christian movement. The Indian Field and Fort Hill site at New Milford was largely abandoned by Native American occupants by 1750 (Peck 1991:85). In 1758, the last known sachem of the Pootatucks, Mauquash, died and most remaining Pootatucks of the area removed to Kent by the following year (Hawley 1929:14).

Pootatucks at Kent continued to use the falls area in New Milford for fishing purposes in the mid-18th Century (DeForest 1852:397; Guillette 1979:S-4). By 1752, Euroamerican encroachments on Schaghticoke had forced many to leave, with only 18 families left. The Schaghticoke filed a petition to the General Assembly as a result, the latter of which granted the former approximately 2,000 total acres as a reservation (DeForest 1852:415; Guillette 1979:S4-S5). Further encroachments took place, however, resulting in the appointment of overseer Jabez Smith in 1757, although with little effect (DeForest 1852:415; Guillette 1979:S-5). With much of the reservation being unsuited for agricultural purposes, and further encroachments taking place, many Schaghticoke removed to Stockbridge, Massachusetts. In 1771 the Schaghticoke filed another petition the assembly, in part reading:

“We are poore Indians at Scutcuk in the town of Kent we desire to the most honorable Sembly at New Haven we are very much pressed by the Nepawaug people praking our fences and our gates and destroying our fruits...” (Guillette 1979:S5).

Economic subsistence for Schaghticoke in the mid-18th Century consisted of the sale or lease of reservation lands, cultivation of garden plots, basket-making, and metal-working (Guillette 1979:S6). By 1774, Schaghticoke reservation population was reduced to 62 (DeForest 1852:416-

417), and very few Pootatucks were in New Milford (DeForest 1852:397). By the mid 1780s, much of the reservation had been sold to support the poverty-stricken Schaghticokes, who had also lost fishing rights at the falls in New Milford (Guillette 1979:S6-S7). With a request by the Schaghticokes for a school to improve their conditions rejected, the government approved a plan to divide the remaining reservation land into 50-acre plots, one for each family and the rest for 50-year leases (DeForest 1852:417-418; Guillette 1979:S6-S7). The end of the 18th Century witnessed the decline of reservation populations due to land sales, Euroamerican encroachments on the land, as well as migrations to other parts of the state and New York during the “Brothertown” movement (Guillette 1979:GH-8,9). By 1801, the Schaghticoke reservation was reduced to just over 1,000 acres (only six of which were suitable for agriculture) with 35 members of nine families remaining (DeForest 1852:418-419). Native American populations in the New Milford area may have amounted to about 200 at this time (DeForest 1852:390) during fishing runs and other gatherings.

18th Century Danbury

The Town of Danbury was formally incorporated in 1702 (Bailey 1896:39; DMHS 2001:7). Most early settlers of Danbury were of English and French descent. The 18th Century in Danbury witnessed the emergence of saw, grist, carding, and fulling mills. The town lay in the vicinity of the Oblong tract which was a disputed area between Connecticut and New York that was incorporated into the New York colony in 1731, the time that Danbury’s western border was firmly set (Wilson 1929:101). The census of 1756 indicated that Danbury had grown to a population of more than 1,500, increasing to over 2,500 by 1774 and to over 3,000 by 1790, increases that did not include the set off of Bethel in 1759 and Newbury or Brookfield in 1788 (Bailey 1896:31-36). While Methodist and Baptist churches were established later in the century, the Episcopal Church of Danbury was built in 1763 (Bailey 1896:36,120,296). That same year, Comfort Starr left money for the establishment of an academy to supplement the existing public schools, burned by General Tryon during the Revolutionary War (Bailey 1896:28,338).

The Episcopal Church and several other structures were used as a military warehouse during the war (Bailey 1896:69). Danbury became a well known location for military storing of goods due to the extensive road network that had been established through the town, and was therefore eventually targeted by the British (DMHS 2001:7). The supplies retained at Danbury included thousands of barrels of pork, flour, and beef, thousands of bushels of grain, as well as tents, rum, wine, rice, and ammunition (Hurd 1881:178; Bailey 1896:29-30). Most of these supplies were destroyed by Tryon’s raid that took place on April 26, 1777 (Bailey 1896:29-30,61-74). Tryon landed at Westport with 2,000 troops and came to Danbury through Bethel, setting up headquarters on South Street at the home of a Tory. The British forces set fire to 22 stores and barns, 19 homes, and a meetinghouse (Bailey 1896:30,73; Hurd 1881:178; Wilson 1929:144). The British forces left the next day, followed by Major General Wooster and 300 troops down what is now Route 7 (Bailey 1896:30). Then patriot Benedict Arnold and General Gold Selleck Silliman brought 500 troops from Ridgefield to aid in the retaliatory attack, although the British made it back to Westport where they were supported by reinforcements (Bailey 1896:61,75-77). Danbury recovered from the raid, and continued to serve as a military supply station for the war effort (Bailey 1896:31).

A court house and jail were built in Danbury in 1784 (Bailey 1896:31,120; DMHS 2001:7), and by the end of the century there were 17 small schools throughout the town (Bailey 1896:37). A

turnpike was established from Danbury to Norwalk by 1795 along what is now Route 7, in part so that goods could be transported to Boston and New York. As gleaned from a weekly newspaper towards the end of the 18th Century, small trade occupations in the town included barber, axe maker, blacksmith, stock broker, innkeeper, weaver, carpenter, jeweler, doctor, lawyer, and others (Bailey 1896:174-191,352-379). Danbury's first major industry was the manufacture of hats for which it would become famous. In the late 18th Century, hatting was mostly a small-scale cottage industry, with the full sequence of manufacturing taking place in the home of the proprietor (Devlin 1987). Zadoc Benedict was the first, making just two or three hats per day in his shop (Bailey 1896:214; DMHS 2001:69). The town was still largely agricultural during the 18th Century, and mostly at the self-subsistence level, although some surplus goods were being generated for regional markets like New York and even beyond to the West Indies (Bailey 1896:174). Some Danbury residents and farmers moved west by the end of the century to the Western Reserve of Ohio where land was given to those who had suffered loss of property during the Revolutionary War (Bailey 1896:92-93).

18th Century Brookfield

The original Euroamerican settlers of Brookfield came from mostly New Milford, Danbury, and Newtown, some of the earliest settled towns in western Connecticut, with the present bounds of Brookfield originally lying within all three neighboring towns (Hawley 1929:17-18; Cunningham 1997:9). Peter Hubell was one of the town's first proprietors, establishing an ironworks in 1732 on the Still River in what is now Brookfield Village, while his descendants settled what is now Brookfield Center (Orcutt 1882:246; Hawley 1929:35,127; Cunningham 1997:9). The furnaces at Ironworks produced iron for the manufacture of muskets, chains, and anchors (Hawley 1929:127). The road from Danbury to New Milford through Brookfield (Route 202) was established early in the 18th Century (Hawley 1929:116). The early settlers of the Brookfield area were essentially settlers of outlying areas of the adjacent three towns, which made it difficult for them to regularly attend weekly mandatory religious services (Cunningham 1997:9). A petition by the people in this area to form a new parish was originally rejected in 1743, but passed in 1754 when it was called "Newbury" (Orcutt 1882:249-253; Hawley 1929:17; Cunningham 1997:10). A few years later the first Congregational Church was finished, with minister Thomas Brooks serving until the end of the 18th Century (Hawley 1929:17; Cunningham 1997:10).

The parish of Newbury forwarded a petition to the General Assembly to become its own town in 1768 (Cunningham 1997:11). It finally became incorporated as the town of Brookfield in 1788, named after its first reverend (Hawley 1929:19; Cunningham 1997:11; Whittlesey 2006:13). The Episcopal Church was built within a year later, having been established four years prior (Hawley 1929:91-93). Brookfield by the end of the 18th Century was largely a self-subsisting agricultural community (Cunningham 1997:12). Settlement occurred in various parts of town, but was more concentrated at Brookfield center to the east of the project alignment, and at Brookfield Village, or Ironworks, through which the project alignment runs, as well as the Obtuse District in the eastern part of town, Whisconier Hill to the south of Brookfield Center, Longmeadow Hill in the northeast part of town, Huckleberry Hill in the southwest part of town, and Bound Swamp to the south of Brookfield Junction (Hawley 1929:35). Early industry did not flourish, and even the early established ironworks failed by the start of the Revolutionary War (Cunningham 1997:15). Small shops and industries were mostly concentrated along the Still River in the late 18th Century, and included a gristmill established in 1780, a textile shop, and a wagon and carriage shop (Cunningham

1997:15). Inns and taverns were established in homes by individual proprietors (Hawley 1929:114-115). The new town had traditional official roles filled, including selectmen to lead the town, town clerk, treasurer, hayward for impounding stray animals, fence viewers, sealers of weights and measures, packers, surveyors, tax collector, and tithing men (Cunningham 1997:12; Whittlesey 2006:13-14). While many other towns simply used their Congregational Church to house town meetings, the large Episcopal base in Brookfield prompted the construction of a separate town hall in 1796 (Hawley 1929:24; Cunningham 1997:13; Whittlesey 2006:50), and a Masonic Lodge was established in Brookfield a year later (Hawley 1929:181; Whittlesey 2006:20-22).

18th Century New Milford

New Milford territory was purchased from local Native American representatives by Euroamerican settlers in 1703, with the provision that a Native American reservation be established at Indian Fields where they could also retain fishing rights, although even this land was sold to Euroamerican settlers just two years later (DeForest 1852:391; Orcutt 1972[1882]:103). John Noble was the first Euroamerican to actively settle in the New Milford area in 1707 (Barber 1838:475-476; Lewis 1881:429-430,436; Orcutt 1972[1882]:124), with 11 other families forming the core of what is presently downtown New Milford (Orcutt 1882:20-21). The northern part of New Milford was sold to settlers in 1722 (Barber 1838:475; Lewis 1881:435-436; Orcutt 1882:99-102). Incorporated in 1712, New Milford is the largest state in Connecticut, with nearly 64.5 square miles of territory (Barber 1838:474; Peck 1991:1). Earliest Euroamerican settlements concentrated on the east side of the Housatonic, between and on Town Hill and Aspetuck Hill (Barber 1838:477; Lewis 1881:430-434). The first, short-lived grist-mill was built on the Still River in 1715 just east of the Lanesville area, while a blacksmith was brought into the town shortly thereafter (Lewis 1881:434; Orcutt 1882:41), and a cooper by 1728 (Lewis 1881:434). The town voted to install many roads or “highways” that connected home lots in the years between 1713 and 1722 (Lewis 1881:444-445), and Danbury Road itself was laid out in 1715 (Orcutt 1882:467). The first bridge across the Housatonic was constructed in New Milford in 1737 (Barber 1838:479; Peck 1991:7-9), and along with others to follow, only to be destroyed and continuously rebuilt over the years (Orcutt 1882:154-157,462-467; Peck 1991:10). Proprietorships of common fields were approved in these formative years for the purposes of pasturing domestic farm animals, whose management and marking were fairly regulated (Lewis 1881:443-444). “Meadow lands” were relatively open areas cleared and maintained by town members for pasturing purposes as early as 1719 (Orcutt 1882:85-86).

The first meeting house was constructed in 1720 (Barber 1838:477), with the first school a year later when 25 families occupied the town (Barber 1838:479; Orcutt 1882:171). The meeting house served religious and civic functions, with seating eventually arranged in a “dignity” hierarchy that preferentially targeted wealthier citizens (Orcutt 1882:96-97). Religious and civic duties were integrally bound, and an officer of the town was charged with the responsibility of keeping members awake during services (Orcutt 1882:97-98). The Lanesville section of southern New Milford was actively settled by the 1720s, when members of the Warner family first occupied the area (Orcutt 1882:244-245,298). The heart of Lanesville on Danbury Road was the site of the first school for this locality established in 1734 (Orcutt 1882:298), as well as the Methodist church, stores, the Quaker meeting house and cemetery, and several residences (Orcutt 1882). Settlement in the Bridgewater area of New Milford to the southeast started about this time as well (Orcutt 1882:387), eventually becoming a separate town in 1856 (Peck 1991:19). In 1788, the southeast portion of New Milford

became part of Brookfield (Orcutt 1882:244).

Mid-18th Century industries on the Still River in Lanesville included an iron works, sawmill, and blacksmith shop (Orcutt 1882:299-300). Lime kilns were first constructed in the area about 1757 for processing metamorphosed limestone in the area for the production of plaster, with other processors to emerge throughout New Milford's history (Peck 1991:130-138). The first mill operation at the Great Falls on the Housatonic was not built until the Revolutionary War era (Orcutt 1882:305), while manufacturers of nails, potash, and oil emerged on the Housatonic because of its navigability (Peck 1991:9). An iron foundry for the manufacture of agricultural equipment and other cast-iron items was established on the east branch of the Aspetuck River to the north in 1765 (Peck 1991:19). By the end of the 18th Century, there were numerous individuals with specialized occupations, including four attorneys, ten merchants, two physicians, five blacksmiths, eleven inn-keepers, eleven shoemakers, two saddlers, two silversmiths, eight joiners, four masons, five millers, four coopers, four tailors, one wheelwright, and one hatter (Orcutt 1882:201-203). Euroamericans were now also procuring fish and eels during seasonal runs below the Great Falls, along with Pootatucks who had been returning to the area for that purpose (Orcutt 1882:308-309).

Early crops raised by Euroamerican settlers included wheat, rye, corn, oats, beans, peas, turnips, parsnips, carrots, pumpkins, squash, and flax, with other products including peaches, pears, plums, cherries, grapes, gooseberries, currants, apples and cider, maple sugar, butter, cheese, and cattle, sheep, horses, hogs, and the gathering of wild fruit (Lewis 1881:434-435; Phelps 1917:36,51-57). Farming families largely engaged in agriculture on a self-subsistence basis, with each family producing most of the food and goods it needed, while bartering was conducted on very local basis. This pattern would continue throughout Litchfield County until the middle of the 19th Century (Phelps 1917:24-25).

Litchfield County was organized in 1751 (Lewis 1881:13). A 1756 census indicated over 1,000 Euroamerican residents of New Milford, including 16 African Americans (presumably slaves) and no Native Americans (Orcutt 1882:136). Several citizens of New Milford began to release their slaves under certain conditions by 1756, with some settling or working in the area (Orcutt 1882:232-236). Several residents of the New Milford area would later participate in the underground railroad that helped release slaves to freedom (Peck 1991:56-60).

19th Century Native Americans

The 19th Century history of Native American tribes in the area as distinct cultural entities is minimal given the substantially reduced populations, efforts by Euroamerican governments to reject autonomy of tribal groups, neglect of the same governments to control encroachments on tribal properties, and incorporation of many tribal members into the broader society through intermarriage. Further debt incurments during the 19th Century forced the sale of more Schaghticoke reservation land (DeForest 1852:419; Guillette 1979:S7). With several hundred acres of land left by the mid-19th Century to the north in Kent, only a few families with about 30 to 40 members remained (DeForest 1852:419-420; Guillette 1979:S7).

19th Century Danbury

By the beginning of the 19th Century, Danbury's hat business had grown to an annual production of 20,000, while there were also almost as many pairs of shoes being made in town (Bailey 1896:37,216; DMHS 2001:69). Hats were made using locally procured muskrat, beaver, and fox hair, and later imported furs (Devlin 1987). Early production often yielded rough forms that were later finished in the shops of target market centers like New York (Bailey 1896:217; Devlin 1987). By the middle of the 19th Century, hat production became increasingly mechanized in factory settings (Bailey 1896:220-236; Devlin 1987). This prompted the establishment of many supporting industries, including fur processors and manufacturers of hat wire, hat trimmings, and hat boxes (Devlin 1987). There was also a prominent paper manufacturer that had been established in Danbury during the late 18th Century (Bailey 1896:37), and other products manufactured during the 19th Century include strawboard, wrapping paper, boots and shoes, clothing, linseed oil, sewing machines, nails, combs, and more industrial machine-manufacturing during the latter third of the century (Bailey 1896:258-264). Much of Danbury's business was boosted by the Civil War, for which its factories supplied boots, ammunition casings, uniforms, headgear, and other products associated with the war effort (DPT 1980).

In agricultural parts of town, farming operations were still at the family level and tended to produce a variety of foods, with the Danbury Agricultural Society formed in 1869 (Bailey 1896:473). A specialized stock farm industry grew in Danbury, breeding fine horses (Bailey 1896:503-504). Along what is now Route 7, a poor house was constructed as early as 1804, and then another in 1869 (Bailey 1896:455). The population of the core part of Danbury grew to the point that it was established as a separate borough in 1822 (Bailey 1896:121; DMHS 2001:7). The Danbury National Bank was established in 1824, and the first fire company was formed in 1829 (Bailey 1896:165,458; DMHS 2001:7). The city had its own piped water and several more banks by the 1840s when the population was approaching 5,000 (Bailey 1896:165-167). The town of Bethel was formally set off from Danbury in 1855 (Bailey 1896:165-166; DMHS 2001:7). Christian denominations proliferated in the first half of the 19th Century, with the formation of Methodist, Disciples of Christ, and Universalist churches, and the Catholic and Lutheran churches later in the century (Bailey 1896:302-337). The railroad links allowed farms in Danbury to grow substantially with direct access to other regional markets for its surplus goods, particularly dairy and orchard products. They also allowed Danbury to become one of the leading producers of hats in the world, putting out roughly five million hats per year by the end of the century (Devlin 1987; DMHS 2001:8).

The boom in industry of Danbury was supported by a large immigration of laborers to the area during the latter half of the 19th Century, particularly from Germany and Ireland in the 1850s through 1880s, and then again around 1900 by Italians and others (Devlin 1987; DMHS 2001:29). The United and True Assistant Society of Hatters in Danbury was formed as the first labor group around 1880 to promote better working conditions, including the banning of hazardous mercury for the removal of fur from skins (Devlin 1987), followed by similar groups - the Knights of Labor and the National Association of Fur Hat Finishers and Makers (Bailey 1896:244-245). The population of Danbury grew from nearly 12,000 in 1880 to over 20,000 by 1900 (DMHS 2001:8). Danbury and Fairfield County as a whole also witnessed an increase in social organizations such as the Masons, Knights of Columbus, and other lodges (Bailey 1896:491-500; Wilson 1929:513-530). Danbury also had a few facilities and organizations dedicated to providing relief to the poor (Bailey 1896:445-457). The Danbury Library was incorporated in 1869 (Bailey 1896:441), and in 1889, Danbury was incorporated as a city (Bailey 1896:478). The city saw the incorporation of public utilities and

infrastructure often well before the surrounding towns, including partial gas lighting by 1857, the formation of the nation's second telephone exchange in 1878, and the paving and electrification of Main Street in the 1880s (Bailey 1896:167; DMHS 2001:8,50). The latest part of the 19th Century also witnessed the establishment of a hospital, fire alarm system, and the construction of a city hall (Hawley 1929:147; Bailey 1896:448; DMHS 2001:8).

The course of the railroad alignment leading from Danbury to Brookfield was in a lightly settled part of Danbury, starting near a meeting house and complex of buildings belonging to the White family near the current intersections of White Street and Balmforth Avenue, and coming in close proximity to several residences and a schoolhouse near the intersection of Beaver Brook Road and Old Newtown Road (Figure No. 12). By the 1860s, other structures were starting to appear along the tracks closer to Danbury center, including buildings along Wildman Street and manufacturers off of White Street.

19th Century Brookfield

While other rural towns were losing population in the early 19th Century to a westward migration, Brookfield gained at a slow rate, from just under a thousand at the start of the century, and just over a thousand by 1810, to nearly 1,500 by 1840 (Hawley 1929:24; Cunningham 1997:14). Farming continued to be the main economic focus for Brookfield in the early 19th Century (Cunningham 1997:14). Some surplus goods were bartered in surrounding towns and growing cities, particularly Danbury to the south (Cunningham 1997:14). Many of the farmers also doubled up in other professions, such as blacksmithing, carpentry, harness making, shoemaking, and others (Cunningham 1997:14-15). The town also featured several taverns, mills, and quarries early in the 19th Century (Hawley 1929:24), and the town's first post office was established at Brookfield Village in 1801 (Hawley 1929:46; Whittlesey 2006:56). There were eight school districts in Brookfield shortly after the beginning of the 19th Century (Hawley 1929:167; Whittlesey 1988).

Early transportation improvement efforts in Brookfield targeted the laying out of formal turnpike roads, including roughly the current course of Route 25 or Stony Hill and Pocono Roads (see Hawley 1929:117-118; Cunningham 1997:15). The greatest transportation change was the construction of the Housatonic Railroad line through the town by 1842, leading to population growth and economic diversification (Hawley 1929:122; Cunningham 1997:15). The town still relied mostly upon farming by the middle of the century, but industry at Ironworks in the village of Brookfield grew to include five factories (Cunningham 1997:17). Manufactured items at Ironworks include hats, cotton batting, boots, shears, and knives (Hawley 1929:133-135; Whittlesey 1988; Cunningham 1997:19). Other specialty crafts of the time included cabinet-making and weaving (Hawley 1929:137-139). Late in the 19th Century, the lime quarries in northwest Brookfield were very active, with marble and granite quarries also adding to the economic base of the town (Hawley 1929:131-133; Cunningham 1997:20). Commercial stores appeared in the villages of Brookfield, or Ironworks, and Brookfield Center (Hawley 1929:135-137; Cunningham 1997:21). While Ironworks had a more rural industrial character, Brookfield Center had a more professional base and attracted various private schools in the late 19th Century (Hawley 1929:171-174; Cunningham 1997:21-22; Whittlesey 2006:26-36).

St. Paul's Episcopal Church was rebuilt at its present location in 1838, while the Congregational Church of Brookfield was rebuilt in 1852 (Hawley 1929:68-69; Cunningham 1997:13). The latter

half of the 19th Century witnessed a growing immigrant population, particularly Germans, Irish, and Swedish by the end of the century (Cunningham 1997:19). The town hall of Brookfield was replaced in 1875, and the town's first Catholic Church was built in 1892 at Brookfield Village which had also had Baptist, Methodist, and Dutch Reformed churches built during the 19th Century (Hawley 1929:107-110; Whittlesey 1988; Cunningham 1997:21). Late 19th Century social and civic organizations to emerge in the late 19th Century of Brookfield include the Village Improvement Society in 1893 and the grange in 1894 (Hawley 1929:181-187; Whittlesey 2006:166-169).

Historic maps of the 19th Century (Figure No. 13) show the railroad alignment coursed from south to north along lightly settled roads of southern Brookfield and into the heart of Brookfield Village. Various Dibble residences were located along Vale Road near its intersection with Sand Cut Road. Other residences to the north belonged to the Northrup family, and a cemetery plot is depicted on the west side of the tracks. Several more residences were located north along Stony Hill Road as far north as the former Junction railroad station now at the Junction Road intersection. Further north there were other dispersed homes along Pocono Road, and to the north of Silvermine Road, Abel Sherman is shown with a house and tenant house. The density of houses was much greater to the north along Pocono Road, with many structures located at Brookfield Village center. To the north of the village center, the railroad alignment coursed through a very lightly settled part of town, with a shear factory at one point depicted on the west side of the river.

19th Century New Milford

Late 18th and early 19th century economy in New Milford was largely limited to farming which was supplemented by marble and granite quarrying (Barber 1838:474, Orcutt 1882:340-343), as well as small milling operations, blacksmiths, and manufacturers of goods such as potash and nails, all of whom were in some fashion dependent upon the Housatonic River for navigation purposes (Peck 1991:9). An 1822 proposal to construct a canal for navigating the Housatonic Valley through New Milford as far north as Massachusetts includes a description of projected surplus and imported goods in the area, including "white lime and marble, wrought and cast iron, iron ore, gray stone for building and flagging, brick, porcelain clay, oak and other kinds of timber for ship building and other purposes, plank, boards, staves, bark, posts and rails, pine lumber, wood, wheat, rye, flour, corn, oats, potatoes, cider, hay, beef, pork, butter, cheese; and in return for these, plaster, salt, molasses..." (Orcutt 1882:453-454). Although that canal was never built, construction of the Housatonic Railroad was completed in 1840, connecting Bridgeport with New Milford (Orcutt 1882:461; Peck 1991:31). The dam built on the Housatonic River in 1870 at Derby caused an interruption of navigation of the tidal portion of the river by boats as well as spawning fish (Hawley 1929:13; Peck 1991:9). Other dams built on the Housatonic include those at Stevenson, Shepaug in Southbury, Bulls Bridge in Kent, and Falls Village (Peck 1991:14-15).

The Housatonic Agricultural Society was formed in New Milford in 1858 as a way of promoting and celebrating agricultural life in New Milford (Lewis 1881:456; Orcutt 1882:511-512; Peck 1991:77-80). For New Milford, the raising of tobacco and manufacture of cigars began in earnest in the second half of the 19th Century (Lewis 1881:458), with most area farmers contributing to the collective total annual yield (Peck 1991:21,117-124). Tobacco from the region was mostly used as wrappers for cigars manufactured elsewhere. The tobacco business had become especially important in the area towards the turn of the century, with no less than eight firms maintaining warehouses in

the area (Orcutt 1882:527-528). H.O. Warner and Company maintained one of these warehouses in Lanesville. The industry grew even further after 1910 until a decline in the industry during the depression era (Peck 1991:117-124).

The second half of the 19th Century witnessed a proliferation of merchant businesses concentrated in the village area of town, with businesses in the general region including sales of millinery goods, jewelry, ice, pharmaceuticals, furniture, dry goods and groceries, meat (market), baked goods, exotic foods, and clothing; manufacture and sale of wagons, harnesses, buttons, hats, bricks, lime, wool, tools, cider brandy, boots and shoes, and dairy items (creamery); as well as dentistry, banking, tannery, quarrying, saloon-keeping, inn-keeping, restauranting, lawyering, professional photography, plumbing, insurance and real estate, blacksmithing, hair dressing, construction, tailoring, professional painting, milling, and even one bowling alley operation (Orcutt 1882:513-526, Peck 1991:22). Hat manufacturing became a prolific business in the Bridgewater area to the southeast during the 19th Century (Orcutt 1882:443-444), with another hat company in the heart of New Milford (Peck 1991:20). Charles Thompson reportedly started the first mail-order business in America in Bridgewater during the 1870s (Smith 1946:422). Jasper Northrop established the New Milford Foundry and Machine Works in New Milford near the turn of the century (Peck 1991:21).

Religious and civic institutions expanded in number and diversity during the 19th Century to accommodate corresponding shifts in local demographics. The Union Library of New Milford was established in 1796 (Lewis 1881:456; Orcutt 1882:488), with the present New Milford Public Library in 1897 where the Housatonic Institute once stood (Peck 1991:106-107). The town's first fire company was established in 1830 (Lewis 1881:458; Orcutt 1882:493), with others to follow in later years (Peck 1991:23-28). As of 1838, there were 22 school districts in the town (Barber 1838:479), and nine churches of various Christian denominations, including two Congregational, two Episcopal, two Baptist, two Methodist, and one Quaker (Barber 1838:474), many of which were established in the mid 18th Century to early 19th Century (Barber 1838:478; Lewis 1881:451-455; Orcutt 1882:118-119). In 1845, the first town paper (*Republican*) was issued for one year, replaced by the *Journal* 27 years later and others to follow (Lewis 1881:455; Orcutt 1882:486-488). The first bank in New Milford was organized in 1852 (Lewis 1881:455). In 1860, the Adelphic Institute or military academy was moved to New Milford from North Cornwall (Lewis 1881:458; Orcutt 1882:481-482), 11 years after the Housatonic Institute was established (Orcutt 1882:480-481). Telephone services reached New Milford by 1883 (Peck 1991:96). Various lodge organizations were formed in the late 19th Century, including St. Peter's, Ousatonic Chapter, and Good Shepherds' (Lewis 1881:457; Orcutt 1882:488-493). Other 19th Century organizations included various temperance movements (Orcutt 1882:482-486), the Village Improvement Society that endeavored to maintain the quality of the central town area (Orcutt 1882:506-507; Peck 1991:43), and the New Milford Water Company which was formed in 1873 to control the delivery of a fresh water supply to the town (Orcutt 1882:508).

Historic maps of the 19th Century show the railroad alignment through New Milford, generally on the east side of the Still River, north onto the west side of the Housatonic River in the Picket District Road area, and crossing the Housatonic into New Milford center (Figure No. 14). The project corridor includes the G. Noble and G.N. Crosby / E. Wildman residences just north of the Brookfield border on the east side of the road. To the north at the dead-end of Cross Road, another structure was likely relate to the railroad, lying on the west side of the tracks. The G.W. Wright homestead

was located further north on the east side of Ericson Road. Two more residences were located at Lanesville Station where Ericson Road intersects Pumpkin Hill Road, with a mill / hat factory on the west side of the river, and two buildings labeled S. Odell were located at the confluence of the Still and Housatonic Rivers. Where the alignment crosses north of the Housatonic River, several mills were located at the current marina site. Another couple of structures were located near the intersection of Bostwick Place and Grove Street, and a high density of structures is depicted in the town center, particularly along Main and Bridge Streets.

19th Century Railroads

Inspired by the completion of the Erie Canal in 1825, there was consideration for a canal to be built from Westport to Danbury, although that plan was never carried through (Bailey 1896:265; Cornwall 1987:3)). Just ten years later, the Connecticut Legislature granted a charter for the construction of a railroad line (Bailey 1896:265; Cornwall 1987:5; Karr 1995:52). The first chartered entity was the “Fairfield County Railroad Company”, and had an initial capital stock requirement of \$200,000 to \$300,000 (Bailey 1896:266). The initial plan was to survey two alternative routes, one 23 miles from Danbury to Fairfield, the other 26 miles from Danbury to Norwalk, which was eventually selected (Bailey 1896:266; Karr 1995:52). It was originally conceived that this line would serve as a segment for a much larger 164-mile link between New York and Albany via a combination of boat and rail travel (Bailey 1896:266; Cornwall 1987:5; Baker 1937:73). It was estimated that the Danbury area was transporting out about 7,000 tons of goods each year, and that about 10,000 passengers were travelling between New York and Danbury on an annual basis (Bailey 1896:268). The cars on the line as originally conceived would be drawn by horse, not steam locomotive (Bailey 1896:270).

The first serious consideration for a line from Danbury to West Stockbridge in Massachusetts came at the end of the same year with a meeting held in Kent (Orcutt 1882:457; Bailey 1896:271; Cornwall 1987:6). A charter was granted the following year for the line, and a survey performed by E.H. Broadhead (Bailey 1896:271; Cornwall 1987:6). The survey was completed in just three weeks, coursing a route beginning at the Main Street bridge in Danbury, through the Beaver Brook District, then along the Still River to its confluence with the Housatonic at New Milford, and then to West Stockbridge through which the line connecting Boston and Albany ran (Orcutt 1882:457-458; Bailey 1896:271). The planned rail lines from Norwalk to Danbury and then Danbury through New Milford were put off, however, when Bridgeport pledged \$200,000 for the construction of a railroad to New Milford (Bailey 1896:272; Harlow 1946:177).

The “Housatonic” Railroad charter was granted in 1836 (Turner and Jacobus 1986:48; Peck 1991:30; Karr 1995:56). The Bridgeport to New Milford line was completed in 1840, and the line to Massachusetts completed two years later, serving as the primary link between New York and Albany for the next ten years (Bailey 1896:272; Turner and Jacobus 1986:49-50; Karr 1995:56). The line to New Milford included a stretch from Brookfield Junction about nine miles in length, while the four mile branch between the more recent Danbury Branch and Brookfield Junction was not completed until 1874 when the complete course approximating the current project area became continuous (Cornwall 1987:45; Karr 1995:55-56). These early railroad lines were notoriously unsafe (Bailey 1896:276-277; Turner and Jacobus 1986:51; Karr 1995:47). The early history of the Housatonic Railroad also witnessed financial difficulty, although by the late 1860s the line was profitable -

shipping, among other things, one hundred thousand quarts of milk per day to New York City (Karr 1995:57), with the line also targeting the transport of marble and granite, iron-ore, lime, and porcelain clay (Baker 1937:73; Turner and Jacobus 1986:49; Peck 1991:29). Much of the Housatonic line underwent reconstruction and improvements in the 1870s, including the placement of steel rails, the rebuilding of bridges, adding new ballast, installing safety switches, and building new station houses (Turner and Jacobus 1986:53).

Formed in 1872 by the acquisition of the Hartford & Boston and Hartford & New Haven by the New York & New Haven, the New York, New Haven & Hartford (NYNHH) had a long running history in southern New England before its incorporation of the Danbury Branch and all sections of the New York to Boston line by 1892-1893 (Turner and Jacobus 1986:18; Karr 1995:52-53; Lynch 2003:13-14). Its origins start with the Boston & Providence section completed in 1835 as one of the three earliest lines built in New England, and a Providence to Stonington line completed in 1837. The Hartford & New Haven started construction in 1836 and was completed by 1844 (Stanford 1976:1; Lynch 2003:12). The New York & New Haven Railroad received its charter in 1844 for the construction of a rail line between the two namesake cities that had to compete with well established steamship lines (Harlow 1946:180; Hartley 1992:20; Karr 1995:46). The line opened in 1849, and by five years later had established a second track to accommodate traffic (Turner and Jacobus 1986:26; Karr 1995:47). The Shore Line Railroad between New Haven and New London was finished in 1852, and the last link between New London and Stonington was completed in 1858 (Turner and Jacobus 1986:10). The predecessor to the NYNHH was complete, although the route still relied on ferry service until the Thames River bridge was built in 1889 (Harlow 1946:186; Turner and Jacobus 1986:14). In the 1890s, third and fourth tracks were added, and all but the Bridgeport grade crossing were eliminated (Karr 1995:48).

The line between Danbury and Norwalk was not entirely abandoned despite 15 years passing since it was first chartered. Work on the line began in 1850 by contractor Beard, Church & Company at a cost of \$370,821 (Bailey 1896:272; Cornwall 1987:7-9). Original plans for the line included eight stations, 46 grade crossings, 800 feet of wood-truss bridges, and 130 feet of timber trestles (Cornwall 1987:10). Much of the work was performed by recent Irish immigrants who lived in temporary housing along the line. The Danbury and Norwalk Railroad line was completed on March 1, 1852 (Bailey 1896:272; Wilson 1929:313; Karr 1995:52). The original equipment for the line included three locomotives, six passenger cars, eight box cars, 16 platform cars, and three hand cars (Bailey 1896:272). The Danbury station was built at an up-town location based on the influence of the stockholders (Bailey 1896:272-273). Passenger trains ran round trips twice a day, freight cars once a day (Bailey 1896:275; Cornwall 1987:16). Revenues and income in the first couple of years were fairly close to those projected, offset some by the floods of 1853 and 1854 (Bailey 1896:274; Cornwall 1987:16-19).

In 1853, another charter was granted for a new railroad line that was to run from White Plains to Danbury and through Brookfield to the Housatonic line, with a capital stock of \$1,000,000, but the project was never fully funded (Bailey 1896:277). The New York, Housatonic & Northern Railroad was chartered in 1864 to fulfill that route, leased by the Housatonic Railroad in 1872, and eventually acquired by the Housatonic Railroad in 1882 (Stanford 1976:8; Turner and Jacobus 1986:54-55; Karr 1995:59). Only a section from Danbury to Brookfield was built by 1868, not even connecting fully to the Housatonic line at that time (Bailey 1896:277-278; Hawley 1929:122; Stanford 1976:7).

In 1886, the Housatonic Company leased the Danbury to Brookfield section until it was incorporated into the larger Consolidated Road (or the New Haven) six years later in 1892 (Turner and Jacobus 1986:54; Cornwall 1987:53-66; Karr 1995:16,57). That consolidation reflected a much broader consolidation process of railroad lines throughout southern New England during the last decades of the 19th Century because of economic necessity, with as many as 30 highly competitive independent lines in 1865 reduced to 18 by 1880, and then just three major systems by 1900 (Baker 1937:72; Karr 1995:15-16). The New Haven, New York Central, and Boston & Maine Railroad lines continued to operate well into the 20th Century (Karr 1995:17).

Major branches built off the main Danbury and Norwalk line included a four-mile line from Branchville to Ridgefield Village in Ridgefield (1870), a six-mile line from Bethel to Hawleyville in Newtown where the Housatonic line to Litchfield had already been established (1871-1872), and a three-mile line from South Norwalk to Wilson Point in the same town (1882) (Bailey 1896:274-275; Karr 1995:54). The Danbury and Norwalk line and all of its branches were leased in 1886 to the Housatonic Railway Company, which upgraded tracks between Danbury and Brookfield and provided a connecting loop track between the two stations, no longer existing today, at the end of that line and its own line running from Brookfield to Danbury (Cornwall 1987:26,53-56; Hartley 1992:114; Karr 1995:52). By 1889, the Housatonic Railroad had acquired the necessary segments to complete a line from New Haven through Derby and Hawleyville to its line in Brookfield (Cornwall 1987:56-57). In 1892, the larger set of Housatonic Railway lines became part of the Consolidated Road, or even larger New York, New Haven & Hartford Railway Company (NYNHH) (Bailey 1896:276; Hartley 1992:114; Lynch 2003:14). The Danbury and Norwalk line of the Consolidated Road was known as its Highland or Berkshire Hills Division, while the recently bankrupted New York & New England became its New York Division (Devlin 1986).

Danbury was a central location for the convergence of several historic lines. The New York and New England Railway line that extended from Danbury to Hartford was located on a course that was extended to White Plains, New York for the originally proposed New York and Hartford line in 1844 (Bailey 1896:273-274). The Shepaug Line, or Danbury and Litchfield Railway, was built from Danbury to Hawleyville by 1859 (Bailey 1896:278). The Boston, Hartford and Erie line was incorporated in 1846, although early construction only reached as far west as Waterbury (Bailey 1896:278). The line did not reach Danbury until 1881 when it was extended as far west as Brewster where it connected with the New York and Northern Road that ran to New York City (Bailey 1896:278). This latter line helped to grow the population of Danbury to the point that it issued a city charter in 1889 (Devlin 1986). Railroad lines were extended with the establishment of the New York, New Haven & Hartford Railroad by 1872, and then the Central New England Railroad in 1881 that connected Danbury with Boston and New York (Bailey 1896:278-279; Devlin 1987).

Bridges were not the only substantial improvements to the region's rail lines in the late 19th Century. Passing tracks were established at periodic intervals along the Danbury to Norwalk line in the late 1880s (Cornwall 1987:58-60). Traffic between New Haven and New York grew to the point that the line was considered for expansion to four parallel sets of tracks. The Connecticut legislature responded by mandating the elimination of grade crossings along the route, requiring elevated track sections including that of the connecting Danbury branch line in Norwalk (Cornwall 1987:74-75). The two stations at Danbury were now replaced by a single structure built in 1893 (Cornwall 1987:69-76). Finally, NYNHH began to experiment with the electrification of some of its branch

lines towards the end of the century (Cornwall 1987:81; Karr 1995:48; Stewart 1997:44).

20th Century Native Americans

Jurisdiction over the Schaghticoke reservation in Kent was given to the State Park and Forest Department in 1935, while being transferred to the Welfare Department in 1941 (Guillette 1979:S8). The Schaghticoques and Welfare Department had a difficult relationship, with neglect or mismanagement of funds by the latter. Native American groups became more politically active in the 1960s along with many other tribes throughout North America. The Schaghticoques eventually sought control of their affairs in 1973 by joining the Connecticut Indian Affairs Council, and a year later filed a lawsuit for the return of Kent lands which were inappropriately sold in violation of the federal Non-Intercourse Act of 1790 (Guillette 1979:S8). The reservation was up to 400 acres by 1979, at which point the tribe applied for federal recognition (Guillette 1979:S9).

20th Century Danbury

The areas outside the core of the city of Danbury were still very agricultural early in the 20th Century (Devlin 1987). Danbury had 200 farms by 1920, mostly concentrating on dairy and fruit. Many farmers of the early 20th Century supplemented their income with other jobs. Farming declined during the 20th Century for various reasons, however, including the Depression of the 1930s, a labor shortage during World War II, and the suburbanization of the town after the war.

The city of Danbury itself featured a very dense occupation of residences and commercial structures after the turn of the century, including a plethora of independent stores (DMHS 2001). Industry grew, supported by large steel and concrete buildings often located along the railroad lines (DPT 1980). Danbury, as the “Hat Capitol of the World”, was the largest producer in the world during the 1920s and 1930s, and continued to be one of the leading manufacturers of hats through the middle of the 20th Century (Devlin 1987). After World War II, however, men’s fashion changed to exclude common wearing of dress hats, with foreign competition contributing to the decline of the industry in Danbury (Devlin 1987). Well known industrial firms to be established in Danbury during the 1940s and 1950s offset the economic decline caused by the waning hat industry, including Barden’s, Risdon’s, Republic Foil, Preferred Utilities, Connor Engineering, Viking Wire, Heli-Coil, Davis & Geck, and Eagle Pencil (DMHS 2001:57).

In the 1920s, the Connecticut Light and Power Company began purchasing property for the formation of a lake (Candlewood) to provide hydrological power. This project impacted many lakes including Neversink Pond in Danbury (Murphy and Smolen 2005). Danbury later formed a park at the southern end of the lake (DMHS 2001:20; Murphy and Smolen 2005). Suburbanization of Danbury was prompted by several factors, including the flood of the Still River in 1955 that caused revitalization and redevelopment of the downtown, and interstate construction that began in the late 1950s (DMHS 2001:8). Mid to late 20th Century industries to emerge include those related to space travel, publishing, surgical instruments, and chemicals (DMHS 2001:8). The last hat company in Danbury shut down in 1987 (DMHS 2001:86). The population expanded during the 20th Century in Danbury, nearly tripling from just over 20,000 in 1920 to nearly 60,000 in 1980 (DPT 1980:12).

20th Century Brookfield

Farming changed greatly in character early in the 20th Century in Brookfield (Cunningham

1997:17). Consolidation of farms resulted in fewer yet larger commercial enterprises, with smaller individual farms of local families becoming more like gardens in nature (Cunningham 1997:17). Populations actually declined in the first couple of decades of the 20th Century in Brookfield, with just over 1,100 in 1910 and just under 900 by 1920 (Hawley 1929:24). As marginal farms owned by traditional families were squeezed out of existence, immigrant families often stepped in to take their place (Cunningham 1997:18). A conversion to a focus on dairy and orchards was prompted by the westward expansion of the railroad that could cheaply transport in more efficiently grown grain and cattle from the Midwest, and simultaneously allow for local dairy and fruit farmers to get their highly perishable goods to local market centers in a timely fashion (Cunningham 1997:18). Attempts to maintain an agricultural identity in town into the 20th Century is reflected by the formation of local granges in 1894 and then again in 1920, as well as the growing use of modern experimental methods (Cunningham 1997:17-19).

