

**Written and Photographic Documentation of  
Cullman Brothers, Inc. Tobacco Barns**

**County Road, Firetown Road, and Hoskins Road  
Simsbury, Connecticut**

**Prepared for**

**Fuss & O'Neill, Inc.  
Manchester, Connecticut**

**by**

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**June 2009**

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**CULLMAN BROTHERS TOBACCO BARNs**  
**Simsbury, Connecticut**

**Location:** Three tobacco barns (also called tobacco sheds) on the west side of County Road, north of Kilbourn Road; five barns on the south side, and one on the north side, of Firetown Road, west of Barndoor Hills Road; five barns on the north side of Hoskins Road, between Clifdon Drive and North Drive.

**U.S.G.S. Quadrangle:** Tariffville  
**UTM Coordinates** 18.682200.4641400 (County Road group)  
18.679980.4641440 (Firetown Road group)  
18.681400.4641300 (Hoskins Road group)

**Date:** Early 20<sup>th</sup> century

**Significance:** The 14 barns are significant because of their association with cigar-wrapper tobacco cultivation, a major aspect of Connecticut's early 20<sup>th</sup>-century economic history. The barns also have architectural significance as examples of a distinctive and specialized type of agricultural outbuilding. There are two types: 1) long and narrow barns, approximately 30 feet by 200 feet in plan, with vertical-board siding, and 2) wider, shorter barns, 40 by 100 feet in plan, with horizontal-board siding. The latter were especially well suited to the curing of shade-grown tobacco. All have post-and-beam interior framing, from which the tobacco was suspended during the curing process, and all have (or had) siding boards that could be opened for ventilation. The former owner of the barns, Cullman Brothers, Inc., was a major tobacco grower in the Connecticut River and Farmington River valleys, owning some 1,800 acres at its height, along with hundreds of acres more under lease. The site is also notable as the farm where Morehouse College students, including Martin Luther King, Jr., worked summers during the 1940s.

**Project Information:** This documentation, completed in June 2009, was requested by the Connecticut State Historic Preservation Office in its comments on a proposed residential subdivision.

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## I. INTRODUCTION

River Bend Associates, Inc. is planning the construction of an approximately 300-acre subdivision in Simsbury. The project area is in the northern part of Simsbury in the vicinity of County Road, Hoskins Road, and Firetown Road. The Connecticut State Historic Preservation Office (SHPO) reviewed the project, and included among its comments the opinion that the numerous tobacco barns on the property “possess historic and architectural importance and appear collectively eligible for the National Register of Historic Places” (Bahlman 2009). The SHPO further commented that the subdivision project would not constitute an adverse effect on historic resources provided that the following mitigative measure was implemented:

Prior to demolition-related activities, the extant tobacco barns shall be documented to the professional standards of the SHPO. Documentation shall consist of narrative text, photographs and/or digital images, an index to photographs, and a photographic site plan. Final documentation shall be provided to the SHPO for permanent archiving and public accessibility.

The documentation herein is intended to fulfill the SHPO’s stipulation.

The 14 tobacco barns that are the subject of this documentation all appear to have been built in the early 20<sup>th</sup> century and are of two types: 1) long and narrow buildings, approximately 30 feet by 200 feet in plan, with vertical-board siding, and 2) wider, shorter buildings, 40 by 100 feet in plan, with horizontal-board siding. The barns are in three clusters: three long barns close to the west side of County Road, three shorter barns and two long barns set back on the north side of Hoskins Road, and six shorter barns on Firetown Road, one on the north side and five on the south side (see location map and 2004/2005 aerial, Figures 1 and 2, Appendix I). Most of the barns have a numerical designation, but because the number placards were missing from two barns, for the purposes of this documentation the barns were identified by the letters A through N, moving from east to west. The numbers that appear on the barns are cross-referenced in the photographic captions. The present numbering system does not have longstanding historical use, since a different numbering system is known to have been in place in the 1960s (Sanderson 1962a, 1962b).

The project area also includes eight tobacco barns that were built in 1965. Because these are less than 50 years old, they were not included as part of the written and photographic documentation. However, to provide a context for the documented barns, two photographs of the later buildings were included for context (Photographs 139 and 140). Similarly, a related property further east on Hoskins Road, which includes a former dormitory for seasonal workers, was included for context and is depicted in Photograph 138 but does not form part of the documentation. Finally, it should be noted that additional tobacco barns, similar in appearance to those documented herein and formerly owned by Cullman Brothers, Inc., are found nearby on County Road and Hoskins Road and in many other locations in Simsbury and Granby.

A note about terminology: the SHPO comments refer to the buildings as “tobacco barns,” and this usage has been followed throughout this document. The term “tobacco shed” is in widespread use in the current local vernacular, and there are those who would insist that it is the more proper term. The terms “barn” and shed” seem to have been used with about the same frequency in the historical sources.

The methodology that was used to prepare this documentation is described in the next section, followed by a more detailed description of the 14 barns, a capsule history of the property and the former owner, Cullman Brothers, Inc., and an assessment of the buildings’ historical and architectural importance. References to historical and secondary sources of information are at the end of the document. The bound version of this report includes prints of 140 captioned photographs as Appendix II, along with a photographic key for each of the three clusters of barns.

This documentation was prepared by Bruce Clouette, Ph.D., Senior Historian with Archaeological and Historical Services, Inc. of Storrs, Connecticut, under contract with Fuss & O’Neill, Inc., project engineers. The research, fieldwork, and photography were undertaken in May and June 2009. Copies of this report, as well as archival copies of the text and archival photographs, will be submitted by the SHPO to become part of the Connecticut Historic Preservation Collection housed at the Dodd Research Center at the University of Connecticut in Storrs.

## II. METHODOLOGY

The products that make up this documentation include the following:

- Narrative text on acid-free, archival paper
- Digital color images on CD-ROM, .tif format, 300 dpi, minimum 2,000 by 3,000 pixels
- Detailed description the buildings
- Index of photograph numbers and captions
- Graphic photographic key for each cluster of barns
- Archival 5" by 7" color prints, labeled in soft pencil and placed in archival paper sleeves

In addition to the archival version deposited at the Dodd Center at the University of Connecticut, bound copies of the text and photographs have been compiled for Fuss & O'Neill, Inc., the developer and the SHPO, and one copy of the bound version will be included as part of the archived materials.

Standards for written and photographic documentation have been issued by the SHPO (Saunders and Moore 2007), and the narrative text and photographs that make up this documentation meet or exceed all the specifications in the standards. The photographs were taken in early June 2009, using an 8-megapixel Canon Digital Rebel XT™. Digital color images were saved on CD-ROM as uncompressed .tif files, 300 dpi, 24-bit RGB color, at a resolution of 2000 by 3000 pixels or greater. The archival 5" by 7" color prints produced by the project meet National Park Service standards for permanency; they were printed using Kodak™ archival pigmented inks and Kodak Ultra Premium Photo Paper™. The prints were labeled using soft pencil and numbered sequentially. Photographs were placed in 5" by 7" acid-free paper archival sleeves, which also were labeled with the photograph number.

The photographs were arranged in three groups: the cluster of three barns on County Road, the five barns on Hoskins Road, and the six barns on Firetown Road. Within each group, overall views of the cluster appear first, followed by views of the individual barns. Without creating redundancy, sufficient photographs were taken to document each building's exterior and interior characteristics. The order of the photographs is 1) general exterior views and setting, 2) exterior details, including exterior features such as hinged boards and ventilators, and 3) interior views and details. The photographs are accompanied by an index to photograph numbers and captions. For each cluster of barns, a graphic photographic key is included that shows the building footprints and the locations from which the exterior photographs were taken. The photographic

keys for the County Road and Firetown Road barns are at a scale of 1 inch = 100 feet, and the Hoskins Road barns are shown at a scale of 1 inch = 200 feet.

In addition to the more than 140 photographs, this documentation includes narrative text that gives a brief history of the tobacco barns and identifies their historical and architectural significance. To prepare the narrative text, background research was conducted including consulting secondary histories, most notably Vibert's *Three Centuries of Simsbury* (1970), as well as contemporary descriptions of barns and Connecticut tobacco cultivation. The sources of information for the narrative are identified in the References section of this document (Section IV).

### III. DESCRIPTION OF THE TOBACCO BARNs

The 14 tobacco barns included in this documentation all appear to date from the early 20<sup>th</sup> century. This date is based upon the use of poured concrete footings for all of the barns; prior to about 1905, brick or stone piers would have been used instead of concrete. Nine of the barns, including all of the 40-by-100-foot horizontal-sided barns, appear on the 1934 aerial photograph of the site (Figure 3, Appendix I). The other five, all long barns, appear on the 1951 aerial photograph (Figure 4), suggesting that they were built or relocated to the site in the late 1930s or 1940s. The following are common characteristics:

- The vertical structural members are supported on individual concrete footings that are square or rectangular in plan, to which the vertical members are secured with thick iron straps.
- The barns have large batten doors in each of their gable ends, supported on large strap hinges.
- All the barns, including those with vertical-board siding, have horizontal hinged boards at the level of the sills.
- Evidence of original wood-shingled roofs remains beneath the asphalt shingles found on all but one of the barns.
- All but two of the barns are anchored with steel cables along the sides
- Except for some replaced members, the interior framing uses rough-sawn lumber, i.e., 2 x 4s that actually measure two inches by four inches, unlike modern lumber which has been planed and is therefore smaller in cross-section.
- All have electric lights; most were equipped with piping along the sills for gas heat

The barns' association with tobacco cultivation and curing is evident in the form of poles for shade tents piled outside some of the barns and bundles of shade cloth in some interiors. Other tobacco-related artifacts include piles of lath and gas heaters in some of the barns.

Although the barns are of two main types, even barns that appear externally identical have minor differences visible inside, suggesting that they may have been built at slightly different times or by different contractors working with the same overall specifications. Detailed descriptions of the barns follow, with deviations from the overall type called out.

## **COUNTY ROAD**

### **Barn A (2-18/18)**

Barn A (Photographs 1 through 19) measures 28 feet by 190 feet in plan and is about 16 feet to the eaves. The sides are covered with vertical boards that average about 10 inches in width. On the south gable end, some of the boards open by means of top hinges, whereas the north gable's boards are hinged at the side. There is a single small gable window in each end. On the side elevations, the boards, now nailed shut, appear to have originally included boards that pivoted on an interior cross-piece near the top. The boards could be pulled out by means of wooden bars, many of which remain in place, and secured by hooks (Photographs 9 through 11). There are two sets of double doors in each end (one of which has been replaced with plywood but remains inside the barn) and a set of double doors on the east side at the barn's approximate midpoint. The roof is covered with wood shingles. A break in the roofline (Photograph 8) suggests that the barn was originally two barns moved to this location and joined together. The barn is numbered 2-18 on its south end and 18 on its north end.