Immigration reached a peak in Brookfield by the first decade of the 20th Century (Cunningham 1997:17). The origins of immigrants changed, from mostly western Europe in the late 19th Century, to eastern Europe and Russia (Cunningham 1997:19). By 1930, nearly one-half of all Brookfield residents were first or second generation immigrants (Cunningham 1997:17). Brookfield did not receive electrical service until 1915 (Hawley 1929:123). Brookfield became something of a vacation target in the early 20th Century with the establishment of cabins and inns, particularly after World War I and the common occurrence of the automobile (Cunningham 1997:17). The many smaller schools were consolidated in the 1930s (Whittlesey 2006:69-71). More intensive residential development occurred after World War II, resulting in a more suburban character for the town (Cunningham 1997:17).

20th Century New Milford

The Great Fire of 1902 burned down many of the businesses located in New Milford's business district (Peck 1991:111-116). The core of the town was rebuilt, however, and the diversity of civic organizations and larger businesses increased. The New Milford Historical Society was formed in 1915 (Peck 1991:88). The first area hospital was organized in 1922, with a more formalized hospital building constructed by 1951 (Peck 1991:143-148). The Rocky River was dammed near its confluence with the Housatonic to form Lake Candlewood and to supply power for the Connecticut Light and Power Company in the late 1920s (now Northeast Utilities) (Peck 1991:154-159). Late historic industries and manufactured items of the New Milford area include paper mills, a pottery plant, paint, varnish, wood-filler, scouring powders, illuminating gas, furniture, fruit and vegetable canning, cold-rolled steel, creamery, bleaching and dying (Robertson), paper cloth (Kimberly Clark), brass (Scovill), food products firm (Nestle), and electronics (Peck 1991:22). Late 20th Century changes in the area are dominated by suburban commercial and residential developments.

20th Century Railroads

By the beginning of the 20th Century, the New York, New Haven & Hartford Railroad (NYNHH, or "the New Haven") dominated water and rail travel throughout southern New England and several important utility assets under President Charles S. Mellen (Turner and Jacobus 1986:206; Cornwall

1987:81). Other major systems at the beginning of the 20th Century included the New York Central (Boston & Albany) and the Boston & Maine railroads, all surviving until 1969 (Karr 1995:16). Union Station in Danbury was built by NYNHH in 1902 after the joining of multiple track lines, and served about 125 passenger train stops per day (Devlin 1986). The station served the many seasonal hat workers, city workers or students who lived in rural areas, and summer boarders. The electrification experiments of NYNHH in the late 19th Century paid off because of a legislative act in New York to switch away from steam locomotives following an accident in 1902 caused by the obscuring of signals in tunnels (Hartley 1992:20-21; Karr 1995:48). NYNHH spent \$230 million between 1903 and 1914 electrifying its line from New York to New Haven, requiring the construction and installation of catenary wire support structures, overhead wire substations, switching gear, and a power plant. The structural supports for much of the line consisted of simple single rolled H-beams placed vertically into concrete footings, unlike the more dramatic lattice-bar catenary support towers established earlier along the main line (Adams et al. 1998:34). The coal-powered plant was built at Cos Cob in Greenwich (Karr 1995:48). The Danbury branch line between Norwalk and Danbury was electrified between 1910 and 1925 (Cornwall 1987:84; Hartley 1992:23; Karr 1995). This process was lengthy because of interruption by near insolvency after 1912 due to problems associated with deferred maintenance and a series of accidents. Improvements extended north, but not in the form of electrification. In 1913, an eleven-mile stretch between Berkshire Junction in southern Brookfield to New Milford was double-tracked, and some realignments were made along with the construction of new bridges (Peck 1991:33; Lynch 2003:78).

The New Haven railroad line was taken over by the U.S. Railroad Administration during World War I, returning to private control in 1920 (Cornwall 1987:83). In 1921, the New Haven changed the routing of New York to western Massachusetts to run along the Danbury to Norwalk line and Danbury to Brookfield Junction section, thereby bypassing Bridgeport and abandoning the connection between Hawleyville and Brookfield Junction (Karr 1995:57). The company was profitable again by 1924 due to the divestiture of street rail assets and the formation of a transport company using internal-combustion vehicles (Cornwall 1987:81-83). The return to profitability allowed for the completion of the electrification of the Danbury branch line between Norwalk and Danbury in 1925 (Karr 1995:53). By 1927, NYNHH was moving 40,000 people daily into and out of New York City (Stewart 1997), with freight service secondary to passenger service on the New Haven and Danbury branch lines (Karr 1995:53). Milk was a significant freight product until the late 1920s when trucking by road became prominent (Lynch 2003:74).

The Depression hurt the NYNHH just as it had virtually all other segments of industry. The company filed for reorganization in 1935 and never returned to profitability (Cornwall 1987:89). Passenger travel on the trains declined rapidly again after World War II following the construction of the Connecticut Turnpike (Devlin 1986; Karr 1995:48; Lynch 2003:149). The flood of 1956 disrupted several sections along the Danbury branch, which required major repairs of bridges in Norwalk and Danbury (Adams et al. 1998:34). The Danbury branch line (Norwalk to Danbury) was de-electrified in 1961 (Karr 1995:53; Lynch 2003:63), the same year the New Haven refiled for reorganization. The de-electrification was done in an effort to cut costs, switching to diesel locomotives (Adams et al. 1998:34). It involved the removal of wire, although original supports remained (Adams et al. 1998:35).

In 1968-1969, the New York Central, as parent company of the bankrupted NYNHH, merged with

the Pennsylvania Railroad to become Penn Central (Turner and Jacobus 1986:282; Karr 1995:17; Lynch 2003:155). The Housatonic Railroad by this time was a minor secondary route, with only rare freight trains and passenger service (Karr 1995:57). Within three years, Penn Central would file for reorganization, representing the biggest bankruptcy to that point in American history (Turner and Jacobus 1986:282; Cornwall 1987:93; Adams et al. 1998:35). In 1971, the Danbury branch line was leased to the New York Metropolitan Transportation Authority (MTA) and Connecticut Department of Transportation (ConnDOT), which made extensive repairs to the track and roadbed (Cornwall 1987:94). In 1973-1976, the Danbury branch line and the rest of Penn Central rail lines became a part of the federally funded Conrail system (Turner and Jacobus 1986:284; Karr 1995:17,53; Lynch 2003:158). The main line between Boston and New York City had become a part of the Amtrak Northeast Corridor between Boston and Washington, D.C. for passenger service, while Conrail continued to operate freight service on the main route (Karr 1995:49-50) as well as the Danbury branch that was owned by the Connecticut Department of Transportation into the 1980s (Karr 1995:53,58). In 1983, the passenger rail operations of southwest Connecticut that included the south Danbury branch line became part of Metro-North Commuter Railroad (MNR), created by MTA (Turner and Jacobus 1986:286; Karr 1995:49,53; Lynch 2003:157).

In 1992, an expanded Housatonic Railroad operated freight trains along the Danbury - New Milford section (Karr 1995:58-59), while in 1993, Providence & Worcester became the freight operator of the Danbury branch south to Norwalk (Karr 1995:54). Late 20th Century developments along the Danbury branch line include the construction of a newer station at Merritt Seven, the replacement of stations at Bethel and Danbury, modified passing sidings, high-level platforms built, grade crossing equipment replaced, and new 135-lb rail installed (Adams et al. 1998:35). The 23.6-mile alignment between South Norwalk and Danbury is currently owned by ConnDOT and operated by MNR, while the 14.3-mile alignment between Danbury and New Milford is owned by the Housatonic Railroad Company, Inc. (Adams et al. 1998:35; WGI 2006).

Historic Native American Sites

Early historic Native American presence is well documented along the Still and Housatonic River drainages. DeForest (1852:398) and Orcutt (1972[1882]:102-104) mention two Pootatuck cemeteries dating to the Contact period or early 18th Century. One on the west side of the Housatonic undoubtedly corresponds to the Fort Hill site mentioned earlier (Weantinock), while one on the east side of the Housatonic near the falls relates to the settlement (Metichawan) occupied by the sachem Weramaug. Orcutt (1972[1882]:104) indicates that at one point about 50 low mounds about five to ten feet in diameter could be observed at Fort Hill, with excavations and exposed graves often revealing several sets of remains per feature, and estimating several hundred interments in the area (see also Peck 1991:81-87). References to small circular mounds may relate to the interment of individuals in rockier soils, and individuals were reportedly buried in sitting (flexed) positions, typical for the Contact period and early 18th Centuries (Walwer 1996). Another reference to determining the positions of the bodies after “opening” the graves provides ample evidence for severe disturbance to the burial sites.

Weramaug’s “palace” at Metichawan reportedly consisted of a large longhouse with a Council room and murals containing elaborate paintings of animals (Barber 1838:475; Smith 1946:101). In one account, the 1735 burial place of Weramaug reportedly lies at the base of “Weramaug’s Monument”,

a stone pile at the top of Falls Mountain on the east side of the river (Orcutt 1972[1882]:111; Hawley 1929:11; Smith 1946:103). The “Legend of Weantinaug” is a well known tale of the tragic demise of Weramaug’s daughter Lillinonah at nearby Lover’s Leap (Orcutt 1972[1882]:112-114; Peck 1991:6). Lewis (1881:424) and Orcutt (1972[1882]:104) also describe a burial ground being located at West Street in the central part of New Milford, with another burial ground on the Aspetuck River further to the north and west. Orcutt (1972[1882]:112) also mentions burials on Pumpkin Hill to the east of the project area on the west side of the Housatonic River. Orcutt (1972[1882]:112) mentions yet other sites in the area that may reflect early Contact or earlier Pootatuck settlements in the area.

Orcutt (1882:101-109) and DeForest (1852:392-393) refer to Weantinock (Fort Hill or general area); Metichawan near Lovers Leap and home to Weremaug and his council house; Goodyear Island in the Housatonic River below Lovers Leap as a trading post; Indian Fields at the northern end of a wide valley area north of the Route 202 bridge; and Great Falls at the confluence of the Still and Housatonic Rivers as the most intensively occupied sites in New Milford. Hawley (1929:10-11) suggests that the Sachem Pocono may have had a concentrated settlement just north of the bridge crossing of the Still River in Brookfield. Outside the project alignment, the Still River Site (18-009) in northern Brookfield that features a prehistoric component also revealed occupation extending in the Contact period, as indicated by two iron axes found in possible association with a drilled pendant and small-stemmed points.

Historic Danbury Sites

Several structures lie near the beginning of the project corridor and are listed or nominated for the National Register of Historic Places (NRHP). The Ball and Roller Bearing Company complex of three wood frame / brick buildings is located on Maple Avenue between the railroad line and Crosby Street, representing a late 19th to early 20th Century machine shop built by Joseph Nutt and then occupied by Lewis Heim who was the inventor of the important centerless grinding machine that allowed for high-precision machine manufacturing, as well as hat-making machinery, laundry machines, and ball bearings (Devlin 1989). Meeker’s Hardware building, or the “Red Block” on White Street west of Union Station, is a Neo-Classical brick commercial structure built in 1896-1897 and remains as one of the last continuously running agricultural feed / hardware stores in the area (Devlin 1982).

Union Station is also located on White Street at the beginning of the project alignment (Devlin and Herzan 1986). It was built by the New York, New Haven & Hartford Railroad in 1902-1903, and replaced an 1881 wooden depot that has since been moved to a different location to the east on White Street and serves as commercial storage (Cornwall 1987:73; Roy 2007:45). The replacement structure was built by A. Malkin and modeled after the stations built by H.H. Richardson with Colonial Revival elements. The station was built as the answer to petitions regarding separate stations and rail lines running through Danbury, with the realignment of tracks in 1901. The brick structure is one story and built in an eclectic style. The overall footprint is 99 by 123 feet in an L-shape consisting of two perpendicular wings. There are octagonal facades at the ends of each wing facing the tracks that curve around the building, as well as an additional octagonal facade at the intersection of the two wings where there is also a single brick chimney. Original cresting and a former hip-roofed dormer were removed in the 1950s, as well as attached platform shelters. Interior features include a fire place and matchstick wainscoting. The structure was renovated in the 1990s

and is currently used as the Danbury Railroad Museum (Roy 2007:45).

The Locomotive Turntable Site (34-005) is located towards the beginning of the project alignment, just south of the main line (Rzasa 1982). The feature is registered with the NRHP, and is the last surviving structure of its kind in Connecticut. The turntable features construction from steel bridge girders in a deck table design, and was built in 1916. About 95 feet in length, the turntable replaced a previous one that was only about one-half the size and not suitable for the larger cars of the early 20th Century. The turntable lies adjacent to the foundation of the former roundhouse and the remains of a machine shop and engine servicing area. It is surrounded by oak planking as a walking surface, with an operator's shack on one end. The turntable could be turned 360 degrees for the reorientation of locomotives. A girder tower in the center of the feature was designed to carry electricity down to an electric motor that rotates the turntable on rails. Roundhouse fan tracks connect to the turntable pit which is concrete-lined and about 7.5 feet deep.

The beginning of the project corridor lies just northeast of the Main Street Historic District of Danbury. Nominated to the NRHP, the district is concentrated along Main Street from White Street at the northern end to beyond Elmwood Place and Park Place at the southern end (Devlin 1983). Nearly 100 contributing structures include residential, commercial, and industrial properties, spanning from the 18th Century to the mid-20th Century. Stylistic architectural representatives include Georgian, Greek Revival, Renaissance Revival, Italianate, Gothic Revival, Second Empire, High Victorian Gothic, Richardsonian Romanesque, Beaux Arts Neo-Classical, Georgian Revival, Dutch Colonial Revival, and Modernistic. The nomination of the district followed a comprehensive historic architectural survey of Main Street and intersecting side streets including Chapel, Elm, Ives, and Liberty (DPT 1980).

Several important historic sites are located near the beginning of the project alignment in Danbury but outside the corridor. One survey conducted on Balmforth and Maple Avenues in Danbury about one-half mile to the north of the beginning of the project alignment noted the potential significance of the Patch Street Bridge, a single stone arch structure built in 1886 (Raber 1985). To the west of the beginning of the project alignment, the Crosby Street Bridge (#4125) crosses Padanaram Brook and consists of two shallow masonry arch spans with commemorative cut stone tablets citing town officials at the date of construction in 1899. To the northwest of the beginning of the alignment on Maple Avenue, the late 19th Century Charles Reid Machine Works building stands and was catalogued for the Historic American Engineering Record because of its significant machinery reflecting the mechanization of the hat manufacturing industry in Danbury (Roth 1981:15-16). To the south of the beginning of the alignment on Liberty Street, the New Bethel Church of God in Christ is a 1908 structure built by the Swedish Immanuel Evangelical Church in a Queen Anne Style, and was designed as a local history property by the Connecticut State Historic Preservation Office before its planned removal and relocation. Other important structures have been noted in a historic architectural survey of these avenues containing many late 19th to early 20th century buildings that emerged with the growth of business and population after the arrival of the railroad (Devlin 1981)

Historic Brookfield Sites

The railroad corridor contains much of the United Jewish Cemetery in southern Brookfield. The smaller historic Northrop Cemetery is located nearby, and was found to contain a prehistoric site

(18-23) as described in the prehistoric background section. The cemetery was part of the David Northrop farm through which the railroad line was relocated, thus its close proximity or perhaps even impact of the cemetery (Hawley 1929:44-45). The cemetery contains members of the Northrop, Dibble, Dunning, Gray, Sturdevant, Stevens, and Beebe families (Hawley 1929:45,238). It is the third earliest recorded cemetery in town, and in 1910 contained 50 grave stones that were legible at the time (Hawley 1929:238). The cemetery is recorded as containing stones of differing material and styles through time (Hawley 1929:239).

There are a number of previously recorded historic homes in the project corridor in southern Brookfield. Many are included in a historic architectural survey of Brookfield, and most have been listed with the Connecticut State Register of Historic Places (Cunningham 1997). From south to north, these and other houses in the corridor include: the ca. 1780 Georgian Colonial David Northrop house at 86 Stony Hill Road (#116); the ca. 1750 Colonial Dibble house at 88 Stony Hill Road; the 1848 vernacular cottage Northrop Worker's farm tenement house at 107 Stony Hill Road (#117); the ca. 1785 Colonial Ezra Northrop Jr. house at 53 Pocono Ridge Road (#106); the ca. 1880 Louis J. Van Hoesen Hotel at 127 Stony Hill Road (#118), built to accommodate travelers of the railroad line who would stop at the junction stationhouse formerly located to the north of the hotel adjacent to the tracks (see also Hawley 1929:44; Whittlesey 1988); the ca. 1800 Colonial Federal Rev. Benjamin Benham house at 81 Pocono Road (#100); the remains of a ca. 1825 Federal farm house at 118 Pocono Road; and the ca. 1775 Colonial Abel Sherman tenant house at 14 Oak Grove Road (#69) that housed workers of the farm whose principal farmhouse lay to the west of the road. Some houses within the corridor along these routes were not included in the study because of major alterations to the structures that still may bear traces of original foundations or other features, including 108 Stony Hill Road where there are traces of a mid-20th Century home-made swimming pool feature.

Several more historic structures were recorded just south of the heart of Brookfield village, including: a ca. 1820 Colonial house at 151 Pocono Road; a ca. 1812 Colonial house at 153 Pocono Road; the ca. 1860 William O'Hara farmhouse at 155 Pocono Road (#101) where a large tobacco barn was built by the Gereg family in the 1920s; the ca. 1925 Grange Hall at 159 Pocono Road that currently serves as a church, St. Joseph's Roman Catholic Church at 164 Pocono Road that was built in 1892 to service the many immigrant working families of Irish origin (#102); the 1935 Colonial Revival Heinz & Wilhelmina Pflomm house at 173 Pocono Road (#103); the 1842 Greek Revival Edward P. Fairchild house or "Smith Place" at 174 Pocono Road (#104); and the ca. 1860 vernacular Alan & Mary Rogers house at 179 Pocono Road (#105) that was likely occupied by workers of the local factories during the late 19th Century.

There are also a number of historic structures located in a more concentrated setting at what was historically known as "Ironworks", or the present day village of Brookfield. Brookfield village was noted as having clusters of historic buildings near the intersection of Route 7 and Route 25 in the assessment survey conducted for alternative possible Route 7 relocation routes (McBride 1988). As a concentration of structures related to their 19th Century rural industrial setting, they warrant nomination to the National Register of Historic Places as a historic district, as indicated in a historic architectural analysis of Brookfield (Cunningham 1997:24). The current structures that make up the historic character of the district include about a dozen houses, a gristmill, two stores, railroad depot, a hotel, and the stone arch bridge (#900) across the Still River. The stone arch bridge was built in 1880 by C.S. Pendleton from New London utilizing local stone, and was placed near the site of the

first built in 1745 (Hawley 1929:35,133; Whittlesey 1988). Structures located primarily on Whisconier Road or near its intersections include: the ca. 1770 Colonial Cape Samuel Ruggles Jr. house at 4 Ironworks Hill Road (#27); the 1788 Colonial Federal Merritt Hubbell house at 4 Alcox Road (#1); the 1914 Brookfield Railroad Depot at 271 Whisconier Road (#157) that now houses the Brookfield Craft Center and where the adjacent rail line had formerly run closer to the Still River; the original 1748 and 1780 gristmill site at 272 Whisconier Road rebuilt by William Meeker in 1832, and also currently serving as part of the Brookfield Craft Center (Hawley 1929:130; Cunningham 1997:15; Whittlesey 1988) (#158); the ca. 1790 Colonial William D. Meeker house with Greek Revival modifications and an associated carriage house at 290 Whisconier Road (#161); the ca. 1875 Second Empire Brookfield Hotel at 1 Tucks Road (#120) (see *American Hotel*, Hawley 1929:114); the ca. 1860 Victorian Commercial Levi Sturdevant Store at 277 Whisconier Road (#159); the ca. 1875 vernacular commercial Koehler's Store at 281 Whisconier Road (#160); and a ca. 1840 Greek Revival house at 283 Whisconier Road. Historic references also indicate that furnaces at Ironworks were located near the present day railroad station (Hawley 1929:35,127-128), that a dam was built across the nearby Still River (Hawley 1929:127; Whittlesey 1988), and that a gristmill was located on the east side of the river (Hawley 1929:130). When the railroad was realigned through Brookfield in 1913-1914, the tracks to the south of the current railroad station were built over the former George Hallock and Robert Knapp stores, as well as a former railroad station (Hawley 1929:36; Whittlesey 1988).

A stone arch drainage feature is located adjacent to the Route 25/ Station Road crossing of the Still River in the village of Brookfield. The feature is located behind the Brookfield Craft Center, now a non-profit organization dedicated to the promotion of hand-craft arts. A 1966 statewide Historic American Buildings Survey identified the feature and determined that it is 400 feet in length. The barrel-vaulted arch is constructed of granite voissiors with keystone. The reported purpose of the tunnel feature was to drain water from Iron Works Hill that rises to the east, and was built by the Housatonic Railroad around 1840 (Whittlesey 2006:220). Behind the nearby Brookfield market building at 277 Whisconier Road there lies an associated stone retaining wall also built by the Housatonic Railroad around 1840. Both the arch feature and wall served to support the first alignment of railroad tracks through Brookfield, with the newer alignment resulting in the removal or relocation of several historic structures within Brookfield Village (Hawley 1929:36). Other structures in the Brookfield Village area have either been destroyed by fire or have been removed to other locations (Hawley 1929:36-37).

Seven more historic houses lie along Federal Road to the north of its intersection with Whisconier Road (see also Hawley 1929:37-38), including: the ca. 1850 vernacular Van Rensaler Fenn house at 825 Federal Road (#17); the ca. 1850 Greek Revival Keeler Sisters house at 831 Federal Road (#18); the 1793 Colonial Federal Henry S. Stevens house at 833 Federal Road (#19); the ca. 1840 Greek Revival Barzillai T. Jackson house at 834 Federal Road (#20); and the ca. 1840 Greek Revival / Italianate George S. Porter house at 837 Federal Road (#21).

The village of Brookfield lies on the Still River in the northern part of town, while Brookfield Center is another village located towards the center of town outside the project corridor. The latter village lies about one-half mile east of the project alignment, and is registered with the National Register of Historic Places (Ransom 1990). The historic district contains salt-box, Federal, Greek Revival, Gothic Revival, Italianate, and Colonial Revival dwellings, a Congregational Church, St. Paul's

School and Church, and the Rustic Curtis School, many of which were built for the well established professional class of Brookfield emerging in the 19th Century (Cunningham 1997:20-21).

The survey of the Route 7 bypass to the west of the project corridor in northern Brookfield that recorded three prehistoric sites also led to the identification of the 19th to 20th century Mark B. Lloyd foundation site at Domain Pond, and also noted the Gallows Hill and Laurel Hill cemeteries along that proposed alignment (HPI 1997, 1999). Documentary and archaeological evidence from the site indicates the house was likely built in the early 19th Century and occupied for about 100 years, with recovered material including a perforated 1815 half-penny, button, ox shoe, ceramics, cut nails, clam shells, and bottle glass. To the east of the site and Laurel Hill Road, yet west of the project corridor, a historic lime kiln has been documented for the Historic American Engineering Record, producing lime from limestone in the 19th Century for agricultural purposes and for a nearby iron works (Roth 1981:1).

Just south of the northern border of Brookfield and west of the project corridor, Aldrich Road crosses the Still River over a historic bridge (#5091). The 1895 feature is a small Warren pony truss with built-up steel members and riveted joints. The decking of the bridge has been modified, and now serves as a pedestrian bridge for a wildlife sanctuary area within Weantinog Heritage property.

Historic New Milford Sites

Many of the historic homes and buildings that are preserved in New Milford today are documented in *Edith Newton's New Milford* (1979), as well as an intensive historical and architectural survey of the central business district by the New Milford Preservation Society and Connecticut Historical Commission (1979). Just north of the Brookfield - New Milford border, the John Glover Noble House lies on Route 7 to the west of the project corridor, and is a Federalist brick house built in 1820 (Clouette 1976). A survey of Route 7 in southern New Milford (Harper et al. 2007) also noted subsurface archaeological remains (96-156) in the vicinity of the house at Phase I and Phase II levels of study, including ceramic fragments, kaolin clay pipe fragment, bottle glass, nails, a buckle, brick, bone, and a few prehistoric artifacts likely related to the site across Route 7 (96-153). A similar range of materials, including some scattered traces of prehistoric material, was recovered during the same survey for many other former or existing historic house sites and properties identified along Route 7 in New Milford stretching from the Brookfield border north to the confluence of the Still and Housatonic Rivers, including (from south to north): J.A. Giddings (96-155), Warner / Hayes (96-154), Benjamin and Eleanor Stone (house and blacksmith shop) (96-148), C. Osborn (96-140, and 96-139 with foundation), 469 Danbury Road (96-141), J. Marsh (96-142), 96-145, Mrs. McMahan (96-137), and McMahan (96-135). Some of the latter sites were evaluated at the Phase II intensive level of study, although none were found to be eligible for the NRHP.

In the Lanesville section of New Milford, ACS (Walwer and Walwer 1998) conducted a survey for the new New Milford High School to be built to the west of Route 7 and the project corridor. Three principal historic archaeological sites were evaluated, in addition to several prehistoric loci described above. The L. Northrop/A. Burr Site (96-158) is the former location of a 19th Century house near the intersection of Larson and Sullivan Roads, represented by white earthenware, cut nails, patinated glass, metal hardware, and animal bone. The Larson Site (96-159) is an ancillary

late 18th to 19th century residential occupation near Route 7 represented by a wide variety of ceramic ware fragments including whiteware, pearlware, creamware, black-glazed redware, porcelain, yellowware, redware, ironstone china, and stoneware. The project area also contained the remains of a concrete-reinforced cobble stone foundation of a tobacco barn (96-160). Historic references indicate that the early 1716 gristmill site was located where a former bridge crossed the Still River at Lanesville (Hawley 1929:245).

The IGTS survey noted a disturbed 19th to 20th century site (96-114 - IGTS 259-5-1) about five hundred feet west of the project corridor at the Candlewood Valley Country Club on the other side of Route 7, represented by a variety of late historic ceramic ware fragments, coal, glass, and calcined bone. There was also a late historic trash dump identified just east of the railroad tracks to the north of the Lanesville Road crossing in New Milford. The feature is dated to the first quarter of the 20th Century, bearing bottles with machine-molded finishes, mason jars, stoneware vessel fragments, whiteware, tin cans, enameled tinware, and parts of cast-iron toys (CAS 1985, 1991).

Historic mill foundations are located just south of the confluence of the Still and Housatonic Rivers within the project corridor (Weinstein 1998). The remains are part of the original Bridgeport Wood Finishing Company structures of the late 19th and 20th centuries (96-101). Land for the facility was first purchased in 1881 (Peck 1991:61). Extensive remains include the remains of the Silex Plant, two kilns or furnaces, abutment for a railroad bridge, and foundations of the Wood Filler & Paint factory, a barrel factory, a box factory, and other structures. Many of the original structures were burnt in a fire in 1897, while rebuilt structures were in operation until 1915 (Martin 1987:12). Only foundations for the various structures survive, with the exception of the two refractory brick-lined kilns, the larger made of fieldstone, and the smaller made of brick (Roth 1981:107), as recorded with the Historic American Engineering Record. The Silex Plant in particular was well known as the producer of fine silica made from ground quartz and feldspar for household cleaners and various other products, while the site also housed the Silcite Stone and Emery Wheel Company that made patented materials for sidewalks in the late 19th Century (Peck 1991:61-65). The related mill dam is now submerged below the river surface. The site is believed to be contained between Grove Street and the railroad tracks south of the river confluence, although the SHPO site form indicates related remains of offices and housing could be located to the southeast of Grove Street (see also Martin 1987:12). The site has been registered as a state archaeological preserve (Raber 2004).

Just to the southeast, Lover's Leap Bridge is a span across the Housatonic River just below the confluence, and is a structure nominated to the NRHP (Clouette 1975). The bridge has also been recorded with the Historic American Engineering Record. The structure is a wrought-iron through lenticular truss bridge, built by the Berlin Iron Bridge Company in 1895. The bridge spans 173 feet and rests on abutments made from rough stone laid as coursed ashlar. The bridge is very ornamental in design, with urn finials on top of the endposts, lattice-girder portal struts that are curved, and cresting of fleur-de-lis ironwork (Roth 1981:125). Its importance lies in several points, including the fact that it is a rare surviving example of a bridge made from iron rather than steel, its manufacture as one of the last built by the Berlin Iron Bridge Company, and that company's rare combination of arch, truss, and suspension in its design. The bridge is no longer used, with a parallel replacement built a short distance away.

The IGTS pipeline survey recorded a surface scatter (96-105 - IGTS 258A-1-1) of historic artifacts including whiteware, stoneware, creamware, pearlware, brick, window and bottle glass, machine

parts, calcined bone, coal, and a horse tooth likely related to the nearby early 18th Century Talcott House in the Sunny Valley area to the west of the project corridor.

The railroad line crosses the Housatonic River just south of New Milford Center. The bridge was built in 1913 as a single-track structure. It has three double intersection Warren truss spans measuring 109 feet in length each. Brownstone blocks in coursed ashlar make up the piers and abutments of the bridge, which is constructed from rivet-connected steel through trusses. The bridge serves as a relatively common example of the many built by the New Haven Railroad in the first two decades of the 20th Century (Roth 1981:124). The bridge has been recorded with the Historic American Engineering Record.

The New Milford Town Center is a historic district registered with the NRHP (Gilchrist 1985), and was noted in the assessment survey of alternative Route 7 relocation routes (McBride 1988). The district is comprised of about eight blocks that form the downtown area, centered on a strip of grass commons measuring about 100 feet wide and one-quarter mile long. The district contains 160 structures, only six being non-contributing. The district is bound by the railroad line on the west, the vicinity of the Center Cemetery to the northeast, and the end of Southern Main Street to the south. The district is comprised of many mid to late 19th Century homes, as well as many late 19th to early 20th Century civic, religious, and commercial structures. Informal zonation occurs within the district, including a mix of uses on the east side of the green, Church Street, and East Street; a commercial focus on Bridge, Bank, and Railroad Streets; and mostly residences along Bennitt and South Main Streets. Older homes tend to be located on the south side of Bennitt Street, while mid to late 19th Century Greek Revival, Italianate, and Queen Anne style homes are concentrated along Whittelsey Avenue and South Main Street. Other than the rebuilding of the Main / West Street block after the fire of 1902, the original architecture of much of the district is preserved, with the major exception of ground level store fronts and the mid-20th Century replacement of some houses on West Main Street outside the district. The peak periods of affluence reflected by many of the structures include those resulting from the railroad in the 1830s to 1840s, and the peak of tobacco production in the 1870s to 1890s. The registration of the district followed a comprehensive study of the village center architectural history that included a broader range of structures along critical streets within the project corridor - Bridge east of West Street, all of Main, Railroad south of Bank, and most of South Main, as well as the warehouse at West and Mill Streets (Gilchrist 1979). The latter study also documented the Colonel Elisha Bostwick House at 102 Grove Street, well to the south of the historic district, where a brick Colonial Georgian home still stands (see Newton 1979:52-53).

Several significant structures are located within the project corridor in and around the town center historic district, some consisting of tobacco warehouse buildings, and all listed with the NRHP. The J.S. Halpine Tobacco Warehouse at West and Mill Streets is a five and one-half story brick building featuring eleven bays facing the railroad line, built at the very beginning of the 20th Century for the growing tobacco business of the region (Gilchrist 1982). The two story wood frame E.A. Wildman & Company Tobacco Warehouse is located on Bridge Street, built in 1870 as one of the earlier representatives in New Milford (Orcutt 1882:528; Devlin 1988), and now the home of the Heritage Inn. The Merritt Beach & Son Building is also on Bridge Street, this three-story structure being a rare Italianate design in brick from 1873 (Orcutt 1882:525; Newton 1979:58-59; Devlin 1991). Other late historic structures from the mid-20th Century line Bridge Street (Gilchrist 1979). The

Carl F. Schoverling Tobacco Warehouse lies outside the northern end of the alignment, built as a flat iron structure in 1897 and one of the most expensive from that era (Gilchrist 1981). The Neo-Classical Revival United Bank Building on Main Street just outside the corridor was built after the fire of 1902 (Ransom 1979), with distinctive architectural traits reflective of the wealth attributed to the tobacco industry of the region.

Built in 1886, the Housatonic Railroad Station on Railroad Street is located on the east side of the railroad tracks just north of Bridge Street, and is also listed with the NRHP (Gilchrist 1983; Martin 1987). This structure is one and one-half stories, with a gabled-roof and frame construction. The structure has a fieldstone foundation, and measures about 23 by 90 feet in plan view, including a 26-foot addition built at the southern end of the structure in the 1940s. The original building featured two-over-two window sash and decorative woodworked eaves and trim. The building replaced an earlier structure built around 1840 (Roy 2007:74). It reflects the peak of railroad usage along the Housatonic line and served substantially in the transportation of vacationers into the region near the turn of the last century. The structure was bought by the town of New Milford in 1981 and was restored to house the local Chamber of Commerce, Economic Development Commission, and Commission on the Arts (Peck 1991:34).

Towards the northern end of the alignment and to the east of the project corridor within the New Milford Center Historic District, a survey of a bank property noted the disturbed remains of stone footings for a late 19th to early 20th century icehouse (Lavin 2001). Also outside the project corridor towards the northern end of the alignment, studies examining the potential impacts on the proposed realignment of Grove Street documented several structures contained within the New Milford Center Historic District and other historic structures that would be impacted (Kearns, Kirkorian, and Schneiderman-Fox 1994). A reconnaissance survey for the project identified six historic residence site areas and a mill archaeological site, two of which were recommended for further evaluation in the event of impact by the project on the basis of potentially important historic archaeological feature contexts, including one privy (Kearns, Saunder, and Schneiderman-Fox 2000). Just to the north and still outside the project corridor, the 1875 Town Hall property on the east side of East Main Street was designated as its own local historic district by the Connecticut State Historic Preservation Office, largely because of its location on the original home site of Roger Sherman who had the distinction of being the only person to sign all of the main founding documents of the United States, including the Articles of Association, Declaration of Independence, Articles of Confederation, and the United States Constitution. The Town Hall is a contributing building and resides within the New Milford Center Historic District.

Review of South Branch Resources

The Public Archaeology Laboratory, Inc. (PAL) of Pawtucket, Rhode Island performed the prior assessment survey for the Danbury branch line running from South Norwalk to Danbury (Adams et al. 1998). The survey was performed in anticipation of the installation of fiber optic communication equipment along the right-of-way that would allow for remote control of passing sidings on the single track system that had until then been controlled manually (Adams et al. 1998:17). There were 294 historic resources identified during that survey, including railroad-related resources within the right-of-way, non-railroad resources within the right-of-way, railroad-related resources outside the right-of-way, and other resources outside of the right-of-way (Adams et al. 1998:i).

South Branch, Railroad-Related Resources, Recommended Eligible for NRHP

Five properties were determined to be eligible for the National Register of Historic Places (NRHP) in the southern branch section study, including the Norwalk Interlocking Tower, the first mile of the Danbury Branch Line electrification infrastructure in Norwalk dating to 1910, the Wilton Station and Semaphore Signal, the Branchville Station, and the Bethel Station. The Norwalk Interlocking Tower is a two-story brick building built in 1896, recommended for reconsideration as a contributing element of the South Main Street - Washington Street Historic District that contains late 19th to early 20th Century Italianate, Romanesque, and Second Empire commercial buildings in South Norwalk (Adams 1998:79). The first mile of electrification in Danbury is part of a larger network off of the main generating station at Cos Cob for the NYNHH main line, including overhead wire, catenary support structures, signal and interlocking towers, signal and switching equipment, and yard and shop facilities, and represent the first case of this railroad technology in the United States (Adams et al. 1998:78-79), with important components on the Danbury Branch line including catenary supports for overhead wire and traction return impedance bonds for rail grounding (Adams et al. 1998:92-95). The Wilton Station was constructed in 1939 and features an original operating semaphore signal system (Adams et al. 1998:86). The Branchville Station, built in 1905, retains a semaphore mast, but lacks the original semaphore blades, and was leased to a bakery and restaurant after renovations in the 1990s (Adams et al. 1998:90). The Bethel Station was constructed in 1900, with subsequent alterations including the removal of two brick chimneys (Adams et al. 1998:90). It was recommended that these resources be taken into account by the final design of the project. Of the various existing railroad stations in the southern part of the corridor, those at Bethel and Danbury were relocated to entirely new buildings, the one at Merritt Seven had a new shelter built but retained its original low-level platform, while the rest were renovated with new high-level platforms (Adams et al. 1998:17).

South Branch, Historic Resources, Within Right-of-Way, Eligible or Listed with NRHP

Other existing resources within the southern branch right-of-way already have a National Register designation or determined eligibility. The South Norwalk Railroad Bridge is a through-type, pin-connected, Warren truss bridge built in 1896 and serves as a large example of 19th Century bridge engineering by the Berlin Iron Bridge Company (Adams et al. 1998:79). The Merritt Parkway Overpass in Norwalk dates to about 1938 and is a single-span, segmental-arch, reinforced concrete structure that lies several hundred feet west of the associated Norwalk River Bridge (outside right-of-way) built the same year as a three-span, Roman-arch design. The Simpaug Turnpike Bridge in Redding was built in 1885, and is a one-lane brick arch bridge and serves as the only remaining masonry arch bridge on the Danbury Branch line (Adams et al. 1998:82). The Danbury Union Station was built in 1902, and is a tan brick hip-roofed structure that now contains the Danbury Railroad Museum (Adams et al. 1998:83). The station was closed in the 1990s with a replacement built to the south along the line.

Non railroad-related historic resources within the southern branch right-of-way include those contributing to the Cannondale Historic District in Wilton and the Georgetown historic district in Redding (Adams et al. 1998:80-82). The Cannondale Historic District contains 19th through early 20th Century agricultural and commercial structures in Colonial, Greek Revival, and late Victorian styles (Clouette and Roth 1992). The Cannondale Railroad Station is a part of the district, built in

1892 as a one-story, two-room structure built in the Stick style. The structure was recently renovated, and leased by ConnDOT to a gift shop. Other railroad-related resources within the Cannondale district include a drainage canal, grade crossings at Cannon and Seeley Roads, a culvert, and the bridge over the Norwalk River. Standing telegraph poles and wires, and a flanger warning signal are also located within the district near Seeley Road. To the north in the Georgetown Historic District of Redding, mid-19th to early 20th Century residences and civic buildings surround the historic Gilbert & Bennett Wire Company mill complex (Adams et al. 1998:82). Railroad-related resources within the right-of-way at Georgetown include a station platform and a grade crossing at North Main Street, both built around 1930.

South Branch, Railroad-Related Resources, Within Right-of-Way, Not Eligible for NRHP

Other railroad-related resources within the right-of-way were deemed to have some educational value but not eligible for the NRHP, including grade crossing and line side signal equipment, flanger signs, rail racks, and lengths of 19th Century rail. There were 31 grade crossings identified in the prior survey of the southern section of the branch, including the several that are parts of the Cannondale and Georgetown Historic Districts. Five of the crossings are private and unprotected, while the public protected ones include 11 featuring original masts and supporting equipment with modern replacement bells, lights and cross bucks, while the rest had been replaced entirely just before the prior study (Adams et al. 1998:98). Thirteen whistle posts along the line include eight concrete ones dating to about 1930, and five more wooden ones predating 1910 (Adams et al. 1998:98). One remaining flanger sign from about 1920, consisting of a vertical steel pole with welded angled steel blade, was located near Seeley Road in Wilton, and served to warn maintenance crews to lift heavy equipment at grade crossings. There were eight signal masts noted, including the one supporting the lights and operating semaphore blades at the Wilton station, although all the rest other than the signal at the Norwalk Approach near Science Road have been removed or covered (Adams et al. 1998:103). Four wood relay cases were identified along the line, originating from about 1930 (Adams et al. 1998:103). A single telephone box is located near Perry Avenue in Norwalk, representing what was once a series of boxes designed to allow for crews to communicate directly with railroad dispatchers before radio communication was commonly used following World War II (Adams et al. 1998:107). Seven battery wells along the line are either cylindrical or rectangular concrete housings for batteries used to operate signals and to activate grade crossing warning bells and lights (Adams et al. 1998:107). The nine sets of rail racks recorded during the prior survey are T-shaped, vertically set stands spread 20-feet apart and designed to hold replacement rails, made obsolete by welded rail laid in 1976 (Adams et al. 1998:107). Spare lengths of late 19th Century rail made from rolled Bessemer steel are located in the Catenary Tower No. 8 and Ann Street area of South Norwalk within the right-of-way, including those made by the Edgar Thompson Steel Company, the Lackawanna Iron & Steel Company, and the A.R. Iron & Steel Company (Adams et al. 1998:103). It was recommended that samples of the moveable resources be saved and conserved.

Other structural, railroad-related resources within the southern branch right-of-way were deemed ineligible for the NRHP. Various bridges determined ineligible for the NRHP include 16 riveted deck-type bridges built around 1896, an early 20th Century pony-type span, and two welded pony-type spans from 1956 (Adams et al. 1998:95). The previously documented Marshall Street Bridge in Norwalk was built in 1895, but also determined ineligible for the NRHP (Adams et al. 1998:72).

The Wall Street Tunnel in Norwalk was also determined ineligible, consisting of a combination of cut rock and poured concrete (Adams et al. 1998:95-98). There were also 27 culverts identified during the prior survey of the southern section of the Danbury Branch line, including 15 fieldstone structures dating to the original construction of the line in 1852, five fieldstone structures with extensive concrete repairs, and seven from 1930 or later that are concrete construction (Adams et al. 1998:98). Four retaining walls identified during the prior survey consist of dry-laid ashlar or fieldstone set into earth embankments. A rockslide fence was built to the north of the Ridgefield Road crossing, consisting of a cribwork of railroad ties.

South Branch, Outside Right-of-Way, Eligible or Listed with NRHP

Other important resources already determined eligible or listed with the NRHP occur along the alignment but outside the direct railroad right-of-way (Adams et al. 1998:72-78). The Old Norwalk City Hall was built in 1912 and contains the Norwalk Museum (Adams et al. 1998:80). The Norwalk Lock Company brick mill complex was built around 1870 (Adams et al. 1998:80). The Branchville Railroad Tenement in Ridgefield dates to the latter half of the 19th Century, designed to house immigrant laborers constructing the Danbury & Norwalk Railroad. It was converted in 1880 to a hotel, and then again in 1904 to a multi-use structure (Adams et al. 1998:83). Contributing structures in the Cannondale Historic District of Wilton just outside the right-of-way include three barns, three houses, the Cannon Grange Hall of 1899, a turbine, and a fieldstone dam and bridge abutment. In the Georgetown Historic District of Redding, contributing structures just outside the right-of-way include 12 individual houses, other Gilbert & Bennett Company housing, a carriage house, a barn, the mid-19th Century Bennett Store, and the mill complex itself.

South Branch, Outside Right-of-Way, Potentially Eligible for NRHP

Other previously documented historic resources along the alignment but outside the right-of-way were determined to require additional study as individual structures or properties should they be potentially impacted by improvements to the railroad line. The prior study of the southern part of the Danbury Branch identified two districts and 47 individual historic resources just outside the right-of-way that may have potential eligibility for the NRHP. Two previously identified potential historic districts in Norwalk include the 18th to 19th Century residential neighborhood around Chapel and Merwin Streets, and a mid to late 19th Century neighborhood in the West Main Street area, neither of which had been previously addressed with respect to potential eligibility for the NRHP (Adams et al. 1998:71). The Lower Georgetown area just south of the Georgetown National Register Historic District contains the remains of the earliest Gilbert & Bennett Wire Company wire plant complex, including a breached stone dam across the Norwalk River, mill and worker house foundations, and standing structures dating from the late 18th to early 20th Century (Adams et al. 1998:111).

Commercial buildings of note include the 1914 Palace Theater on North Main Street, and a Tudor Revival building on Commerce Street, both in Norwalk (Adams et al. 1998:111). Nine houses and a barn recommended for consideration include those built in Colonial, Federal, Greek Revival, and vernacular styles (Adams et al. 1998:116). Industrial buildings include the Cider Mill on Topstone Road in Redding, Vaghi's Woodworking factory in Bethel, a daylit factory building in Danbury, and several modified brick structures in Norwalk (Adams et al. 1998:111). A noted municipal property

has concrete Art Deco detail on the Norwalk Water Department building on Glover Avenue in Norwalk (Adams et al. 1998:111).

Late 18th Century Colonial style houses are located near the Simpaug Turnpike Bridge in Redding and at Taylor Avenue in Bethel. There are five early to mid-19th Century Federal and Greek Revival structures along the line. Another house near the Branchville Station bears elaborate first and second story porches similar to the Branchville Railroad Tenement cited above. Another shingle house and associated barn lie near Topstone Road in Redding (Adams et al. 1998:116).

Several noteworthy bridges lie near the right-of-way in the southern section of the Danbury Branch (Adams et al. 1998:116). Two were built around 1928 and are reinforced concrete structures on Route 7 that carry the road over the Norwalk River in Ridgefield. Two more masonry arch bridges from the mid-19th Century include an elliptical-arch fieldstone bridge supporting Route 7 over Grist Mill Road in Norwalk, and a fieldstone arch bridge at Depot Road near the Branchville Station.

Cultural landscapes near the line include the Norwalk Burial Ground that contains 18th through early 20th Century graves near the Science Road crossing, and St. Mary's Cemetery that contains mid-19th through 20th Century graves near the New Canaan Avenue and Broad Street grade crossings in Norwalk (Adams et al. 1998:116). Agricultural landscape features include foundations and pens near the Kent Road grade crossing in Wilton, an animal pound near the West Branchville Road grade crossing in Redding, and an area containing a farmhouse and associated barns near Simpaug Turnpike Bridge in Redding (Adams et al. 1998:116).

There are several industrial archaeological sites located near the southern section of the Danbury Branch line (Adams et al. 1998:116). Some are located along the Norwalk River, including breached dams, remains of power canals, mill foundations, and power transmission equipment. Fieldstone bridge abutments over the Norwalk River can be viewed from the alignment. The remains of a granite quarry are located near the Kent Road crossing in Wilton. The Sympaug Pond Ice House site in Bethel is a testament to the large amount of ice traffic down the line.

Yet other historic resources were determined to be ineligible for the NRHP based on considerations such as integrity or lack of distinction, including an antique store, shop, and several barns and houses in Ridgefield and the Country Emporium building in Redding (Adams et al. 1998:72-78).

Summary

The project region was occupied by the Paugussett confederacy of tribes at the time of initial contact with Europeans early in the 17th Century. The Pootatuck tribe occupied the bulk of the Still River drainage, extending north from Danbury to New Milford and including most of the project corridor.

The rich, fertile alluvial and glacial outwash terraces along the Still and Housatonic Rivers attracted settlement by Native American occupants of the region in relatively high densities. Disease and Euroamerican encroachments on the land, however, disrupted aboriginal settlement behavior and lifeways, resulting in depopulation and eventually removal of most surviving tribal members by the late 17th Century. Euroamerican settlement in the region remained sparse in the late 17th Century compared to the coastal regions and Connecticut River valley, given its frontier position and fear of Native American attacks, although King Philip's War of 1675 ended widespread Euroamerican fear of expanding settlements into frontier regions.

Pootatuck and removed Paugussett populations continued to decline during the early 18th Century, with many moving from the project region to form the Schaghticoke tribe in Kent. Euroamerican settlement grew quickly at the start of the 18th Century in Danbury and New Milford, while active settlement in Brookfield was delayed by several decades. Early 18th Century Euroamerican occupations consisted mostly of self-subsistence agricultural efforts, while later in the century surplus goods were shipped along the coast and to the West Indies. The agricultural base of the economy was complemented by saw and grist mills and later by specialized trades. Danbury became a concentrated center for a cottage hat industry, while New Milford became a well known locale for the production of lime. All three towns contributed men and supplies to the Revolutionary War effort in the late 18th Century, with a British raid in 1777 temporarily destroying stores in Danbury. Towards the end of the 18th Century, major turnpike roads were laid out and improved in the region.

Agriculture remained the core of the regional economy in the early 19th Century, but manufacturing efforts increased along with populations, particularly in the manufacture of shoes and hats in Danbury. Towards the middle of the 19th Century, the scale of manufacturing increased greatly because of several factors, including advances in technology, transportation, population levels, and Civil War supply requirements. The greatest transportation change was the introduction of the railroad, at first the Housatonic line from Bridgeport through New Milford to Massachusetts in 1840, and then the Danbury Branch of the coastal line through New Haven that reached Danbury by 1852. The two lines were not connected in Brookfield until 1874, however, contributing to its lack of population growth relative to Danbury and New Milford. Danbury continued its increased scale of manufacturing into the late 19th Century, and became world-famous for its annual production of more than five million hats. New Milford also witnessed increases in manufacturing, but at a smaller scale, while tobacco became a dominant commercial crop in the latter half of the 19th Century. 19th Century population growth in the area, especially in Danbury, was complemented by an influx of European immigrants. As city centers developed, infrastructure in the form of utilities such as electricity, telephone, water, and sewer services emerged, as did a plethora of civic and social organizations. Railroad lines consolidated in the late 19th Century, with the Danbury Branch and Housatonic lines both part of the much larger New York, New Haven & Hartford Railroad (NYNHH), or the “New Haven”, or “Consolidated Road”.

The project region was still heavily focused on agriculture at the start of the 20th Century but was declining because of more efficiently grown products coming from the Midwest. Agriculture in the area shifted to a focus on dairy, orchards, and a continued domination of tobacco in New Milford. Immigration continued, but now featured eastern Europeans who became many of the area’s farmers. Hat manufacturing in Danbury reached a peak early in the 20th Century, with declining business due to the Depression and changes in men’s fashion. After World War II, suburban developments began to replace agricultural land, and settlement in the cities and town centers expanded.

The “New Haven” began to electrify its railroad lines towards the beginning of the 20th Century. This had a major economic impact on the rail system that would never again be able to sustain long-term profitability. The Danbury branch from Norwalk to Danbury was electrified between 1910 and 1925, while the lines from Danbury to New Milford were never electrified. The Danbury branch was de-electrified in 1961, and taken over by Penn Central later in the 1960s. By 1971, Penn Central entered into the largest bankruptcy filing in American history. The Danbury Branch is

currently owned by ConnDOT and Metro-North Commuter Railroad with limited service, while the line to New Milford is owned by the Housatonic Railroad that services a few freight operations.

While the general project region is rich in historic archaeological sites, relatively few are known within the project corridor. Contact period Native American sites of the area include Fort Hill, Metichawan, Lover's Leap, and Goodyear's Island in New Milford, and the Still River Site in Brookfield. Most of the mentioned sites lie outside the project corridor, although a purported burial ground along West Street likely lies within the project corridor. Well documented historic residential agrarian sites are known from surveys of Route 7 to the west and from the Iroquois Gas Transmission System survey that partially overlaps the current project area, although only one late historic trash site was noted in the latter survey within the current project area. The most substantial historic archaeological site within the project corridor is the late 19th to 20th Century Bridgeport Wood Finishing Company site in New Milford.

The majority of previously documented historic resources within the project corridor consist of standing structures or districts (Table 4). In Danbury, the main resources within the project corridor include Union Station, built in 1902, and the locomotive turntable built in 1916. To the north in southern Brookfield, the United Jewish Cemetery is utilized today, while the nearby Northrup Cemetery is an abandoned historic burial plot featuring broken and dislocated headstones from the late 18th and 19th centuries. Brookfield contains numerous historic residential structures distributed along roads parallel to the railroad and within the project corridor, including Stony Hill, Pocono, Whisconier, and Federal Roads. Many of these are individually listed with the Connecticut Register of Historic Places, while a cluster of historic structures at Brookfield could be eligible for the National Register of Historic Places (NRHP) as a district. Featured buildings at this location include a former mill, hotel, stores, and the Brookfield Railroad Depot, while other documented features include a stone arch / drainage tunnel and the Still River Arch Bridge. The Housatonic Railroad Bridge to the north in New Milford may be eligible for the NRHP, while several tobacco warehouses and the New Milford Railroad Station are already nominated or registered. The latter structures are in the general vicinity of the New Milford Center historic district that features 160 documented structures. Other buildings in central New Milford recorded in a town-wide historic structure survey date from the 20th Century and are either not eligible for the NRHP or have been removed.

In a similar study conducted about ten years ago for the southern branch section (Norwalk to Danbury), the Public Archaeology Laboratory documented 294 historic resources within and just outside the project corridor. Five of these were inside the project corridor, railroad-related, and deemed eligible for the NRHP, including the Norwalk Interlocking Tower, the first mile of the Danbury Branch Line electrification infrastructure in Norwalk dating to 1910, the Wilton Station and Semaphore Signal, the Branchville Station, and the Bethel Station. The South Norwalk Railroad Bridge and Merritt Parkway overpass in Norwalk are already listed with the NRHP. The southern branch also goes through the Cannondale historic district in Wilton and the Georgetown historic district in Redding, both on the NRHP. The survey of the southern branch also noted many early to mid-20th Century railroad features not deemed eligible for the NRHP, including grade crossing signal equipment, whistle posts, flanger signals, telephone boxes, relay cases, battery wells, rail racks, and spare rail sections. Some railroad-related resources dated to the mid to late 19th Century, including some of the riveted deck bridges, stone tunnels, and stone drainage culverts.

CHAPTER 3: METHODOLOGY

Research Methodology

Background

Establishing background information is critical in constructing a research design that is problem oriented. Here the problem is assessment of cultural resources, including traces of both prehistoric and historic activity along the project corridor. The corridor is defined as being up to 500 feet on either side of the railroad tracks, spanning from Union Station in Danbury at project milepost 23.6, to the New Milford Railroad Station near project milepost 37.9. Background information provides an understanding as to which parts of a survey area are likely to be culturally sensitive, and what resources have already been documented within or near the project area. Background research may also dictate the nature of excavation and distribution or density of any testing that follows in advance of project development. Finally, all field data must be related to a historic and ecological context if they are to provide meaningful information.

The background research in this study is basically aligned along the sections already covered. Primary environmental information was procured from USGS quadrangle 7.5 minute series topographic maps (Danbury and New Milford quadrangles), the CGNHS Danbury quadrangle bedrock geology map, CGNHS bedrock geology, surficial materials, and drainage maps of Connecticut, the USDA SCS soil book for Fairfield and Litchfield counties, and various bulletins published by the Connecticut State Geological and Natural History Survey. Secondary sources such as general texts and various guides useful for interpreting what plant and animal life is and may have been relevant to the cultural use of the area were also consulted.

Establishing the present and any past environmental information for an area is critical as cultural behavior is highly integrated with and founded upon resource procurement, while resources are in turn highly integrated with the conditions of the environment (Jochim 1979; Butzer 1982). This relationship is especially greater as one considers earlier groups of people whose technological and social networks may not have provided for the mesh of buffers intervening between humans and environment that is evident in today's modern industrial settings. Once the past and/or present environmental conditions for a project area have been assessed, they can be related to what is known about land-use as indicated by other sites and surveys in the region for predicting archaeological sensitivity across space (Kohler and Parker 1986; Kvamme 1990; Walwer and Pagoulatos 1990; Walwer 1996).

ACS has developed a statistical prehistoric landscape sensitivity model used to stratify the Connecticut landscape into differential zones of sensitivity based on the distribution of previously recorded sites. The model is based on eight environmental variables found to be highly significant in distinguishing the distribution of sites compared to the general landscape, including aspects of landform, slope, soil, distance and type of nearest water, and drainage rank. Sensitivity scores range from 0 to 100, with 0 to 20 representing a low sensitivity, 20 to 75 representing moderate sensitivity, and 75 to 100 representing high sensitivity for the potential inclusion of prehistoric sites. ACS applied the model to the project corridor, with a color-coded sensitivity map presented in the following results section. The map is color coded for sensitivity, with previously recorded prehistoric sites noted and notations regarding disturbance included.

Several types of sources are critical for gathering background cultural information. Prehistoric cultural data must be procured via past archaeological surveys and excavations. These studies often rely upon rational application, ethnographic analogy, or less frequently, ethnohistoric, experimental, and folklore studies to provide behavioral interpretations of data derived from the archaeological record. Nevertheless, an abundance of independent sources for a region may provide fruitful information in relation to prehistoric cultural behavior. Sources consulted in this study include information from books on Native Americans in the northeast, articles from publications such as the *Bulletin of the Archaeological Society of Connecticut* and *Man in the Northeast (Northeast Anthropology)*, existing archaeological surveys of the area, and Connecticut State Historic Preservation Office site files (SHPO 2008) which give valuable summary information for individual sites in the region. Professional and avocational archaeologists as well as landowners, municipal historians, and project engineers were consulted as to knowledge of significant remains in the project area or surrounding region.

For the historic component of the background research, there are records which can be consulted. For this study, primary documents such as historic maps and public land records from the town halls of Danbury, Brookfield, and New Milford were consulted, as were secondary documents in the form of local histories and registers of historic places. Historic maps were fitted to project maps to give an indication as to which project segments could still contain traces of historic structures no longer standing today. As with prehistoric background research, local informants, historians, and project officials are also important sources of historic cultural resource information. The combined research of these types of sources helps to indicate the potential sensitivity for historic cultural remains within a project setting.

Various institutions were approached for information concerning the environmental and cultural background of the area. The State Historic Preservation Office in Hartford yielded the information on past archaeological and historic architecture surveys in the area, as well as site files which yielded detailed information about individual prehistoric and historic sites. The town halls of Danbury, Brookfield, and New Milford contain land records dating back to the early 18th Century. Libraries consulted for environmental and cultural history sources include the Danbury, Brookfield, and New Milford Public Libraries, and various libraries at Yale University in New Haven, including Sterling Memorial, Kline Science, Henry S. Graves Forestry, Geology, Mudd, and Cross Campus. Local informants include members of the Danbury, Brookfield, and New Milford Historical Societies, the Danbury Railroad Museum, and Housatonic Railroad staff who were also helpful in providing ACS with safe access to the project area.

Methodology and Analysis

Research for methodology is based on a combination of past experience and formal training. Part of the formal training for the directors of ACS includes lectures and text books which cover methodological issues such as research design and excavation. Research for analysis of the archaeological record is also based upon formal training and published identification guide books. With respect to artifacts, analysis is segmented according to time (prehistoric and historic), and material types (i.e. wooden, metal, lithic, ceramic, etc.), while structures and features are analyzed by comparing case studies. Coordinating the information into a summary and meaningful form is

based on knowledge gleaned from both theoretical and practical lectures, articles, and texts.

Field Methodology

ACS conducted a combined pedestrian and vehicular field survey of the project corridor utilizing two personnel. All previously recorded prehistoric and historic sites were located on 667 scale aerial base maps and on the USGS / prehistoric sensitivity maps. All streets and roads within the corridor were driven and notes were taken as to apparent integrity of field conditions, confirmation of any previously recorded historic structures, and listing of any missing historic structures or existing structures which should be considered for further review. Areas where previously recorded prehistoric sites were located were walked, as were areas of high sensitivity that looked viable for the inclusion of prehistoric sites. The walk concentrated on erosional areas or other settings where subsurface conditions were exposed. Any identified features or clusters of exposed artifacts were mapped using visual landmarks, and a hand-held global positioning system (Etrex Venture HC) was used to record universal transverse mercator (UTM) coordinates. Individual sites and features were photographed, and a photo-log kept indicating feature number, directional view of photograph, and remarks including condition. A flagman was provided by the Housatonic Railroad to accompany ACS and other project task members for walking along the rail lines. Where several historic sites were noted, artifacts were generally left in place with the exception of one site eroding from a railroad embankment where materials appeared to face possible disturbance from railroad maintenance activities.

Laboratory Procedures

Processing

For artifacts collected from one recorded historic archaeological site, processing procedures include those involving cleaning, labeling, conservation, and documentation, as mandated by the Connecticut Office of State Archaeology (OSA) and the Connecticut State Historic Preservation Office (SHPO) (Poirier 1987). A daily record of artifact bags retrieved from the field was maintained in the laboratory. Cleaning procedures depend upon material type. Ceramics, glass, lithic artifacts, and well preserved bone and shell are washed in warm water and scrubbed with plastic brushes. Heavily rusted artifacts are dry-brushed lightly with a soft wire brush. Non-rusted metal artifacts, wood, and poorly preserved bone and shell are cleaned with a dry, soft plastic brush.

Charcoal or burnt wood is separated and dry-brushed if necessary. Artifacts cleaned with water are dried on plastic trays, while those processed dry are bagged immediately. All artifacts are given new zip-lock bags, fresh tags, and significant artifacts are bagged separately according to material type. In the case of this study, labeled bags are given abbreviated codes for project area (DNM) and site number (i.e. NMA-1). Highly significant artifacts are additionally labeled with India ink covered by an acetate solvent nail-polish, or given a separate labeled bag if labeling jeopardizes the integrity of the material or its potential to be studied in the future. Labeled artifacts bear an abbreviated indication of provenience. At the end of the project, all artifacts are submitted to the Laboratory of Archaeology and Museum of Natural History (LAMNH) at the University of Connecticut (UCONN) in Storrs, Connecticut.

Analysis

Analysis of artifacts in terms of individual identification are performed with the use of identification guide books, type collections (where possible), past experience, and standardized forms. The artifacts are separated by material type, with each material analyzed for designated variables. The variables selected for each material type reflect their significance in terms of identifying chronological and cultural demarcations, as well as variables that may ultimately shed light on the dynamics of the cultural behavior with which they were associated.

ACS has generated standardized data forms for lithic materials, faunal remains, and ceramics. This obviously does not exhaust the potential range of material types, however it covers those which are most often preserved or which show the greatest degree of variability through time and across space. Variables assessed for all materials include those of material type, horizontal and vertical provenience, and for those other than modern debris, shell, or metal - weight, color, and condition or portion present. Lithic artifacts are analyzed for variables of raw material type and texture, manufacturing method, stage in the reduction sequence (including tool type where applicable), presence of heat treatment, indications of use and curation efforts, as well as those involving metric dimensions (size and weight). Ceramic materials are analyzed for variables of raw material or ware type, inclusions or tempering, manufacturing method, firing method, surface treatment, thickness, rim and vessel diameters, container volume, decoration, and maker's marks. Shell is analyzed for species and weight. Finally, bone is analyzed for taxonomic classification, element, age, sex, seasonality, human modification, exposure to heat, and possible use as tools. Weight measurements of all artifacts are made to the nearest 0.1 gram using an Acculab V-1200 electronic balance. Metric measurements are made with the use of electronic calipers.

Soil samples are analyzed for standard variables of color, texture, and pH. Color is measured along the variables of hue or color, value or shade, and chroma or degree of saturation. The standardized Munsell charts also provide names of colors which may be universally recognized. Texture is assessed based on behavior in hand samples as indicated by standard soil science manuals. pH is assessed by the use of soil testing kits. Additionally, those samples which are predominantly sand are analyzed for sorting, sphericity and roundness, and size, all of which help indicate the type of environment and the degree of energy in which they were deposited.

Architectural features and sites are documented in standardized forms published by the Connecticut State Historic Preservation Office. For purposes of the general report, architectural features and prehistoric sites as a whole are analyzed in terms of their capacity to explain cultural and historic phenomena, and tend to involve a less standardized procedure based on examining similar case studies. Analysis will frequently involve factors such as the spatial distribution, density, and association of artifacts within a site. Copies of all field records and copies of the final report are sent to LAMNH along with the processed artifacts. In addition, analysis raw data sheets and a 3.5" floppy disk with the raw data stored in standard Excel are sent to the LAMNH in cases where large databases are generated, or upon request.

Expectations

Prehistoric

Prehistoric site locations have been shown to be fairly consistent in terms of landscape setting, as were the resources being procured and the environmental setting in which people operated.

Prehistoric landscape sensitivity scores for the project corridor vary, with low sensitivity scores where there are moderate to steep hill flanks lining the rail line, and moderate to high sensitivity scores for the rest of the alignment. The relatively abundant moderate and high sensitivity zones for the corridor stem from its location within the heart of the Still River drainage basin. The same factor of nearly level land that attracted construction of the railroad alignment within the valley was also one of the primary attractions to Native American inhabitants of the region, in addition to well drained soils in close proximity to a major river. It is thus projected that with the exception of areas disturbed by landscaping and/or construction of residential and industrial properties, prehistoric sites will be present in areas of moderate to high sensitivity. Many have already been found during the prior IGTS survey that overlaps the project corridor in northern Brookfield and southern New Milford, while others are known through amateur archaeologists in New Milford. The general lack of previously recorded sites in Danbury is likely a combination of factors including early intensive development that would have eradicated many sites, as well as the smaller size of the Still River towards the southern end of the project area. Given the subsurface context of most prehistoric sites, it is projected that few if any will be recorded in the field during the surface survey, and only revealed where there is erosion or cultural disturbance present.

Historic

Assessment of historic sensitivity was based on a compilation of documents such as historic maps, land records, local histories, and the prior survey report for the southern section of the Danbury Branch. Historic references indicate that with the exception of possible burials in the West Street area of New Milford, there were no known Contact period sites within the project corridor. Euroamerican settlement of the region was relatively late, with active intensive agricultural settlements by the early 18th Century. Historic maps reveal a much lower density of settlement prior to the railroad, with most early historic structures located in Danbury and New Milford centers. Brookfield emerged mostly after the mid-19th Century arrival of the railroad, while historic houses have been well documented along the roads extending up and down the Still River Valley. It is projected that any historic sites recorded in the field will consist mostly of mill sites on the Still River and residential sites along the several historic roads that cross and course along the railroad alignment, particularly in Danbury and New Milford where early historic settlement was greatest. Also, there are likely to be structural and artifact sites located along the railroad related to its historic use, although railroad-related resources are likely to be very late 19th to early 20th Century in origin as was the case for the southern branch section, with none related to electrification.

CHAPTER 4: RESULTS

Field Conditions and Prehistoric Landscape Sensitivity

ACS performed the fieldwork for the survey on eight different days between August and October 2008. The surface survey was devoted to several tasks, including confirming the presence and condition of previously documented cultural resources in the project corridor, evaluation of the landscape with respect to integrity and prehistoric sensitivity generated by the statistical landscape sensitivity model, and the recording of any newly discovered sites. The surface survey was conducted by two people using a combination of vehicular and pedestrian inspection. The use of a vehicle was primarily devoted to the recording of above-ground historic structures and/or structural

remains, while pedestrian surface inspections were devoted to the evaluation of previously documented prehistoric sites and the discovery of newly recorded archaeological sites. Visibility was impaired to some degree by project scheduling that necessitated field work before the autumn leaf fall. The timing of access on the railroad line itself was dictated by securing permits from the railroad company, which also provided a flagman to accompany field crew. Weather conditions were dry and clear for the majority of days in the field.

The railroad itself is a historic construction whose alignment required a combination of grading and filling in order to accomplish a nearly level, well drained bed for the tracks. Since much of the alignment is within the Still River and Housatonic River valleys that contain thick deposits of glacial meltwater sediments, good drainage qualities often required little to no elevation of the bed, particularly evident in much of Danbury and New Milford. Where the alignment ran through poorly drained areas or flanked steeper hill slopes, the bed was raised and drainage enhanced by culverts, as was the case for much of the Brookfield section. There were no major sections visibly cut through hill slope bedrock, although some minor cuts were evident where hill slopes tightly flanked the tracks, particularly in Brookfield. In relatively level sections of the alignment, despite overall good drainage qualities, there are still signs of disturbance in the form of ballast gravel and sunken ties. While the entire railroad bed can be considered to represent disturbance to some degree, there may be level and fill sections covering partially intact subsurface contexts of archaeological sites.

Outside of the railroad bed, the project corridor contains a mix of open wooded areas, residential properties, commercial properties, industrial land. The prehistoric landscape sensitivity maps (Figure Nos. 15a through 15f) show differential sensitivity areas based on environmental characteristics, with low sensitivity areas (green), moderate sensitivity areas (orange), and high sensitivity areas (red). The moderate to high sensitivity areas that also exhibit prior disturbance as confirmed in the field are shown in yellow with corresponding outline - either orange or red. Where soil maps indicated moderate to high sensitivity areas to have been previously disturbed, but where field inspections revealed some possibility for intact subsurface archaeological contexts, moderate sensitivity areas (orange) and high sensitivity areas (red) are shown with cross-hatch marking.

The highest density of development in the project corridor occurs in Danbury, particularly in the vicinity of Interstate 84 and to the south. These first several miles of the alignment include a high density of older commercial and industrial buildings with paved parking surfaces in the central Danbury area, as well as newer executive office and mall complexes near the I-84 crossing. Other highly developed sections within the first several miles also bear a low sensitivity rating based primarily on distance to water where the Still River takes major bends to the south and east. Moderate sensitivity areas occur on either side of the tracks in the Beaverbrook section of Danbury and near the Still River crossing in northern Danbury. Other disturbed areas in northern Danbury occur near the White Turkey Road crossing, while another low sensitivity zone at the Brookfield border relates to steep hill slopes.

The southern two miles of the Brookfield section of the alignment contain a high density of disturbed areas on the west side of the tracks, especially where a number of industrial establishments occur between the Stony Hill Road and Junction Road crossings. To the east of the tracks, much of the alignment is flanked by moderate to steep hill slopes that generates a low sensitivity rating, with much of the rest of the alignment to the south of Brookfield village also bearing a low sensitivity

rating based on distance to the Still River. The Still River courses back closer to the railroad alignment near Brookfield village, with the rest of the alignment bearing a moderate to high sensitivity rating on the more nearly level stream terrace to the west of the tracks, and a low sensitivity rating on the steeper hill slope flanks to the east.

The New Milford section of the corridor contains the highest density of moderate to high prehistoric sensitivity zones, based on several factors including proximity to the Still and Housatonic Rivers, well drained soils, and nearly level land. High sensitivity zones dominate to the west of the tracks in the southern couple of miles of the New Milford section, while moderate sensitivity zones dominate to the east. The sensitivity zoning becomes more complex to the south of the confluence of the Still and Housatonic Rivers where a steep hill slope interrupts mostly moderate sensitivity. To the north of the confluence between the two bridge crossings, there is again a moderate sensitivity zone interrupted by several industrial developments, including the Kimberly Clark facility. To the north of the Housatonic River railroad bridge, the sensitivities are again moderate to high except where disturbed by buildings.

Limited to Brookfield and New Milford, most of the 35 previously documented prehistoric sites along the alignment were visibly in the same condition as described on field forms and in cultural resource management reports (see Table 2). Towards the southern end of Brookfield, the Northrup Cemetery Site (18-023) was obviously altered by historic interments, with the wooded slope of the site also impacted by grading and landscaping for an adjacent industrial facility. Most of the remaining Brookfield sites were in fair to good condition as documented in the IGTS surveys, with condition mostly dependent upon impact by construction associated with the coinciding electric transmission lines. The Gallows Site (18-005) towards the northern end of Brookfield was previously recorded as heavily pothunted, while extensive amateur excavations occurred at the nearby Weantinogue Site (18-025) - both in an area containing a mix of open grassy fields and secondary forest cover.

From south to north, the next dozen sites were previously recorded in the southern mile of the New Milford section. Most of these were also within the existing electric transmission line right-of-way, and exhibited a mix of fair to good condition based on prior disturbance associated with the right-of-way. Seven of these sites occur within a housing development proposed at the time of the IGTS survey, with Windwood VII (96-084) appearing to have been directly impacted by the construction of a house. The Candlewood Country Club Site was originally recorded as in good condition, but since may have been impacted by improvements to the golf course. Landscaping has visibly disturbed the next six sites in New Milford, including those at Harrybrooke Park (96-034), the Golombeski Site (96-004), the Lawson Site (96-066), 96-064, Lovers Leap (96-029), and Dodd Farm (96-019) where there are now baseball fields. The last two sites - Still River I (96-052) and Kimberly Clark I both appear in good condition as originally reported.

There were no newly recorded prehistoric sites resulting from the surface survey. There were no potential prehistoric rockshelter sites recorded, with most of the alignment occurring where there are thick glacial meltwater deposits, or where the rail line is flanked by moderate to steep hill slopes without prominent rock outcrops. The surface surveys targeted erosional areas, stream banks, and stream crossings in searching for traces of new prehistoric sites, although heavy vegetation cover and soil development characteristics hindered subsurface exposure.

New Historic Site Information

New historic site information includes an update of previously recorded sites and structures (Table 4) and descriptions of newly recorded sites and structures (Table 5). The background section of this report gives details on previously documented sites and structures, most of which were verified in the field. In Danbury, confirmed resources in the project corridor include Union Station and its associated locomotive turntable (84-005), both listed with the National Register of Historic Places (NRHP). In the southern part of Brookfield, two cemeteries are quite different in nature. The Northrup Cemetery was located previously because of prehistoric materials recorded there during a prior survey but stands as its own historic archaeological site (Figure No. 16). The site has been abandoned, and most of the grave stones are broken and/or lying flush with the ground, although most appear to be oriented east-west. The grave stones include a mix of field stones, arkose, and marble, thus likely dating between the mid-18th and late 19th centuries, with about two dozen graves estimated to be represented at the site at the time of the survey. The site is well defined, but on what appears to be a toe slope, artificially enhanced by grading and erosion to the west. The site bears a cover of myrtle that is commonly found at historic structural sites. In contrast, the United Jewish Cemetery is located to the north on the other side of the Grays Bridge Road crossing, where a finely groomed facility contains more recent stones in a cemetery that is actively used.

The southern half of the Brookfield corridor section is dotted with 18th and 19th Century homes, predominantly along Stony Hill and Pocono Roads. These structures are mostly listed with the Connecticut State Register, with some noted changes. The house at 88 Stony Hill Road appears to have been replaced with a raised ranch house, while the house at 81 Pocono Road is in a degraded condition. The house at 153 Pocono Road also appears to have been altered, while only a foundation exists for the Louis J. Van Hoesen Hotel at 127 Stony Hill Road (Figure No. 17). The house at this location was recently burnt, razed, and removed, with a partial stone foundation remaining, and artifacts recorded at the surface including coal, window glass, unglazed redware, quahog shell, ironstone china, glass bottles, brick, barrel hoops, enameled tinware, and wire nails. The purported Federal farm house remains near 118 Pocono Road were not identified in the field. In the heart of Brookfield village, the structure at 283 Whisconier Road has been modified as a commercial structure, and other structures along Federal Road have had foundations altered and/or residing. The Brookfield Depot and other major historic structures in Brookfield village now serve as craft centers, and the drainage tunnel / retaining wall site (18-028) behind one of the craft center structures is still in tact with some cement pointing to reinforce the facing.

In New Milford, the early 20th Century trash dump site reported in a prior cultural resource management survey was not located, and was likely eradicated by improvements to Lanesville Road. The Bridgeport Wood Finishing Site (96-101) remains as recorded on state park lands, and the Housatonic Railroad Bridge still retains its original character. To the north in the heart of New Milford, most of the previously documented historic structures retain their original character with some exceptions. The J.S. Halpine Tobacco Warehouse has been converted into a condominium complex, the E.A. Wildman Warehouse is now the Heritage Inn, and the Housatonic Railroad Station is now used as a local chamber of commerce. The New Milford Center historic district has retained a great degree of integrity, with very few alterations to its structures. Other structures recorded in a town-wide historic architectural survey of New Milford outside the historic district

remain in good condition, although a number within the project corridor have been removed, including 20th Century commercial structures at 49, 50, 51, and 58 Bridge Street.

Newly recorded historic resources in the project corridor include six railroad bridges, three structural foundations, four artifact clusters, and eleven historic structural areas that may warrant further documentation (see Table 5). The railroad bridges overpass various streets and rivers along the project alignment, including those at Beaver Brook Road in Danbury; Sand Cut Road and Junction Road in Brookfield; and Aldridge Road, the Still River (Figure No. 18), and Great Brook (Figure No. 19) in New Milford. These are predominantly short, plain steel girder bridges with a combination of stone and concrete-reinforced abutments. The bridge over Great Brook includes an arch constructed of roughly coursed marble with some cement facing, and partly capped and reinforced with recycled railroad ties. The seven overpasses along the corridor are all modern in construction, with concrete embankments and abutments at Erickson Road in New Milford; Whisconier Road, Silvermine Road, and Gray's Bridge Road in Brookfield; and White Turkey Road, Eagle Road / Interstate 84, and White Street in Danbury. Other stone wall features along the alignment include intermittent sections of historic agricultural lot or property boundaries in Brookfield (Figure No. 20), as well as a section shoring up an adjacent property near the J.S. Halpine Warehouse in New Milford (Figure No. 21).

The remains of a mill foundation (BFF-1) were recorded on the west bank of the Still River to the south of the Still River Arch bridge in Brookfield village (Figure No. 22). One prominent wall of the mill remains, containing roughly coursed stone and measuring several feet thick, about 20 feet long, and up to ten feet tall. Another foundation (NMF-1) was recorded on the west side of the railroad tracks and to the south of South Avenue (Figure No. 23). The wall set into the embankment is approximately 36 feet long and up to six feet high, made from roughly coursed granitic stone. The southeast corner of the foundation has a brick interior facing. Another newly recorded foundation (NMF-2) is also a possible mill site located on the west bank of Great Brook and just north of Mill Street in New Milford (Figure No. 24). The complex of foundations at the latter site measures about 50 by 100 feet, constructed of gneissic stone with some cement pointing, with recorded material at the surface including modern debris, quahog shell, brick, glass milk jars, and oxidized metal.

The four identified artifact clusters represent late 19th to 20th Century debris, most appearing to relate to maintenance and/or construction of the railroad line. BFA-1 is the exception, consisting of some 20th Century debris and a whole abandoned rack of bricks on the west side of Pocono Road and to the south of Silvermine Road where a pile of stone is located adjacent to a stone wall section lining the road, possibly reflecting discard rather than *in situ* site development. NMA-1 is located on the east side of the railroad tracks to the north of the Brookfield / New Milford border where the site is revealed at the base of a relatively steep embankment (Figure No. 25). This was the only location where artifacts were collected and retained from the field, based on a combination of factors including diagnostic value of the materials and threat due to exposure and erosion. The site is 19th to very early 20th Century in origin, as revealed by artifacts such as a patinated case flask with applied lip, "Professor Low's Magnetic Liniment" pharmaceutical bottle, other amethyst glass bottle bases, a "Larkin Soap Company" white glass jar, transfer-printed whiteware fragments, gold-gilded porcelain saucer, cast iron square nut, and coal. The site appears to have been exposed due to the grading of the area for the railroad right-of-way, and is likely associated with the historic residence belonging to G.N. Crosby as appearing on historic maps to the east of the adjacent road. NMA-2

and NMA-3 are located further north in the heart of New Milford, also where railroad embankments may have contributed to their impact and exposure, although less diagnostic artifacts were recovered at these locations and they may also reflect discard rather than *in situ* site formation. At NMA-2 to the north of the Great Brook crossing, material recorded at the surface includes cemented brick and modern debris. At NMA-3 near the Soule Building, portions of a gneiss stone foundation wall with cement pointing appears to be present, with loose brick, modern debris, and utility piping at the surface. The material may represent a utility structure formerly located near the tracks and related to railroad operations (see Martin 1987:9).

The newly recorded historic structures suggested for further review and which may have associated historic archaeological contexts are all located in New Milford with the exception of a single house in central Danbury. The house at 160 White Street is a late 19th Century Victorian style home in fair condition, with a contemporaneous barn located to the rear of the main building. The marina at the end of Anderson Avenue and to the north of the Housatonic Railroad Bridge in New Milford is a large complex of brick commercial and industrial structures appearing to date to the early to mid-20th Century. Two late historic homes are located at 108 and 120 Grove Street. The Merwin Wilson Company barn at 2 Sterling Place is a commercial structure in fair to good condition. Late 19th to early 20th Century homes are located along South Avenue and High Street in succinct clusters, bearing central chimneys and brick foundations. A plethora of 19th to 20th Century structures are located along West Street, and may be appropriately considered for inclusion within an expanded New Milford Center historic district, including the New Milford Foundry and Machine Company building at 84 West Street, a brick warehouse / condominium conversion at 81 West Street, a Greek Revival structure at 74 West Street, a Georgian colonial structure at 76 West Street, the T. Soule and Company (1865) Granary structure at 29 West Street, a converted barn at 27 West Street, and a host of other later historic structures bearing central chimneys and brick foundations. The same may be true for the homes along Nicholas Square, as well as commercial structures at 4 and 14 Railroad Street and at 25 Bridge Street where the building appears to have been constructed in a Greek Revival style. The structure at 14 Railroad Street in particular already has a citation plaque from 2006 by the New Milford Trust for Historic Preservation. Two homes (18, 44) along South Main Street were not included within the New Milford Center historic district but appear to have substantial historic components.

The railroad tracks and associated switching and signaling equipment also represent historic cultural resources (Table 6). The railroad tracks or rails for the alignment are not original, all dating between 1921 and 1924 when the southern branch of the alignment was being completed for electrification. The dates of the tracks generally become more recent to the north. They commonly bear the embossed Lackawanna, Ohio source designation, date, and weight rating of 107 pounds. There were spare rail sections recorded at various locations, including loose sections at various locations in New Milford Center, and a large stack of rails further to the south. One set of custom-made rail racks with orange or pink paint was made from welded pieces of spare track sections, set at about 25 feet apart (Figure No. 26). The railroad ties are impregnated with a chemical that in some cases has bled into residue concentrations at the tie surface. The ties are frequently bound at the end with a metal reinforcement, either C-shaped iron brace or more recent galvanized brace. Stacks of spare ties were also observed at several locations, most notably near the Tilcon plant in Danbury. The main line is supplemented by sidelines at several locations, with a fan-like distribution of terminal lines at Union Station in Danbury where its museum now stores many of its historic railroad cars.

Other than the tracks and previously described bridges, there were 117 features or feature clusters (RR-1 through RR-117) recorded along the tracks within the project corridor, the majority being culverts, switching equipment, signs, and signaling equipment. There were 39 drainage culvert features recorded during the survey, the great majority of them extending from northern Danbury to northern Brookfield. They included several different types representing different ages, and there were some locations that appeared to have had drainage culverts that were now covered with railroad bed construction material. Passing underneath the railroad bed, the culverts would typically have visible components on either side of the tracks, although the eastern upslope exposure was typically more pronounced and often more substantially developed. The oldest 19th Century to early 20th Century culverts appear to be those constructed from roughly coursed stone, in many cases marble, set in a staggered or stepped fashion as prominently displayed at RR-47 (Figure No. 27). More recent 20th Century stone culverts bear a straight or plain facade of stone, and often with a pre-formed cement cap. At least 13 of the 39 documented culverts bear some masonry aspect (RR 27, 38, 42, 47, 49, 52, 54, 60, 62, 64, 76, 79, 101). The most recent culverts are constructed with cement, iron pipes, or both, and are mid to late 20th Century or later in origin. One feature in Brookfield (RR-70) is much larger, and may represent a wildlife or domestic livestock thoroughfare.

Since the Danbury/New Milford branch was never electrified, manual switching equipment was used for directing trains on and off the major line from the various side lines along the corridor. Major sidelines utilized today include the Tilcon quarry facility in Danbury, the trash facility in Brookfield, and recently the Kimberly Clark facility in New Milford. There were 27 areas along the alignment where switching devices were recorded, most consisting of a base, low stand, handle, locking mechanism to secure handle position, and articulated rail gauge that moved the appropriate rail sections (see *Tatman 1901:129-133*) (Figure No. 28). Modern padlocks frequently secured the locking mechanisms, and in some cases the stands were extended with red and green signals to notify opposing traffic on the single line (Figure No. 29). The majority of switching devices date to no earlier than the 1920s as indicated by patent numbers and dates embossed on some cast pieces, while some appear as recent as the 1980s. The cast iron pieces of the switches were mostly made by Bethlehem Steel in Lackawanna, Ohio or Ramapo Ajax Corporation in Hillburn, New York. Other devices mounted to the rails included iron tie gauges to maintain distance between the rails, brackets or shoes near the switching devices to prevent reverse directional movement, and in one location, a lubricator set on a concrete base and bearing traces of piping (Figure No. 30). The only remnants of the electrification of the Danbury branch occurs near Union Station in Danbury where there are several remaining towers and catenary structures formerly used to support electric lines, likely dating to the end of the electrification period of 1910 to 1925 (Figure No. 31).