The interior of Barn A reveals a framing of round de-barked poles, 10 to 11 inches in diameter, that define two aisles and 12-foot bays along the length of the barn (Photographs 13 and 14). The concrete footings measure 16 inches square, with 29" straps for the outside poles (Photograph 15) and 12" straps holding down the center poles. The poles, which do not extend all the way to ridge, are stabilized with paired 1 x 6 longitudinal and transverse braces; in addition, each set of poles is braced with 1 x 6 cross-bracing (Photographs 16 and 17). The transverse bracing creates five tiers, with longitudinal 4 x 4s set atop the transverse braces. The sills consist of four 2 x 6s bolted together. Rafters are set about 2 feet on center. The tiers are reached by means of a simple ladder of slats (Photograph 19).

### **Barn B (19)**

Barn B (Photographs 20 – 30) measures 28.5 feet by 210 feet in plan and is about 18 feet to the eaves. The exterior is covered with vertical boards about 10 to 12 inches wide. There are two double door entries at each gable end and an additional double-door entrance on the east side at the midpoint (Photograph 22). The boards above the end doors have operating bars like those on Barn A, although now all the siding appear to be fixed, with the exception of the horizontal hinged board along the side sills (Photograph 23). A pair of small windows, now boarded over, appears in each of the gable peaks. Three small sheet-metal ventilators with conical rain caps are spaced along the ridge (Photograph 24).

Barn B is framed with three lines of 6 x 6 posts, creating two interior aisles (Photograph 25). The bays are 14 feet in length. The uprights rest on concrete slabs measuring 16" square; the members are secured by 5 1/2" iron straps (Photograph 26). The sills are built up of three 2 x 6s nailed together. Paired 2 x 6 transverse braces create seven tiers (the lowest set of bracing is built of modern lumber). In addition to the transverse braces, 2 x 6s are used for transverse cross-bracing (Photograph 27), longitudinal bracing, and diagonal wind braces (the latter in the two bays at each end

only). Two ladders to the tiers are set against posts (Photograph 29). Like most of the barns, the posts in Barn B are wrapped to a height of about six feet with reinforced blue plastic cloth. A gas heater consisting of a burner beneath a flat plate about 2' in diameter with three strap legs (Photograph 30) remains inside, though there is no evidence of gas pipes remaining. The barn is numbered 19.

### **Barn C (20)**

Barn C (Photograph 31- 39) is nearly identical to Barn B, above. However, there are a few differences in minor details: the anchor straps are 5' in length, the concrete pedestals measure 15" square for the side walls and 9" x 12" for the center line of posts, only the end bays have diagonal wind bracing, the sills consist of three 2 x 6s set on their narrow side atop a 2 x 6 laid flat, the barn retains an early if not original Trumbull Electric Company switch box (Photograph 38), and the ladders are set against the longitudinal members (Photograph 39). The barn is numbered 20.

## **HOSKINS ROAD**

There are three sets of 40' x 100' barns in a row set back about 300 feet on the north side of Hoskins Road (Barns D, E, and F, Photograph 40) and two long barns about 1,200 feet back from the road (Barns G and H, Photograph 41).

### **Barn D (7)**

Barn D (Photographs 44 – 50) measures 40 feet by 100 feet in plan and is about 20 feet to the eaves. The exterior consists of horizontal boards 10 to 12 inches wide (Photograph 46), with small strap hinges at the tops to allow them to open for ventilation (most appear to be nailed shut). There is a single set of double doors on the south end, another on the east side, and a set of double doors and a regular door on the north end. The ridge of the roof has four large sheet-metal circular ventilators, between which are low ridge vents.

The framing of Barn B consists of a free-standing post-and-beam three-aisle interior structure (Photograph 48), with balloon-framed side and end walls of 2 x 4s set on approximately 2' centers (Photograph 49). The sills consist of 6 x 6 timbers resting on concrete footings that are 10" square. The interior posts, defining 12' bays, are 4 x 4s resting on 11"-square concrete footings. On the first level, each post is sandwiched between two 1 ½ x 7 planks bolted together. Thus reinforced, these columns support longitudinal bracing consisting of 1 ¾ x 5 steel channels on either side of a 4 x 4 timber. In each bay, two intermediate posts are supported for the upper levels on the longitudinal bracing. Transverse bracing of 2 x 4s define 10 tiers, accessed by three simple ladders built into the uprights. Other bracing includes diagonals that extend from the top plates of the side walls to the first set of longitudinal braces and diagonal wind braces for the end walls in the end bays. Along the bottoms of the side walls runs a 2-inch iron gas pipe. The gas is controlled by means of a "Gastobac"-brand thermostat (the only one among the fourteen recorded barns, Photograph 50). Spaced along the length of the pipes are a number of bronze threaded nipples with valves. The barn is numbered 7.

### **Barn E (8)**

Barn 8 (Photographs 51 – 58) is a 40 x 100 barn that is virtually identical to Barn D, except it lacks the thermostatic gas control and instead has bronze valves (Photograph 56). The barn is numbered 8.

### **Barn F (9)**

Barn 9 (Photographs 59 – 67) is a 40 x 100 barn very similar to Barns 7 and 8. The diagonal braces in the end bays run in the opposite direction, and there is cross-bracing in the center bay (Photographs 61 and 65). In between the posts that define 12 foot bays are two remnants of footings for intermediate posts (Photograph 64), suggesting that, for this barn at least, the steel channels may be a retrofit that allowed for more unobstructed space.

### **Barn G (103)**

Barn G (Photographs 68 – 75) measures 32.5 feet by 210 feet in plan and is about 18 feet to the eaves. The exterior is covered with vertical boards about 10 to 12 inches wide, with horizontal hinged boards at the bottom of the side elevations. The boards are now nailed shut but appear to have operated like those of Barn A. There are two sets of double doors at the south end and a single set, along with a regular-sized door, at the north end. There is also a set of double doors midway along the east side. The barn is ventilated with a low ridge vent along nearly the entire length of the roof.

Barn G is framed with 6 x 6 posts resting atop 14"-square concrete footings. The posts have 5' tie-down straps. There are no sills to speak of, simply another set of 2 x 4 nailers at the bottom of the side walls. The interior is two aisles wide with a line of posts down the middle. The bays are 14 feet long. The posts have 2 x 6 transverse braces (paired), longitudinal bracing, and transverse cross-bracing (Photograph 72). A single 1 x 6 forms wind bracing in the end bays. Along the bottoms of the side walls runs a 2-inch iron gas pipe; the gas is controlled by bronze valves just inside the side doors (Photograph 73). Spaced along the length of the pipes are a number of bronze threaded nipples with valves (Photograph 74). Some tripod gas heaters similar to the one found in Barn B, though with V-shaped straps rather than footed straps for feet, remain inside (Photograph 75). The barn is numbered 103.

### **Barn H (104)**

Barn H (Photographs 76 – 84) is identical to Barn G, above, except that the concrete footings are 15" square. There are piles of lath, possibly associated with tobacco curing, inside the barn (Photograph 84). The barn is numbered 104.



## **FIRETOWN ROAD**

The barns on Firetown Road (Photographs 85-87) are 40 x 100 barns like Barns D, E, and F on Hoskins Road. There is a single barn on the north side of the Road (Barn I) and five barns on the south side (Barns J-N). All sit close to the road.

### **Barn I (no number)**

Barn I (Photographs 88 – 96) is of the 40 x 100 type, like Barns D, E, and F, with balloon-framed side walls and interior framing with steel channels for the longitudinal bracing. The hinged horizontal exterior boards are becoming visible as the rolled asphalt siding deteriorates. Distinctive features of the three-aisle interior (Photograph 91) include sills built up of three layers of 2 x 6s, 11”-square footings (10” for the side sills), diagonal wind bracing for the outside walls in the side aisles (Photograph 94), and V-pattern bracing in the center aisle (Photograph 95). Piled inside are bundles of shade cloth and hundred of pointed-end pegs that measure 3/16” in diameter by 6” long.

### **Barn J (no number)**

Barn J (Photographs 97 – 104) is of the 40 x 100 type, like Barns D, E, and F, with balloon-framed side walls and interior framing with steel channels for the longitudinal bracing. The hinged horizontal exterior boards are becoming visible as the rolled asphalt siding deteriorates. Distinctive features of the three-aisle interior include sills built up of three layers of 2 x 6s, 12”-square footings, diagonal wind bracing for the outside walls in the side aisles, V-pattern bracing in the center aisle, and a water pipe set into a free-standing terra-cotta conduit.

### **Barn K (2-13)**

Barn K (Photographs 105 – 112) is of the 40 x 100 type, like Barns D, E, and F, with balloon-framed side walls and interior framing with steel channels for the longitudinal bracing. The hinged horizontal exterior boards are becoming visible as the rolled asphalt siding deteriorates. Distinctive features of the three-aisle interior include 6 x 6 sills, 12”-square footings, diagonal wind bracing for the outside walls in the side aisles, and V-pattern bracing in the center aisle. A wooden device with slat sides, no bottom, and end handles (Photograph 112), may be associated with tobacco harvesting. The barn is numbered 2-13.

### **Barn L (2-14)**

Barn L (Photographs 113 – 118) is of the 40 x 100 type, like Barns D, E, and F, with balloon-framed side walls and interior framing with steel channels for the longitudinal bracing. The hinged horizontal exterior boards are becoming visible as the rolled asphalt siding deteriorates, especially on the side elevations. Distinctive features of the three-aisle interior include sills built up of 2 x 6s, 12”-square footings, diagonal wind bracing for the outside walls in the side aisles, and V-pattern bracing in the center aisle. The barn is numbered 2-14.

### **Barn M (2-15)**

Barn M (Photographs 119 – 125) is of the 40 x 100 type, like Barns D, E, and F, with balloon-framed side walls and interior framing with steel channels for the longitudinal bracing. The hinged horizontal exterior boards are becoming visible as the rolled asphalt siding deteriorates, especially on the side elevations (Photograph 122). Distinctive features of the three-aisle interior include 6 x 6 sills, 18"-square footings, diagonal wind bracing for the outside walls in the side aisles, and no cross-bracing in the center aisle. Three of the 12-foot bays have diagonal wind bracing. In addition to the usual gas fixtures, there remains a large gas regulator mounted on a length of rubber hose (Photograph 125). The barn is numbered 2-15.

### **Barn N (2-16)**

Barn N (Photographs 126 – 137) is of the 40 x 100 type, like Barns D, E, and F, with balloon-framed side walls and interior framing with steel channels for the longitudinal bracing. The hinged horizontal exterior boards are becoming visible as the rolled asphalt siding deteriorates, especially on the west side elevation (Photograph 130). Distinctive features of the three-aisle interior include 6 x 6 sills, 18"-square footings, diagonal wind bracing for the outside walls in the side aisles, and no cross-bracing in the center aisle. Four of the 12-foot bays have diagonal wind bracing. In addition to the main posts, there is one intermediate post on a smaller footing (Photograph 133), as well as remains of footing for additional intermediate posts (Photograph 134). Protruding above the dirt floor is a water pipe set into a terra cotta conduit (Photograph 134). In addition to the usual gas fixtures, there remain two large gas regulators mounted on length of rubber hose (Photograph 136). Among the writing on the interior walls is the notation "July 13, 1948 – Shirley" (Photograph 137). The barn is numbered 2-16.