The rest of the historic resources along the tracks are signaling equipment or signs, most very late historic to modern in origin. These include metal reflective caution signs indicating speed or directional restrictions, as well as mile post markers. There were also seven broken stands or clusters of concrete bases with removed sign posts along the alignment. Where the line crossed, seven of nine streets or driveways with neither an overpass or bridge (New Milford train station, Bridge Street, Mill Street, South Avenue, and Still River Road in New Milford; Eagle Road and Wildman Street in Danbury) grade crossings are present with modern signaling equipment and locked electrical boxes, while no equipment is located at former crossings at Anderson Avenue or the Sunola plant in New Milford. There were four whistle posts recorded in the alignment (RR - 6, 12, 26, 112), some more recent concrete stands with a debossed "W" present, although one in New

Milford is older and made from wood with white paint present (Figure No. 32). The wooden whistle posts are likely turn of the last century in origin (see *Treatman 1901:169, 176* for detailed descriptions), while the concrete ones are early to mid-20th Century. There was also a single early 20th Century flanger sign recorded in New Milford (Figure No. 33), a welded iron signal in the shape of a hockey stick, set into the embankment to warn snow plowers of the approaching grade crossing (see *Treatman 1901:172*).

Historic Sensitivity

Historic sensitivity within the project corridor utilizes a different set of criteria than presented for the prehistoric sensitivity analysis described earlier. Given a lack of historic documentation, the prehistoric sensitivity analysis was based on predictive modeling utilizing environmental factors known to have had a strong bearing on the distribution of prehistoric sites. With different transportation and technological factors affecting settlement behavior, historic sites have had a broader distribution less easily described through environmental predictive modeling and better described through historic documentation. For the current study, historic maps of the towns of Danbury, Brookfield, and New Milford were consulted, as were excerpts from historic maps of Fairfield and Litchfield Counties (see Figure Nos. 12 through 14). The maps show the progressive development of city centers in Danbury and New Milford, and later village developments including Germantown in Danbury, Brookfield Village, and Still River in New Milford, while also showing the less intensive distribution of historic homes along the corridor throughout Brookfield. On the sensitivity maps generated in this study (Figure Nos. 34a through 34f), red blocks show existing historic structures and documented archaeological sites of potential significance, while purple zones indicate sensitive areas based on the former presence of structures as indicated on historic maps and grounds surrounding the existing resources. Black blocks indicate other structures.

The project alignment starts in the heart of Danbury, although in a section that has been intensively developed and redeveloped through time. The only substantial historic resources documented to date include Union Station, the associated locomotive turntable, and the newly documented Victorian home at 160 White Street. Other historic structures and districts lie immediately to the north, west, and south of the beginning of the project alignment, although the course of the corridor through northeast Danbury avoids most of the previously documented resources in the area. Historic maps show that the route of the Danbury / New Milford section of the Danbury branch was selected to course through a very lightly settled part of Danbury, only coming in close proximity to a schoolhouse and several houses near the intersection of Beaver Brook Road and Newtown Road, and later 19th Century structures built near the tracks near Wildman Street and off of White Avenue.

In southern Brookfield, two documented cemeteries, the abandoned Northrup Cemetery to the south of the Gray's Bridge Road crossing and the currently utilized United Jewish Cemetery to the north of the road, represent highly sensitive areas due to historic aspects and the inclusion of human remains. Existing and former structural areas along Stony Hill Road and Pocono Road in southern Brookfield also present archaeologically sensitive areas, while a corridor of 200 feet on either side of these roads should also be considered sensitive for possible inclusion of structures predating the detailed historic maps. The Brookfield Village area, including the newly documented mill site, contains a high density of historic structures that could be eligible for listing as a district in the National Register of Historic Places (NRHP) and thus represents a highly sensitive area in its

entirety.

In southern New Milford, the historic G. Noble house was located just north of the Brookfield border, while the newly documented archaeological site of NMA-1 contains a high density of historic material where the railroad alignment appears to cut into an existing site that may be associated with the historically mapped location of the G.N. Crosby/E. Wildman residence immediately to the east of the adjacent road. Thus the general area is deemed highly sensitive for potentially significant historic cultural resources. Farther north, another building likely associated with the railroad was located at the eastern dead-end of Cross Road. Another historic residence, the G.W. Wright estate, was located to the north on the east side of Ericson Road. Another cluster of historic structures was located south of the intersection of Ericson Road and Pumpkin Hill Road. The Bridgeport Wood Finishing Company archaeological site and Housatonic Railroad Bridge both represent highly significant, well documented resources. Just north of the Housatonic Railroad Bridge, a cluster of historic mill sites was located near the current marina, and several historic homes were located along Grove Street. Closer to New Milford center, two newly recorded foundation sites (NMF-1 and NMF-2) are also potentially significant and located close to the New Milford Center historic district that is listed with the NRHP. That district includes well documented historic structures, particularly concentrated around Main and Bridge Streets. While that entire district is ranked highly sensitive, the sensitivity of New Milford center extends to a greater extent than the recognized boundaries, with archaeological sensitivity for properties and areas along West Street and other neighboring roads.

CHAPTER 5: CONCLUSION

Cultural Resource Summary

There were 35 previously recorded prehistoric sites documented within the project corridor. Many of these were documented during a survey of the Iroquois Gas Transmission System pipeline project that coursed through the project corridor from southern New Milford to southern Brookfield. Other previously documented sites were mostly recorded during amateur excavations in southern New Milford. As a whole, the sites represent a variety of functions and chronological settings, extending from the Paleo-Indian to Late Woodland periods. Most of the site areas remain as originally recorded, with the exception of one site that appears to have been impacted by modern house construction. There were no new prehistoric sites recorded during the current survey, likely due to soil development and vegetational cover, as a prehistoric sensitivity analysis of the corridor indicates many moderate to high sensitivity areas. The high density of sensitive areas within the project corridor can be attributed to the placement of the rail line in the heart of the Still River valley, a substantial drainage basin containing a sizeable river and thick glacial and alluvial sedimentary deposits that would have afforded well drained, habitable surfaces for settlement. The high sensitivity of much of the alignment is mitigated in Danbury and southern Brookfield where there are high densities of industrial properties.

Fewer historic archaeological resources were recorded during the assessment survey of the project corridor. In southern Brookfield, two cemeteries are quite different in nature, with the abandoned Northrup Cemetery containing broken and dislocated grave stones at the surface of a toe slope that has been impacted by an adjacent industrial facility, while the nearby United Jewish Cemetery is

well maintained and currently utilized. An early 20th Century trash dump site was recorded during a previous survey in the Lanesville section of New Milford area, but has been since eradicated by road improvements. The Bridgeport Wood Finishing Company site is the best documented and possibly best preserved archaeological site in the corridor, representing a late 19th to early 20th century industrial facility. The surface survey for the current survey also recorded two other mill sites, one in Brookfield Village on the Still River, the other on Great Brook in New Milford. One other foundation was recorded in New Milford adjacent to the railroad tracks, while the recently standing Louis J. Van Hoesen Hotel building in Brookfield was burnt down and is now reduced to a foundation. Several historic artifact clusters recorded along the alignment appear to possibly represent trash sites, while an artifact cluster recorded in southern New Milford was exposed by grading of the railroad cut, revealing glass bottles, household ceramics, and coal.

Important standing structures located within the project corridor include a variety of commercial, civic, residential, industrial, and railroad-related buildings. In Danbury, Union Station and the locomotive turntable are early 20th Century features, both listed with the NRHP. There is also a late 19th Century Victorian home at 160 White Street in Danbury, with more historic residential structures located along Stony Hill Road and Pocono Road in southern Brookfield. The historic structures become tightly clustered in Brookfield Village, including two stores, a hotel, mill, and residential houses, and where there is also the Brookfield depot, Still River arch bridge, and prominent historic drainage tunnel and retention wall. The New Milford Center historic district has been listed with the NRHP, and contains 154 contributing structures. A number of individual tobacco warehouses and commercial structures in New Milford have also been listed with the NRHP, as has the New Milford train station. There are many other residential structures outside the center historic district within the project corridor that are on the order of 100 years old or more, including those concentrated on West Street, South Avenue, High Street, and Nicholas Square.

Other historic resources relate directly to the railroad itself. The Housatonic Railroad Bridge in New Milford and the Still River arch bridge in Brookfield are recorded with the Historic American Engineering Record. Other bridges are plain girder/deck-style features built around the turn of the last century. The railroad tracks date to the early 1920s when last replaced, and there were also 117 specific railroad-related features or locations recorded during the surface survey. Many of these were culverts made from a variety of materials and representing different times, including original stone culverts, culverts made from a combination of stone and other material such as iron pipe or concrete, and the more recent concrete culverts. There were also manual switching devices, many dating to the time of track replacement, and all related to the use of sidelines along the alignment. Less common railroad-related features encountered along the alignment include several whistle posts, a lubricator, and a flanger signal. There were also a variety of reflective signs and mile post markers recorded.

Recommendations

While the Phase Ia archaeological assessment survey of the project corridor yielded important information regarding previously recorded prehistoric and historic resources, as well as some newly documented cultural resources, much of the recommended conservation of the project corridor with respect to archaeological resources must remain as potentially sensitive based on the prehistoric landscape sensitivity analysis, historic research, and surface inspection. The sensitivity for

prehistoric and historic resources were partitioned into low, moderate, and high rankings as recorded on the enclosed maps, with all low or documented and confirmed disturbed areas requiring no further archaeological conservation efforts. For any of the remaining moderate to high sensitivity areas, further archaeological evaluation in the form of a Phase Ib reconnaissance survey is warranted to test for the possible presence of significant prehistoric or historic cultural resources. Note that the sensitivity rankings of prehistoric and historic sensitivity are not synonymous, thus lack of sensitivity is only established if an area lacks potential for both prehistoric and historic cultural resources.

Many of the previously documented prehistoric and historic cultural resources within the project corridor already have a preservation status based on reviewed recommendations of a professional survey, particularly those prehistoric sites documented by the Iroquois Gas Transmission System (IGTS) surveys, and the historic structures and districts listed with the National Register of Historic Places (NRHP). The preservation considerations already established for all these resources should minimally hold, while the level of conservation in recommendations by ACS for many of the prehistoric sites is held higher than originally proposed due to a combination of factors, including imprecise mapping and/or previous project restrictions that may not have allowed for establishing full site boundaries. The recommendations table in this section therefore makes a number of distinctions based on the level or degree to which previously recorded sites have been recorded, as well as the confidence in exhaustive analysis by prior studies (Table 7).

For previously documented prehistoric sites where little published information exists regarding contents or boundaries, a "Phase I on impact" designation is given. This recommendation also holds for the Northrup cemetery prehistoric site (18-023), the Gallows site (18-005), the Weantinogue site (18-025), Harrybrooke Park site (96-034), Golombeski site (96-004), Lovers Leap site (96-029), Mike Lawson site (96-066), 96-064 site, and the Still River I site (96-052). The same designation is recommended for all of the newly recorded historic artifact cluster sites (BFA-1, NMA-1, NMA-2, NMA-3), foundation sites (BFF-1, NMF-1, NMF-2), and newly created Louis J. Van Hoesen Hotel site area. For areas where prior surveys recorded sites in adequate detail and recommended no further conservation efforts, but where site boundaries may not have been fully established or where site mapping may not be very precise, ACS recommends "Test area on impact", indicating that some testing should occur to confirm the prior survey results, but that a complete Phase Ib reconnaissance survey may not be warranted. This is being recommended for Gereg I (18-013), Bauer I (18-012), Still CLP I (18-019), 18-027, Still CLP IV (18-015), Still CLP II (18-018), Still CLP V (18-016), Still CLP III (18-017), WHI I (18-014), 18-024, 96-112, 96-109, and Windwood V (96-082). "Phase II on impact" is being recommended for those sites demonstrated as potentially significant in the IGTS survey but not further evaluated, including Aldrich I (96-129), Windwood I (96-078), Windwood II (96-079), Windwood III (96-080), the Candlewood Country Club site, and the Dodd Farm site (96-019). "Phase III on impact" is reserved for the few sites that were investigated at the Phase II intensive level and found to be eligible for the NRHP, including 18-022, 96-111, 96-110, Windwood VII (96-084), Windwood VI (96-083), and Windwood IV (96-081). The same status of Phase III or mitigation should be afforded to the historic Bridgeport Wood Finishing Company site that is also protected as a state archaeological preserve. Note that at least two of the potentially significant or significant sites may have been impacted since the original recommendations of conservation were recorded, including the Dodd Farm site where there are now baseball fields, and the Windwood VII site (96-084) where a new house was constructed. No further conservation

efforts are recommended where prior surveys have sufficiently exhausted information on sites proven not to be significant, including the Kimberly Clark Site I, and the late historic trash dump site at Lanesville Road in New Milford.

For previously documented historic buildings and structures, many already have a formal preservation status dictated by a NRHP designation. These include Union Station and the locomotive turntable in Danbury, New Milford Center historic district, the Halpine and Wildman tobacco warehouses in New Milford, the nearby Merritt Beach & Son Building, and the Housatonic Railroad Station in New Milford. Any new development of the railroad line should incorporate and take into account visual impacts to these resources. The same applies for resources documented with the Historic American Engineering Record (HAER), including the Still River Arch Bridge and the Housatonic Railroad Bridge. Preservation status and potential visual impact should also be recognized for the various historic structures in Brookfield listed with the Connecticut State Register, particularly those within the heart of Brookfield Village (i.e. Alcox Road, Ironworks Hill Road, Whisconier Road, Tucks Road, Federal Road) that may qualify for NRHP status as a historic district. Other structures documented in a town-wide historic architectural survey in New Milford that may warrant an increased level of preservation status include the Colonel Elisha Bostwick House at 102 Grove Street, and the two houses on South Main Street excluded from the New Milford Center historic district. Bostwick was a hero and documenter of the Revolutionary War, and the house also served as a station in the underground railroad that reportedly included some architectural modifications for hiding runaway slaves in the years before the Civil War (Newton 1979:52). All of the late historic commercial structures on Bridge Street not currently within the historic district but documented in the town-wide historic architectural study are either already razed or not eligible for the NRHP due to recency and lack of unique architectural qualities.

For the newly documented above-ground historic structures, a formal Historic American Building Survey (HABS) study may be warranted if they are to be directly impacted by the project, or if they could be visually impacted by the project. These include the Victorian house at 160 White Street in Danbury, and mostly structures on the order of 100 years old on Grove Street, High Street, South Avenue, Nicholas Square, and West Street in New Milford. Some of these, particularly on West Street, may be eligible for inclusion in an expanded New Milford Center historic district. A similar recommendation may be asserted for the steel girder/deck bridges and stone culverts along the alignment. None of the other newly documented railroad-related resources in the project corridor are eligible for the NRHP, although some effort should be made to retain and submit representative samples of switching devices and signals (e.g. whistle posts, flanger signal) to local railroad museums. Union Station is currently one such museum whose extensive collections of historic railroad cars and associated equipment should be incorporated into planning and conservation considerations.

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HISTORIC RESOURCES INVENTORY
HISTORIC ARCHAEOLOGICAL SITES
 HIST-5 NEW 9/77

STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION
 59 SOUTH PROSPECT STREET, HARTFORD, CONNECTICUT, 06106

Appendix A

FOR OFFICE USE ONLY	
Town No. : 18	Site No. :
UTM 1: 8 6 3: 2 8: 8: 0 4: 5 9: 3 2: 3: 0	
QUAD: Danbury	
NR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	DISTRICT <input type="checkbox"/> Yes
SR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	<input type="checkbox"/> No
STATE SITE NO.	CAS' NO.

IDENTIFICATION	1. SITE NAME BFF-1: Mill Foundation		STATE SITE NO.		CAS' NO.	
	2. TOWN/CITY Brookfield		VILLAGE Brookfield		COUNTY Fairfield	
	3. STREET AND NUMBER (and/or location) West bank of Still River, south of Route 25 crossing about 300 feet					
	4. OWNER(S) <input type="checkbox"/> Public <input type="checkbox"/> Private					
	5. ATTITUDE TOWARD EXCAVATION					
	6. USE (Present) wooded (Historic)					
DESCRIPTION	7A. PERIOD <input type="checkbox"/> Contact <input type="checkbox"/> 17th C. <input checked="" type="checkbox"/> 18th C. <input checked="" type="checkbox"/> 19th C. <input type="checkbox"/> 20th C. <input type="checkbox"/> Unknown <input type="checkbox"/> Other (Specify)					
	7B. ESTIMATED OCCUPATION RANGE late 18th to mid 19th Century					
	8. DATING METHOD DOCUMENTS historic maps		COMPARATIVE MATERIALS		OTHER	
	9. SITE TYPE <input type="checkbox"/> Contact <input type="checkbox"/> Commercial <input type="checkbox"/> Rural <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Agrarian <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Urban <input type="checkbox"/> Unknown					
	10. APPROXIMATE SIZE AND BOUNDARIES one stone wall remains, parallel to the river, about 20 feet long, up to 10 feet high					
	11. STRATIGRAPHY <input type="checkbox"/> No Visible evidence <input checked="" type="checkbox"/> Standing ruins <input type="checkbox"/> Stratified <input type="checkbox"/> Not stratified <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Surface finds <input type="checkbox"/> Cellar hole <input type="checkbox"/> Plowed <input type="checkbox"/> Major Disturbance					
ENVIRONMENT	12. SOIL USDA SOIL SERIES Ur		CONTOUR ELEVATION 280'		SLOPE % <input type="checkbox"/> 0-5 <input type="checkbox"/> 5-15 <input type="checkbox"/> 15-25 <input checked="" type="checkbox"/> over 25	
	TEXTURE <input checked="" type="checkbox"/> sand <input type="checkbox"/> clay <input type="checkbox"/> Silt <input type="checkbox"/>		OTHER (Specify)		ACIDITY <input type="checkbox"/> less than 4.5 <input type="checkbox"/> 4.5-5.5 <input type="checkbox"/> 5.6-6.5 <input type="checkbox"/> 6.6-7.3 <input type="checkbox"/> 7.4-8.4	
	13. WATER NEAREST WATER SOURCE Still River		SIZE AND SPEED medium, fast		DISTANCE FROM SITE 10'	
	SEASONABLE AVAILABILITY perennial					
CONDITION	14. VEGETATION PRESENT wooded PAST					
	15. SITE INTEGRITY <input type="checkbox"/> Undisturbed <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Destroyed					
	16. THREATS TO SITE <input checked="" type="checkbox"/> None known <input type="checkbox"/> Highways <input type="checkbox"/> Vandalism <input type="checkbox"/> Developers <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Renewal <input type="checkbox"/> Private <input type="checkbox"/> Deterioration <input type="checkbox"/> Zoning <input type="checkbox"/> Unknown					
	17. SURROUNDING ENVIRONMENT <input type="checkbox"/> Open Land <input type="checkbox"/> Woodland <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Scattered Buildings visible from site. <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Rural <input type="checkbox"/> High building density <input type="checkbox"/> Coastal <input type="checkbox"/> Isolated					
	18. ACCESSIBILITY TO PUBLIC-VISIBLE FROM PUBLIC ROAD <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					

RESEARCH POTENTIAL	19. PREVIOUS EXCAVATIONS	BY WHOM/AFFILIATION	DATE
	<input checked="" type="checkbox"/> Surface Collected	ACS - Archaeological Consulting Services	Aug, 2008
	<input type="checkbox"/> "Pot hunted"	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Tested	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Excavation	BY WHOM/AFFILIATION	DATE

20. PRESENT LOCATION OF MATERIALS

21. PUBLISHED REFERENCES
 Walwer, G.W. & D.N. Walwer (2009) *Phase Ia Archaeological Assessment Survey, Metro-North Commuter Railroad Electrification Project, Danbury to New Milford Extension.*

22. RECOVERED DATA (Identify in DETAIL, incl. features, burials, faunal material, etc.)
 One stone wall of a former mill site, approximately 20 feet long and up to 10 feet high.

SIGNIFICANCE

23. ARCHAEOLOGICAL OR HISTORICAL IMPORTANCE
 The mill site is in the Brookfield or Ironworks village that is potentially eligible for the National Register of Historic Places.

PHOTOGRAPH	PHOTOGRAPHER	Place 35mm contact print here
	DATE	
	VIEW	
	NEGATIVE ON FILE	

ADD'L INFORMATION

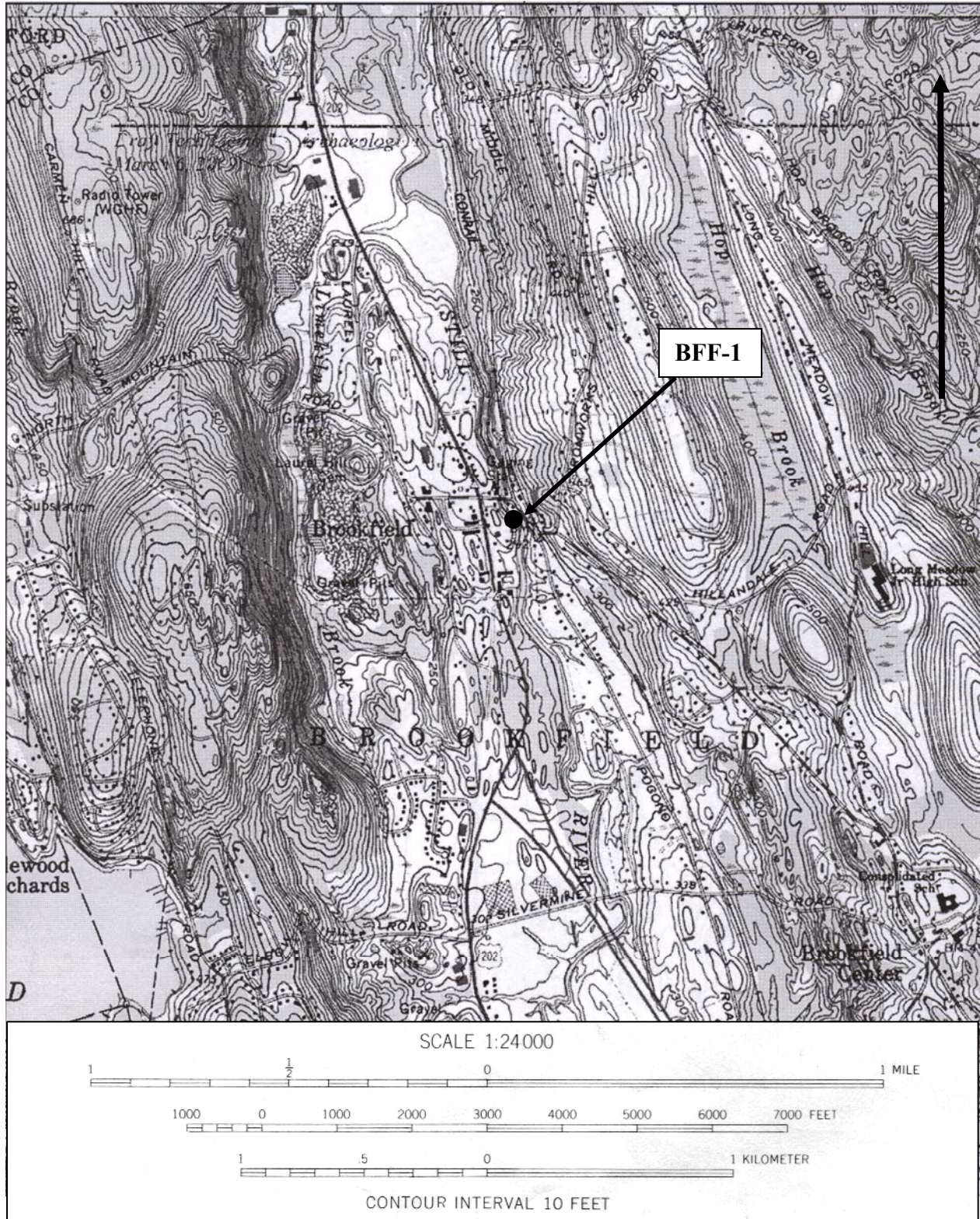
REPORTED BY:	NAME	ADDRESS
	Gregory F. Walwer	10 Stonewall Lane, Guilford, CT 06437-2949
	ORGANIZATION	DATE
	ACS - Archaeological Consulting Services	03-04-2009

FOR OFFICE USE ONLY

FIELD EVALUATION

COMMENTS

Appendix A: USGS Topo (Danbury Quadrangle) Site Location Map – BFF-1



HISTORIC RESOURCES INVENTORY
HISTORIC ARCHAEOLOGICAL SITES
 HIST-5 NEW 9/77

STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION
 59 SOUTH PROSPECT STREET, HARTFORD, CONNECTICUT, 06106
 Appendix B

FOR OFFICE USE ONLY	
Town No. : 96	Site No. :
UTM 1: 8 6 3: 2 5: 4 0 4: 5 9: 6 0: 9: 0	
QUAD: New Milford	
NR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	DISTRICT <input type="checkbox"/> Yes
SR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	<input type="checkbox"/> No
STATE SITE NO.	CAS. NO.

IDENTIFICATION	1. SITE NAME NMA-1	STATE SITE NO.	CAS. NO.	
	2. TOWN/CITY New Milford	VILLAGE	COUNTY Litchfield	
	3. STREET AND NUMBER (and/or location) East side of railroad tracks, about 900 feet north of Brookfield border			
	4. OWNER(S) Housatonic Railroad <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private			
	5. ATTITUDE TOWARD EXCAVATION			
	6. USE (Present) railroad right-of-way		(Historic) removed residence	
DESCRIPTION	7A. PERIOD <input type="checkbox"/> Contact <input type="checkbox"/> 17th C. <input type="checkbox"/> 18th C. <input checked="" type="checkbox"/> 19th C. <input checked="" type="checkbox"/> 20th C. <input type="checkbox"/> Unknown <input type="checkbox"/> Other (Specify)			
	7B. ESTIMATED OCCUPATION RANGE 19th Century to early 20th Century			
	8. DATING METHOD	DOCUMENTS historic maps	COMPARATIVE MATERIALS glass, ceramics	OTHER
	9. SITE TYPE <input type="checkbox"/> Contact <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Rural <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Agrarian <input type="checkbox"/> Industrial <input type="checkbox"/> Urban <input type="checkbox"/> Unknown			
	10. APPROXIMATE SIZE AND BOUNDARIES Artifacts eroding out of cut bank, east side of railroad tracks			
	11. STRATIGRAPHY <input type="checkbox"/> No Visible evidence <input type="checkbox"/> Standing ruins <input type="checkbox"/> Stratified <input type="checkbox"/> Not stratified <input type="checkbox"/> Other (Specify) <input checked="" type="checkbox"/> Surface finds <input type="checkbox"/> Cellar hole <input type="checkbox"/> Plowed <input type="checkbox"/> Major Disturbance			
ENVIRONMENT	12. SOIL USDA SOIL SERIES CwB		CONTOUR ELEVATION 250'	
	TEXTURE <input type="checkbox"/> sand <input type="checkbox"/> clay <input type="checkbox"/> Silt <input checked="" type="checkbox"/> loam		SLOPE % <input type="checkbox"/> 0-5 <input type="checkbox"/> 5-15 <input checked="" type="checkbox"/> 15-25 <input type="checkbox"/> over 25	
	NEAREST WATER SOURCE Still River		ACIDITY <input type="checkbox"/> less than 4.5 <input type="checkbox"/> 4.5-5.5 <input type="checkbox"/> 5.6-6.5 <input type="checkbox"/> 6.6-7.3 <input type="checkbox"/> 7.4-8.4	
	13. WATER	SIZE AND SPEED medium, moderate	DISTANCE FROM SITE ca. 200'	
CONDITION	14. VEGETATION PRESENT cleared			
	15. SITE INTEGRITY <input type="checkbox"/> Undisturbed <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Destroyed			
	16. THREATS TO SITE <input type="checkbox"/> None known <input type="checkbox"/> Highways <input type="checkbox"/> Vandalism <input type="checkbox"/> Developers <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Renewal <input type="checkbox"/> Private <input checked="" type="checkbox"/> Deterioration <input type="checkbox"/> Zoning <input type="checkbox"/> Unknown			
	17. SURROUNDING ENVIRONMENT <input type="checkbox"/> Open Land <input type="checkbox"/> Woodland <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Scattered Buildings visible from site. <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Rural <input type="checkbox"/> High building density <input type="checkbox"/> Coastal <input type="checkbox"/> Isolated			
18. ACCESSIBILITY TO PUBLIC-VISIBLE FROM PUBLIC ROAD <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				

RESEARCH POTENTIAL	19. PREVIOUS EXCAVATIONS	BY WHOM/AFFILIATION	DATE
	<input checked="" type="checkbox"/> Surface Collected	ACS - Archaeological Consulting Services	Aug, 2008
	<input type="checkbox"/> "Pot hunted"	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Tested	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Excavation	BY WHOM/AFFILIATION	DATE

20. PRESENT LOCATION OF MATERIALS

21. PUBLISHED REFERENCES
 Walwer, G.W. & D.N. Walwer (2009) *Phase Ia Archaeological Assessment Survey, Metro-North Commuter Railroad Electrification Project, Danbury to New Milford Extension.*

22. RECOVERED DATA (Identify in DETAIL, incl. features, burials, faunal material, etc.)
 Recovered artifacts include glass bottles, whiteware and porcelain ceramic ware fragments, coal, square nut wares eroding from cut bank adjacent to railroad tracks.

SIGNIFICANCE

23. ARCHAEOLOGICAL OR HISTORICAL IMPORTANCE
 The site is likely associated with the historic G.N. Crosby house, the property of which was impacted in the early 20th Century when the railroad was realigned.

PHOTOGRAPH	PHOTOGRAPHER	Place 35mm contact print here
	DATE	
	VIEW	
	NEGATIVE ON FILE	

ADD'L INFORMATION

REPORTED BY:	NAME	ADDRESS
	Gregory F. Walwer	10 Stonewall Lane, Guilford, CT 06437-2949
	ORGANIZATION	DATE
	ACS - Archaeological Consulting Services	03-04-2009

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FIELD EVALUATION

COMMENTS

HISTORIC RESOURCES INVENTORY
HISTORIC ARCHAEOLOGICAL SITES
 HIST-5 NEW 9/77

STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION
 59 SOUTH PROSPECT STREET, HARTFORD, CONNECTICUT, 06106

Appendix A

FOR OFFICE USE ONLY	
Town No. : 18	Site No. :
UTM 1: 8 6 3: 2 8: 8: 0 4: 5 9: 3 2: 3: 0	
QUAD: Danbury	
NR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	DISTRICT <input type="checkbox"/> Yes
SR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	<input type="checkbox"/> No
STATE SITE NO.	CAS' NO.

IDENTIFICATION	1. SITE NAME BFF-1: Mill Foundation		STATE SITE NO.		CAS' NO.	
	2. TOWN/CITY Brookfield		VILLAGE Brookfield		COUNTY Fairfield	
	3. STREET AND NUMBER (and/or location) West bank of Still River, south of Route 25 crossing about 300 feet					
	4. OWNER(S) <input type="checkbox"/> Public <input type="checkbox"/> Private					
	5. ATTITUDE TOWARD EXCAVATION					
	6. USE (Present) wooded (Historic)					
DESCRIPTION	7A. PERIOD <input type="checkbox"/> Contact <input type="checkbox"/> 17th C. <input checked="" type="checkbox"/> 18th C. <input checked="" type="checkbox"/> 19th C. <input type="checkbox"/> 20th C. <input type="checkbox"/> Unknown <input type="checkbox"/> Other (Specify)					
	7B. ESTIMATED OCCUPATION RANGE late 18th to mid 19th Century					
	8. DATING METHOD DOCUMENTS historic maps		COMPARATIVE MATERIALS		OTHER	
	9. SITE TYPE <input type="checkbox"/> Contact <input type="checkbox"/> Commercial <input type="checkbox"/> Rural <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Agrarian <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Urban <input type="checkbox"/> Unknown					
	10. APPROXIMATE SIZE AND BOUNDARIES one stone wall remains, parallel to the river, about 20 feet long, up to 10 feet high					
	11. STRATIGRAPHY <input type="checkbox"/> No Visible evidence <input checked="" type="checkbox"/> Standing ruins <input type="checkbox"/> Stratified <input type="checkbox"/> Not stratified <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Surface finds <input type="checkbox"/> Cellar hole <input type="checkbox"/> Plowed <input type="checkbox"/> Major Disturbance					
ENVIRONMENT	12. SOIL USDA SOIL SERIES Ur		CONTOUR ELEVATION 280'		SLOPE % <input type="checkbox"/> 0-5 <input type="checkbox"/> 5-15 <input type="checkbox"/> 15-25 <input checked="" type="checkbox"/> over 25	
	TEXTURE <input checked="" type="checkbox"/> sand <input type="checkbox"/> clay <input type="checkbox"/> Silt <input type="checkbox"/>		OTHER (Specify)		ACIDITY <input type="checkbox"/> less than 4.5 <input type="checkbox"/> 4.5-5.5 <input type="checkbox"/> 5.6-6.5 <input type="checkbox"/> 6.6-7.3 <input type="checkbox"/> 7.4-8.4	
	13. WATER NEAREST WATER SOURCE Still River		SIZE AND SPEED medium, fast		DISTANCE FROM SITE 10'	
	SEASONABLE AVAILABILITY perennial					
CONDITION	14. VEGETATION PRESENT wooded PAST					
	15. SITE INTEGRITY <input type="checkbox"/> Undisturbed <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Destroyed					
	16. THREATS TO SITE <input checked="" type="checkbox"/> None known <input type="checkbox"/> Highways <input type="checkbox"/> Vandalism <input type="checkbox"/> Developers <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Renewal <input type="checkbox"/> Private <input type="checkbox"/> Deterioration <input type="checkbox"/> Zoning <input type="checkbox"/> Unknown					
	17. SURROUNDING ENVIRONMENT <input type="checkbox"/> Open Land <input type="checkbox"/> Woodland <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Scattered Buildings visible from site. <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Rural <input type="checkbox"/> High building density <input type="checkbox"/> Coastal <input type="checkbox"/> Isolated					
	18. ACCESSIBILITY TO PUBLIC-VISIBLE FROM PUBLIC ROAD <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					

Appendix C: Artifacts from NMA-1

<i>Site #</i>	<i>Artifacts</i>
NMA-1	<p>1 fragment porcelain saucer with interior gilded annular decoration, with foot ring, 15.24cm diameter, 162.4g.</p> <p>3 rim fragments scalloped-edged whiteware with black and dark green transfer-printed decoration, 3.7g. (1830-1850)</p> <p>4 fragments whiteware with black and dark green transfer-printed decoration, 5.7g. (1830-1850)</p> <p>1 heavily patinated olive glass bottle (case flask), applied rounded lip with collar, basal indentation, 194mm height, 40.4 neck height, 24.1mm neck diameter, 14.0 internal rim diameter, 93.1mm shoulder width, 325.0g. (<1910)</p> <p>1 base fragment heavily patinated aqua-tinted glass bottle, rectangular shaped, with embossed characters on side "PROF LOW'S", and on panel "MAGNETIC LINIMENT", air bubbles, 51.7x30.2mm width, 113.8g. (1865-1920)</p> <p>1 fragment amethyst-tinted glass bottle base, oval shaped, air bubbles, 4.8mm max thickness, 68.1g. (1880-1910)</p> <p>1 fragment amethyst-tinted glass bottle base, oval shaped, air bubbles, 6.8mm max thickness, 87.2g. (1880-1910)</p> <p>1 fragment white glass jar base, embossed characters on base "MOOJESKA COLD CREAM", "BUFFALO NY", "LARKIN SOAP CO.", "5", vertical mold seam through base, 57.8mm base diameter, 5.3mm max thickness, 77.7g. (1890-1915)</p> <p>1 fragment amethyst-tinted glass bottle finish, applied rounded lip with collar, mold seam to lip, air bubbles, 29.2g. (1880-1910)</p> <p>1 fragment clear pressed glass, geometric design, 6.9mm max thickness, 23.1g.</p> <p>1 fragment aqua-tinted glass bottle recessed side panel, slightly patinated, 2.5mm max thickness, 10.3g.</p> <p>1 fragment aqua-tinted glass bottle finish, 12.1mm internal rim diameter, 2.1mm max thickness, 5.0g.</p> <p>1 fragment white glass jar, 2.6g.</p> <p>1 heavily oxidized wire staple, 3.7mm max diameter, 6.1g.</p> <p>1 heavily oxidized square nut, threaded, 39.9mmx38.4mmx28.6mm, 21.9mm interior diameter, 206.1g.</p> <p>6 fragments coal, spent, 64.5g.</p>

HISTORIC RESOURCES INVENTORY
HISTORIC ARCHAEOLOGICAL SITES
 HIST-5 NEW 9/77

STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION
 59 SOUTH PROSPECT STREET, HARTFORD, CONNECTICUT, 06106

Appendix D

FOR OFFICE USE ONLY	
Town No. : 96	Site No. :
UTM 1: 8 6 3 2 6 2 0 4 6 0 3 1 0 0	
QUAD: New Milford	
NR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	DISTRICT <input type="checkbox"/> Yes
SR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	<input type="checkbox"/> No
STATE SITE NO.	CAS' NO.

IDENTIFICATION	1. SITE NAME NMF-1	STATE SITE NO.	CAS' NO.
	2. TOWN/CITY New Milford	VILLAGE	COUNTY Litchfield
	3. STREET AND NUMBER (and/or location) West side of railroad tracks, about 300 feet south of South Avenue		
	4. OWNER(S) <input type="checkbox"/> Public <input type="checkbox"/> Private		
	5. ATTITUDE TOWARD EXCAVATION		
	6. USE (Present) wooded (Historic)		
DESCRIPTION	7A. PERIOD <input type="checkbox"/> Contact <input type="checkbox"/> 17th C. <input type="checkbox"/> 18th C. <input checked="" type="checkbox"/> 19th C. <input type="checkbox"/> 20th C. <input type="checkbox"/> Unknown <input type="checkbox"/> Other (Specify)		
	7B. ESTIMATED OCCUPATION RANGE 19th Century		
	8. DATING METHOD	DOCUMENTS historic maps	COMPARATIVE MATERIALS
	9. SITE TYPE <input type="checkbox"/> Contact <input type="checkbox"/> Commercial <input type="checkbox"/> Rural <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Agrarian <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Urban <input type="checkbox"/> Unknown		
	10. APPROXIMATE SIZE AND BOUNDARIES Foundation is set within the west embankment supporting the railroad bed, about 36 feet in length.		
	11. STRATIGRAPHY <input type="checkbox"/> No Visible evidence <input checked="" type="checkbox"/> Standing ruins <input type="checkbox"/> Stratified <input type="checkbox"/> Not stratified <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Surface finds <input type="checkbox"/> Cellar hole <input type="checkbox"/> Plowed <input type="checkbox"/> Major Disturbance		
ENVIRONMENT	12. SOIL	USDA SOIL SERIES MyB	CONTOUR ELEVATION 220'
		TEXTURE <input checked="" type="checkbox"/> sand <input type="checkbox"/> clay <input type="checkbox"/> Silt	SLOPE % <input type="checkbox"/> 0-5 <input checked="" type="checkbox"/> 5-15 <input type="checkbox"/> 15-25 <input type="checkbox"/> over 25
	13. WATER	NEAREST WATER SOURCE Great Brook	ACIDITY <input type="checkbox"/> less than 4.5 <input type="checkbox"/> 4.5-5.5 <input type="checkbox"/> 5.6-6.5 <input type="checkbox"/> 6.6-7.3 <input type="checkbox"/> 7.4-8.4
		SIZE AND SPEED small, moderate	DISTANCE FROM SITE ca. 600'
	SEASONABLE AVAILABILITY perennial	14. VEGETATION PRESENT wooded PAST	
CONDITION	15. SITE INTEGRITY <input type="checkbox"/> Undisturbed <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Destroyed		
	16. THREATS TO SITE <input checked="" type="checkbox"/> None known <input type="checkbox"/> Highways <input type="checkbox"/> Vandalism <input type="checkbox"/> Developers <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Renewal <input type="checkbox"/> Private <input type="checkbox"/> Deterioration <input type="checkbox"/> Zoning <input type="checkbox"/> Unknown		
	17. SURROUNDING ENVIRONMENT <input type="checkbox"/> Open Land <input type="checkbox"/> Woodland <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Scattered Buildings visible from site. <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Rural <input type="checkbox"/> High building density <input type="checkbox"/> Coastal <input type="checkbox"/> Isolated		
	18. ACCESSIBILITY TO PUBLIC-VISIBLE FROM PUBLIC ROAD <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

RESEARCH POTENTIAL	19. PREVIOUS EXCAVATIONS	BY WHOM/AFFILIATION	DATE
	<input checked="" type="checkbox"/> Surface Collected	ACS - Archaeological Consulting Services	Aug, 2008
	<input type="checkbox"/> "Pot hunted"	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Tested	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Excavation	BY WHOM/AFFILIATION	DATE

20. PRESENT LOCATION OF MATERIALS

21. PUBLISHED REFERENCES
 Walwer, G.W. & D.N. Walwer (2009) *Phase Ia Archaeological Assessment Survey, Metro-North Commuter Railroad Electrification Project, Danbury to New Milford Extension.*

22. RECOVERED DATA (Identify in DETAIL, incl. features, burials, faunal material, etc.)
 Stone foundation set into embankment on west side of railroad tracks. The foundation includes brick facing in the southeast corner.