#### **IV. HISTORICAL BACKGROUND OF THE TOBACCO BARNs**

This vicinity was a tobacco-growing area from the middle of the 19<sup>th</sup> century onward, when the Hoskins and Holcomb families grew acres of broadleaf and Havana seed tobacco for America's burgeoning market for cigar wrappers. These barns, however, probably date from the early 20<sup>th</sup> century, when Cullman Brothers, Inc. established itself not only as a major presence in Simsbury but also as one of the largest growers of cigar tobacco in the entire country. Despite the name, the company was a partnership of Joseph Cullman, Sr. (born in 1854) and his son, Joseph Cullman, Jr. (born in 1882), of New York City. The elder Cullman got his start in the tobacco business when he was just 14 years old, buying tobacco in Ohio and selling it on the New York market (Cullman 1994). Around 1906, the Cullmans started growing broadleaf in Connecticut, then quickly went into shade-grown tobacco. At its height, the company owned 1,800 acres, with hundred of acres more under lease from other property owners.

Cullman Brothers purchased at least part of the acreage that makes up the farm where these barns stand as early as 1910, and the company is shown as the owner of the eastern part on the 1931 Dolph & Stewart map (Figure 5). According to Vibert, Cullman Brothers purchased the western part of the tract in the 1930s (Vibert 1970: 169ff.). It is likely that most or all of the property was farmed by Cullman Brothers from an early date either as their own land or under one of the many leases recorded in the Simsbury Land Records. In addition to purchasing and leasing land from individuals, Cullman Brothers acquired other Simsbury tobacco companies, including the Tariffville Tobacco Company and the Connecticut Tobacco Company, founded by Joseph Mitchelson, who had introduced shade tobacco to Simsbury in 1901.

Broadleaf and the similar Havana seed tobacco, together referred to as field tobacco, dominated Connecticut cigar-leaf culture until the early years of the 20<sup>th</sup> century. Both were used for wrappers, one of the three parts of a cigar. Connecticut tobacco could also be used for the filler and the layer known as the binder, but it was especially suitable for the all-important wrapper, the part of the cigar most visible to the consumer. Although the wrapper does not impart much taste to the cigar (indeed, the ideal wrapper is completely neutral in taste), its color and texture defined the cigar.

In the late 1890s, Connecticut's field-tobacco wrappers were receiving stiff competition from a new entry to the market, a mild, light-colored leaf based upon Sumatra tobacco. Experiments in Florida and Connecticut showed that a variety of Sumatra tobacco could be successfully grown in this country under tents that shaded the tobacco from the sun, protected it from insect pests, and raised the humidity of the air surrounding the plants. Shade tobacco became the most valuable part of Connecticut's cigar-tobacco crop. It was several times more expensive to raise than field tobacco, however, and so favored corporate farmers such as Cullman Brothers who could best afford the extra expense for equipment and labor. Unlike field tobacco, the leaves of shade tobacco are picked several times in the growing season as they reach the proper size, meaning that the plants had to be harvested on a nearly continual basis. Shade

tobacco also required constant cultivation, fertilization, and battle against the numerous diseases that, once allowed unchecked, could ruin an extremely valuable crop.

Because of tobacco cultivation's labor-intensive nature, Connecticut's growers experienced severe shortages of field workers during World War I and World War II. As a partial solution, Cullman Brothers made an agreement with Morehouse College, a historically African American institution in Atlanta, Georgia, by which the college would send students to work in the company's tobacco fields, with part of their wages credited to their college tuition. The students lived in dormitories, supervised by Morehouse College staff members. One dormitory (no longer standing) was near the intersection of Hoskins and Barndoor Hills Road, another was further east on Hoskins Road on Farm No. 2, outside the project area (Photograph 148), and a third was in Granby (Hutchins n. d.). Among the Morehouse students who participated in the program was Martin Luther King, Jr., who in 1944 spent the summer before his freshman year working in one of the Cullman Brothers kitchens serving food. He was then just 15 years old. Three years later he returned for another summer. Although it cannot be said for certain which Morehouse dormitory King lived in, he indicated "Cullman Bros., Inc., Simsbury, Connecticut" as his return address on correspondence he wrote in 1944, so it must have been one of the two houses on Hoskins Road (Carson 1992: 111).

King considered these Simsbury summers important in his spiritual formation. In addition to his kitchen duties, he conducted religious services for the other students, responding to "an inescapable urge to serve society;" he first announced his intention to enter the ministry in a telephone call to his mother in the summer of 1947 (Carson 1992: 36, 45, 111-112). As a young man on his first journey outside of the segregated South, King was also moved by the lack of segregation and what he perceived as the relatively tolerant attitudes of whites (Farris 1986: 57). "The white people here are very nice," he wrote his father on June 15, 1944, "we go to any place we want to and sit anywhere we want to." A few days later, he told his mother "I never thought a person of my race could eat anywhere, but we ate in one of the finest restaurants in Hartford" (Carson 1992: 112, 115).

Arthur L. Johnson, a prominent Detroit Civil Rights leader, also worked on this farm in the summer of 1946, during his Morehouse College years. In his autobiography, he recalled the arduous work of picking shade tobacco:

We worked long and laborious days during the week picking the crop, hauling it away, and then stitching and hanging the leaves to dry. At the start of the picking season, the leaves were low to the ground, and we would have to slide on our butts in the mud from stalk to stalk. In the next round of picking, we would walk on our knees. By the end of the season, the plants were seven feet tall, and we could pick leaves standing up.

Johnson led a protest against the working conditions and met with Cullman management, who agreed to make the workload and hours more tolerable. Johnson, however, was not hired back the following summer (Johnson 2008: 27-28).

Cullman Brothers prospered throughout the first half of the 20<sup>th</sup> century, building additional barns and bringing additional acreage under shade. Even in the 1960s, the company undertook a major expansion on this property, starting on a series of 14 large new barns north of the present barns on Hoskins Road (Figure 6). Only eight were completed, however, and from the 1970s on, the market for cigar tobacco fluctuated greatly but generally declined, as American men came to regard cigar smoking as something from their father's generation.

In 1961, Joseph Cullman, Jr.'s son, Edgar Cullman, purchased the General Cigar Company, a major cigar manufacturer (White Owl and William Penn were two of their brands), and for a time the property was held in the name of General Cigar. In 1997, Culbro Corporation, a family holding company, sold the property to the present owner.

## V. HISTORICAL AND ARCHITECTURAL SIGNIFICANCE OF THE TOBACCO BARN

Tobacco barns are important heritage resources for Connecticut because of the significance of cigar-leaf culture in the economic history of the state and of the many Central Valley communities, such as Simsbury, that participated in growing tobacco. Cigar-wrapper tobacco was the only agricultural specialty since the silkworm culture of the 1830s in which Connecticut farms played a major national role. It is estimated that at one time two-thirds of the wrappers used by American cigar manufacturers were grown in Connecticut (Vibert 1970: 159). Tobacco was a major economic enterprise in early 20<sup>th</sup>-century Connecticut; in 1933, some 11,600 acres in the state were devoted to tobacco, of which 3,800 acres were under shade. That year the Connecticut crop was worth \$4,037,000, of which \$3,253,000 was accounted for by shade tobacco (Anderson 1934: 802-804).

Tobacco culture is credited with adding to the ethnic diversity of the state and the communities in which it was grown. As early as the middle of the 19<sup>th</sup> century, Irish immigrants from the urban centers were being attracted to the countryside to work as laborers for farmers specializing in tobacco, and by 1900 they were joined by immigrants from Poland and other East European places. A popular novelist of the period, Edna Ferber, even wrote a novel about Polish tobacco workers and their Connecticut Yankee neighbors, *American Beauty* (the setting of which was further to the west, in the Housatonic River Valley). In the World War II period, African Americans came to work on some of the state's tobacco farms, including those of Cullman Brothers, and in the post-war period, field workers from Puerto Rico were recruited by Hartford-area growers (Vibert 1970: 161).

Tobacco picking has a prominent place in the popular culture of central Connecticut. Because of the labor intensity of shade tobacco, many of the residents of the area spent at least part of their teen-aged years as summer tobacco workers. Even those residents who never worked in the fields recall the landscape of central Connecticut as one dominated by the billowing acres of shade tent surrounding the characteristic tobacco barns, or "sheds," as they are popularly known. Today, the number of tobacco barns grows fewer year by year. Although they are essentially redundant structures, at least within the major types, at some point there will be only a handful of survivors of this once ubiquitous and characteristically Connecticut form.

The barns also have architectural significance as examples of the development of a specialized agricultural building type. Prior to about 1870, Connecticut farmers cured their tobacco by hanging the stalks up in ordinary barns or in ramshackle open sheds built for the purpose. The practice did not always result in acceptable quality in the cured tobacco leaves. In the last two decades of the 19<sup>th</sup> century, the special-purpose tobacco barn emerged as a particular type of agricultural outbuilding. The characteristics of the tobacco barn include a dirt floor; pole or post framing using brick, stone and, later, concrete footings; and interior network of transverse and longitudinal members from which to hang the tobacco being cured; and some way of controlling ventilation. Within

these general parameters, the type was little changed after its initial development in the 1880s. The details changed, however, and several variants on the general type can be distinguished, notably how the siding boards operate to provide ventilations. Barn A is unusual in that it demonstrates four separate possibilities: a horizontal hinged board at the base of its side walls, side-hinged boards on its north end, top-hinged boards on its south end, and boards that pivoted near the top on its sides. Period technical works of the period recognized all these possibilities (Figures 7 and 8).

The barns in this documentation also illustrate three variants in frame construction. Barn A uses poles as its vertical members. Pole barns such as this typically had their poles set directly in the earth, so it may be that Barn A's footings were a later modification (it appears that Barn A was created from two earlier, smaller barns moved to the site). Barns B, C, G, and H, which probably date from the late 1930s, have posts of sawn lumber, probably the most common type of construction. Finally, the 40 x 100 barns illustrate the application of balloon-framing for the side and end walls, with a self-supporting three-bay interior structure bearing the weight of the curing tobacco.

The intent of tobacco barns was not to dry the tobacco but rather to cure it, a fermentation process that allowed the desired light color of the leaf to appear and any off-tastes associated with the raw leaf to disappear. In the course of curing, a great deal of water was given off, and in fact the leaf became so dry that it had to be re-moistened (typically by opening all the doors on a humid or rainy day) prior to being sent to the warehouse, where it was further fermented.

Because shade tobacco was hung up as leaves rather than stalks, the tiers on which it was suspended were ideally much closer together. It is likely that all of the barns were used for shade tobacco at least at one time or another. Barn A is the least well-adapted, however, because of the limited storage afforded by its five tiers. It almost certainly had its origins as a barn or barns intended for curing broadleaf or Havana-seed tobacco. The later long barns, with their seven tiers, would be suitable for either product, and the ten-tier 40 x 100 barns are almost certainly specially built for shade; the close spacing of the tiers and the subdivision of the bays into sub-bays by the upper posts would probably hinder the use of the structures for curing field tobacco.

All but Barn A have some provision for roof ventilation, which was not generally provided in the earliest tobacco barns other than by small openings in the peak of the gable. Roof ventilation became recognized as especially important, and from an early date some growers insisted that ventilation at the base of the side walls and at the ridge was all that was needed, other than the end doors. This theory was apparently adopted at some point on the Cullman Brothers property, since most of the vertical operable siding boards have been nailed shut and many of the horizontal boards were covered over with roll asphalt.

Shade tobacco was so much more valuable than field tobacco that growers found that they could not leave the control of temperature and humidity simply to the ventilator mechanisms but instead had to install some way to raise the temperature in the barn.

Small charcoal fires, covered by a metal plate to more evenly distribute the heat, were the norm in shade-tobacco barns in the early 20<sup>th</sup> century. The documented barns reflect the substitution of propane gas burners for this purpose, the iron pipes for which would seem to indicate a 1930s date for this innovation. The gas burners photographed for this documentation continued the use of a heat-dissipating plate introduced in the charcoal-burning period.

Although their primary purpose was to store the tobacco while it was being cured, tobacco barns also sheltered other, related activities. Considerable work was involved in sewing the shade-tobacco leaves to poles or “spearing” stalk tobacco for hanging in the barn. At the end of the curing period, typically two to four weeks, the tobacco had to be taken down and then packed for shipping to a warehouse; packing also occurred within the barn.

Despite the presence of one gas thermostat, it is clear that the successful curing of tobacco in barns such as these required great experience and judgment on the part of the operators of these farms. Too much moisture, and the tobacco would suffer a form of rot known as “pole burn.” Too little moisture would result in the tobacco becoming dried out and useless. By opening the end doors, sill ventilators, and, at least initially, the hinged siding boards, the farm’s workers could control the flow of air around the curing crop (provided it was hung up properly). The barns that remain in Connecticut are testaments not only to the importance of that crop in the state’s economy, but also to the hard work, skill, and diligence of those who supervised and worked on these farms.



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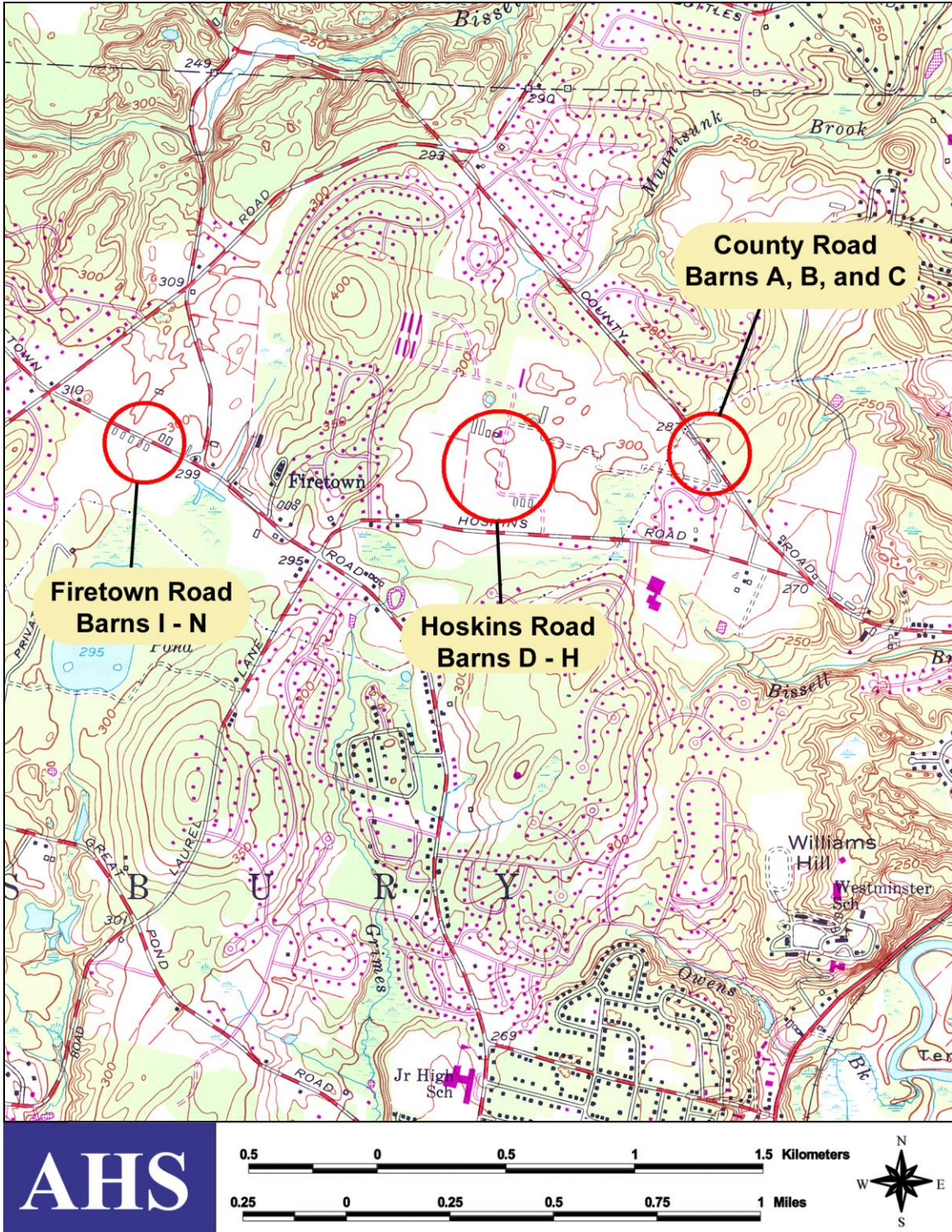
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## **APPENDIX I: FIGURES**

**Figure 1:** Location of documented tobacco barns shown on USGS Tariffville Quadrangle, 7.5-Minute Series, scale 1:24000. On this 1984 photo-revision of the 1956 map, seven post-1956 barns north of the Hoskins Road barns are shown in magenta. Also, three other barns in the vicinity that were demolished after 1986 are shown.





**Figure 2: State of Connecticut 2004/2005 Statewide Aerial Photography coverage, showing the location of the documented barns.**



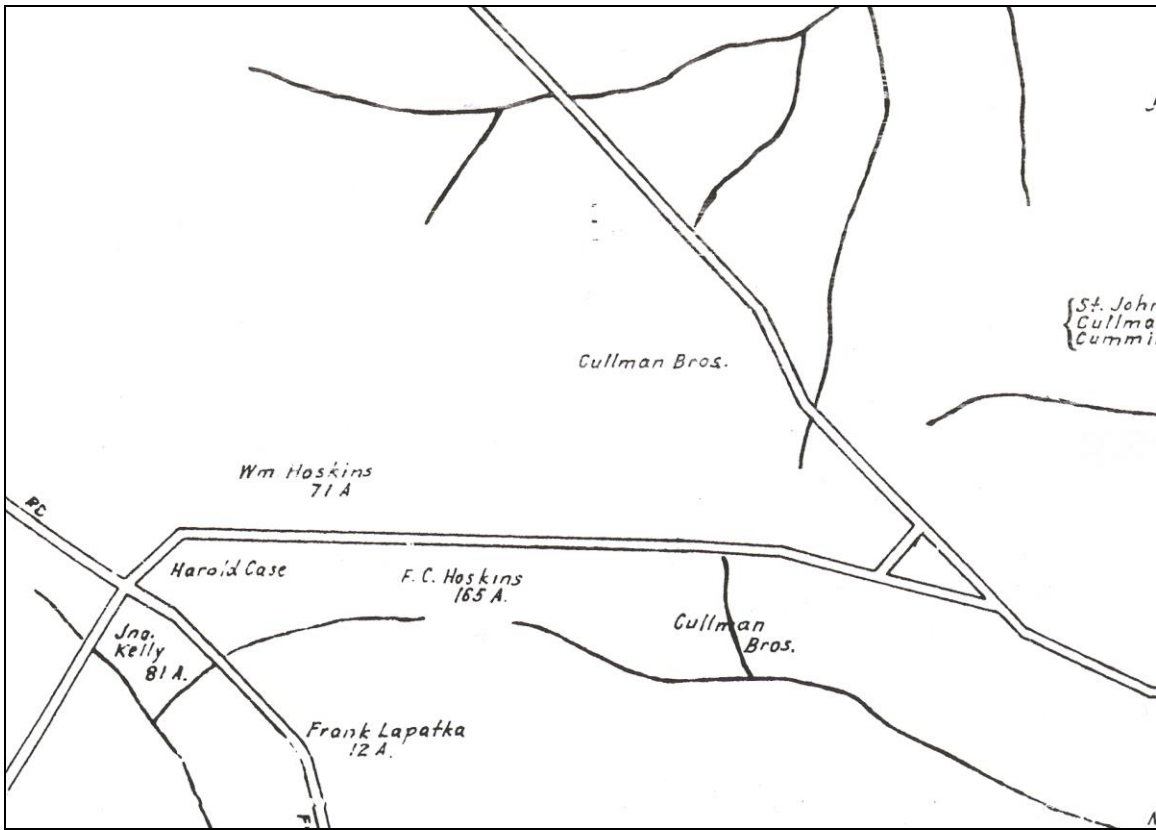
**Figure 3:** Area as shown on the 1934 Fairchild aerial survey. Barns D, E, and F are shown as part of a row, the rest of which no longer exists. Barns I through N are as they exist today, except a second barn on the north side of Firetown Road no longer exists. Barns A, B, and C on County Road and Barns G and H on Hoskins Road do not appear.



**Figure 4:** Area as shown on the 1951 Department of Agriculture aerial photograph. All the barns that are the subject of this documentation are shown (as indicated by red letter notations).



**Figure 5:** Dolph & Stewart map of 1931, identifying much the land between Country Road and Hoskins Road as the property of Cullman Brothers, Inc.