23. ARCHAEOLOGICAL OR HISTORICAL IMPORTANCE
 The site likely relates to the 19th Century operations of the railroad.

PHOTOGRAPH	PHOTOGRAPHER	Place 35mm contact print here
	DATE	
	VIEW	
	NEGATIVE ON FILE	

ADD'L INFORMATION

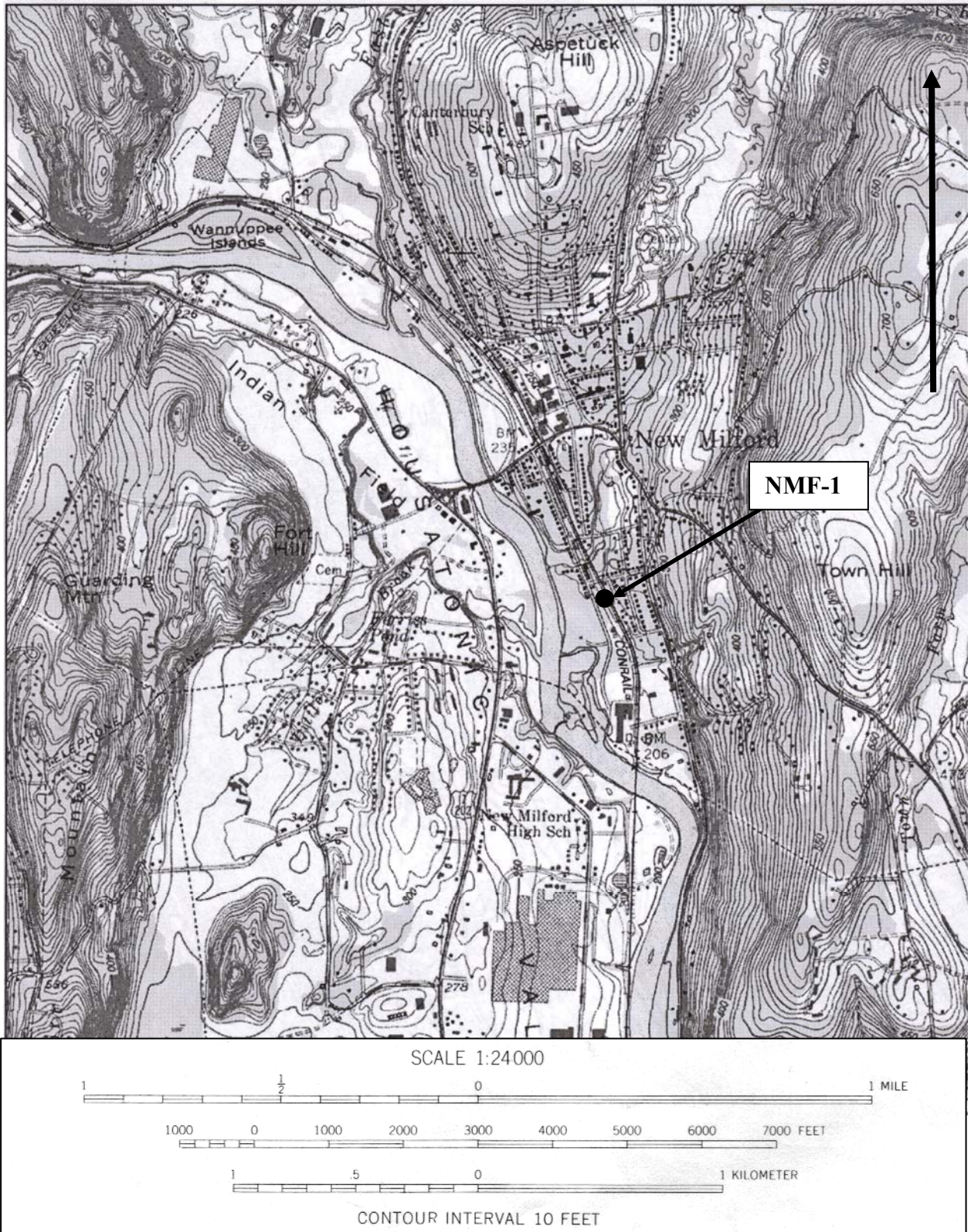
REPORTED BY:	NAME Gregory F. Walwer	ADDRESS 10 Stonewall Lane, Guilford, CT 06437-2949
	ORGANIZATION ACS - Archaeological Consulting Services	DATE 03-04-2009

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FIELD EVALUATION

COMMENTS

Appendix D: USGS Topo (New Milford Quadrangle) Site Location Map – NMF-1



HISTORIC RESOURCES INVENTORY
HISTORIC ARCHAEOLOGICAL SITES
 HIST-5 NEW 9/77

STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION
 59 SOUTH PROSPECT STREET, HARTFORD, CONNECTICUT, 06106
 Appendix E

FOR OFFICE USE ONLY	
Town No. : 96	Site No. :
UTM 1: 8 6 3: 2 5: 9 0 4: 6 0: 3 3: 9: 0	
QUAD: New Milford	
NR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	DISTRICT <input type="checkbox"/> Yes
SR: <input type="checkbox"/> ACT <input type="checkbox"/> ELIG. <input type="checkbox"/> NO	<input type="checkbox"/> No
STATE SITE NO.	CAS' NO.

IDENTIFICATION	1. SITE NAME NMF-2		STATE SITE NO.		CAS' NO.		
	2. TOWN/CITY New Milford		VILLAGE		COUNTY Litchfield		
	3. STREET AND NUMBER (and/or location) North side of Mill Street, west bank of Great Brook						
	4. OWNER(S) <input type="checkbox"/> Public <input type="checkbox"/> Private						
	5. ATTITUDE TOWARD EXCAVATION						
	6. USE (Present) wooded (Historic)						
DESCRIPTION	7A. PERIOD <input type="checkbox"/> Contact <input type="checkbox"/> 17th C. <input type="checkbox"/> 18th C. <input checked="" type="checkbox"/> 19th C. <input type="checkbox"/> 20th C. <input type="checkbox"/> Unknown <input type="checkbox"/> Other (Specify)						
	7B. ESTIMATED OCCUPATION RANGE 19th Century						
	8. DATING METHOD historic maps		DOCUMENTS		COMPARATIVE MATERIALS		OTHER
	9. SITE TYPE <input type="checkbox"/> Contact <input type="checkbox"/> Commercial <input type="checkbox"/> Rural <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Agrarian <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Urban <input type="checkbox"/> Unknown						
	10. APPROXIMATE SIZE AND BOUNDARIES Foundation complex measuring about 50x100 feet.						
	11. STRATIGRAPHY <input type="checkbox"/> No Visible evidence <input checked="" type="checkbox"/> Standing ruins <input type="checkbox"/> Stratified <input type="checkbox"/> Not stratified <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Surface finds <input type="checkbox"/> Cellar hole <input type="checkbox"/> Plowed <input type="checkbox"/> Major Disturbance						
ENVIRONMENT	12. SOIL		USDA SOIL SERIES Tg	CONTOUR ELEVATION 220'	SLOPE % <input type="checkbox"/> 0-5 <input type="checkbox"/> 5-15 <input checked="" type="checkbox"/> 15-25 <input type="checkbox"/> over 25		
			TEXTURE <input checked="" type="checkbox"/> sand <input type="checkbox"/> clay <input type="checkbox"/> Silt <input type="checkbox"/>	OTHER (Specify)	ACIDITY <input type="checkbox"/> less than 4.5 <input type="checkbox"/> 4.5-5.5 <input type="checkbox"/> 5.6-6.5 <input type="checkbox"/> 6.6-7.3 <input type="checkbox"/> 7.4-8.4		
	13. WATER		NEAREST WATER SOURCE Great Brook	SIZE AND SPEED small, moderate	DISTANCE FROM SITE 0'	SEASONABLE AVAILABILITY perennial	
	14. VEGETATION		PRESENT wooded		PAST		
CONDITION	15. SITE INTEGRITY <input type="checkbox"/> Undisturbed <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Destroyed						
	16. THREATS TO SITE <input checked="" type="checkbox"/> None known <input type="checkbox"/> Highways <input type="checkbox"/> Vandalism <input type="checkbox"/> Developers <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Renewal <input type="checkbox"/> Private <input type="checkbox"/> Deterioration <input type="checkbox"/> Zoning <input type="checkbox"/> Unknown						
	17. SURROUNDING ENVIRONMENT <input type="checkbox"/> Open Land <input type="checkbox"/> Woodland <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Scattered Buildings visible from site. <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Rural <input type="checkbox"/> High building density <input type="checkbox"/> Coastal <input type="checkbox"/> Isolated						
	18. ACCESSIBILITY TO PUBLIC-VISIBLE FROM PUBLIC ROAD <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						

RESEARCH POTENTIAL	19. PREVIOUS EXCAVATIONS	BY WHOM/AFFILIATION	DATE
	<input checked="" type="checkbox"/> Surface Collected	ACS - Archaeological Consulting Services	Aug, 2008
	<input type="checkbox"/> "Pot hunted"	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Tested	BY WHOM/AFFILIATION	DATE
	<input type="checkbox"/> Excavation	BY WHOM/AFFILIATION	DATE

20. PRESENT LOCATION OF MATERIALS

21. PUBLISHED REFERENCES
 Walwer, G.W. & D.N. Walwer (2009) *Phase Ia Archaeological Assessment Survey, Metro-North Commuter Railroad Electrification Project, Danbury to New Milford Extension.*

22. RECOVERED DATA (Identify in DETAIL, incl. features, burials, faunal material, etc.)
 Complex of stone foundations with cement pointing. Artifacts noted include modern debris, quahog shell, glass milk jars, brick, and oxidized metal.

SIGNIFICANCE

23. ARCHAEOLOGICAL OR HISTORICAL IMPORTANCE
 Mill site likely relates to growth of New Milford industry following the emergence of the railroad.

PHOTOGRAPH	PHOTOGRAPHER	Place 35mm contact print here
	DATE	
	VIEW	
	NEGATIVE ON FILE	

ADD'L INFORMATION

REPORTED BY:	NAME Gregory F. Walwer	ADDRESS 10 Stonewall Lane, Guilford, CT 06437-2949
	ORGANIZATION ACS - Archaeological Consulting Services	DATE 03-04-2009

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FIELD EVALUATION

COMMENTS

Appendix E: USGS Topo (New Milford Quadrangle) Site Location Map – NMF-2

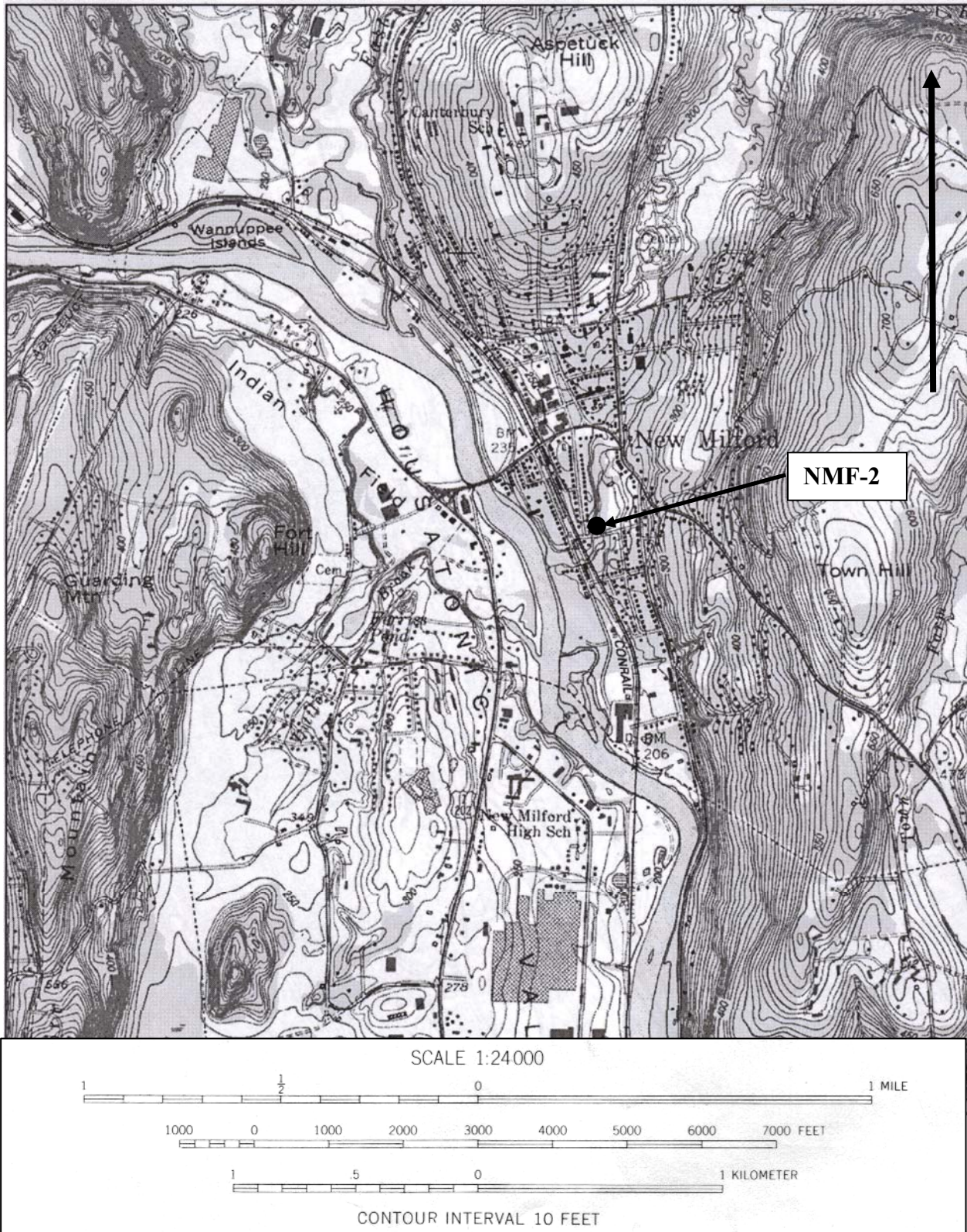


Table 1: Regional Prehistoric Chronology

Paleo-Indian Period (12,000-9,500 B.P.)

Environment: Dry and very cold, tundra herbaceous plants and sparse spruce forests shifting to pine forests.
Settlement: Semi-nomadic, restricted wandering.
Subsistence: Very large grazing herbivores and smaller mammals.
Material: Large fluted points (cf. Clovis), knives, drills, scrapers, awls, abraders, perforators, spokeshaves, and hammerstones.
Ritual: Unknown.

Early Archaic Period (9,500-7,500 B.P.)

Environment: Cold, dense pine and deciduous forests.
Settlement: Central-based wandering.
Subsistence: Large foraging herbivores and smaller mammals.
Material: Atlatl, stemmed and bifurcated (Stanly, cf. Kanawha and Lecroy) points, choppers, anvil stones, and others from earlier periods.
Ritual: Unknown.

Middle Archaic Period (7,500-6,000 B.P.)

Environment: Cool, deciduous hardwoods and pine.
Settlement: Central-based, seasonally circulating.
Subsistence: Foraging mammals, fish, and shellfish.
Material: Contracting stemmed points (Neville, Stark, and Merrimac), semi-lunar groundstone knives, banner stones, net plummetts, gouges, denticulates, grooved axes, percussed celts and adzes, and others from earlier periods.
Ritual: Unknown.

Late Archaic Period (6,000-3,700 B.P.)

Environment: Moderate, deciduous hardwoods.
Settlement: Central-based or semi-sedentary, seasonally circulating and radiating.
Subsistence: Foraging mammals (deer), small mammals, turtles, birds, fish, shellfish, berries, nuts, seeds.
Material: Groundstone manos, mortars, pestles, and bowls, stone pipes, bone tools, perforated weights, decorative gorgets, corner-notched (Vosburg, Brewerton, and Vestal), side-notched (Otter Creek, Brewerton, and Normanskill), narrow-stemmed (Dustin, Lamoka, Squibnocket, and Wading River), and triangular points (Squibnocket, Brewerton, and Beekman), fish weirs and harpoons, and others from previous periods.
Ritual: Cremation burials with utilitarian funerary objects for limited groups, suggesting possible access to restricted resources (e.g. transportation routes).

Terminal Archaic Period (3,700-2,700 B.P.)

Environment: Moderate, deciduous hardwoods.

Settlement: Semi-sedentary, short-term radiating, long-term seasonally circulating.

Subsistence: Foraging mammals (deer), small mammals, fish, shellfish, turtles, birds, berries, nuts, seeds.

Material: Susquehanna corner-notched points, side-notched and large stemmed points, steatite bowls, canoes, Vinette I pottery, and others from previous periods.

Ritual: Elaborate secondary cremation burials containing high proportions of highly stylized artifacts of non-local material in specialized cemetery sites for limited groups with access to restricted resources (e.g. steatite, transportation routes), suggesting a stratified society and semi-sedentism for some groups.

Early Woodland Period (2,700-2,000 B.P.)

Environment: Cool, deciduous hardwood trees.

Settlement: Central-based, seasonally circulating.

Subsistence: Foraging mammals (deer), small mammals, fish, shellfish, turtles, birds.

Material: Bow and arrow, Early Windsor cord-marked and Linear Dentate ceramics, stemmed (Adena-Rossville) and side-notched (Meadowood and Fulton) points, Steubenville points, some exotic Adena material, and others from previous periods.

Ritual: Combination of cremation burials and primary inhumations, often in habitation settings, suggesting some latent retention of class distinctions during a period of declining ceremonialism and undifferentiated control over critical resources.

Middle Woodland Period (2,000 B.P.-1,000 B.P.)

Environment: Moderate, deciduous hardwood trees.

Settlement: Semi-sedentary, short-term radiating, long-term seasonally circulating.

Subsistence: Agriculture (squash, beans, corn, sunflower, tobacco), foraging mammals (deer), small mammals, fish, shellfish, turtles, birds, berries, and nuts.

Material: Groundstone hoes, cylindrical pestles, many ceramic styles (Rocker Dentate, Windsor Brushed, Sebonac Stamped, Hollister Stamped, Selden Island, and Windsor Plain), projectile points (Snyders corner-notched, Long Bay and Port Maitland, Rossville stemmed, Greene), and others from previous periods.

Ritual: Unknown (not yet distinguished from the Late Woodland).

Late Woodland Period (1,000-1,600 A.D.)

Environment: Moderate, deciduous hardwood trees.

Settlement: Semi-sedentary, short-term radiating, long-term seasonally circulating.

Subsistence: Agriculture (squash, beans, corn, sunflower, tobacco, Jerusalem artichoke), foraging mammals (deer), small mammals, fish, shellfish, turtles, birds, berries, nuts, and tubers.

Material: Wigwam homes, Jack's Reef, and Madison and Levanna triangular points, Late Windsor and East River ceramics, and others from previous periods.

Ritual: Primary inhumations in habitation sites, suggesting egalitarian society.

Table 2: Previously Documented Prehistoric Sites

Site #	Site Name	Town	Time / Date	Type	Condition	Prior Testing	Reported Owner	Reference
18-23	Northrup Cemetery	Brookfield	NA	Lithic Scatter	Fair per IGTS	Surface Collected	NA	IGTS 266-4-1
18-13	Gereg I	Brookfield	NA	Camp	Good per IGTS	Phase II	Gereg	IGTS 263-2-1
18-12	Bauer I	Brookfield	NA	Camp	Fair / poor per IGTS	Phase II	Bauer	IGTS 263-3-1
18-19	Still CLP I	Brookfield	NA	Lithic Scatter	Good per IGTS	Phase I	CLP	IGTS 262-3-1
18-27	NA	Brookfield	NA	Camp	Fair per IGTS	Phase I	CLP	IGTS 262C-1-1
18-15	Still CLP IV	Brookfield	LA, Woodland	Camp	Good per IGTS	Phase II	CLP	IGTS 262-3-4
18-22	NA	Brookfield	LA-LW	Camp	Good per IGTS	Phase II	CLP	IGTS 262A-2-1
18-18	Still CLP II	Brookfield	Woodland	Camp	Fair per IGTS	Phase II	CLP	IGTS 262-3-2
18-16	Still CLP V	Brookfield	NA	Lithic Scatter	Fair per IGTS	Phase I	CLP	IGTS 262-3-5
18-17	Still CLP III	Brookfield	Late Archaic	Camp	Fair per IGTS	Phase I	CLP	IGTS 262-3-3
18-14	WHI I	Brookfield	NA	Lithic Scatter	Good per IGTS	Phase I	WHI	IGTS 262-4-1
18-24	NA	Brookfield	NA	Lithic Scatter	Fair per IGTS	Phase I	WHI	IGTS 262-AF1-1
18-5	Gallows	Brookfield	NA	Camp	Poor per AIAI	Pot Hunted	NA	Site Form
18-25	Weantinoge	Brookfield	Late Woodland	Village	Good per AIAI	Amateur Excavations	WHI	Handsman 1987
96-129	Aldrich I	New Milford	Woodland	Camp	Good per IGTS	Phase I	Aldrich	IGTS 261-5-1
96-111	NA	New Milford	NA	Lithic Scatter	Fair per IGTS	Phase II	Docktor	IGTS 261A-8-2
96-110	NA	New Milford	LA-LW	Camp	Good per IGTS	Phase II	Docktor	IGTS 261A-8-1
96-112	NA	New Milford	LA-MW	Camp	Good per IGTS	Phase II	Docktor	IGTS 261A-7-2
96-109	NA	New Milford	NA	Lithic Scatter	Good per IGTS	Phase I	Docktor	IGTS 261A-7-1
96-84	Windwood VII	New Milford	MA, Woodland	Camp	Fair per IGTS / house	Phase II	Windwood	IGTS 260A-2-2
96-78	Windwood I	New Milford	Woodland	Camp	Good per IGTS	Phase I	Windwood	IGTS 260-2-1
96-83	Windwood VI	New Milford	MW	Camp	Good per IGTS	Phase II	Windwood	IGTS 260A-2-1
96-82	Windwood V	New Milford	NA	Lithic Scatter	Fair per IGTS	Phase I	Windwood	IGTS 260A-1-1
96-79	Windwood II	New Milford	Late Archaic	Camp	Good per IGTS	Phase I	Windwood	IGTS 260-2-2
96-80	Windwood III	New Milford	NA	Camp	Good per IGTS	Phase I	Windwood	IGTS 260-2-3
96-81	Windwood IV	New Milford	LA	Camp	Good per IGTS	Phase II	Windwood	IGTS 260-3-1
NA	Candlewood	New Milford	LW	Camp	Good per ARS	Phase I	Candlewood	ARS 1994
96-34	Harrybrooke Park	New Milford	EA-LW	Village	Poor per CAS	Surface Collected	Harrybrooke	Site Form
96-4	Golombeski	New Milford	NA	Lithic Scatter	Poor per CAS	Surface Collected	Golombeski	Site Form

Site #	Site Name	Town	Time / Date	Type	Condition	Prior Testing	Reported Owner	Reference
96-29	Lovers Leap	New Milford	Paleo-TA+	Village	Poor per CAS	Amateur Excavations	State of CT	Swigart 1974
96-66	Mike Lawson	New Milford	NA	NA	Fair / landscaped park	NA	State of CT	Site Form
96-64	NA	New Milford	NA	NA	Landscaped lawn	NA	NA	Site Form
96-19	Dodd Farm	New Milford	LA-MW	Village	Fair per CAS	Phase I	New Milford	CAS 1975
96-52	Still River I	New Milford	NA	Village	Good per AIAI	Surface Collected	Sunny Valley	Site Form
NA	KC Site I	New Milford	TA-EW	Camp	Good per HAA	Phase II	Kimberly Clark	HAA 1998-1999

Table 3: Historic Chronology of the Local Railroads

1825	Completion of Erie Canal inspires unexecuted plans for Westport / Danbury canal.
1835	First CT railroad charter - Fairfield County RR Company - plans unexecuted for Norwalk / Danbury line.
1835	Another line considered from Danbury to West Stockbridge, MA, unexecuted.
1836	Bridgeport pledges \$200,000 for construction of railroad to New Milford.
1840	"Ousatonic Railroad" completed between Bridgeport and New Milford.
1842	Ousatonic Railroad completed between New Milford and MA, main link between NYC and Albany.
1844	New York & New Haven (NYNH) charter granted.
1849	New York & New Haven (NYNH) line completed.
1852	Danbury & Norwalk railroad line completed.
1860s	Housatonic Railroad reaches profitability, 100,000 quarts of milk sent each day to NYC.
1864	New York, Housatonic & Northern RR charter granted to connect White Plains and Danbury.
1868	New York, Housatonic & Northern RR extended to Brookfield, not quite connected to Housatonic RR.
1872	NYNH acquires Hartford & Boston / Hartford & New Haven - becomes the New York, New Haven & Hartford (NYNHH).
1874	Line between Danbury and Brookfield junction (~4 miles) finally completed.
1881	Boston, Hartford & Erie railroad line built through Danbury.
1886	Danbury / Brookfield section and southern Danbury branch leased by Housatonic Railroad Company, connecting loop between D&N and Housatonic branch to Danbury established.
1892	Danbury / Brookfield section and southern Danbury branch becomes part of NYNHH (Consolidated Rd)
1893	Two stations at Danbury replaced by single station.
1900	30 independent lines of 19th century reduced to just three major systems.
1902	Union Station built at Danbury.
1903/14	NYNHH electrifies lines between New York and New Haven.
1910/25	Danbury branch between Norwalk and Danbury electrified.
1912	NYNHH almost insolvent.
1913	Alignment between New Milford and Berkshire Junction double-tracked, new bridges in place.
1916	Locomotive turntable built at Union Station.
1921	NY / Mass. route changed to include Danbury branch and section to Brookfield Brookfield / Hawleyville branch abandoned.
1924	NYNHH returns to profitability.
1935	NYNHH files for reorganization, never returns to profitability.
1961	Norwalk / Danbury branch de-electrified, switches to Diesel locomotives.
1968/69	New York Central, parent of bankrupted NYNHH, merges with Penn RR to become Penn Central.
1971	Penn Central files for bankruptcy, largest in American history.
1971	Danbury branch leased to New York MTA and ConnDOT, Housatonic line barely used.
1976	Penn Central lines become part of federally funded Conrail system.
1983	South Danbury branch becomes part of Metro-North Commuter Railroad.
1992	Housatonic Railroad expands to include freight from Danbury to New Milford.

Table 4: Previously Documented Historic Sites

Site #	Site Name	Town	Address	Time / Date	Type	Condition	Prior Testing	Reported Owner	Reference
NA	Union Station	Danbury	120 White Street	1902	Railroad	Good per ACS	NRHP Evaluation	CT	Devlin 1986
34-5	Locomotive Turntable	Danbury	120 White Street	1916	Railroad	Good per ACS	NRHP Evaluation	CT	Site Form
NA	Danbury Depot	Danbury	130 White Street	1881	Railroad	Relocated	Historic Reference Surface Collected	Leahy's	Roy 2007:45
NA	Northrup Cemetery	Brookfield	Gray's Bridge Road	18th - 19th C.	Cemetery	Fair per ACS	NA	NA	IGTS 266-4-1
NA	United Jewish Cemetery	Brookfield	Gray's Bridge Road	20th C.	Cemetery	Good per ACS	NA	NA	USGS 1984
116	David Northrop House	Brookfield	86 Stony Hill Road	ca. 1780	Residential	Good per ACS Gone, raised ranch	Historic Evaluation	Ballard	Cunningham 1997
NA	Dibble House	Brookfield	88 Stony Hill Road	ca. 1750	Residential		NA	NA	State Register List 2001
117	Northrop Worker's House	Brookfield	107 Stony Hill Road	1848	Residential	Good per ACS	Historic Evaluation	Kennedy	Cunningham 1997
106	Ezra Northrop Jr. House	Brookfield	53 Pocono Ridge Rd	ca. 1785	Residential	Good per ACS	Historic Evaluation	Hague	Cunningham 1997
118	Louis J. Van Hoesen Hotel	Brookfield	127 Stony Hill Road	ca. 1880	Commercial	Foundation only	Historic Evaluation	Dwyer	Cunningham 1997
100	Rev. Benjamin Benham House	Brookfield	81 Pocono Road	ca. 1800	Residential	Fair per ACS	Historic Evaluation	Austin	Cunningham 1997
NA	Federal Farm House remains	Brookfield	118 Pocono Road	ca. 1825	Residential	Not identified	NA	NA	State Register List 2001
69	Abel Sherman Tenant House	Brookfield	14 Oak Grove Road	ca. 1775	Residential	Good per ACS	Historic Evaluation	McMasters	Cunningham 1997
	1 1/2 Story Colonial	Brookfield	151 Pocono Road	ca. 1820	Residential	Good per ACS	NA	NA	State Register List 2001
	NA	Brookfield	153 Pocono Road	ca. 1812	Residential	Very altered	NA	NA	State Register List 2001
101	William O'Hara House	Brookfield	155 Pocono Road	ca. 1860	Residential	Good per ACS	Historic Evaluation	Keeler	Cunningham 1997
	Grange Hall / Church	Brookfield	159 Pocono Road	ca. 1925	Civic	Good per ACS	NA	NA	State Register List 2001
102	St. Joseph's Catholic Church	Brookfield	164 Pocono Road	1892	Religious	Good per ACS	Historic Evaluation	Gospel Hall	Cunningham 1997
103	Heinz & Wilhelmina Pflomm House	Brookfield	173 Pocono Road	1935	Residential	Good per ACS	Historic Evaluation	Rooney	Cunningham 1997
105	Alan & Mary Rogers House	Brookfield	179 Pocono Road	ca. 1860	Residential	Good per ACS	Historic Evaluation	McGinniss	Cunningham 1997
104	Edward P. Fairchild House	Brookfield	174 Pocono Road	1842	Residential	Good per ACS	Historic Evaluation	Dias	Cunningham 1997

Site #	Site Name	Town	Address	Time / Date	Type	Condition	Prior Testing	Reported Owner	Reference
1	Merritt Hubbell House	Brookfield	4 Alcox Road	1788	Residential	Good per ACS	Historic Evaluation	Loehrer	Cunningham 1997
27	Samuel Ruggles Jr. House	Brookfield	4 Ironworks Hill Road	ca. 1770	Residential	Good per ACS	Historic Evaluation	Gereg	Cunningham 1997
18-28	Tunnel / stone retaining wall	Brookfield	Rt 25 and Rt 7	ca. 1840	Drainage	Good per survey	Historic Evaluation	NA	Site Form
157	Brookfield Railroad Depot	Brookfield	271 Whisconier Rd	1914	Railroad	Good per ACS	Historic Evaluation	Borodenko	Cunningham 1997
158	Meeker Gristmill	Brookfield	272 Whisconier Rd	1832	Commercial	Good per ACS	Historic Evaluation	BCC	Cunningham 1997
161	William D. Meeker House	Brookfield	290 Whisconier Rd	ca. 1790	Residential	Good per ACS	Historic Evaluation	BCC	Cunningham 1997
900	Still River Arch Bridge	Brookfield	Route 25	L. 19th - E. 20th C.	Transportation	Good per ACS	Historic Evaluation	Public	Historic Bridge Site Form
159	Levi Sturdevant Store	Brookfield	277 Whisconier Rd	ca. 1860	Commercial	Good per ACS	Historic Evaluation	Borodenko	Cunningham 1997
160	Koehler's Store	Brookfield	281 Whisconier Rd	ca. 1875	Commercial	Good per ACS	Historic Evaluation	Fitzgerald	Cunningham 1997
	House with Pillars	Brookfield	283 Whisconier Rd	ca. 1840	Residential	Modified commercial	NA	NA	State Register List 2001
120	Brookfield Hotel	Brookfield	1 Tucks Road	ca. 1875	Commercial	Good per ACS	Historic Evaluation	Chengrian	Cunningham 1997
17	Van Rensaler Fenn House	Brookfield	825 Federal Road	ca. 1850	Residential	Altered foundation	Historic Evaluation	Jelenffy	Cunningham 1997
18	Keeler Sisters House	Brookfield	831 Federal Road	ca. 1850	Residential	Good per ACS	Historic Evaluation	Bartner	Cunningham 1997
19	Henry S. Stevens House	Brookfield	833 Federal Road	1793	Residential	Resided Altered foundation	Historic Evaluation	Bartner	Cunningham 1997
21	George S. Porter House	Brookfield	837 Federal Road	ca. 1840	Residential		Historic Evaluation	Bartner	Cunningham 1997
NA 96-	Trash Dump	New Milford	Lanesville Road	Early 20th C	Residential	Not identified	Phase I Surface Collected	NA	CAS 1985, 1991 Weinstein 1998; Raber 2004
101	Bridgeport Wood Finishing	New Milford	Grove Street	1881+	Industrial	Fair per site form	Historic Evaluation	NA	
NA	Housatonic Railroad Bridge	New Milford	Housatonic River	1913	Railroad	Good per ACS	Historic Evaluation	NA	Roth 1981
195	Colonel Elisha Bostwick House	New Milford	102 Grove Street	1782	Residential	Good per ACS	Historic Evaluation	Dickey	Gilchrist 1979
NA	New Milford Center	New Milford	New Milford Center	18th to E. 20th C.	District	Good per ACS	NRHP Evaluation	Various	Gilchrist 1985
73	A.B. Mygatt House	New Milford	44 South Main Street	ca. 1860	Residential	Good per ACS	Historic Evaluation	Beaudoin	Gilchrist 1979
64	William Schoverling House	New Milford	18 South Main Street	ca. 1870	Residential	Good per ACS	Historic Evaluation	NA	Gilchrist 1979

Site #	Site Name	Town	Address	Time / Date	Type	Condition	Prior Testing	Reported Owner	Reference
NA	J.S. Halpine Tobacco Warehouse	New Milford	West & Mill Street	1899	Agricultural	Condo conversion	NRHP Evaluation	Bost	Gilchrist 1982
NA	E.A. Wildman & Co. Tobacco WH	New Milford	34 Bridge Street	1870	Agricultural	Good per ACS	NRHP Evaluation	NA	Devlin 1988
NA	Merritt Beach & Son Building	New Milford	30 Bridge Street	1873	Commercial	Good per ACS Chamber	NRHP Evaluation	NA	Devlin 1991
NA	Housatonic Railroad Station	New Milford	Railroad Street	1886	Railroad	Commerce	NRHP Evaluation	NA	Gilchrist 1983
55	Village Laundry	New Milford	38 Bridge Street	ca. 1950	Commerical	Good per ACS	Historic Evaluation	Lindstedt	Gilchrist 1979
56	SNET New Milford Telephone	New Milford	44 Bridge Street	ca. 1950	Commerical	Good per ACS	Historic Evaluation	SNET	Gilchrist 1979
57	Company	New Milford	46 Bridge Street	ca. 1970	Commerical	Good per ACS	Historic Evaluation	Arnold	Gilchrist 1979
58	Connecticut National Bank	New Milford	48 Bridge Street	ca. 1970	Commerical	Gone	Historic Evaluation	CTNB	Gilchrist 1979
47	Cuddy's Texaco	New Milford	45 Bridge Street	1960s	Commerical	Good per ACS	Historic Evaluation	CM Beach	Gilchrist 1979
48	NM Public School Administration	New Milford	47 Bridge Street	ca. 1950	Commerical	Good per ACS	Historic Evaluation	USPO	Gilchrist 1979
49	Eclectique	New Milford	49-53 Bridge Street	20th C.	Commerical	Gone	Historic Evaluation	Wagenseil	Gilchrist 1979
50	NA	New Milford	55-57 Bridge Street	ca. 1900	Commerical	Gone	Historic Evaluation	Hulton	Gilchrist 1979
51	Mobil Station	New Milford	Corner of Bridge / Main	20th C.	Commerical	Gone	Historic Evaluation	Socony	Gilchrist 1979

Table 5: Newly Documented Historic Sites

Site Name	Town	Address	Time / Date	Type	Condition
NA	Danbury	160 White Street	Late 19th C.	Residential	Fair per ACS
Beaver Brook Road RR Bridge	Danbury	Beaver Brook Road	Mid 19th - Early 20th C.	Railroad	Good per ACS
Sand Cut Road RR Bridge	Brookfield	Sand Cut Road	Mid 19th - Early 20th C.	Railroad	Altered w/ concrete
Junction Road RR Bridge	Brookfield	Junction Road	20th C.	Railroad	Good per ACS
BFA-1: stone pile / brick remains	Brookfield	Pocono Road	Early 20th C	Residential	Fair per ACS
BFF-1: Mill foundation	Brookfield	Whisconier Road	19th C.	Industrial	Fair per ACS
Aldridge Road RR Bridge	Milford New	Aldridge Road	20th C.	Railroad	Good per ACS
NMA1	Milford New	Aldridge Road	19th C.	Artifacts	Fair per ACS
Still River RR Bridge	Milford New	Still River	Late 19th to Early 20th C.	Railroad	Good per ACS
Marina	Milford New	Anderson Avenue	Early to mid 20th C.	Commercial	Good per ACS
NA	Milford New	120 Grove Street	Late 19th to Early 20th C.	Residential	Good per ACS
NA	Milford New	108 Grove Street	Late 19th to Early 20th C.	Residential	Good per ACS
NMF1	Milford New	West Street	19th C.	Foundation	Good per ACS
Merwin Wilson Company	Milford New	2 Sterling Place	Late 19th to Early 20th C.	Commercial	Fair per ACS
South Avenue	Milford New	3,5,7,8,10,11 South Ave	Late 19th to Early 20th C.	Residential	Good per ACS
High Street	Milford New	3,5,8,10,16,18,20 High St	Late 19th to Early 20th C.	Residential	Good per ACS
West Street	Milford New	84,81,76,74,3workers,62,60,41-57condos,56,54,52,50,46,44,40		Residential	Good per ACS
West Street continued	Milford New	34,30/32,28,26wbarn,29/1865Soule,20wbarn,27barn,16,12,10		Residential	Good per ACS
Great Brook RR Bridge	Milford New	Great Brook	Late 19th to Early 20th C.	Railroad	Good per ACS
NMA2	Milford New	West Street	19th-20th	Artifacts	Fair per ACS
NMF2 - Mill foundation	Milford New	Mill Street	19th C.	Foundation	Good per ACS
NMA3	Milford New	Middle Street	19th-20th	Artifacts	Fair per ACS
Nicholas Square	Milford New	5,7,9,10,11,12,13,14,15,16,17,18,19,21-23,25 Nicholas Square		Residential	Good per ACS
NA	Milford New	25 Bridge Street	19th C.	Commercial	Good per ACS
NA	Milford	4,14 Railroad	Late 19th to Early 20th C.	Commercial	Good per ACS

Table 6: Railroad Features

Feature #	Feature Type	Location / Coordinates	Comments
1	Crossing signs	200' north of NM RR station	two signs Lackawanna Ohio 1923, patents 1798283, 2124190
2	Switching device	75' north of NM RR station	green and red reflectors, Ramaco Ajax Corp., Millburn, NY
3	Switching device	south end of NM RR station	WRRS Company type 2149
4	Grade crossing	Bridge Street	along condo complex on West Street
5	Sideline	J.S. Halpine building	
6	Whistle post	20' north of Mill Street	
7	Grade crossing	Mill Street	Lackawanna Ohio 1924, 107lb.
8	Flanger sign	south end of Halpine bldg	
9	Retaining wall	south of warehouse	marble stone
10	Grade crossing	South Avenue	
11	Sideline	water treatment facility	section ca. 200 feet in length
12	Whistle post	water treatment facility	
13	Whistle post	632775 / 4602768	custom rail sign post also
14	Grade crossing	Anderson Avenue	not active
15	Switching device	632767 / 4602201	
16	10 mile marker	632769 / 4602078	
17	Sideline	Kimberly Clark	not active
18	Sideline	south of water treatment plant	near pile of ties
19	Switching device	632735 / 4601509	1990
20	Switching device	Kimberly Clark	two
21	Switching device	Kimberly Clark	culverts nearby
22	Switching device	Kimberly Clark	1984 / 1985
23	Grade crossing	Sunola plant	not paved
24	9 mile marker	632723 / 4600418	broken switching device, pile of ties nearby
25	Grade crossing	Still River Road	
26	Whistle post	632433 / 4599522	modern
27	Culvert	632401 / 4599411	cement and stone
28	Rail rack stands	632401 / 4599400	custom welded, pink paint, ca. 25 feet apart
29	Culvert	632324 / 4599029	
30	8 mile marker	632280 / 4598857	
31	Concrete base	632224 / 4598633	broken metal post
32	Overpass	Ericson Road	
33	Concrete base	632198 / 4598485	broken metal post
34	Culvert	632101 / 4597765	
35	7 mile marker	Old Pumpkin Hill Road	
36	Concrete base	632138 / 4597158	broken metal post
37	Concrete base	632100 / 4597311	broken metal post
38	Culvert	632321 / 4596708	stone at base, ties on top
39	6 mile marker	632562 / 4595737	nearby rails, Lackawanna Ohio 1925
40	Culvert	632555 / 4595374	iron pipe
41	Culvert	632563 / 4595327	iron pipe
42	Culvert	632561 / 4595201	stone
43	Stone wall	632586 / 4595014	east side of tracks
44	Culvert	632596 / 4594951	concrete

Feature #	Feature Type	Location / Coordinates	Comments
45	Culvert	632634 / 4594823	iron pipe
46	Culvert	632679 / 4594663	stone at base, ties on top
47	Culvert	632701 / 4594580	staggered stone
48	Culvert	632720 / 4594507	iron pipe
49	Culvert	632777 / 4594301	stone
50	5 mile marker	632799 / 4594217	
51	Culvert	632804 / 4594187	iron pipe
52	Culvert	632817 / 4594104	stone
53	Culvert	632822 / 4594238	iron pipe
54	Culvert	632826 / 4593937	stone
55	Culvert	632835 / 4593793	stone, brick, iron pipe
56	Culvert	632842 / 4593739	iron pipe
57	Culvert	632863 / 4593637	iron pipe
58	Culvert	632874 / 4593816	iron pipe
59	Culvert	632896 / 4593730	stone and concrete
60	Culvert	633006 / 4593221	stone and iron pipe
61	Overpass	Wisconier Road	
62	Culvert	633174 / 4592962	stone and concrete
63	4 mile marker	633359 / 4592701	near intermittent sections of stone walls
64	Culvert	633540 / 4592393	stone and concrete
65	Culvert	633567 / 4592321	concrete
66	Culvert	633641 / 4592138	concrete
67	Culvert	633749 / 4591888	aluminum corrugated pipe and concrete
68	Overpass	Silvermine Road	
69	3 mile marker	633987 / 4591229	
70	Underpass	633996 / 4591188	Concrete
71	Yellow 10 marker	634040 / 4591045	faces south
72	Yellow 10 marker	634256 / 4590024	faces north
73	Culvert	634262 / 4589903	aluminum corrugated pipe and trap rock
74	2 mile marker	634248 / 4589645	
75	Culvert	634240 / 4589453	iron pipe
76	Culvert	634243 / 4589377	stone and iron pipe
77	Concrete base	634234 / 4589239	broken metal post
78	Overpass	Gray's Bridge Road	
79	Culvert	634157 / 4588943	stone and iron pipe
80	Switching device	633818 / 4588282	Ramapo Ajax Corp. model E2229, stand #17 model E2229, Racor, patent dates 1922, 1923
81	Switching device	633759 / 4588203	
82	1 mile marker	633759 / 4588190	near switching device
83	Switching device	632765 / 4587180	red and green signals, padlocked handle
84	Overpass	White Turkey Road	
85	Concrete base	632754 / 4587172	broken metal post
86	Switching device	632651 / 4586990	Bethlehem 1981, 1977 stand base
87	Switching device	lost coordinates	Bethlehem Steel 1980
88	Culvert	632627 / 4586931	concrete
89	Overpass	Eagle Road	near pile of new ties
90	Grade crossing	International Drive	near concrete base with broken metal post

Feature #	Feature Type	Location / Coordinates	Comments
91	Overpass	Interstate 84	abandoned spur
92	Switching device	631936 / 4585947	beginning of Tilcon sideline two, model E1247, stand #20, patent 1920
93	Switching device	Tilcon sideline	
94	Culvert	631765 / 4585724	concrete, iron pipe, railroad tie
95	Culvert	631400 / 4585203	concrete
96	Lubricator	631322 / 4584781	patent #2185810
97	Culvert	631283 / 4584643	September 1989, iron pipe
98	Culvert	631003 / 4584262	
99	Mile marker	630924 / 4584173	
100	Overpass	White Street	
101	Culvert	630624 / 4583928	iron pipe
102	Switching device	630591 / 4583919	
103	Switching device	630534 / 4583911	
104	Grade crossing	Wildman Street	
105	Switching device	630386 / 4583885	beginning of sideline on west side
106	Switching device	630356 / 4583881	
107	Switching device	630313 / 4583882	
108	Switching device	630176 / 4583849	patent #2124190, model #E2632
109	Switching device	630092 / 4583842	cluster of four
110	Switching device	630037 / 4583732	
111	Switching device	629999 / 4583837	beginning of short sideline
112	Whistle post	629978 / 4583824	concrete, near switching device
113	Switching device	629941 / 4583819	
114	Tower	Union Station	multiple
115	Concrete base	629836 / 4583836	three concrete bases
116	Switching device	629794 / 4583841	broken, near retaining wall
117	Catenary	629678 / 4583859	multiple, near "CC White St" sign

Table 7: Recommendations Table (Prehistoric)

Site #	Site Name	Town	Condition	Prior Testing	Preservation Status	Recommendation
18-23	Northrup Cemetery	Brookfield	Fair per IGTS	Surface Collected	Avoid or Test	Phase I on impact
18-13	Gereg I	Brookfield	Good per IGTS	Phase II	Not Eligible per IGTS	Test area on impact
18-12	Bauer I	Brookfield	Fair / poor per IGTS	Phase II	Not Eligible per IGTS	Test area on impact
18-19	Still CLP I	Brookfield	Good per IGTS	Phase I	No further conservation	Test area on impact
18-27	NA	Brookfield	Fair per IGTS	Phase I	No further conservation	Test area on impact
18-15	Still CLP IV	Brookfield	Good per IGTS	Phase II	Not Eligible per IGTS	Test area on impact
18-22	NA	Brookfield	Good per IGTS	Phase II	NRHP Eligible per IGTS	Phase III on impact
18-18	Still CLP II	Brookfield	Fair per IGTS	Phase II	Not Eligible per IGTS	Test area on impact
18-16	Still CLP V	Brookfield	Fair per IGTS	Phase I	No further conservation	Test area on impact
18-17	Still CLP III	Brookfield	Fair per IGTS	Phase I	No further conservation	Test area on impact
18-14	WHI I	Brookfield	Good per IGTS	Phase I	Weantinoge Heritage, No	Test area on impact
18-24	NA	Brookfield	Fair per IGTS	Phase I	Weantinoge Heritage, No	Test area on impact
18-5	Gallows	Brookfield	Poor per AIAI	Pot Hunted Amateur Excavations	Site Form Weantinoge Heritage, Inc.	Phase I on impact
18-25	Weantinoge	Brookfield	Good per AIAI			Phase I+ on impact
96-129	Aldrich I	Milford New	Good per IGTS	Phase I	Avoid or Test ROW Restriction, eligible	Phase II on impact
96-111	NA	Milford New	Fair per IGTS	Phase II	ROW Restriction, eligible	Phase III on impact
96-110	NA	Milford New	Good per IGTS	Phase II		Phase III on impact
96-112	NA	Milford New	Good per IGTS	Phase II	Not Eligible per IGTS	Test area on impact
96-109	NA	Milford New	Good per IGTS	Phase I	No further conservation	Test area on impact
96-84	Windwood VII	Milford New	Fair per IGTS / house	Phase II	NRHP Eligible per IGTS	Phase III on impact
96-78	Windwood I	Milford New	Good per IGTS	Phase I	Avoid or Test	Phase II on impact
96-83	Windwood VI	Milford New	Good per IGTS	Phase II	NRHP Eligible per IGTS	Phase III on impact
96-82	Windwood V	Milford New	Fair per IGTS	Phase I	No further conservation	Test area on impact
96-79	Windwood II	Milford New	Good per IGTS	Phase I	Avoid or Test	Phase II on impact
96-80	Windwood III	Milford New	Good per IGTS	Phase I	Avoid or Test	Phase II on impact
96-81	Windwood IV	Milford New	Good per IGTS	Phase II	NRHP Eligible per IGTS	Phase III on impact
NA	Candlewood Harrybrooke Park	Milford New	Good per ARS	Phase I	Avoid or Test	Phase II on impact
96-34		Milford New	Poor per CAS	Surface Collected	Site Form	Phase I on impact
96-4	Golombeski	Milford New	Poor per CAS	Surface Collected Amateur Excavations	Site Form	Phase I on impact
96-29	Lovers Leap	Milford New	Poor per CAS		Site Form	Phase I on impact
96-66	Mike Lawson	Milford New	Fair / landscaped park	NA	Site Form	Phase I on impact
96-64	NA	Milford New	Landscaped lawn	NA	Site Form	Phase I on impact
96-19	Dodd Farm	Milford New	Fair per CAS	Phase I	Site Form	Phase II on impact
96-52	Still River I	Milford New	Good per AIAI	Surface Collected	Site Form	Phase I on impact
NA	KC Site I	Milford	Good per HAA	Phase II	No further conservation	No further conservation

Table 7: Recommendations Table (Previously Documented Historic)

Site #	Site Name / Address	Town	Condition	Prior Testing	Preservation Status	Recommendation
NA	Union Station	Danbury	Good per ACS	NRHP Evaluation	Nominated NRHP	Account for Visual Impact
34-5	Locomotive Turntable	Danbury	Good per ACS	NRHP Evaluation	NRHP	Account for Visual Impact
NA	Danbury Depot	Danbury	Relocated	Historic Reference	NA	HABS if impacted
NA	Northrup Cemetery	Brookfield	Fair per ACS	Surface Collected	Avoid or Test	Phase I on impact
NA	United Jewish Cemetery	Brookfield	Good per ACS	NA	NA	Phase I on impact
116	86 Stony Hill Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	Account for Visual Impact
NA	88 Stony Hill Road	Brookfield	Gone, raised ranch	NA	Connecticut State Register	Phase I on impact
117	107 Stony Hill Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	Account for Visual Impact
106	53 Pocono Ridge Rd	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	Account for Visual Impact
118	127 Stony Hill Road	Brookfield	Foundation only	Historic Evaluation	Connecticut State Register	Phase I on impact
100	81 Pocono Road	Brookfield	Fair per ACS	Historic Evaluation	Connecticut State Register	Account for Visual Impact
NA	118 Pocono Road	Brookfield	Not identified	NA	Connecticut State Register	Account for Visual Impact
69	14 Oak Grove Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	Account for Visual Impact
NA	151 Pocono Road	Brookfield	Good per ACS	NA	Connecticut State Register	review for NRHP district
NA	153 Pocono Road	Brookfield	Very altered	NA	Connecticut State Register	review for NRHP district
101	155 Pocono Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
NA	159 Pocono Road	Brookfield	Good per ACS	NA	Connecticut State Register	review for NRHP district
102	164 Pocono Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
103	173 Pocono Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
105	179 Pocono Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
104	174 Pocono Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
1	4 Alcox Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
27	4 Ironworks Hill Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
18-28	Tunnel / stone retaining wall	Brookfield	Good per survey	Historic Evaluation	Connecticut State Register	HAER if impacted
157	Brookfield Railroad Depot	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
158	272 Whisconier Rd	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
161	290 Whisconier Rd	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
900	Still River Arch Bridge	Brookfield	Good per ACS	Historic Evaluation	HAER Connecticut State Register	Account for Visual Impact
159	277 Whisconier Rd	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
160	281 Whisconier Rd	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
NA	283 Whisconier Rd	Brookfield	Modified commercial	NA	Connecticut State Register	review for NRHP district
120	1 Tucks Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district

Table 7: Recommendations Table (Previously Documented Historic)

Site #	Site Name / Address	Town	Condition	Prior Testing	Preservation Status	Recommendation
17	825 Federal Road	Brookfield	Altered foundation	Historic Evaluation	Connecticut State Register	review for NRHP district
18	831 Federal Road	Brookfield	Good per ACS	Historic Evaluation	Connecticut State Register	review for NRHP district
19	833 Federal Road	Brookfield	Resided Altered foundation	Historic Evaluation	Connecticut State Register	review for NRHP district
21	837 Federal Road	Brookfield New	foundation	Historic Evaluation	Connecticut State Register	review for NRHP district
NA	Trash Dump	Milford New	Not identified	Phase I Surface	Site Form	No further conservation
96-	Bridgeport Wood	Milford New	Fair per site form	Collected	State Preserve	review for NRHP
101	Finishing Housatonic Railroad Bridge	Milford New	Good per ACS	Historic Evaluation	HAER	Account for Visual Impact
NA	102 Grove Street	Milford New	Good per ACS	Historic Evaluation	NMHP	review for NRHP
195	New Milford Center	Milford New	Good per ACS	NRHP Evaluation	Nominated NRHP	Account for Visual Impact
NA	44 South Main Street	Milford New	Good per ACS	Historic Evaluation	NMHP	review for NRHP
73	18 South Main Street	Milford New	Good per ACS	Historic Evaluation	NMHP	review for NRHP
64	J.S. Halpine Tobacco Warehouse	Milford New	Condo conversion	NRHP Evaluation	Nominated NRHP	Account for Visual Impact
NA	34 Bridge Street	Milford New	Good per ACS	NRHP Evaluation	NRHP	Account for Visual Impact
NA	30 Bridge Street	Milford New	Good per ACS	NRHP Evaluation	NRHP	Account for Visual Impact
NA	Housatonic Railroad Station	Milford New	Chamber of Commerce	NRHP Evaluation	Nominated NRHP	Account for Visual Impact
55	38 Bridge Street	Milford New	Good per ACS	Historic Evaluation	NMHP	Not Eligible
56	44 Bridge Street	Milford New	Good per ACS	Historic Evaluation	NMHP	Not Eligible
57	46 Bridge Street	Milford New	Good per ACS	Historic Evaluation	NMHP	Not Eligible
58	48 Bridge Street	Milford New	Gone	Historic Evaluation	NMHP	Not Eligible
47	45 Bridge Street	Milford New	Good per ACS	Historic Evaluation	NMHP	Not Eligible
48	47 Bridge Street	Milford New	Good per ACS	Historic Evaluation	NMHP	Not Eligible
49	49-53 Bridge Street	Milford New	Gone	Historic Evaluation	NMHP	Not Eligible
50	55-57 Bridge Street	Milford New	Gone	Historic Evaluation	NMHP	Not Eligible
51	Mobil Station	Milford	Gone	Historic Evaluation	NMHP	Not Eligible

Table 7: Recommendations Table (Newly Documented Historic)

Site #	Site Name / Address	Town	Condition	Prior Testing	Preservation Status	Recommendation
NA	160 White Street	Danbury	Fair per ACS	NA	NA	review for NRHP
NA	Beaver Brook Road RR Bridge	Danbury	Good per ACS	NA	NA	review for NRHP
NA	Sand Cut Road RR Bridge	Brookfield	Altered w/ concrete	NA	NA	Not Eligible
NA	Junction Road RR Bridge	Brookfield	Good per ACS	NA	NA	review for NRHP
NA	BFA-1: stone pile / brick remains	Brookfield	Fair per ACS	NA	NA	Phase I on impact
NA	BFF-1: Mill foundation	Brookfield	Fair per ACS	NA	NA	Phase I on impact
NA	Aldridge Road RR Bridge	Milford	Good per ACS	NA	NA	Not Eligible
NA	NMA1	Milford	Fair per ACS	NA	NA	Phase I on impact
NA	Still River RR Bridge	Milford	Good per ACS	NA	NA	review for NRHP
NA	Marina	Milford	ACS	NA	NA	review for NRHP
NA	120 Grove Street	Milford	Good per ACS	NA	NA	review for NRHP
NA	108 Grove Street	Milford	ACS	NA	NA	review for NRHP
NA	NMF1	Milford	Good per ACS	NA	NA	Phase I on impact
NA	Merwin Wilson Company	Milford	ACS	NA	NA	review for NRHP
NA	South Avenue	Milford	Fair per ACS	NA	NA	review for NRHP
NA	High Street	Milford	Good per ACS	NA	NA	review for NRHP
NA	West Street	Milford	ACS	NA	NA	review for NRHP
NA	Great Brook railroad tunnel / drainageway	Milford	Good per ACS	NA	NA	review for NRHP
NA	NMA2	Milford	ACS	NA	NA	Phase I on impact
NA	NMF2 - Mill foundation	Milford	Fair per ACS	NA	NA	Phase I on impact
NA	NMA3	Milford	Good per ACS	NA	NA	Phase I on impact
NA	Nicholas Square	Milford	ACS	NA	NA	review for NRHP
NA	25 Bridge Street	Milford	Good per ACS	NA	NA	review for NRHP
NA	4, 14 Railroad Street	Milford	ACS	NA	NA	review for NRHP

Figure No. 1: Map of Connecticut

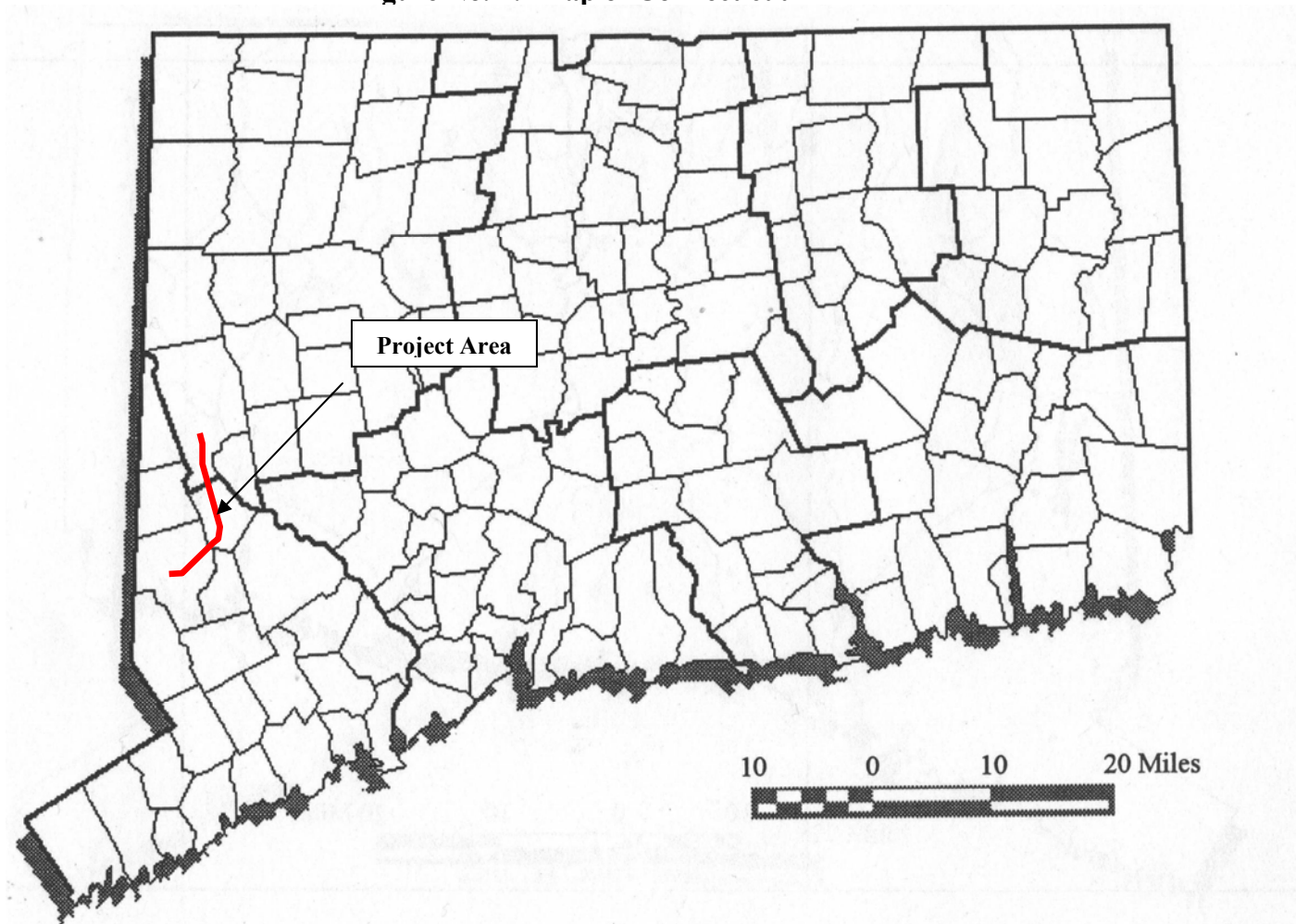


Figure No. 1: Map of Connecticut showing Fairfield and Litchfield Counties and the project location.

Figure No. 2: Map of Danbury Section

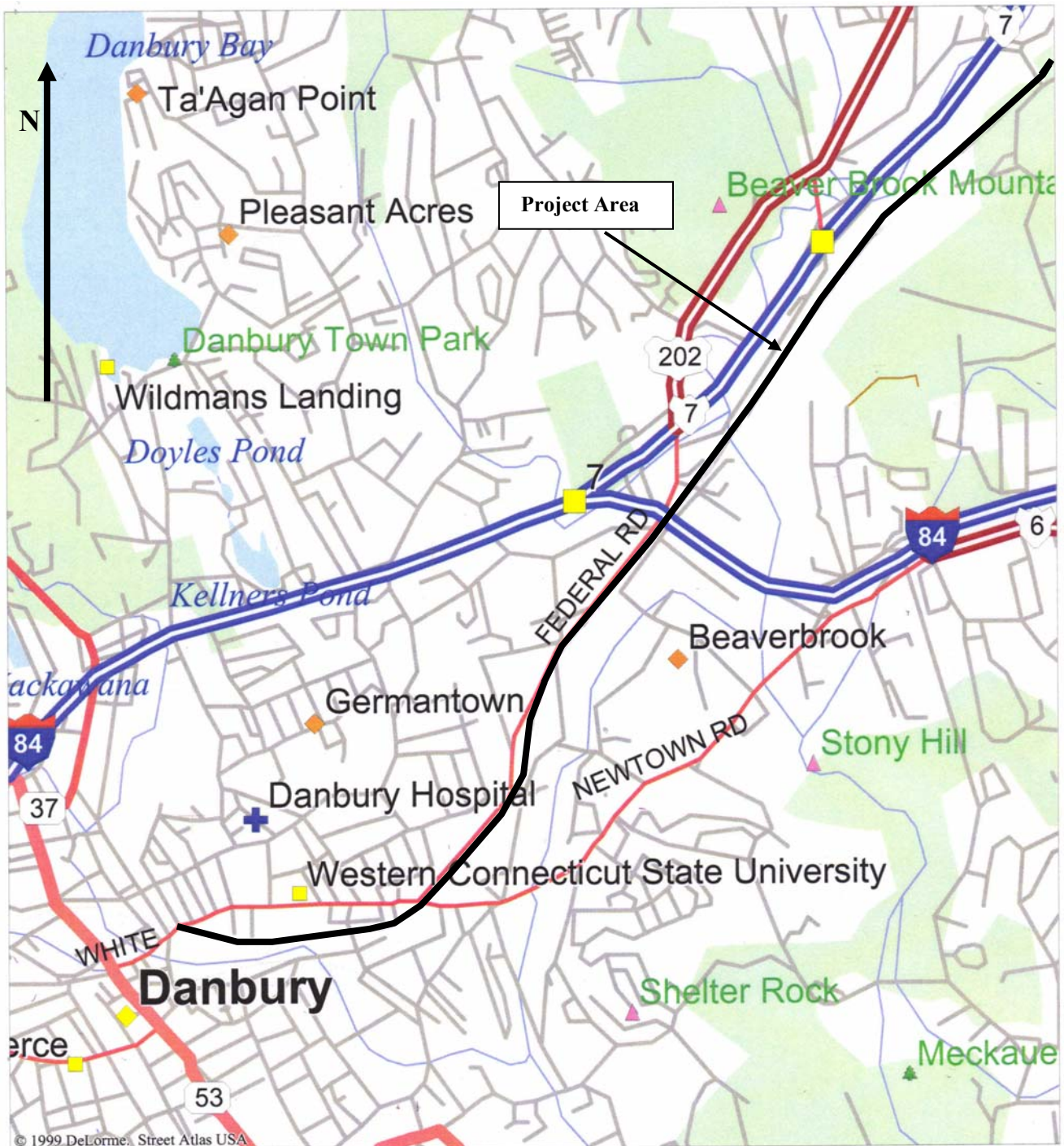


Figure No. 3: Map of Brookfield Section

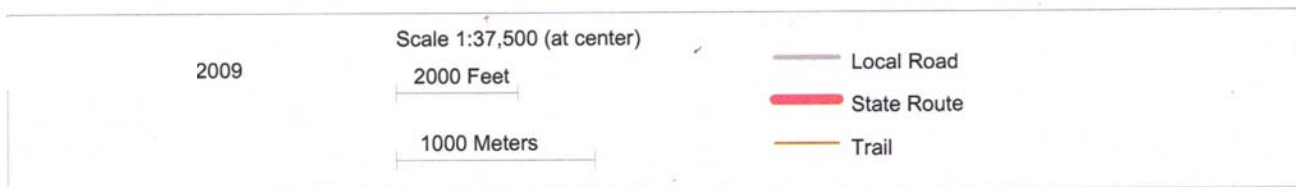
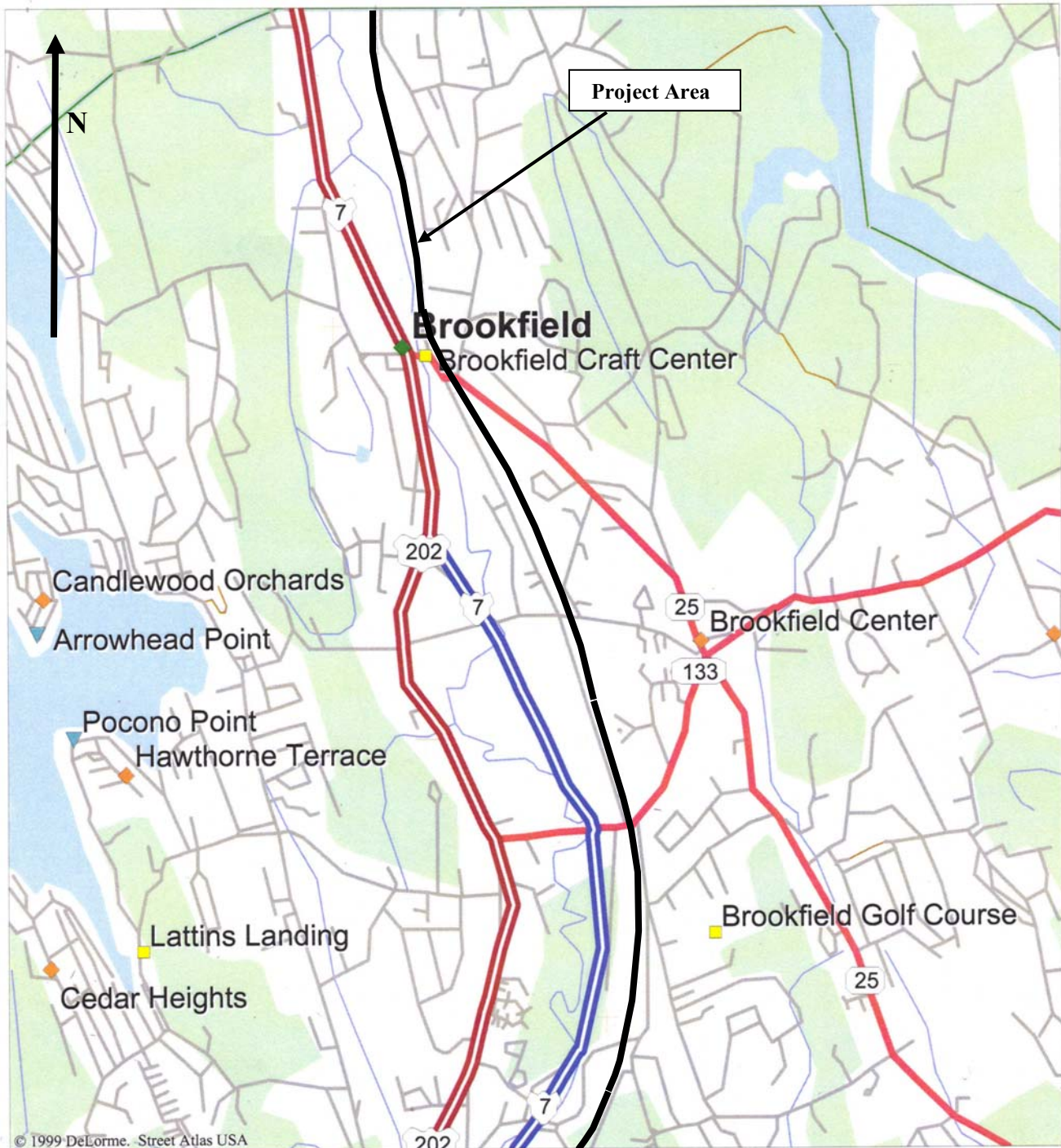
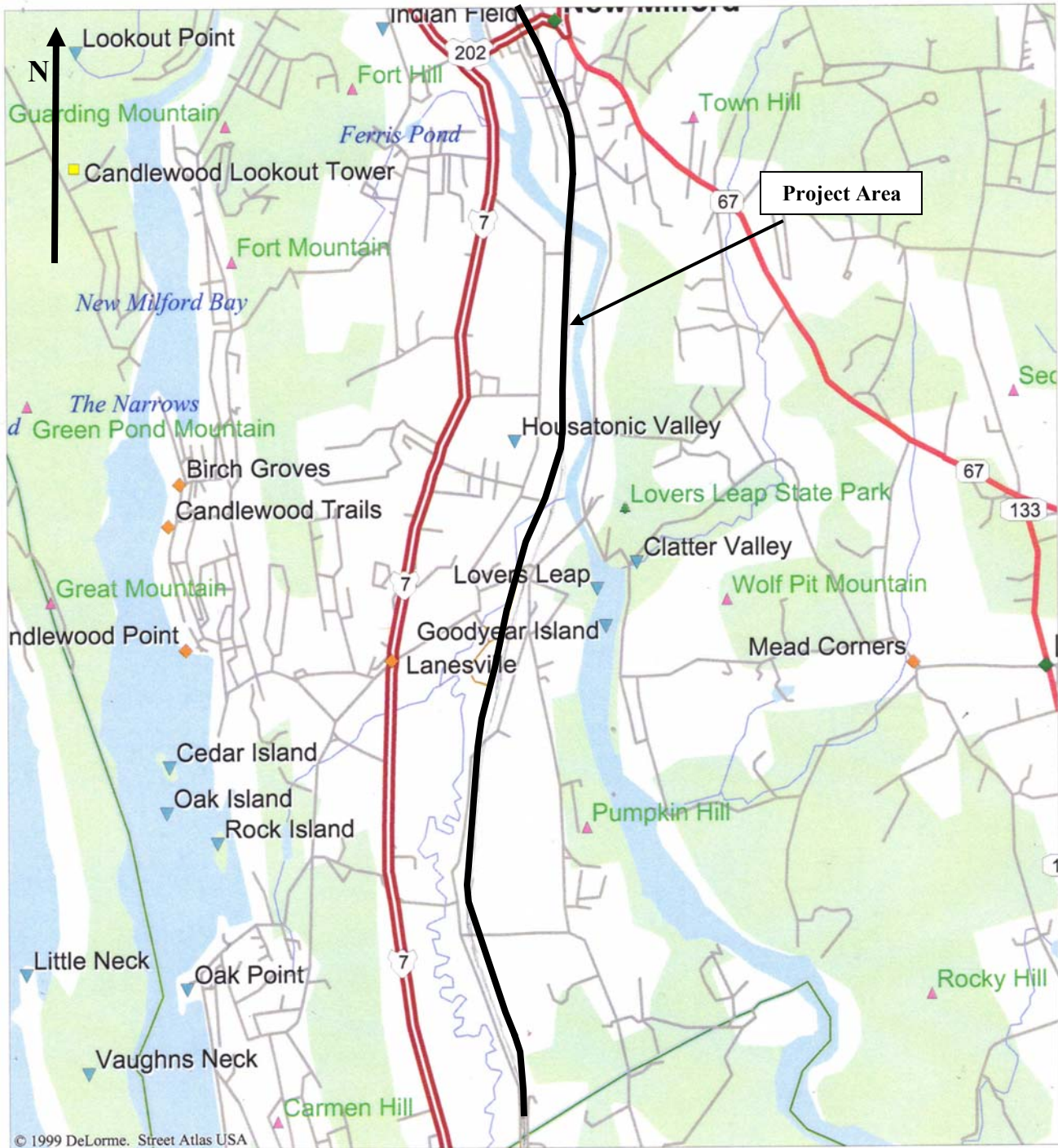


Figure No. 4: Map of New Milford Section



© 1999 DeLorme. Street Atlas USA

Scale 1:43,750 (at center)

5000 Feet

1000 Meters

- Local Road
- State Route
- Trail

Figure No. 5: Ecoregions of Connecticut

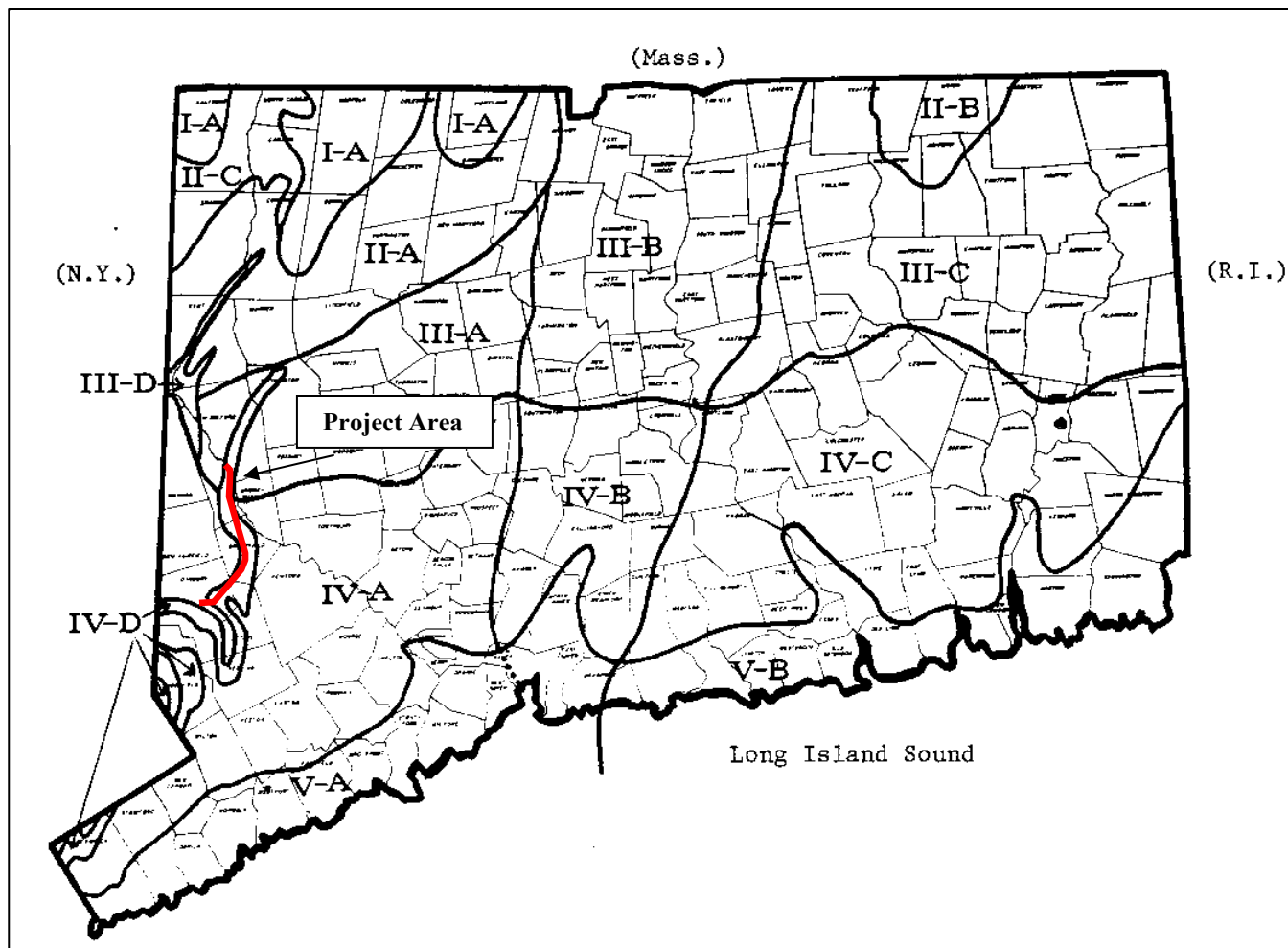


Figure No. 5 Project area is located in the Southern Marble Valley ecoregion (IV-D) of Connecticut. From Dowhan and Craig 1976:26.

Figure No. 6: USGS Topographic Map, Danbury, Conn. Quadrangle

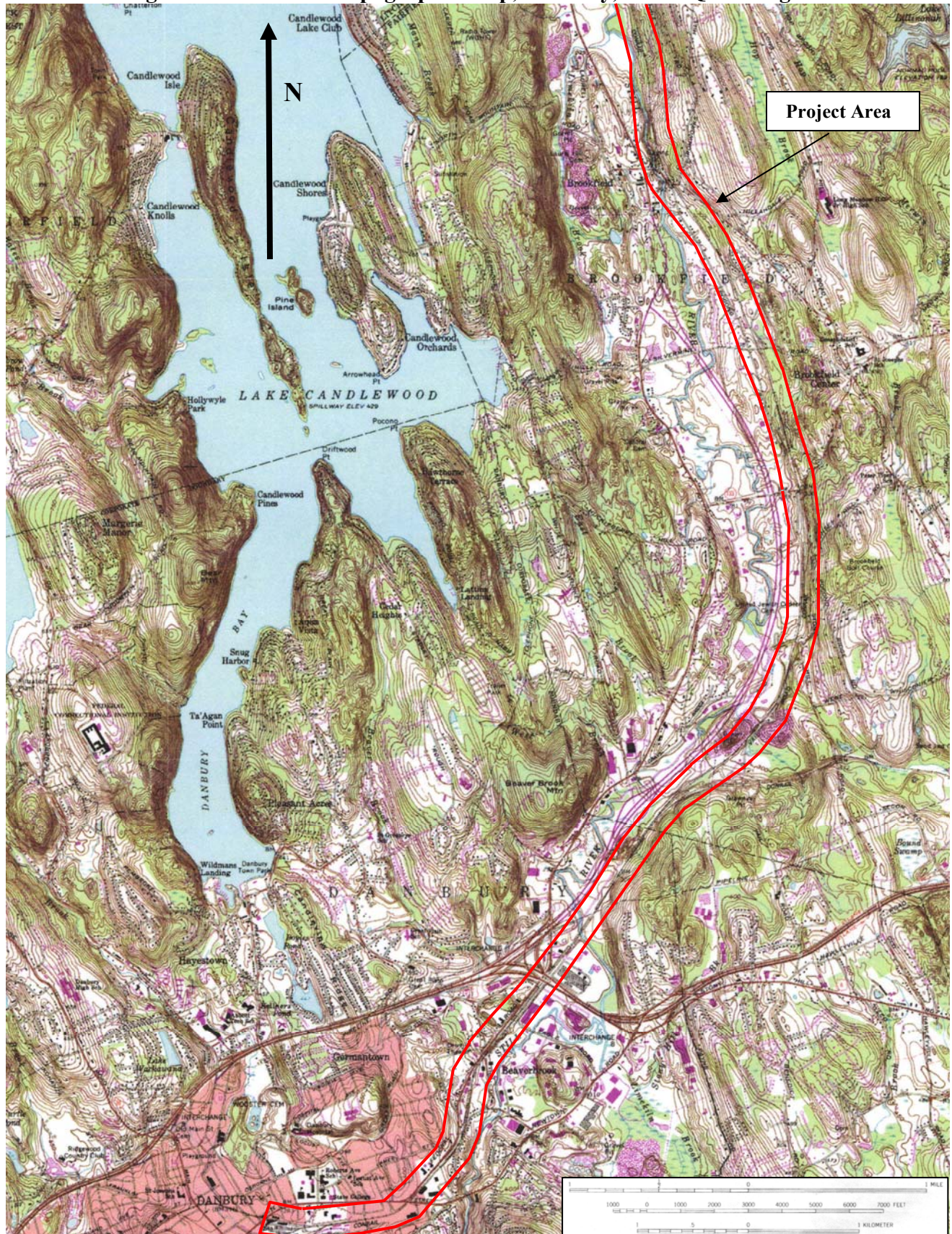


Figure No. 7: USGS Topographic Map, New Milford, Conn. Quadrangle

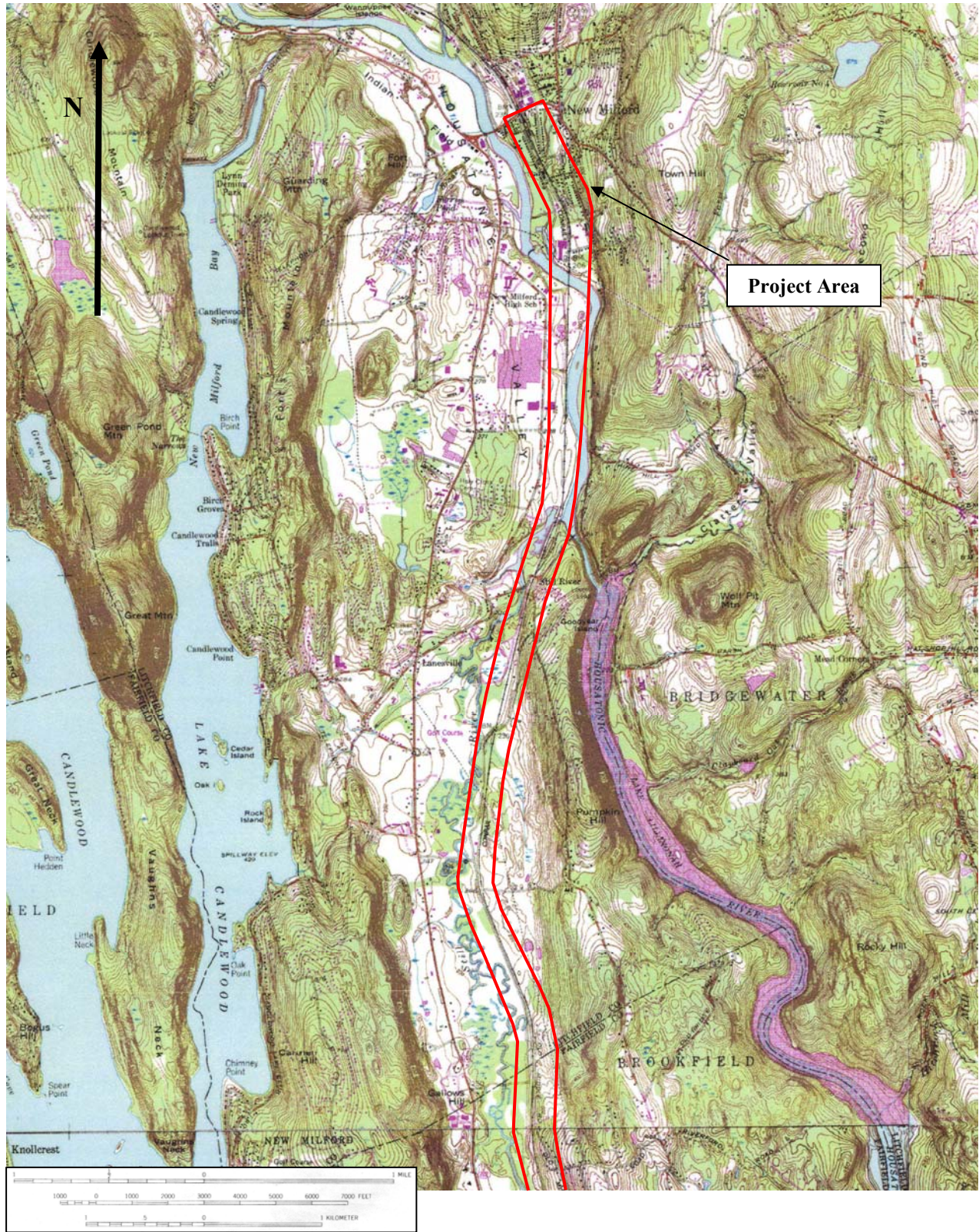


Figure No. 8: CGNHS Bedrock Geology Map of Connecticut

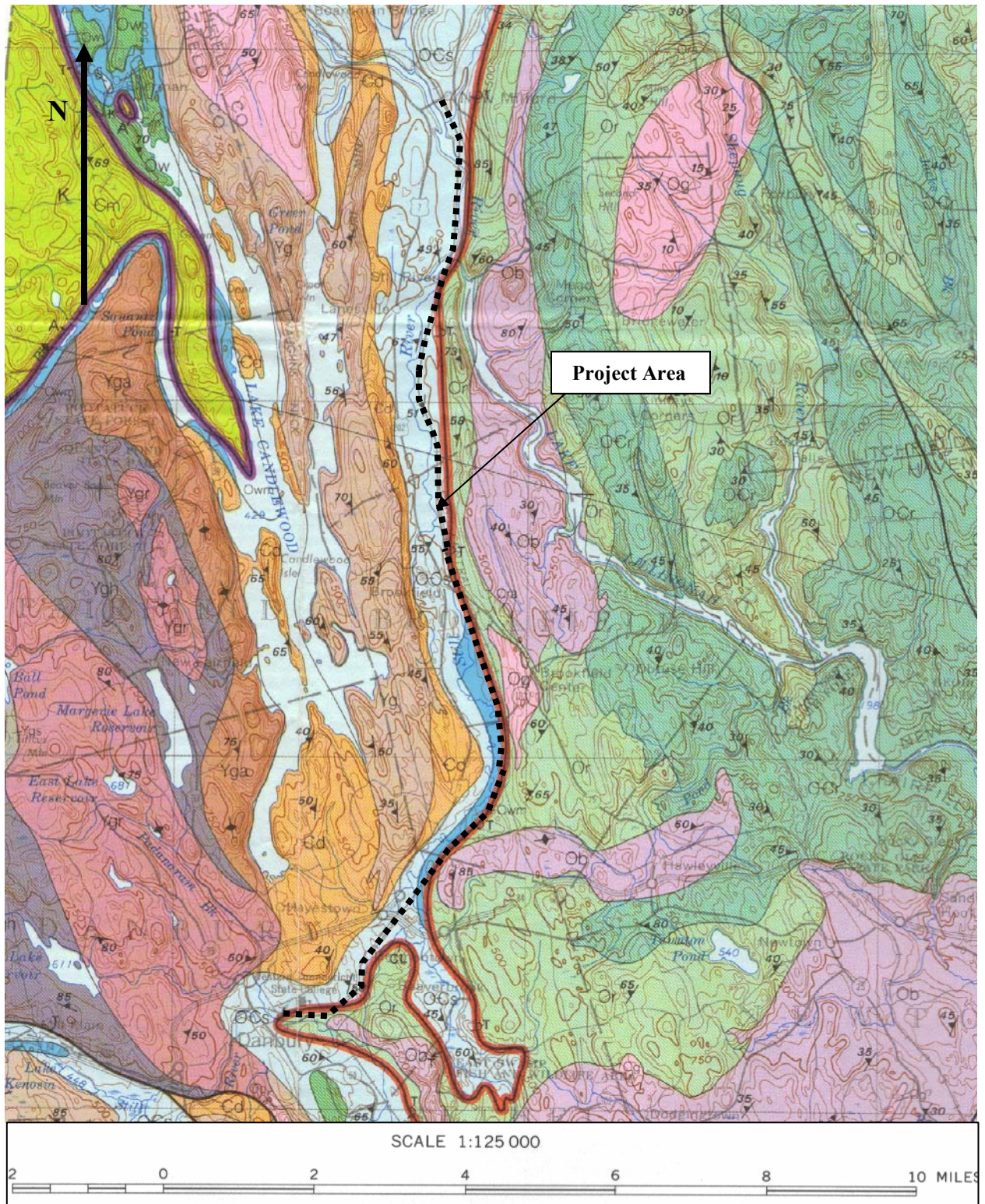


Figure No. 8: From Rodgers 1985.