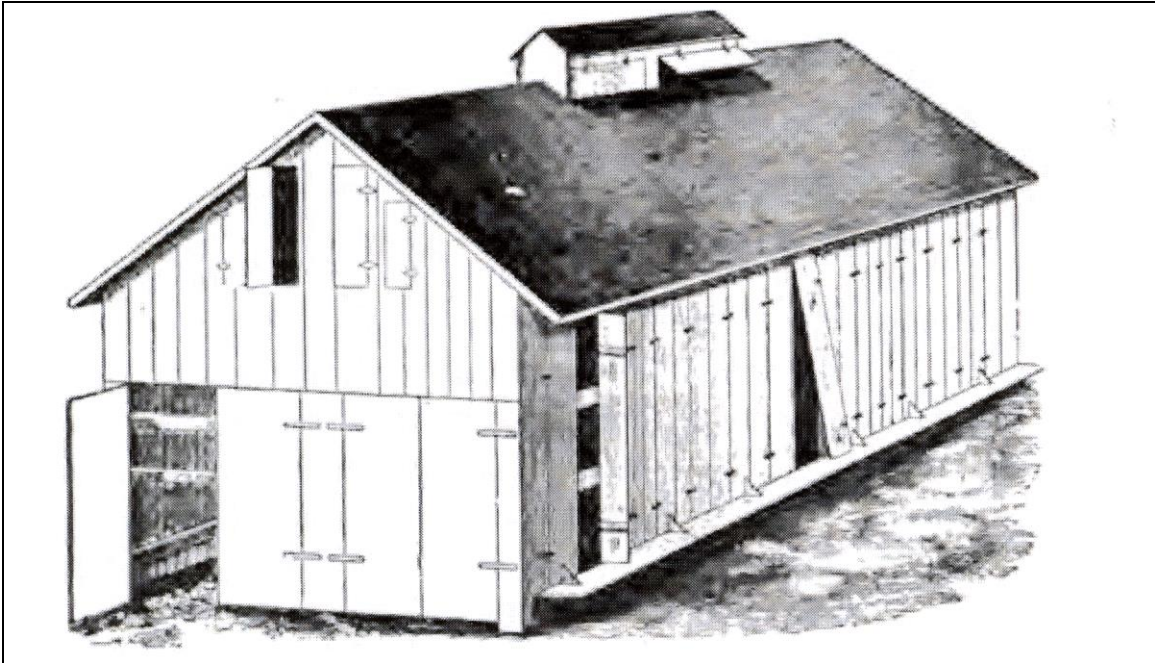
**Figure 6:** Morehouse College students picking shade tobacco in Simsbury in 1946 at Cullman Brothers, Inc.; Arthur L. Johnson at left, Alexander Horton on right (from Johnson 2008: 29).



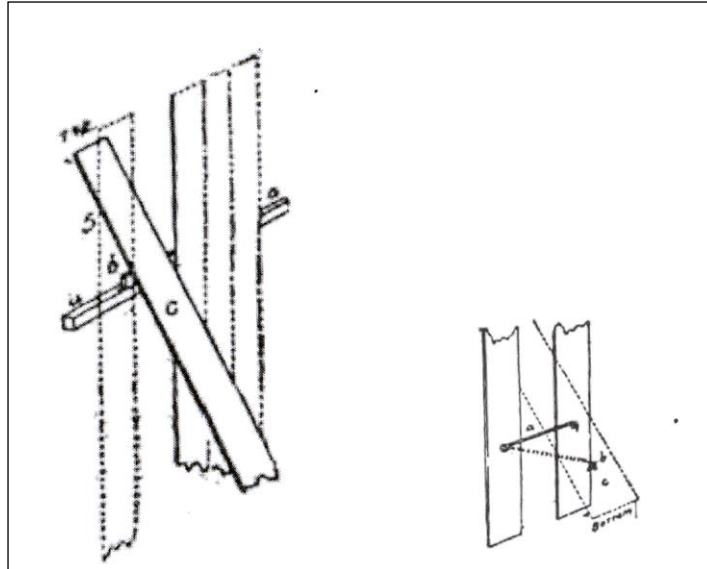
**Figure 7:** State of Connecticut aerial photograph of March 1965, showing tobacco barns under construction north of Barns G and H. The filled and leveled dirt floors for several barns not yet being built can be discerned, as well as one in which the footings have been completed. Three of the barns at the upper left have been completed to the point of having their side and end walls, needing only the roofs to finish them. The two at the far left are frames only. Eight barns in this area survive, but they were not included in this documentation because of their relatively late date of construction.



**Figure 8:** A composite of a Connecticut Valley tobacco barn as shown in Killebrew (1910: 186). The side-hinged boards are found on the north end of Barn A, top hinged boards on the south end of Barn A, and horizontal sill-height ventilators on all the barns in this documentation. In place of the ridge ventilator, most of the documented barns have lower ridge vents and/or sheet-metal ventilators.



**Figure 9:** Illustration of the type of pivoting boards originally found on all the documented barns with vertical siding (nearly all have since been nailed shut), from Halsted and Powell (1911: 373, 375).



**Figure 10:** A field of broadleaf, with a small tobacco barn in the background, ca. 1910 (Connecticut Historical Society).



**Figure 11: Inside shade-grown tent, ca. 1910 (Connecticut Historical Society)**



**Figure 12:** Youths picking shade-grown tobacco on a Connecticut farm, 1940s (Connecticut Historical Society).



**Figure 13:** Sewing and stringing shade tobacco leaves preparatory to curing in the tobacco shed, 1940s (Connecticut Historical Society).

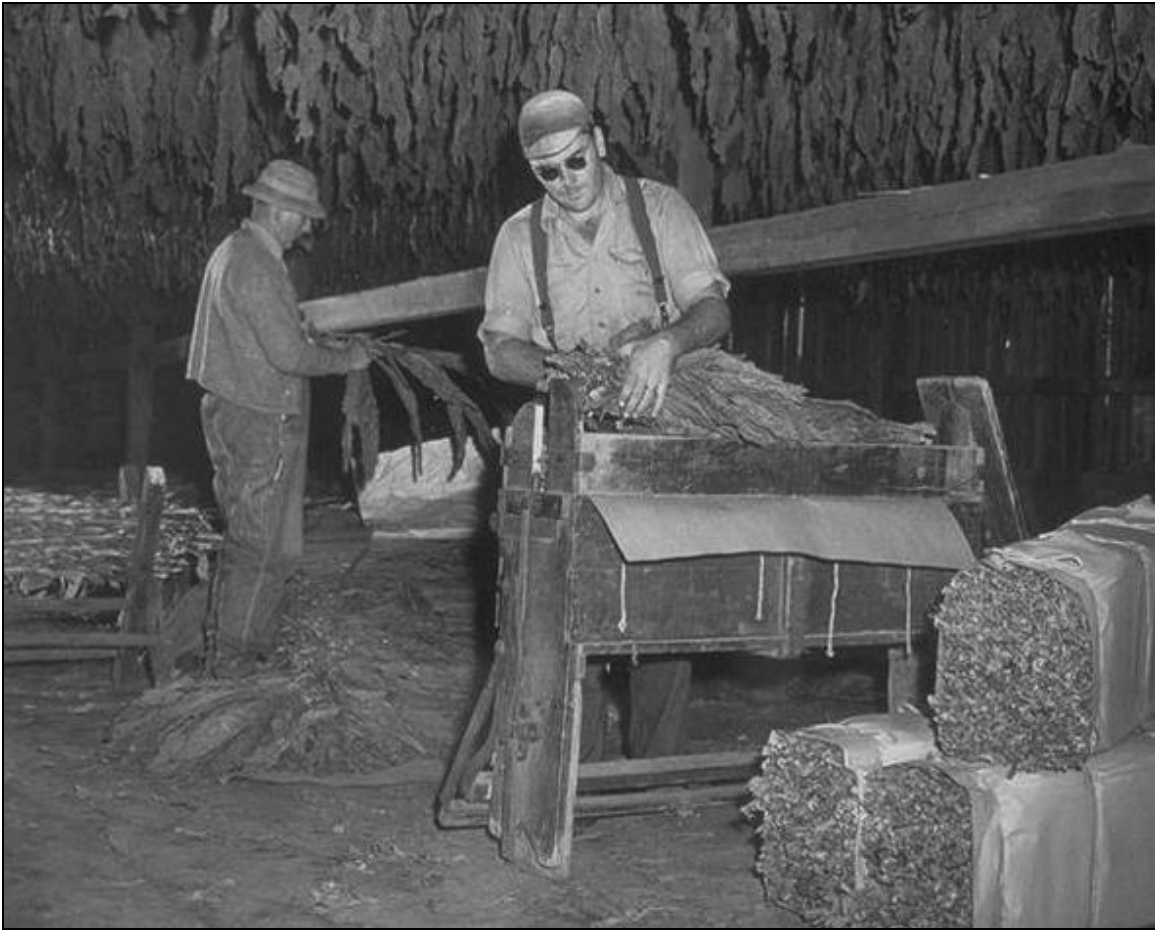




**Figure 14:** Cured tobacco in the shed, 1948 (Dodd Research Center, University of Connecticut).



**Figure 15:** Packing cured tobacco in the shed, 1948 (Dodd Research Center, University of Connecticut).



**APPENDIX II:**  
**INDEX TO PHOTOGRAPHS, GRAPHIC KEYS, AND PHOTOGRAPHS**

**Cullman Brothers, Inc. Tobacco Barns**  
County Road, Firetown Road, and Hoskins Road  
Simsbury, Connecticut

**Index to Photographs**

**All photographs:** Bruce Clouette, AHS, Inc., June 2009

**COUNTY ROAD (Barns A, B and C)**

- Photograph 1: Overview of barns on County Road: Barn A (2-18/18) at left, with B (19) and C (20) in background, camera facing northwest.
- Photograph 2: Overview of barns on County Road: Barn C (20) on right, with B (19) and A (2-18/18) in background, camera facing south.
- Photograph 3: Overview of barns on County Road: Barn C (20) at left, with B (19) and A (2-18/18) in background, camera facing southeast.
- Photograph 4: Pile of poles west of barns on County Road, camera facing west.

**Barn A**

- Photograph 5: Barn A, numbered 2-18 on its south end and 18 on its north end, south and east elevations, camera facing northwest.
- Photograph 6: Barn A (2-18/18), east and north elevations, camera facing south.
- Photograph 7: Barn A (2-18/18), north and west elevations, camera facing southeast.
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- Photograph 9: Detail of movable boards, north end of Barn A (2-18/18). If the boards were not nailed down, the bar could pull three boards open. The hooks would be unhooked first, the boards pulled out, and then the hooks would be reattached to eyes on the back sides of the end boards to hold the group in the open position.
- Photograph 10: Detail of rotating hook that secures operating bar in the closed position, Barn A (2-18/18).
- Photograph 11: Detail of the inside of the hook that secures the operating bar in the closed position, Barn A (2-18/18).