Figure No. 9: CGNHS Surficial Materials Map of Connecticut

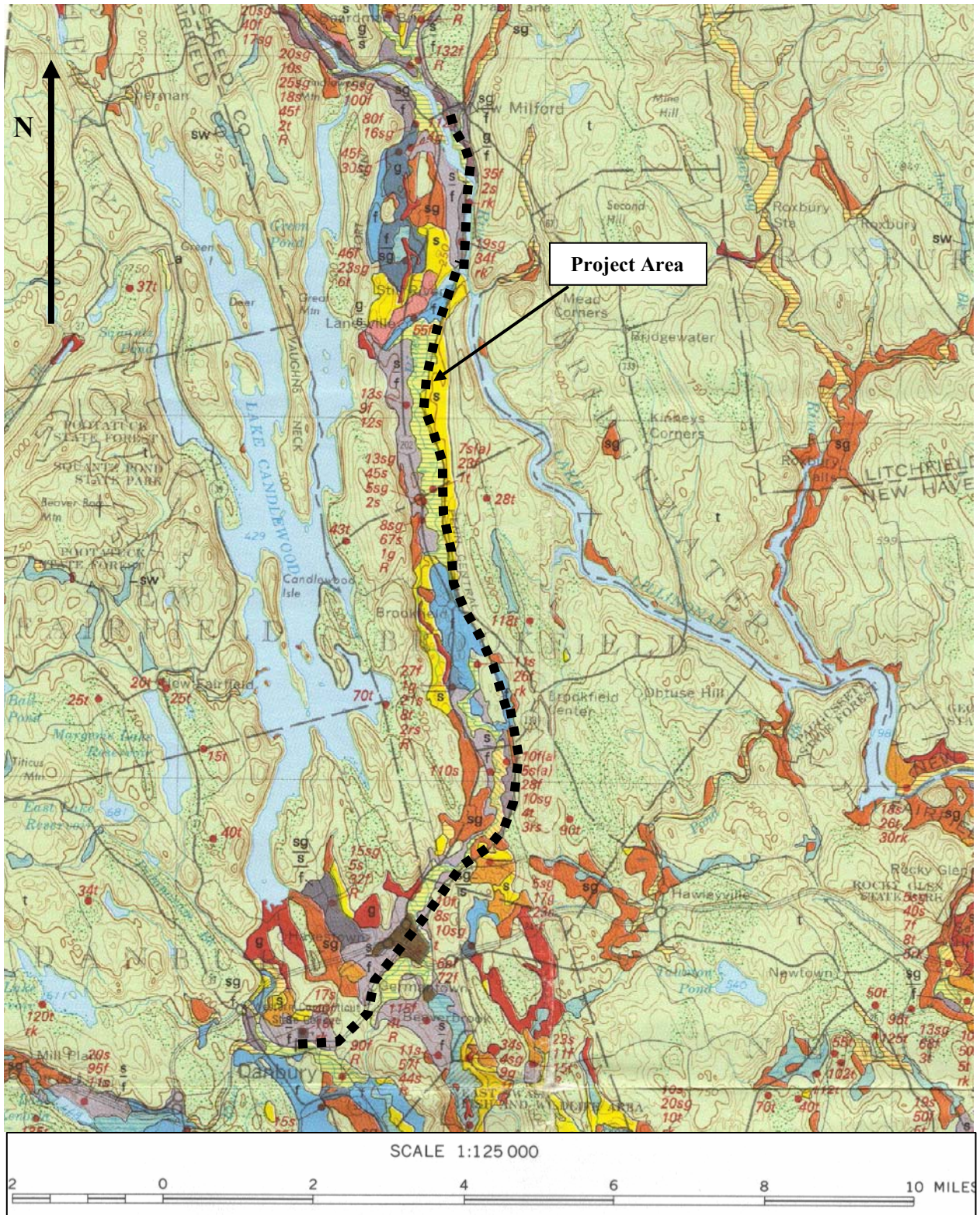


Figure No. 9: From Stone et al 1992.

Figure No. 10: CGNHS Drainage Basin Map of Connecticut

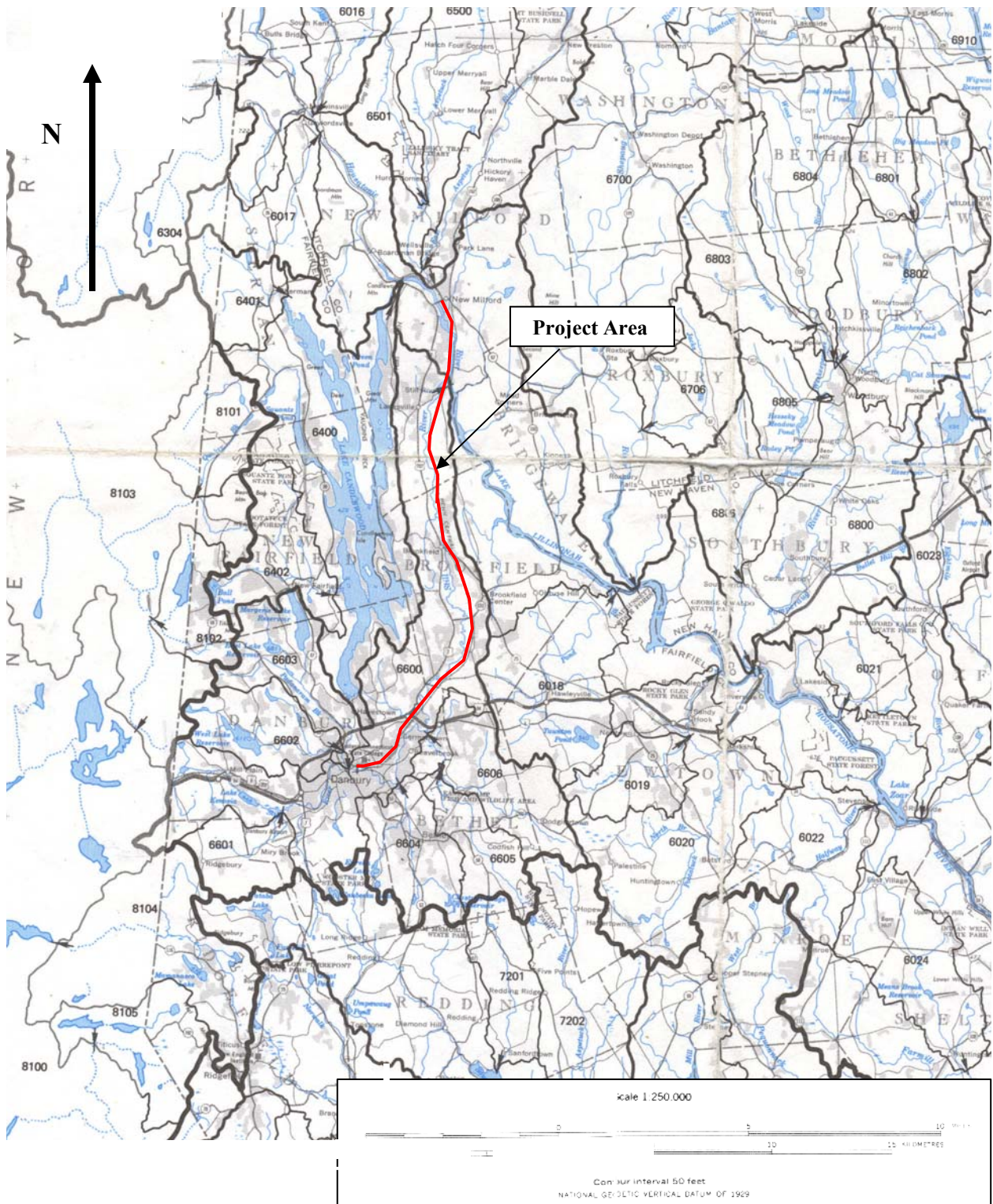


Figure No. 10: From McElroy 1991.

Figure No. 11: Prehistoric Sites of the Project Corridor

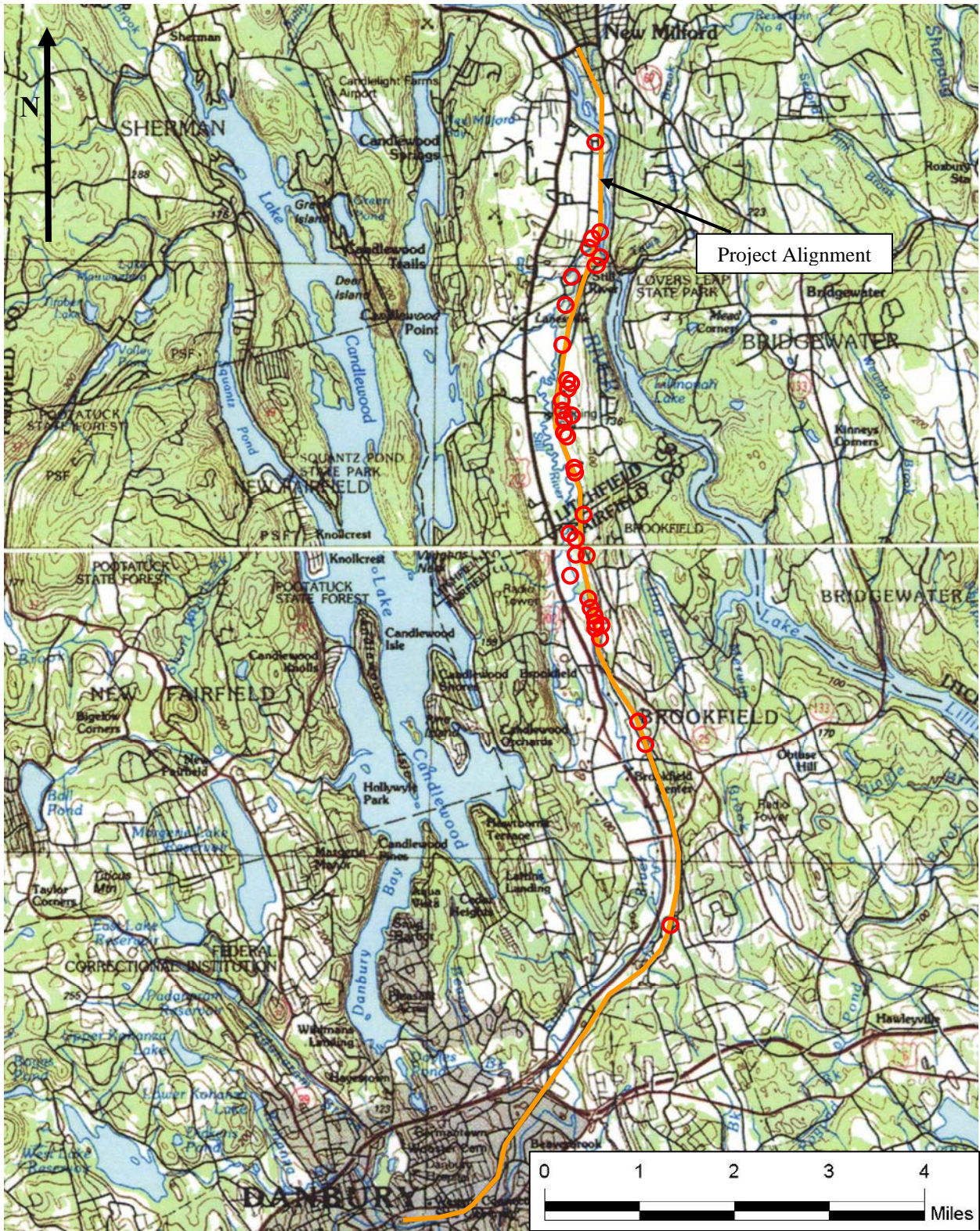


Figure No. 11: Distribution of previously recorded sites within the project corridor.

Figure No. 12: Historic Sites of Danbury

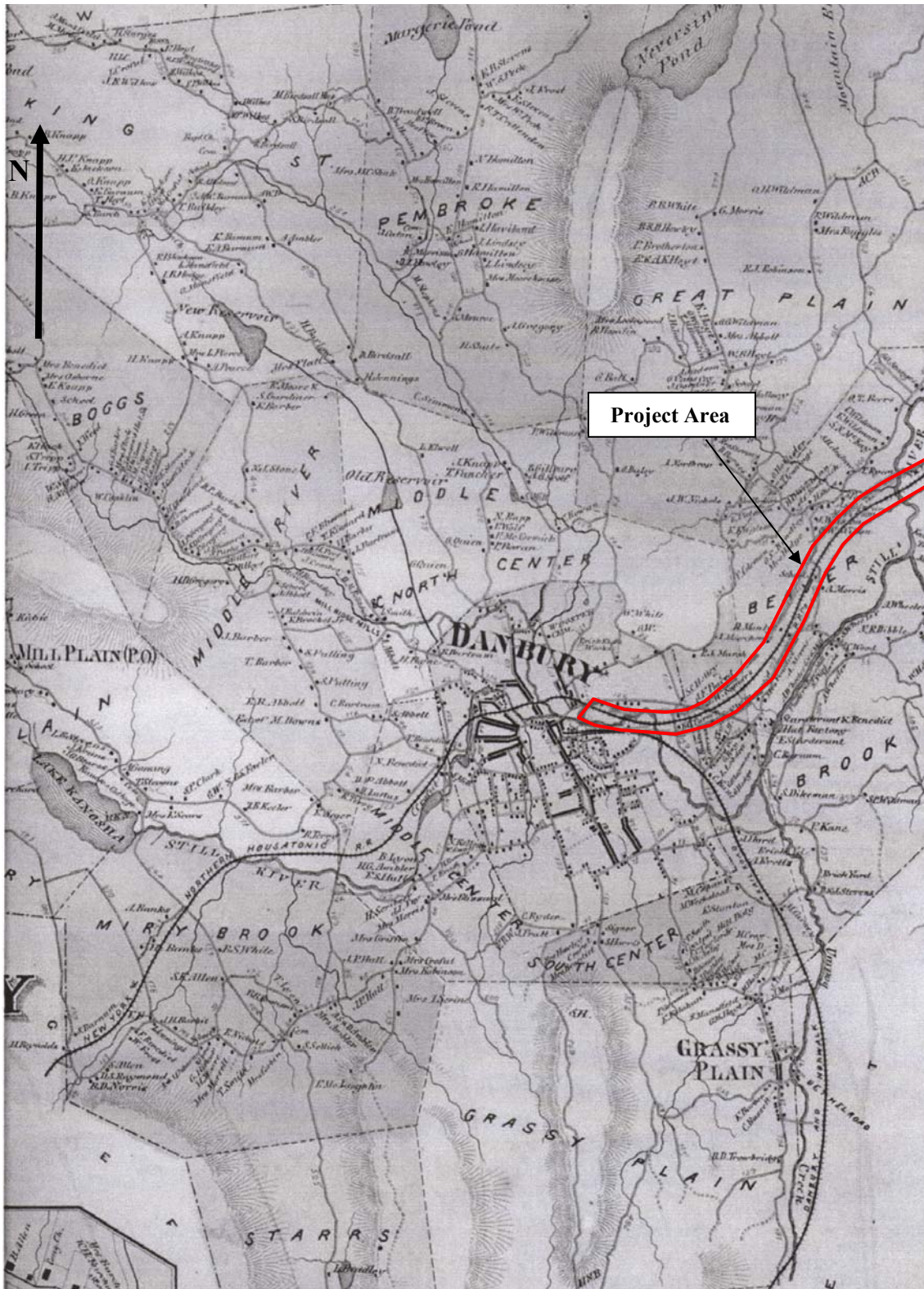


Figure No. 12: From Beers 1867.

Figure No. 13: Historic Sites of Brookfield

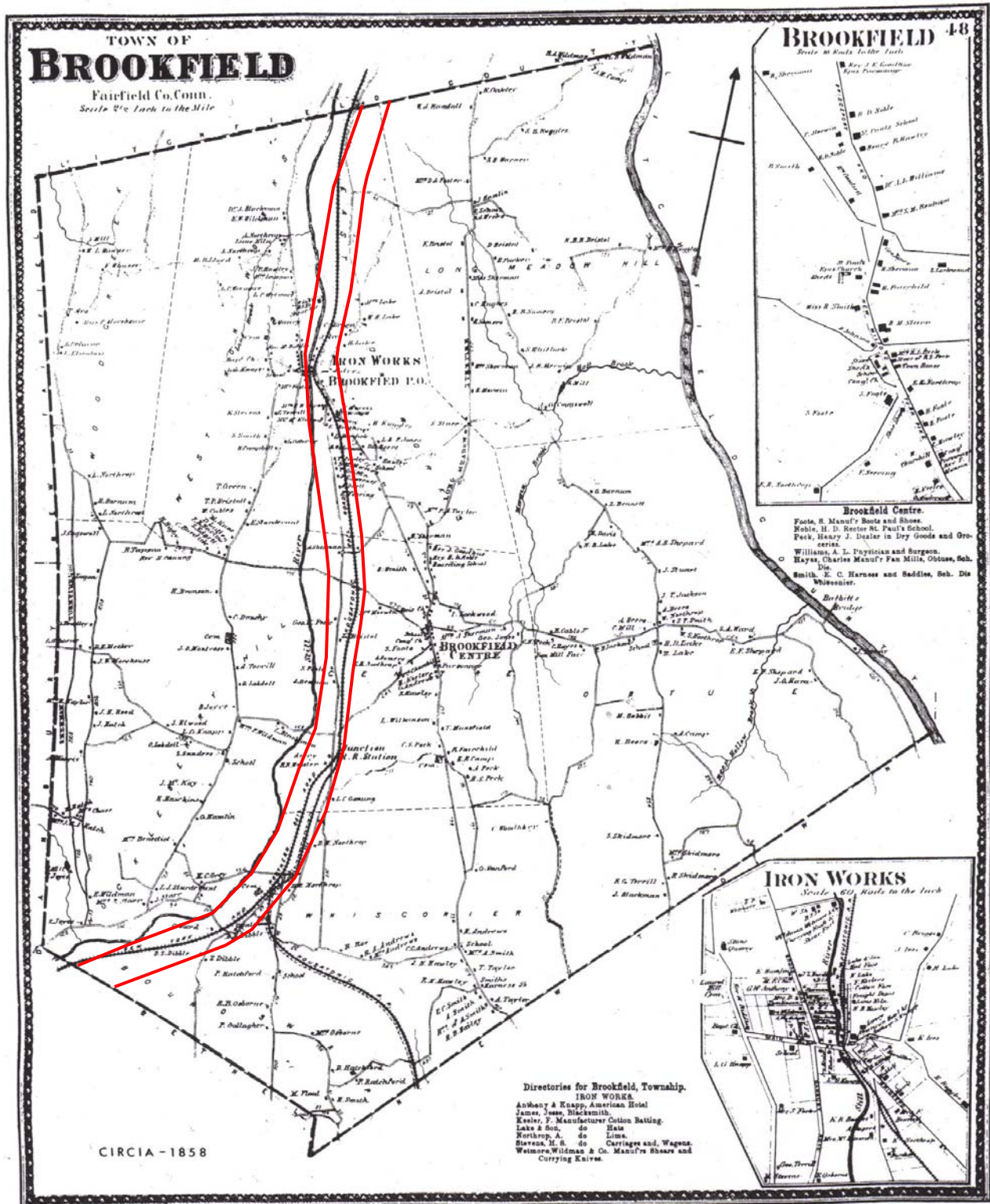


Figure No. 13: Map of Brookfield from the mid-19th Century, filed at the Brookfield Public Library. Note that much of the Brookfield section was subsequently realigned.

Figure No. 14: Historic Sites of New Milford

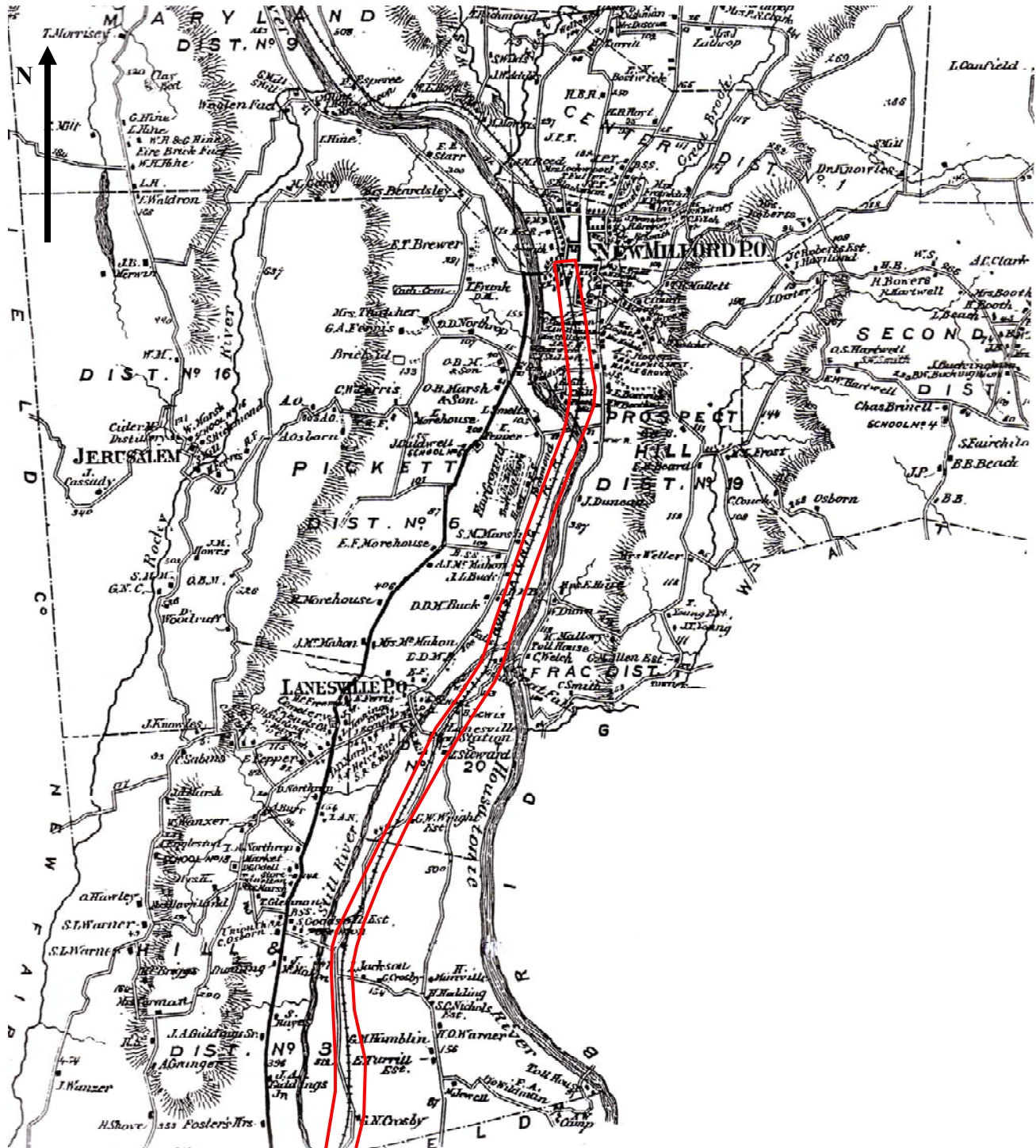
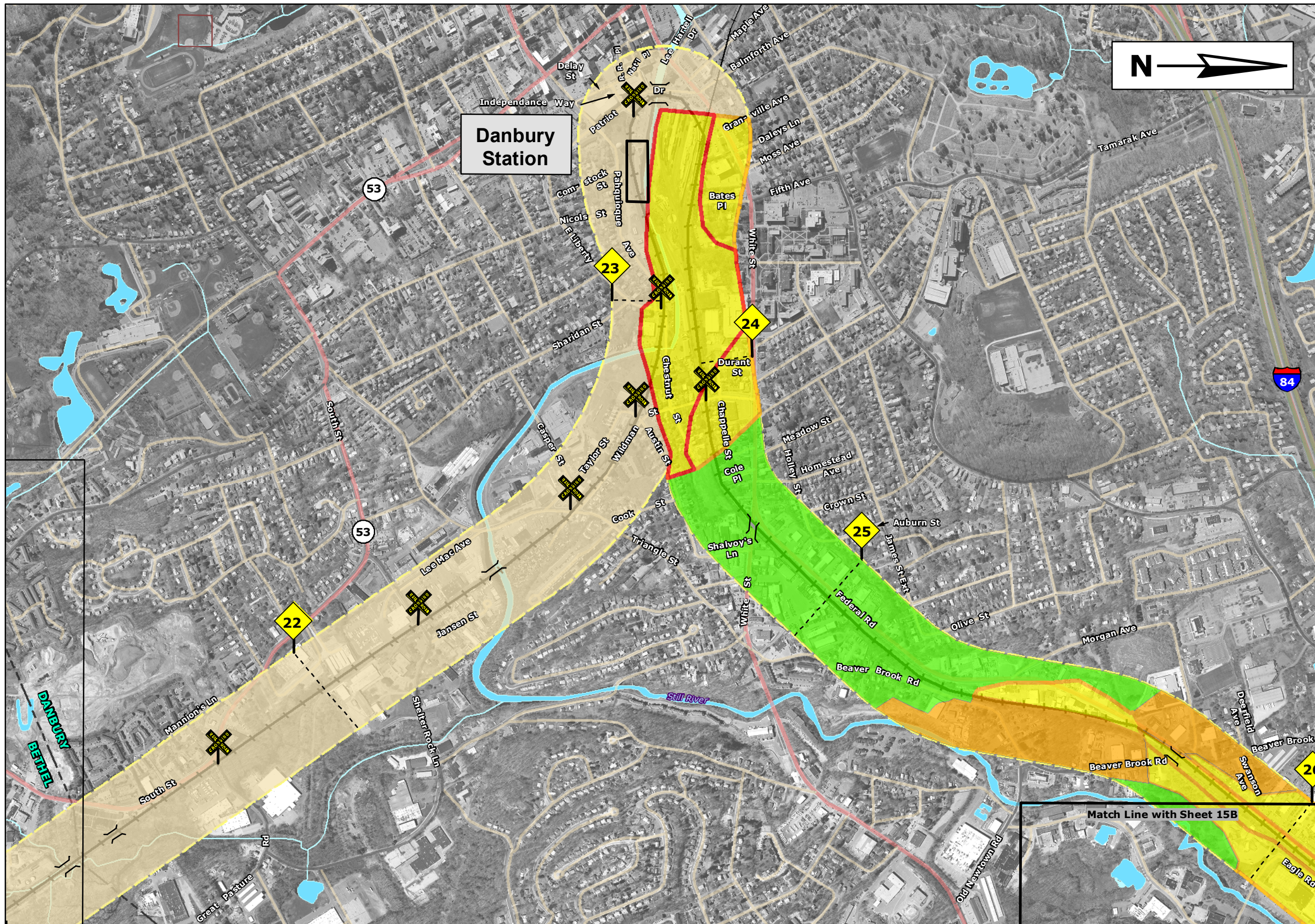


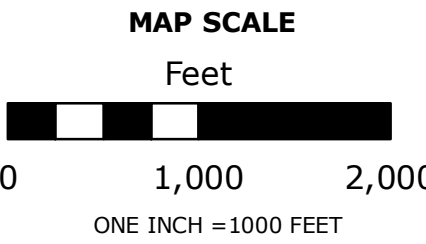
Figure No. 14: From Beers 1874.



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
- Rivers/Streams
- Lakes/Ponds
- Prehistoric Archaeological Site
- Low Sensitivity
- Moderate Sensitivity
- Moderate Sensitivity - Disturbed
- Moderate Sensitivity - Possibly Disturbed
- High Sensitivity
- High Sensitivity - Disturbed
- High Sensitivity - Possibly Disturbed

Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



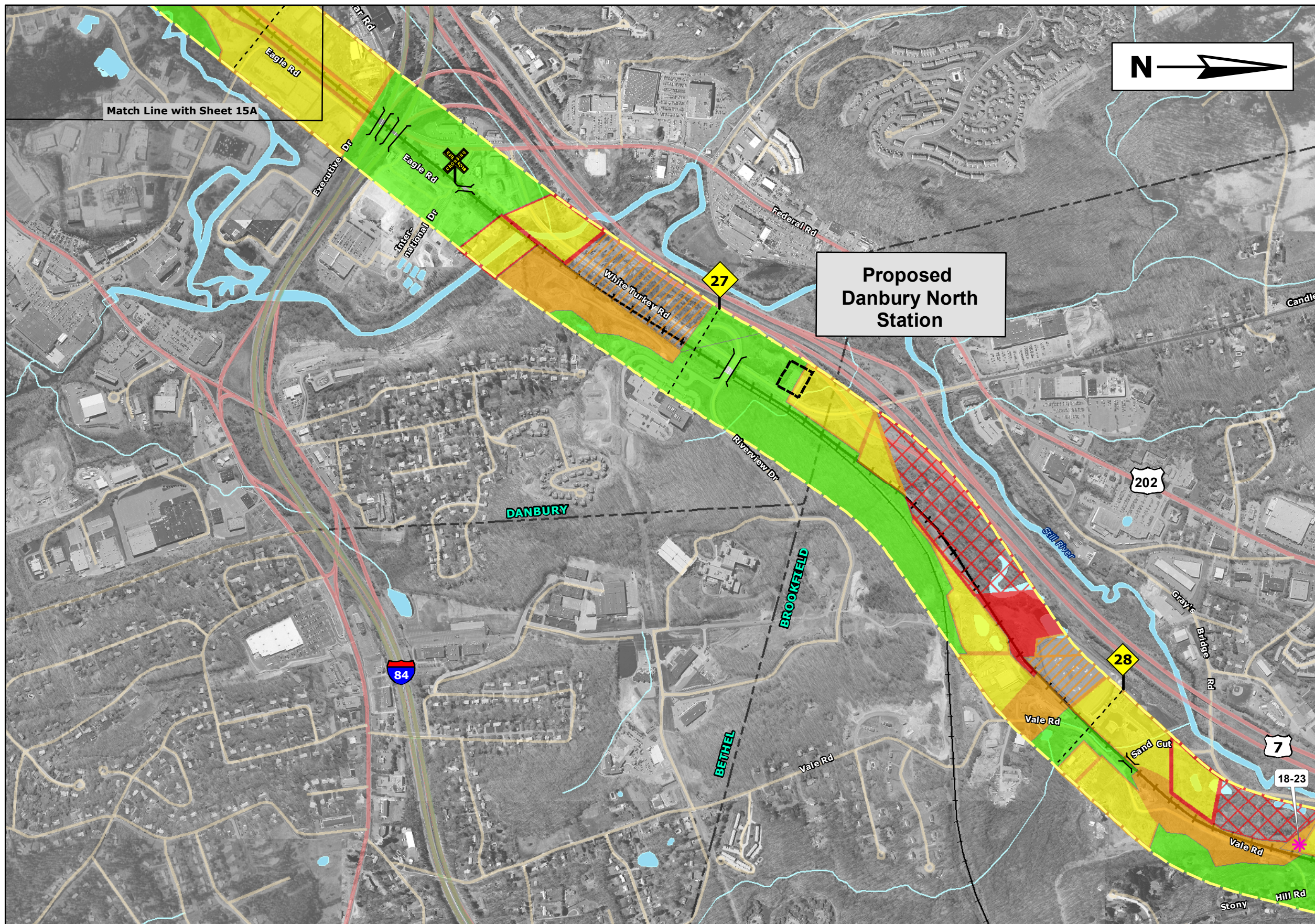
TOWN(S): **DANBURY, BETHEL**

MAP TITLE: **PREHISTORIC ARCHAEOLOGICAL SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

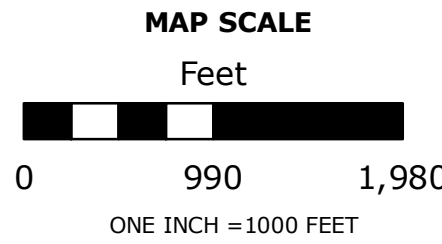
SHEET NO: **15A**



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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- State Road
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- High Sensitivity - Disturbed
- High Sensitivity - Possibly Disturbed

Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

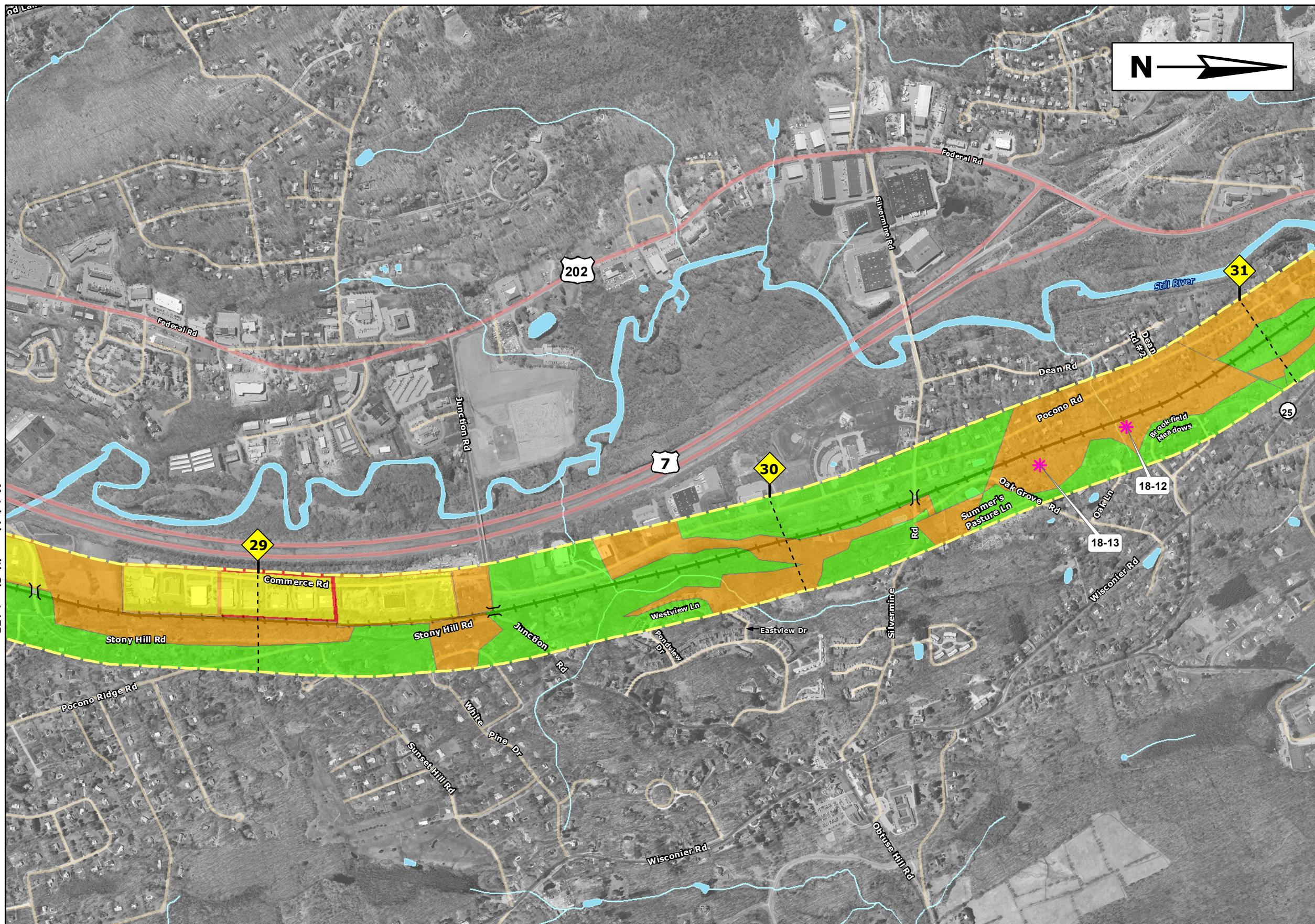
TOWN(S): **DANBURY, BETHEL, BROOKFIELD**

MAP TITLE: **PREHISTORIC ARCHAEOLOGICAL SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

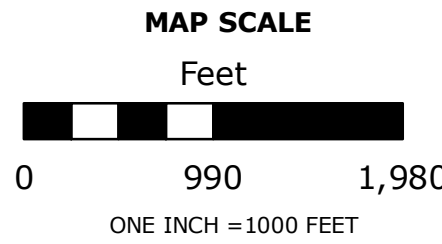
SHEET NO: **15B**



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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- Moderate Sensitivity
- Moderate Sensitivity - Disturbed
- Moderate Sensitivity - Possibly Disturbed
- High Sensitivity
- High Sensitivity - Disturbed
- High Sensitivity - Possibly Disturbed

Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



Match Line with Sheet 15B

Match Line with Sheet 15D

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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

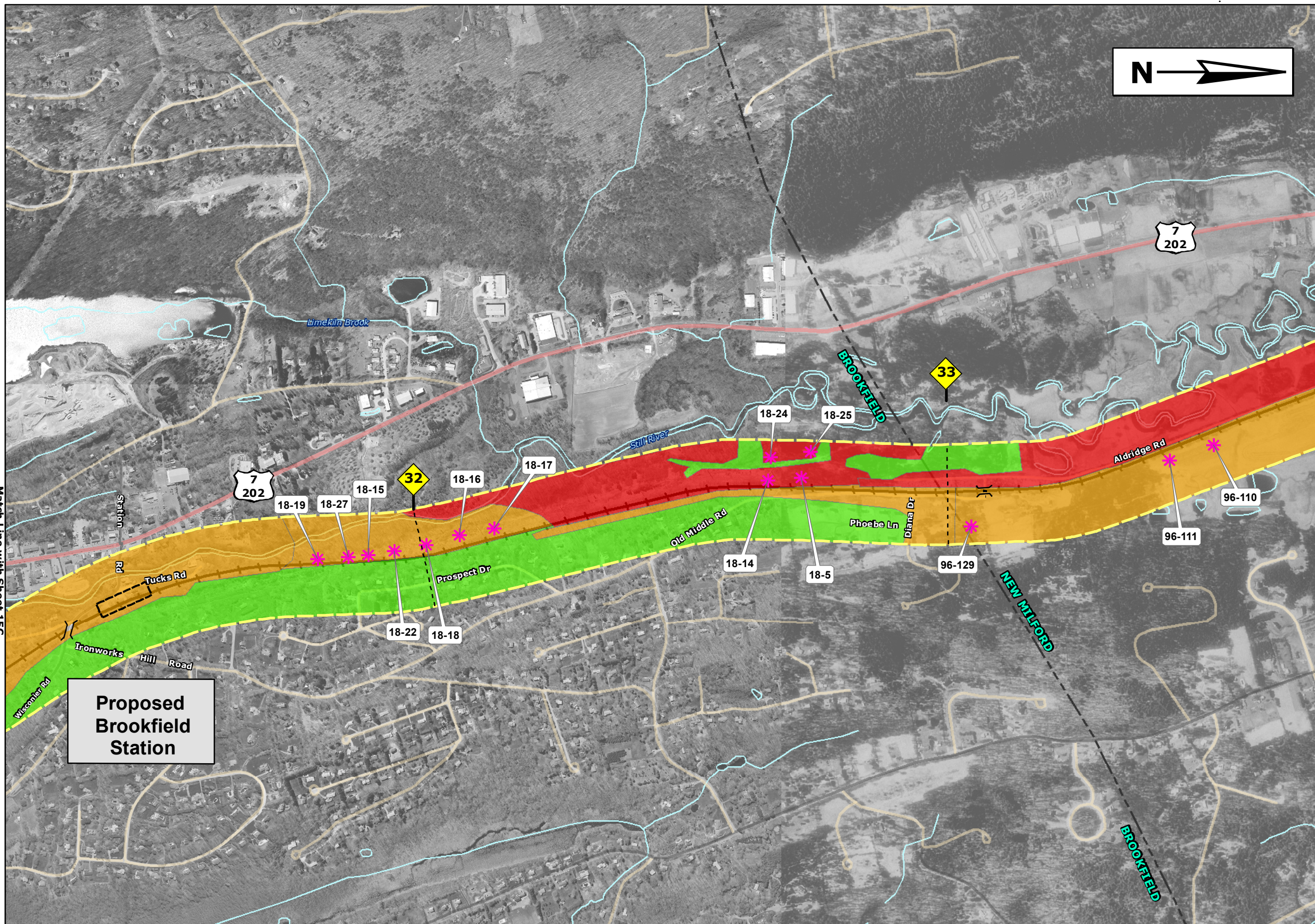
TOWN(S): **BROOKFIELD**

MAP TITLE: **PREHISTORIC ARCHAEOLOGICAL SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