- Photograph 12: Detail of number placard and strap hinges, south end of Barn A (2-18/18).
- Photograph 13: Overview of the interior of Barn A (2-18/18), from the south end.
- Photograph 14: Overview of the interior of Barn A (2-18/18), from the north end.
- Photograph 15: Detail of method of anchoring post and sill to footing with iron strap, Barn A (2-18/18).
- Photograph 16: Detail of post mortise for longitudinal bracing, Barn A (2-18/18).
- Photograph 17: Detail of transverse cross-bracing, Barn A (2-18/18).
- Photograph 18: Detail of interior of east side door, Barn A (2-18/18).
- Photograph 19: Detail of ladder leading up into tiers, Barn A (2-18/18).

### **Barn B**

- Photograph 20: Barn B (19), south and east elevations, camera facing northwest.
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- Photograph 22: Barn B (19), detail of door, east side, camera facing southwest.
- Photograph 23: Barn B (19), detail of hinged board at sill.
- Photograph 24: Barn B (19), detail of rooftop ventilator.
- Photograph 25: Barn B (19), overview of interior from south end.
- Photograph 26: Barn B (19), interior, detail of pedestal and post anchor-strap.
- Photograph 27: Barn B (19), interior, detail of transverse cross-bracing.
- Photograph 28: Barn B (19), interior, detail of inside of east-side door.
- Photograph 29: Barn B (19), interior, detail of ladder leading into tiers.
- Photograph 30: Barn B (19), interior, detail of gas heater.

### **Barn C**

- Photograph 31: Barn C (20), south and east elevations, camera facing northwest.
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- Photograph 33: Barn C (20), detail of door, east side, camera facing southwest.
- Photograph 34: Barn C (20), detail of roof edge, showing wood shingles beneath asphalt shingles.
- Photograph 35: Barn C (20), overview of interior from south end.
- Photograph 36: Barn C (20), interior, detail of pedestal, post, sill and diagonal wind brace.
- Photograph 37: Barn C (20), interior, detail of cross-bracing.
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### **HOSKINS ROAD (Barns D through H)**

- Photograph 40: Group of three barns on Hoskins Road (right to left, Barn D (7), Barn E (8), and Barn F (9), camera facing northwest.
- Photograph 41: Two barns further back from Hoskins Road (Barn G (103) on right, Barn H (104) on left), camera facing northwest.
- Photograph 42: Posts for shade tents piled east of Barn G (103), camera facing east.
- Photograph 43: Privy knocked on its side northeast of Barn G (103), camera facing north.

### **Barn D**

- Photograph 44: Barn D (7), south and east elevations, camera facing northwest.
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- Photograph 47: Barn D (7), detail of ridge vents and ventilators.
- Photograph 48: Barn D (7), overview of interior from south end.
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- Photograph 73: Barn G (103), interior, detail of post, footing, sill, and gas piping.
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- Photograph 76: Barn H (104), south and east elevations, camera facing northeast.
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- Photograph 80: Barn H (104), interior, detail of post, footing and diagonal wind brace.
- Photograph 81: Barn H (104), interior, detail of cross-bracing.
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- Photograph 84: Barn H (104), interior, detail of pile of lath.

### **FIRETOWN ROAD (Barns I through N)**

- Photograph 85: Overview of barns on Firetown Road, camera facing southeast: Barn I on north side of road at left, with Barns J through N (left to right) on south side of the road at right.
- Photograph 86: Field side (south elevations) of barns on south side of Firetown Road, camera facing east; left to right, Barn N (2-16), Barn M (2-15), Barn L (2-14), Barn K (2-13), and Barn J.
- Photograph 87: Barns J through N (left to right) on south side of Firetown Road, camera facing west.



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- Photograph 88: Barn I (unnumbered) on north side of Firetown Road, south and east elevations, camera facing northwest.
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- Photograph 90: Barn I, east and north elevations, camera facing southwest.
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- Photograph 93: Barn I, interior, detail of longitudinal steel channels.
- Photograph 94: Barn I, interior, detail of east side bay, showing diagonal wind brace.
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- Photograph 101: Barn J, interior, detail of balloon-framed wall.
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Photograph 109: Barn K (2-13), interior, detail of post, footing, and steel channel.

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Photograph 111: Barn K (2-13), interior, detail of inside of south end door.

Photograph 112: Barn K (2-13), interior, detail of wooden device, possibly associated with harvesting.

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Photograph 113: Barn L (2-14), east and north elevations, camera facing southwest.

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Photograph 122: Barn M (2-15), detail of hinged boards, west elevation.

Photograph 123: Barn M (2-15), overview of interior from north end.

Photograph 124: Barn M (2-15), interior, detail of post, footing and steel channel.

Photograph 125: Barn M (2-15), interior, detail of gas regulator attached to rubber hose.

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- Photograph 128: Barn N (2-16), south and east elevations, camera facing north.
- Photograph 129: Barn N (2-16), detail of number placard on north elevation.
- Photograph 130: Barn N (2-16), detail of hinged boards, west side.
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- Photograph 132: Barn N (2-16), interior, detail of typical post and footing.
- Photograph 133: Barn N (2-16), interior, detail of intermediate post (left).
- Photograph 134: Barn N (2-16), interior, detail of water spigot and remnants of footing for two intermediate posts.
- Photograph 135: Barn N (2-16), interior, detail of inside of south end doors.
- Photograph 136: Barn N (2-16), interior, detail of gas fittings and two gas regulators attached to rubber hoses.
- Photograph 137: Barn N (2-16), interior, signature of “Shirley,” dated July 13, 1948.

### **PHOTOGRAPHS INCLUDED FOR CONTEXT**

- Photograph 138: Barn and former dormitory at Cullman Brothers, Inc. Farm No. 2, Hoskins Road east of intersection with County Road, camera facing south. This was one of two such dormitories in Simsbury; another was in Granby. The other Simsbury dormitory, near the intersection of Firetown and Barndoor Hills Roads, is no longer standing. This photograph is included for context only; these buildings are not part of this documentation project.
- Photograph 139: One of seven identical tobacco barns built in 1965 to the northwest of Barn H (104) and Barn G (103). This photograph is included for context only; these buildings are not part of this documentation project.
- Photograph 140: Large tobacco barn built in 1965 to the north of Barn H (104) and Barn G (103). This is the only one of its type, though it appears others were planned. This photograph is included for context only; these buildings are not part of this documentation project.



**Photograph 1: Overview of barns on County Road: Barn A (2-18/18) at left, with B (19) and C (20) in background, camera facing northwest.**



**Photograph 2: Overview of barns on County Road: Barn C (20) on right, with B (19) and A (2-18/18) in background, camera facing south.**





**Photograph 3: Overview of barns on County Road: Barn C (20) at left, with B (19) and A (2-18/18) in background, camera facing southeast.**



**Photograph 4: Pile of poles west of barns on County Road, camera facing west.**





**Photograph 5: Barn A, numbered 2-18 on its south end and 18 on its north end, south and east elevations, camera facing northwest.**





**Photograph 6: Barn A (2-18/18), east and north elevations, camera facing south.**

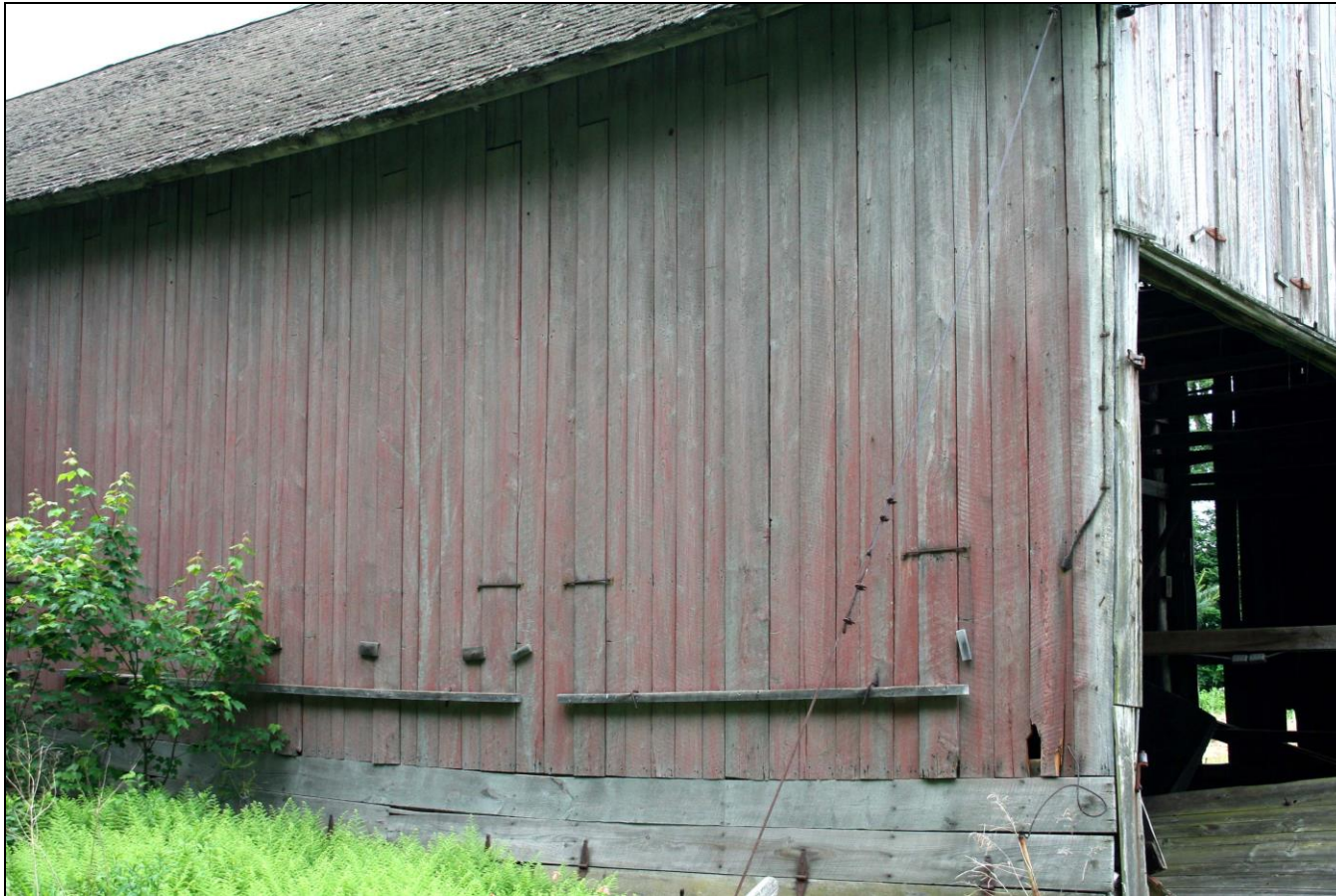


**Photograph 7: Barn A (2-18/18), north and west elevations, camera facing southeast.**





**Photograph 8: Detail of break in roofline between 2-18 and 18 portions of Barn A, east elevation, camera facing west.**