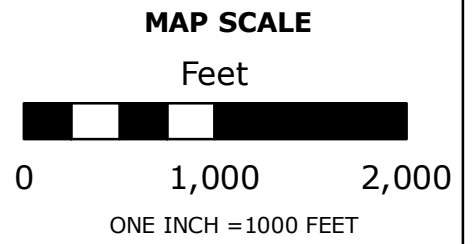
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Legend

- 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
- Rivers/Streams
- Lakes/Ponds
- Prehistoric Archaeological Site
- Low Sensitivity
- Moderate Sensitivity
- Moderate Sensitivity - Disturbed
- Moderate Sensitivity - Possibly Disturbed
- High Sensitivity
- High Sensitivity - Disturbed
- High Sensitivity - Possibly Disturbed

Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and
 Grade Crossings: Metro-North
 Track Charts



**Proposed
 Brookfield
 Station**

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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

**STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION**

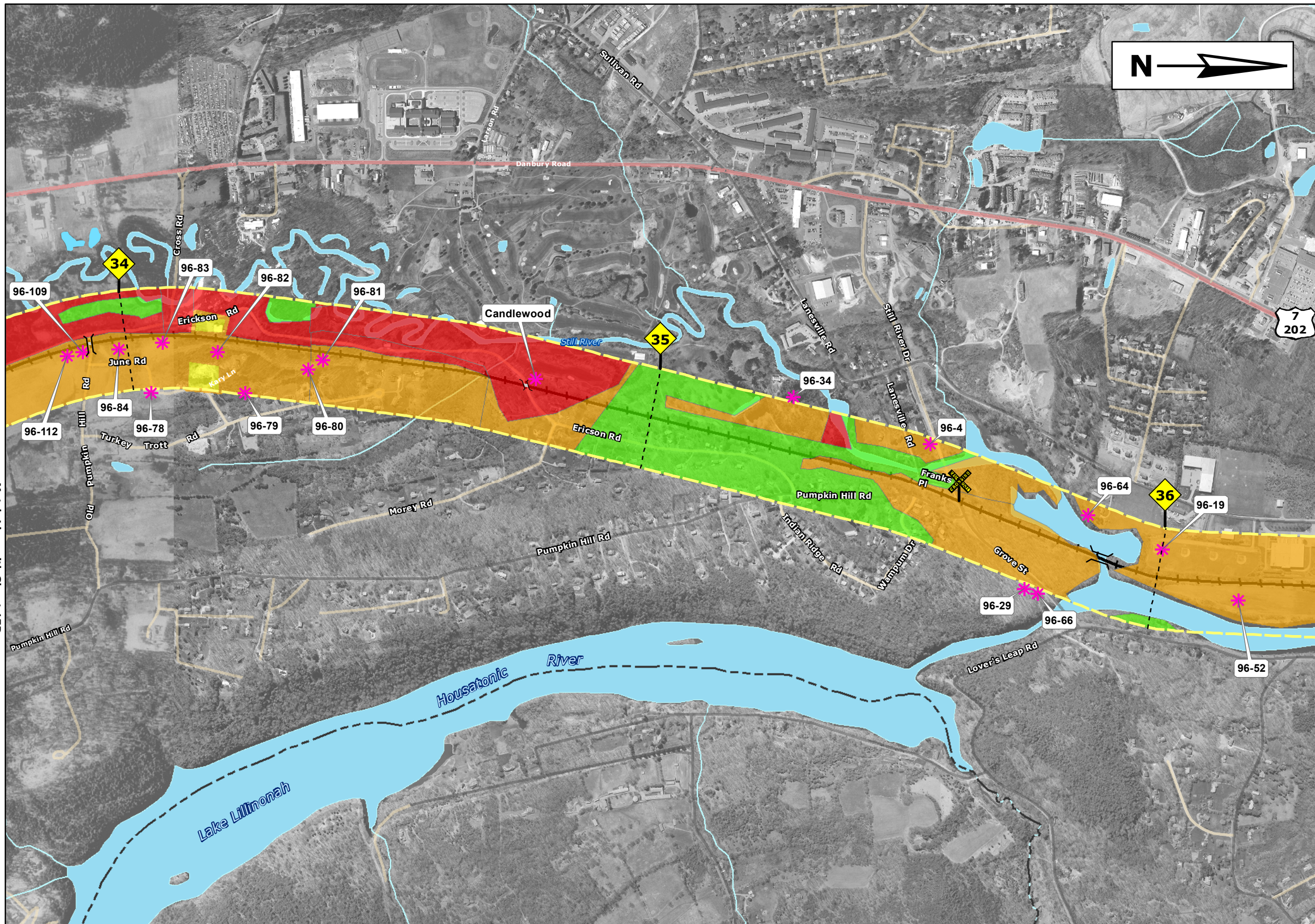
TOWN(S): **BROOKFIELD, NEW MILFORD**

MAP TITLE: **PREHISTORIC ARCHAEOLOGICAL SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

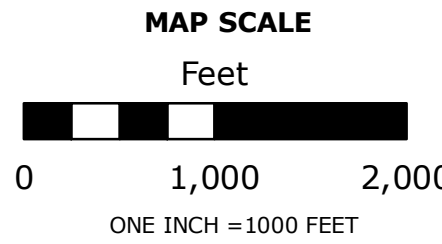
SHEET NO: **15D**



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
- Rivers/Streams
- Lakes/Ponds
- Prehistoric Archaeological Site
- Low Sensitivity
- Moderate Sensitivity
- Moderate Sensitivity - Disturbed
- Moderate Sensitivity - Possibly Disturbed
- High Sensitivity
- High Sensitivity - Disturbed
- High Sensitivity - Possibly Disturbed

Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

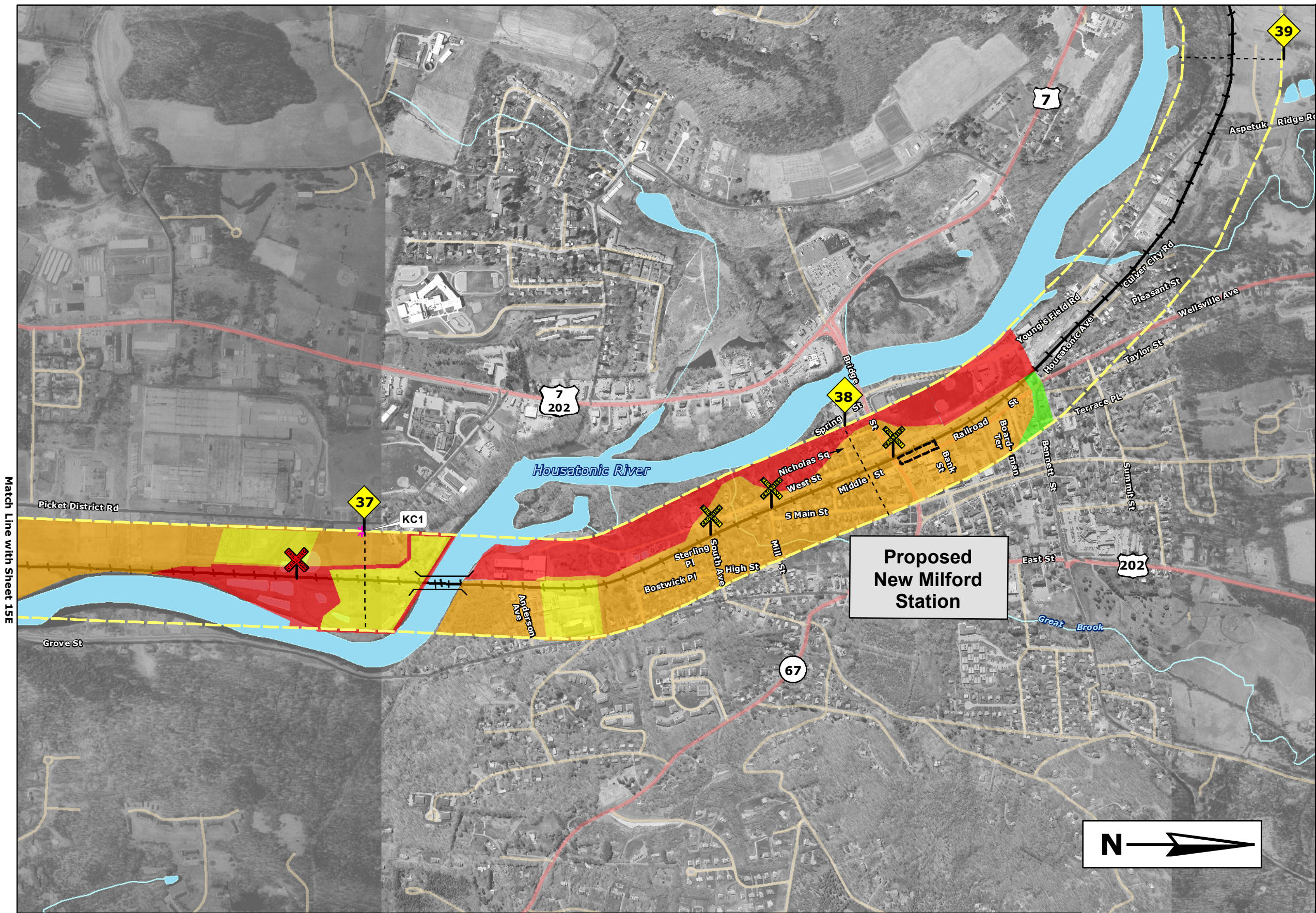
TOWN(S): **NEW MILFORD**

MAP TITLE: **PREHISTORIC ARCHAEOLOGICAL SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

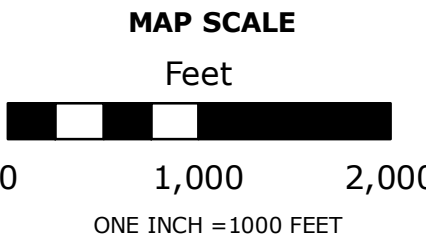
SHEET NO: **15E**



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
- Rivers/Streams
- Lakes/Ponds
- Prehistoric Archaeological Site
- Low Sensitivity
- Moderate Sensitivity
- Moderate Sensitivity - Disturbed
- Moderate Sensitivity - Possibly Disturbed
- High Sensitivity
- High Sensitivity - Disturbed
- High Sensitivity - Possibly Disturbed

Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and
 Grade Crossings: Metro-North
 Track Charts



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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

TOWN(S): **NEW MILFORD**

MAP TITLE: **PREHISTORIC ARCHAEOLOGICAL SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **15F**

Figure No. 16: Northrup Cemetery



Figure No. 16: Southwest view of Northrup Cemetery area (also prehistoric site 18-023), consumed by secondary forest cover. Note “J.B.B.” footstone in foreground, one of the few whole gravestones still standing at the site.

Figure No. 17: Remains of the Louis J. Van Hoesen Hotel



Figure No. 17: Southwest view of remains of ca. 1880 Louis J. Van Hoesen Hotel, overgrown with scrub growth after having been recently burnt down and razed.

Figure No. 18: Still River Railroad Bridge



Figure No. 18: West view of the Still River Railroad Bridge which crosses the river in New Milford at the northern end of the Bridgeport Wood Finishing Archaeological Preserve.

Figure No. 19: Great Brook Railroad Bridge



Figure No. 19: East view of the arched tunnel under the railroad line near West Street in New Milford at the Great Brook crossing.

Figure No. 20: Stone Wall Section



Figure No. 20: Northeast view of a typical 19th Century stone wall section in Brookfield, probably representing a former agricultural lot or property boundary. RR feature #43.

Figure No. 21: Retaining Wall



Figure No. 21: Northeast view of retaining wall on east side of tracks in New Milford, constructed from roughly coursed marble. RR feature #9.

Figure No. 22: Mill Foundation (BFF-1)



Figure No. 22: Southwest view of mill foundation on the steep west bank of the Still River in Brookfield village, constructed from roughly coursed stone.

Figure No. 23: Foundation NMF-1



Figure No. 23: Southeast view of foundation NMF-1 in New Milford to the south of the town center. The southeast corner features an interior brick facing.

Figure No. 24: Mill Site (NMF-2)



Figure No. 24: Southwest view of site NMF-2 on the north side of Mill Street and on the west bank of Great Brook in New Milford. Secondary forest cover has taken over the site.

Figure No. 25: Site NMA-1



Figure No. 25: Northeast view of artifact cluster NMA-1, found to be eroding from the steep embankment on the east side of the tracks in southern New Milford.

Figure No. 26: Rail Rack



Figure No. 26: Northeast view of custom made rail rack stands on the east side of the tracks, constructed from welded sections of rail, spaced at about 25 feet apart. RR feature #28.

Figure No. 27: Stone Culvert



Figure No. 27: Northwest view of drainage culvert beneath railroad tracks, constructed from coursed stone. RR feature #47.

Figure No. 28: Switching Device with Locking Mechanism



Figure No. 28: Northeast view of 20th Century manual switching device with handle and locking mechanism, in this case secured simply by a railroad spike. RR feature #81.

Figure No. 29: Switching Device with Signals



Figure No. 29: Northwest view of manual switching devices at the beginning of a spur for the Kimberly Clark plant in New Milford. Note the green and red signals attached.

Figure No. 30: Lubricator

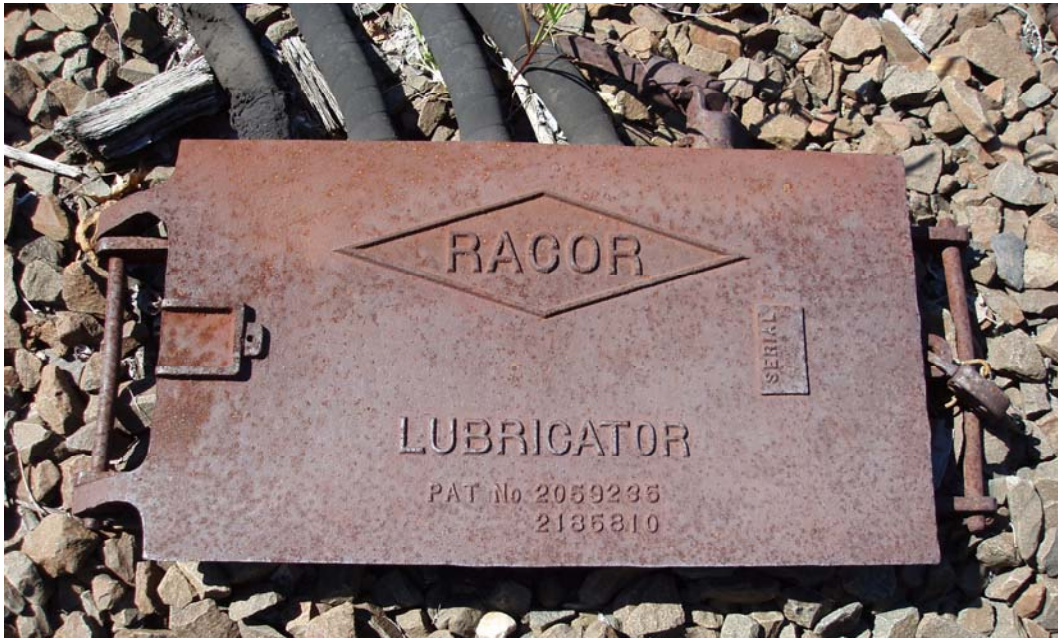


Figure No. 30: Plan view of lubricator. RR feature #96.

Figure No. 31: Catenary Structures



Figure No. 31: West view of catenary structures, associated with the former electrification of the south branch line. Union Station is in the background. RR feature #117.

Figure No. 32: Whistle Post

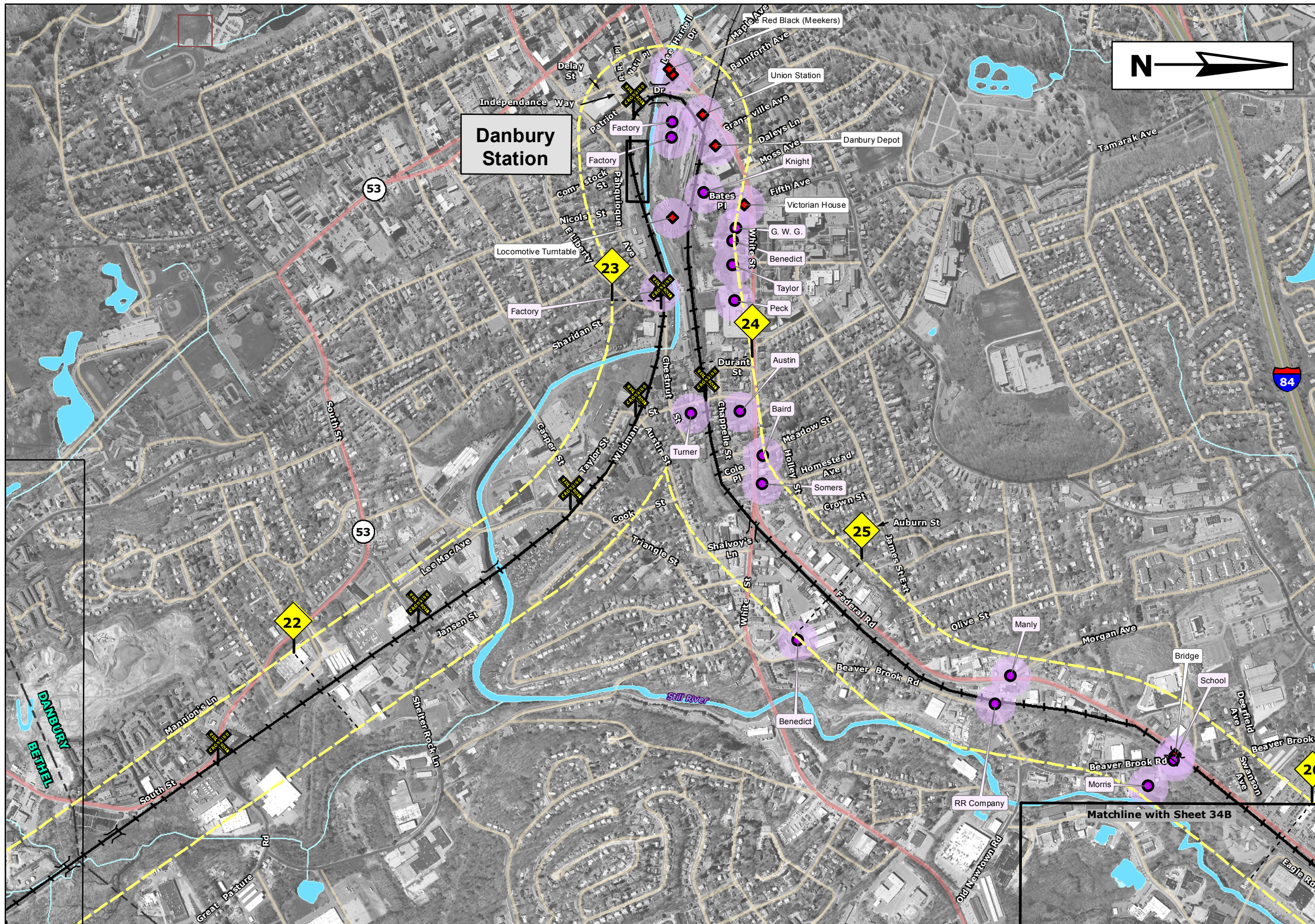


Figure No. 32: North view of concrete whistle post in New Milford, with debossed "W". RR feature #12.

Figure No. 33: Flanger Sign



Figure No. 33: North view of the hockey stick-shaped flanger sign in New Milford. RR feature #8.



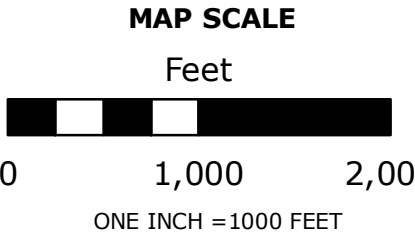
Legend

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- Town Boundary
- Railroad Station
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- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
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- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds

Historic Archaeological Sites

- Former Structure
- Standing Structure
- Concentration of Standing and Former Structures
- Sensitivity Area

Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and
 Grade Crossings: Metro-North
 Track Charts



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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

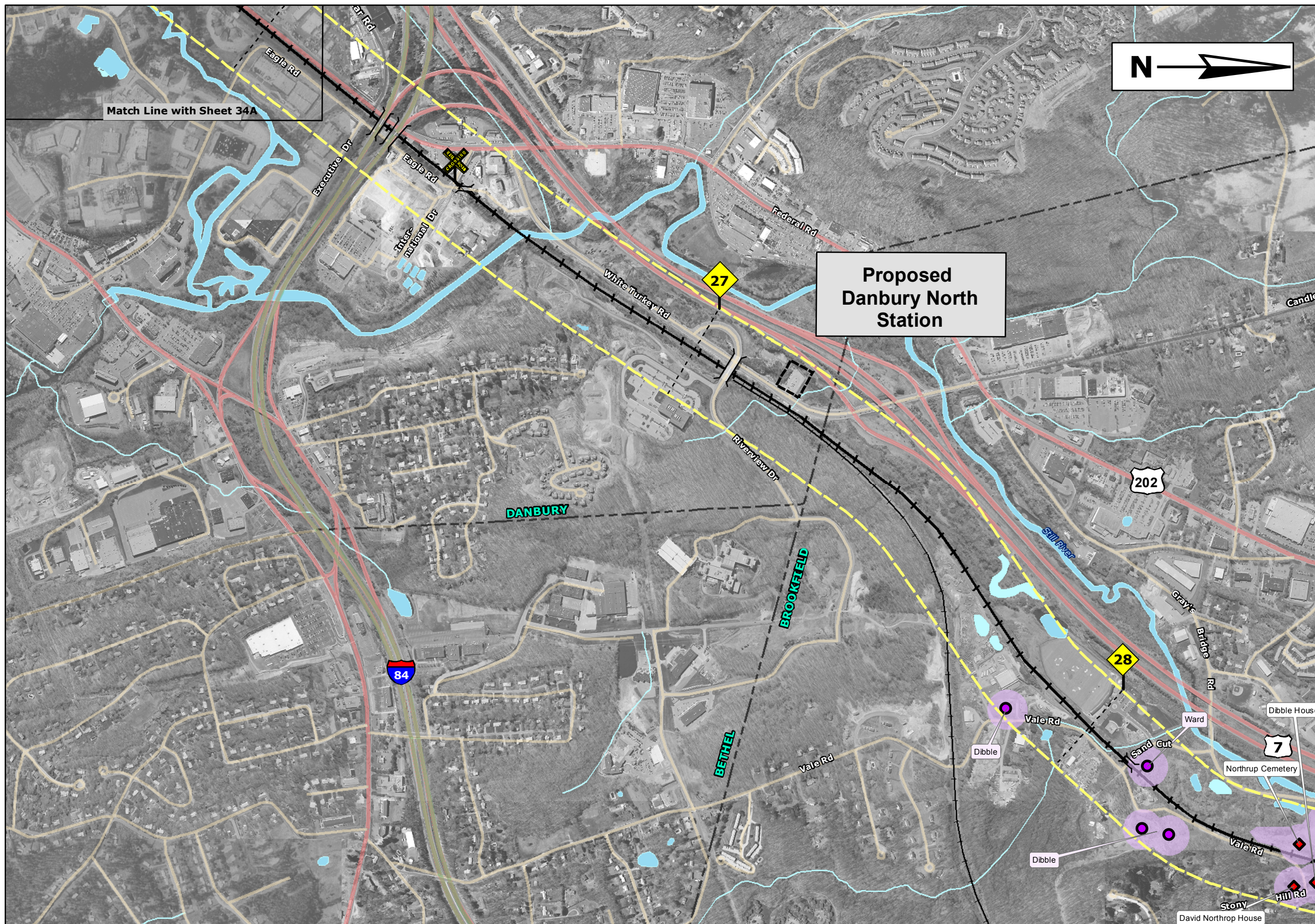
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MAP TITLE: **HISTORIC SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **34A**



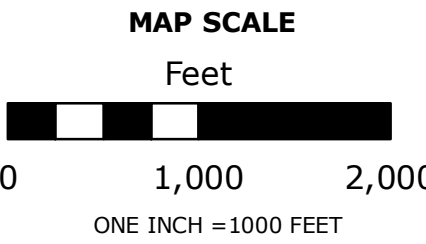
Legend

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Data Sources:
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 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

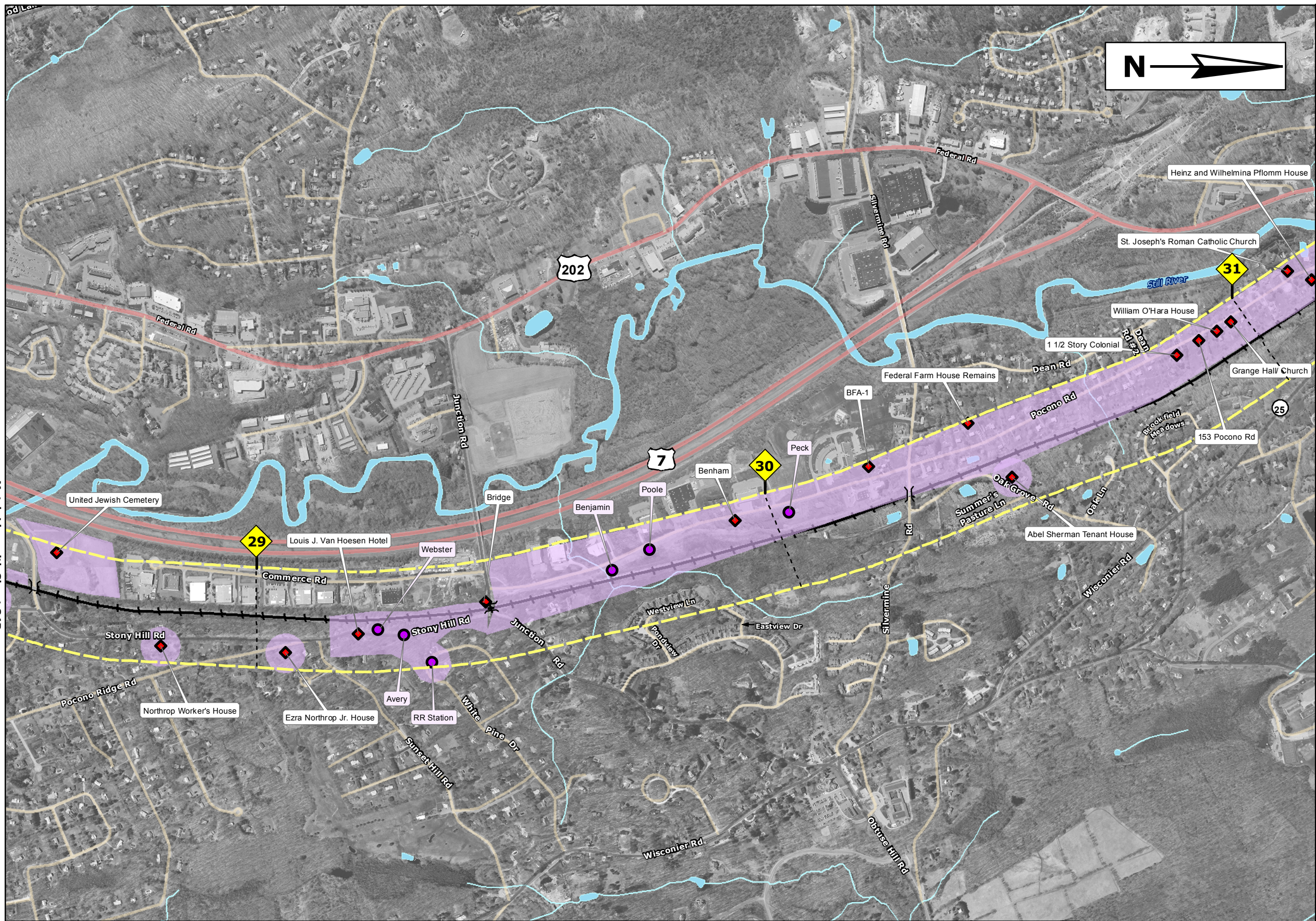
TOWN(S): **DANBURY, BETHEL, BROOKFIELD**

MAP TITLE: **HISTORIC SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **34B**



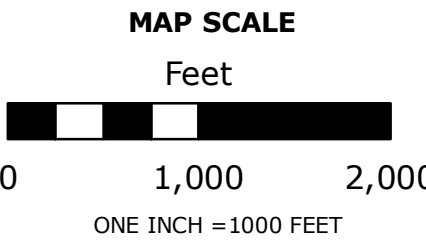
Legend

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Historic Archaeological Sites

- Former Structure
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Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

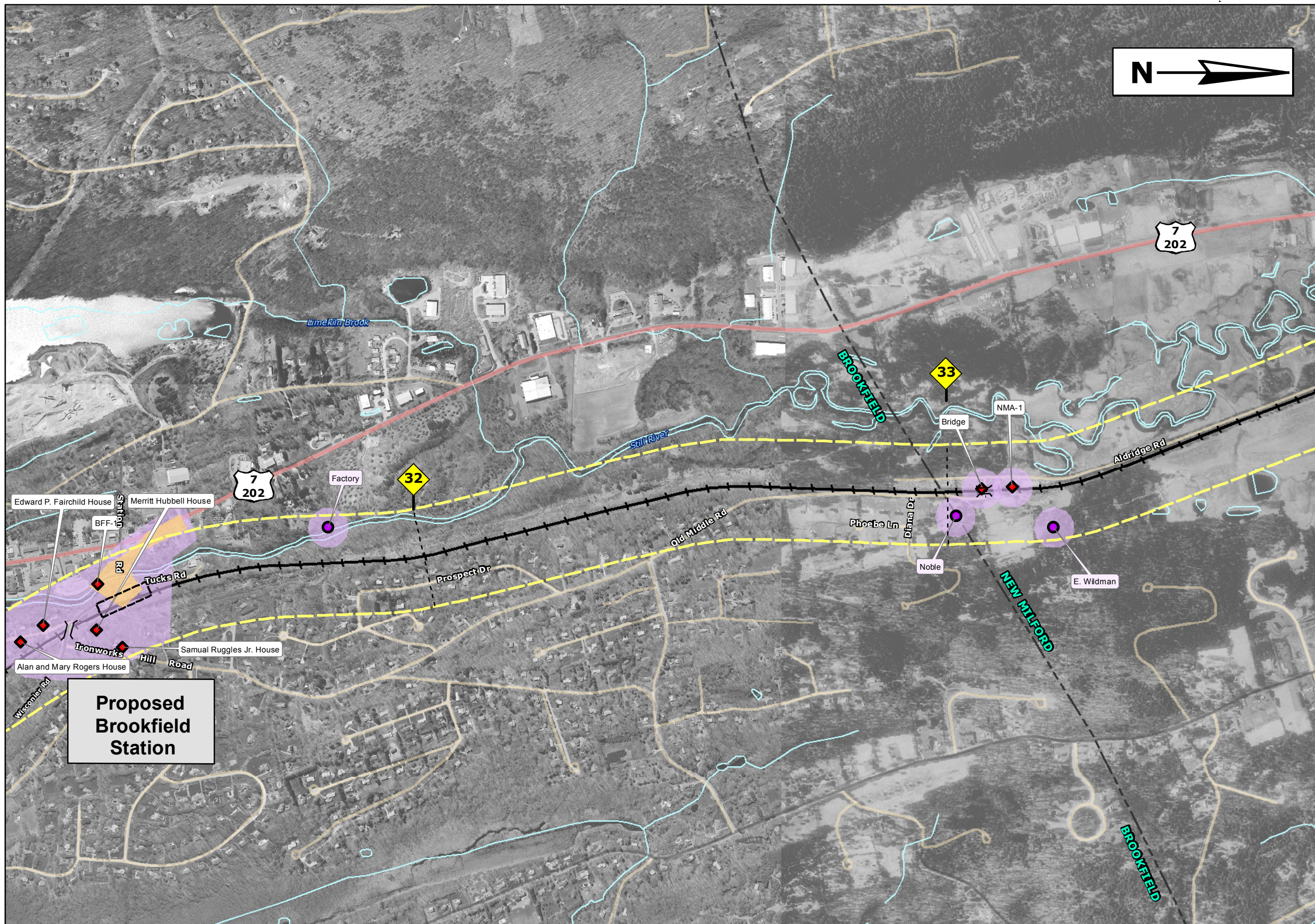
TOWN(S): **BROOKFIELD**

MAP TITLE: **HISTORIC SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **34C**



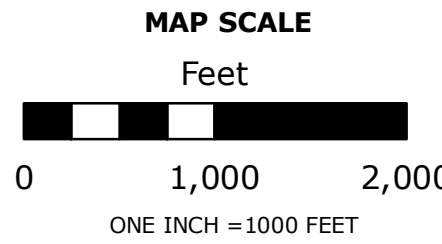
Legend

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Historic Archaeological Sites

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Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



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

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STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

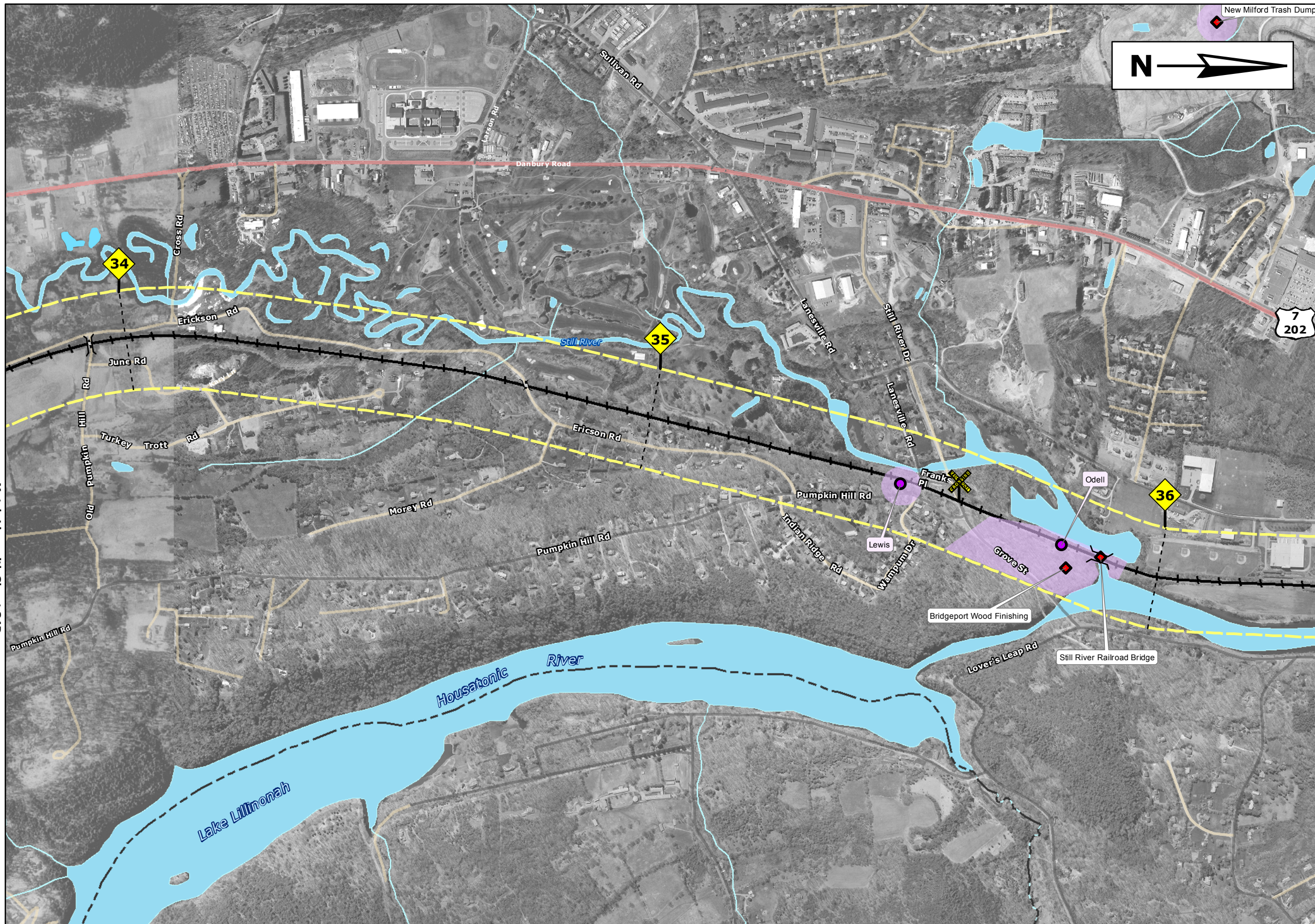
TOWN(S): **BROOKFIELD, NEW MILFORD**

MAP TITLE: **HISTORIC SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **34D**



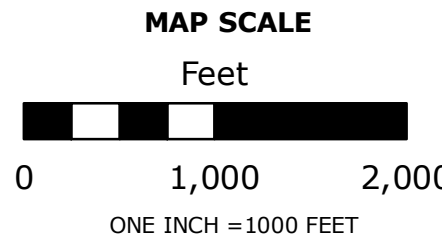
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Historic Archaeological Sites

- Former Structure
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Data Sources:
 Roads layer: CT DEP
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



Match Line with Sheet 34D

Match Line with Sheet 34F

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

GIS MAPPING BY: URS CORPORATION DATE: 02/2009

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

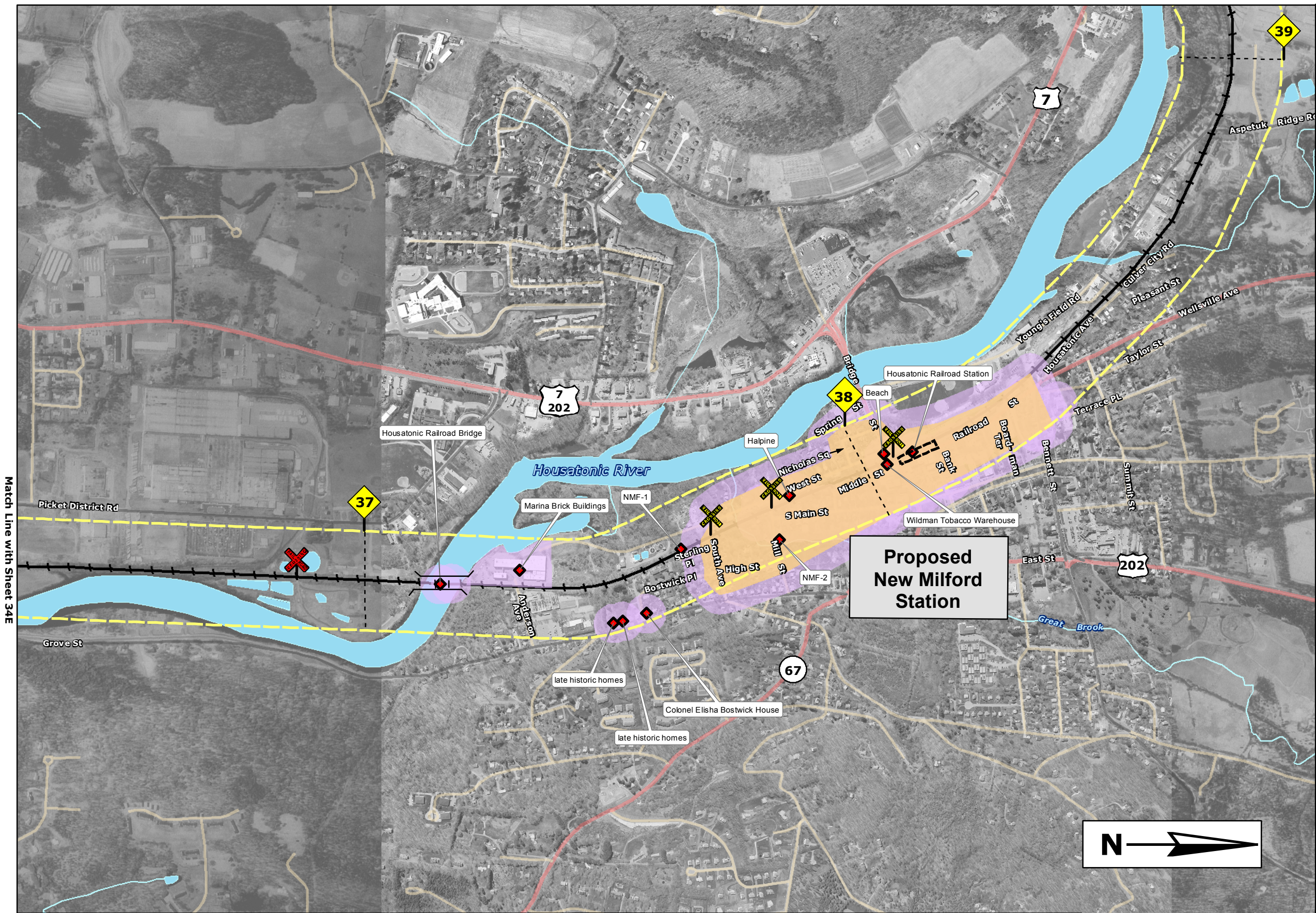
TOWN(S): **NEW MILFORD**

MAP TITLE: **HISTORIC SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **34E**



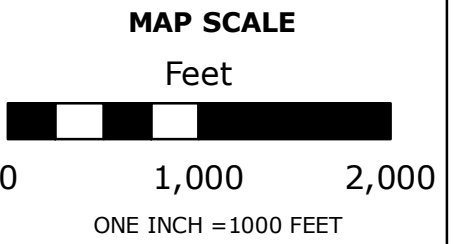
Legend

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 Hydrography: CT DEP
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts



Match Line with Sheet 34E

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

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STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

TOWN(S): **NEW MILFORD**

MAP TITLE: **HISTORIC SENSITIVITY AND RESOURCES**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **34F**