**Photograph 9: Detail of movable boards, north end of Barn A (2-18/18). If the boards were not nailed down, the bar could pull three boards open. The hooks would be unhooked first, the boards pulled out, and then the hooks would be reattached to eyes on the back sides of the end boards to hold the group in the open position.**





**Photograph 10: Detail of rotating hook that secures operating bar in the closed position, Barn A (2-18/18).**



**Photograph 11: Detail of the inside of the hook that secures the operating bar in the closed position, Barn A (2-18/18).**





**Photograph 12: Detail of number placard and strap hinges, south end of Barn A (2-18/18).**



**Photograph 13: Overview of the interior of Barn A (2-18/18), from the south end.**





**Photograph 14: Overview of the interior of Barn A (2-18/18), from the north end.**



**Photograph 15: Detail of method of anchoring post and sill to footing with iron strap, Barn A (2-18/18).**



**Photograph 16: Detail of post mortise for longitudinal bracing, Barn A (2-18/18).**





**Photograph 17: Detail of transverse cross-bracing, Barn A (2-18/18).**



**Photograph 18: Detail of interior of east side door, Barn A (2-18/18).**





**Photograph 19: Detail of ladder leading up into tiers, Barn A (2-18/18).**



**Photograph 20: Barn B (19), south and east elevations, camera facing northwest.**



**Photograph 21: Barn B (19), north and west elevations, camera facing southeast.**





**Photograph 22: Barn B (19), detail of door, east side, camera facing southwest.**



**Photograph 23: Barn B (19), detail of hinged board at sill.**





**Photograph 24: Barn B (19), detail of rooftop ventilator.**



**Photograph 25: Barn B (19), overview of interior from south end.**



**Photograph 26: Barn B (19), interior, detail of pedestal and post anchor-strap.**





**Photograph 27: Barn B (19), interior, detail of transverse cross-bracing.**



**Photograph 28: Barn B (19), interior, detail of inside of east-side door.**



**Photograph 29: Barn B (19), interior, detail of ladder leading into tiers.**





**Photograph 30: Barn B (19), interior, detail of gas heater.**



**Photograph 31: Barn C (20), south and east elevations, camera facing northwest.**





**Photograph 32: Barn C (20), north and west elevations, camera facing southeast.**



**Photograph 33: Barn C (20), detail of door, east side, camera facing southwest.**



**Photograph 34: Barn C (20), detail of roof edge, showing wood shingles beneath asphalt shingles.**





**Photograph 35: Barn C (20), overview of interior from south end.**



**Photograph 36: Barn C (20), interior, detail of pedestal, post, sill and diagonal wind brace.**



**Photograph 37: Barn C (20), interior, detail of cross-bracing.**





**Photograph 38: Barn C (20), interior, detail of Trumbull Electric Company switch box.**



**Photograph 39: Barn C (20), interior, detail of ladder leading up into tiers.**



**Photograph 97: Barn J (unnumbered), east and north elevations, camera facing southwest.**





**Photograph 98: Barn J, north and west elevations, camera facing southeast.**





**Photograph 99: Barn J, west and south elevations, camera facing northeast;  
Barn I at right in background.**



**Photograph 100: Barn J, overview of interior from north end.**





**Photograph 101: Barn J, interior, detail of balloon-framed wall.**

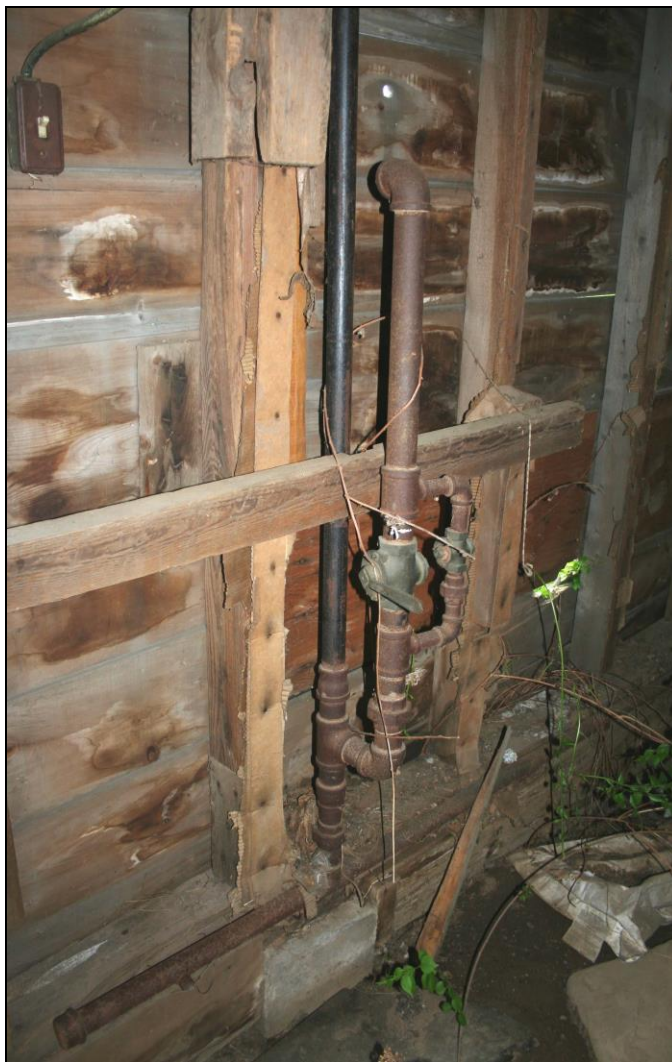


**Photograph 102: Barn J, interior, detail of post, footing and steel channel.**





**Photograph 103: Barn J, interior, detail of bracket for transverse tier timbers.**



**Photograph 104: Barn J, interior, detail of gas fittings.**



**Photograph 105: Barn K (2-13), east and north elevations, camera facing west.**





**Photograph 106: Barn K (2-13), west and south elevations, camera facing northeast.**





**Photograph 107: Barn K (2-13), overview of interior from north end.**



**Photograph 108: Barn K (2-13), interior, detail of wall framing.**



**Photograph 109: Barn K (2-13), interior, detail of post, footing, and steel channel.**





**Photograph 110: Barn K (2-13), interior, detail of ladder to tiers.**





**Photograph 111: Barn K (2-13), interior, detail of inside of south end door.**



**Photograph 112: Barn K (2-13), interior, detail of wooden device, possibly associated with harvesting.**



**Photograph 113: Barn L (2-14), east and north elevations, camera facing southwest.**





**Photograph 114: Barn L (2-14), north and west elevations, camera facing southeast.**





**Photograph 115: Barn L (2-14), west and south elevations, camera facing northeast.**



**Photograph 116: Barn L (2-14), overview of interior from south end.**



**Photograph 117: Barn L (2-14), interior, detail of diagonal bracing.**





**Photograph 118: Barn L (2-14), interior, detail of gas fittings.**





**Photograph 119: Barn M (2-15), east and north elevations, camera facing southwest.**



**Photograph 120: Barn M (2-15), north and west elevations, camera facing southeast.**



**Photograph 121: Barn M (2-15), west and south elevations, camera facing northeast.**





**Photograph 122: Barn M (2-15), detail of hinged boards, west elevation.**





**Photograph 123: Barn M (2-15), overview of interior from north end.**



**Photograph 124: Barn M (2-15), interior, detail of post, footing and steel channel.**



**Photograph 125: Barn M (2-15), interior, detail of gas regulator attached to rubber hose.**





**Photograph 126: Barn N (2-16), east and north elevations, camera facing southwest.**





**Photograph 127: Barn N (2-16), west and south elevations, camera facing northeast.**



**Photograph 128: Barn N (2-16), south and east elevations, camera facing north.**



**Photograph 129: Barn N (2-16), detail of number placard on north elevation.**





**Photograph 130: Barn N (2-16), detail of hinged boards, west side.**





**Photograph 131: Barn N (2-16), overview of interior from north end.**



**Photograph 132: Barn N (2-16), interior, detail of typical post and footing.**



**Photograph 133: Barn N (2-16), interior, detail of intermediate post (left).**





**Photograph 134: Barn N (2-16), interior, detail of water spigot and remnants of footing for two intermediate posts.**





**Photograph 135: Barn N (2-16), interior, detail of inside of south end doors.**



**Photograph 136: Barn N (2-16), interior, detail of gas fittings and two gas regulators attached to rubber hoses.**



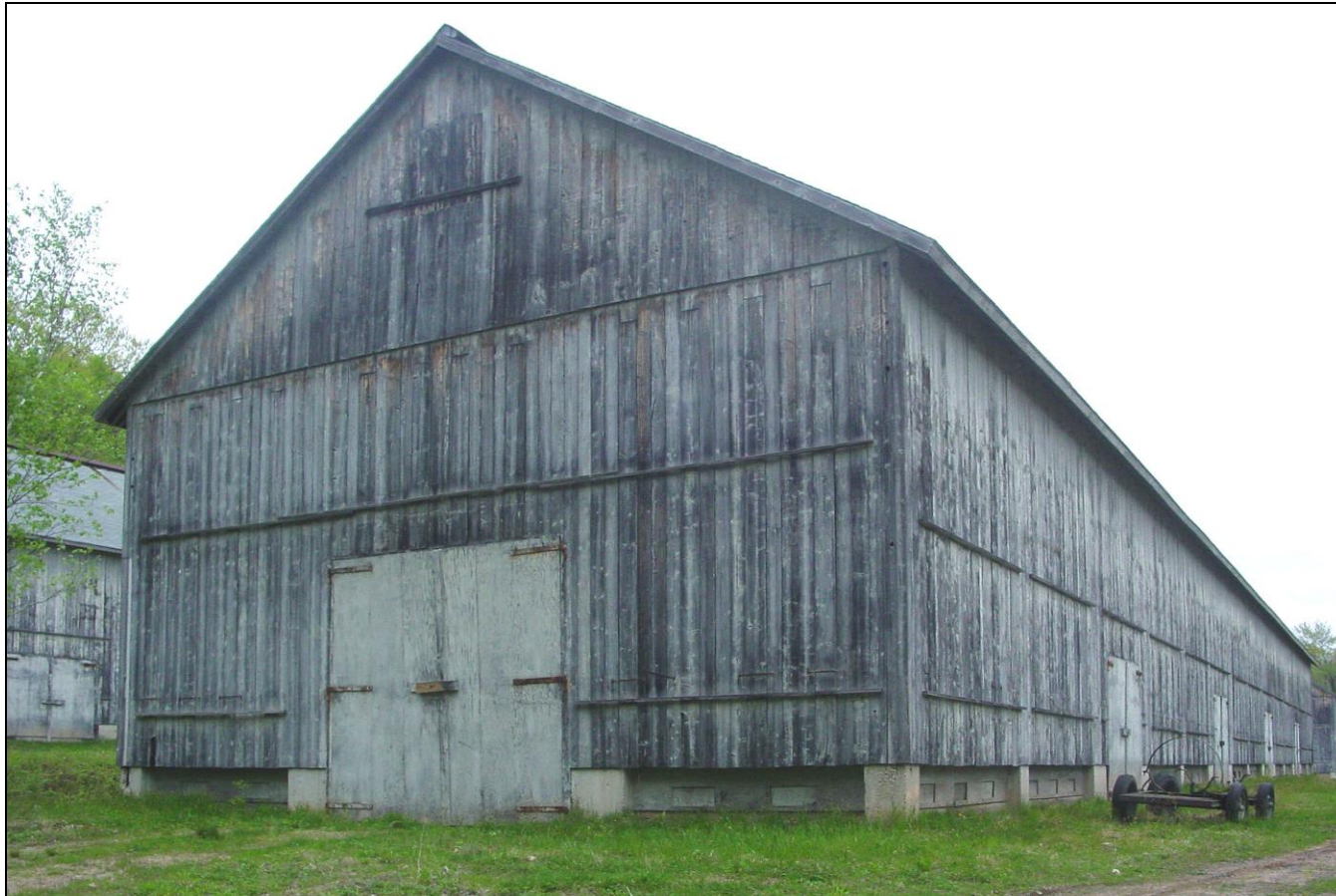


**Photograph 137: Barn N (2-16), interior, signature of “Shirley,” dated July 13, 1948.**



**Photograph 138: Barn and former dormitory at Cullman Brothers, Inc. Farm No. 2, Hoskins Road east of intersection with County Road, camera facing south. This was one of two such dormitories in Simsbury; another was in Granby. The other Simsbury dormitory, near the intersection of Firetown and Barndoor Hills Roads, is no longer standing. This photograph is included for context only; these buildings are not part of this documentation project.**





**Photograph 139: One of seven identical tobacco barns built in 1965 to the northwest of Barn H (104) and Barn G (103). This photograph is included for context only; these buildings are not part of this documentation project.**



**Photograph 140: Large tobacco barn built in 1965 to the north of Barn H (104) and Barn G (103). This is the only one of its type, though it appears others were planned. This photograph is included for context only; these buildings are not part of this documentation project.**



**Photograph 40: Group of three barns on Hoskins Road  
(right to left, Barn D (7), Barn E (8), and Barn F (9),  
camera facing northwest.**





**Photograph 41: Two barns further back from Hoskins Road  
(Barn G (103) on right, Barn H (104) on left),  
camera facing northwest.**





**Photograph 42: Posts for shade tents piled east of Barn G (103), camera facing east.**



**Photograph 43: Privy knocked on its side northeast of Barn G (103), camera facing north.**





**Photograph 44: Barn D (7), south and east elevations, camera facing northwest.**





**Photograph 45: Barn D (7), north and west elevations, camera facing southeast.**



**Photograph 46: Barn D (7), detail of horizontal boards and hinges.**





**Photograph 47: Barn D (7), detail of ridge vents and ventilators.**





**Photograph 48: Barn D (7), overview of interior from south end.**



**Photograph 49: Barn D (7), interior, detail of balloon-framed walls.**



**Photograph 50: Barn D (7), interior, detail of “Gastobac” gas thermostat.**



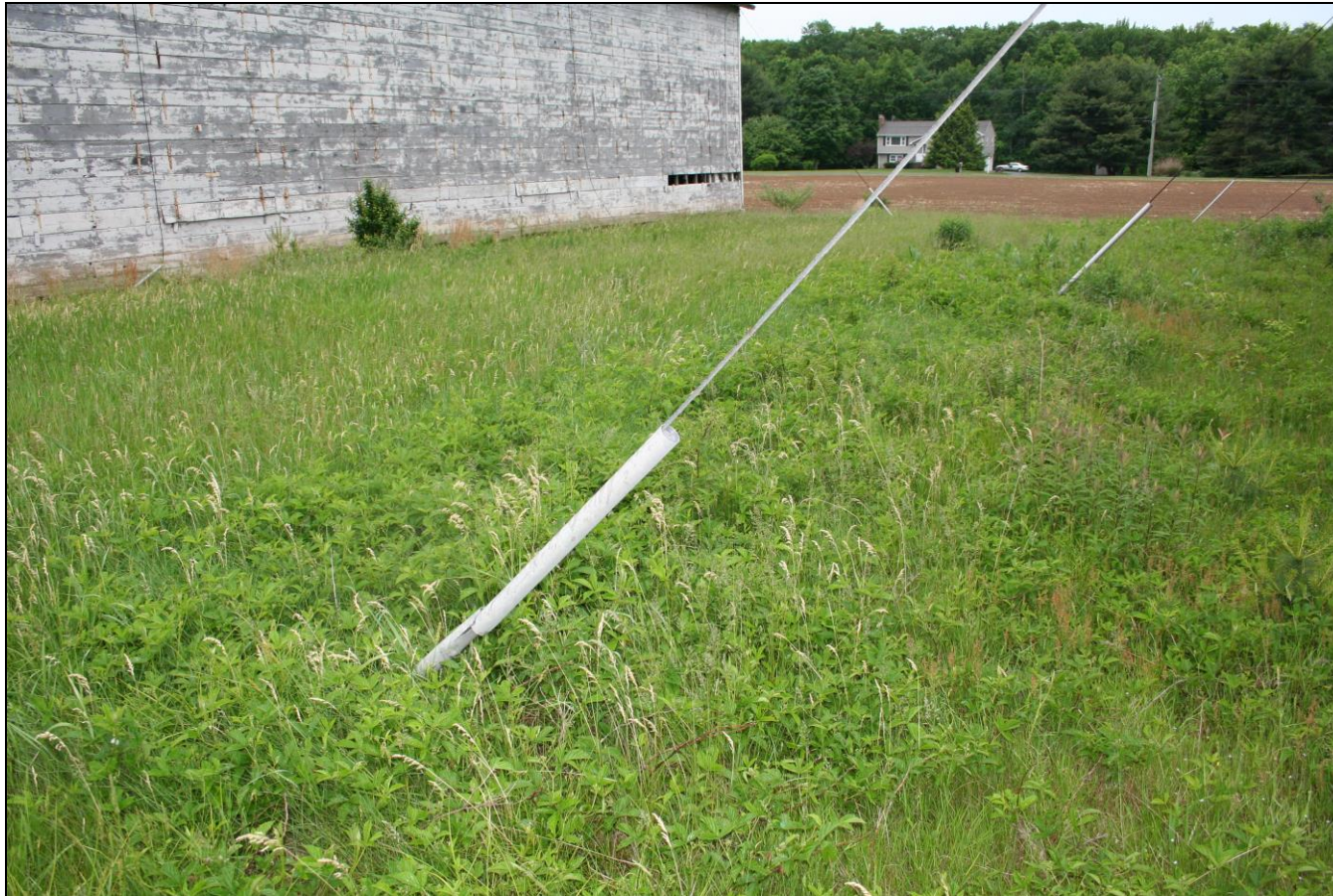


**Photograph 51: Barn E (8), south and east elevations, camera facing northwest.**



**Photograph 52: Barn E (8), north and west elevations, camera facing southeast.**





**Photograph 53: Barn E (8), detail of cable stay, northeast corner, camera facing southeast.**





**Photograph 54: Barn E (8), detail of number placard and hinged boards, south end, camera facing northeast.**



**Photograph 55: Barn E (8), overview of interior from north end**





**Photograph 56: Barn E (8), interior, detail of gas pipe and fittings.**





**Photograph 57: Barn E (8), interior, detail of inside of south-end doors.**



**Photograph 58: Barn E (8), interior, detail of diagonal wind brace for end wall.**



**Photograph 59: Barn F (9), south and east elevations, camera facing northwest.**





**Photograph 60: Barn F (9), north and west elevations, camera facing southeast.**



**Photograph 61: Barn F (9), overview of interior from north end.**



**Photograph 62: Barn F (9), interior, detail of balloon-framed wall.**





**Photograph 63: Barn F (9), interior, detail of ends of steel channels.**



**Photograph 64: Barn F (9), interior, showing remnants of footings for intermediate posts.**



**Photograph 65: Barn F (9), interior, detail of center cross-bracing.**





**Photograph 66: Barn F (9), interior, detail of gas fittings.**



**Photograph 67: Barn F (9), detail of exterior of fittings shown in previous photograph.**





**Photograph 68: Barn G (103), south and east elevations, camera facing northwest.**





**Photograph 69: Barn G (103), side view (east elevation), camera facing west.**



**Photograph 70: Barn G (103), north and west elevations, camera facing southeast.**





**Photograph 71: Barn G (103), detail of exterior gas fittings and hinged boards.**





**Photograph 72: Barn G (103), interior framing, looking upward toward ridge vent.**



**Photograph 73: Barn G (103), interior, detail of post, footing, sill, and gas piping.**





**Photograph 74: Barn G (103), interior, detail of end of gas pipe, showing small valve.**





**Photograph 75: Barn G (103), interior, detail of remnants of gas heaters.**



**Photograph 76: Barn H (104), south and east elevations, camera facing northeast.**





**Photograph 77: Barn H (104), east and north elevations, camera facing southwest.**





**Photograph 78: Barn H (104), south and west elevations, camera facing northeast.**



**Photograph 79: Barn H (104), overview of interior from south end.**



**Photograph 80: Barn H (104), interior, detail of post, footing and diagonal wind brace.**





**Photograph 81: Barn H (104), interior, detail of cross-bracing.**



**Photograph 82: Barn H (104), interior, detail of post, footing, and ladder to tiers.**





**Photograph 83: Barn H (104), interior, detail of gas fitting.**





**Photograph 84: Barn H (104), interior, detail of pile of lath.**



**Photograph 85: Overview of barns on Firetown Road, camera facing southeast: Barn I on north side of road at left, with Barns J through N (left to right) on south side of the road at right.**



**Photograph 86: Field side (south elevations) of barns on south side of Firetown Road, camera facing east; left to right, Barn N (2-16), Barn M (2-15), Barn L (2-14), Barn K (2-13), and Barn J.**





**Photograph 87: Barns J through N (left to right) on south side of Firetown Road, camera facing west.**



**Photograph 88: Barn I (unnumbered) on north side of Firetown Road, south and east elevations, camera facing northwest.**



**Photograph 89: Barn I, north and west elevations, camera facing south.**





**Photograph 90: Barn I, east and north elevations, camera facing southwest.**



**Photograph 91: Barn I, overview of interior from north end.**



**Photograph 92: Barn I, interior, detail of balloon-framed wall.**





**Photograph 93: Barn I, interior, detail of longitudinal steel channels.**



**Photograph 94: Barn I, interior, detail of east side bay, showing diagonal wind brace.**



**Photograph 95: Barn I, interior, detail of center transverse bracing.**





**Photograph 96: Barn I, interior, detail of ladder to tiers.**