

- **Industrialization and manufacturing.** This chapter traces the state's industrialization from the start of the twentieth century through the 1960s, when the state's manufacturing economy grew significantly. Foundries in coastal Connecticut produced



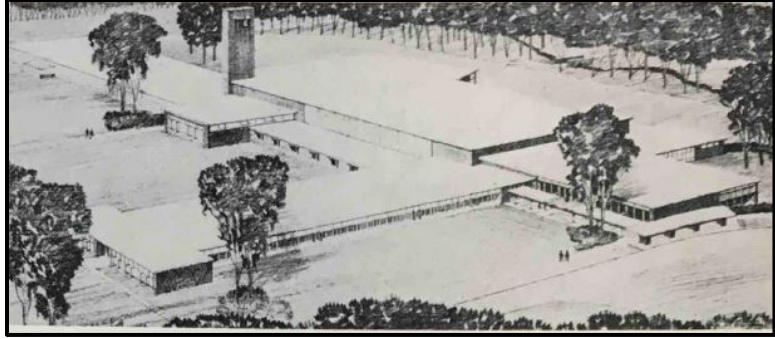
brass and bronze, firearms and ammunition, and numerous other products. The need for manufacturing efficiency, along with the prevalent types of manufacturing, led to standardization in factory design. Reinforced concrete buildings were erected, and electric power and lighting meant that factories could assume new shapes and sizes. Important manufacturers included Pepperidge Farm, Remington Arms, Pond's (cosmetics, salves, fragrances, and, eventually, food products), and the Timex Company (originally the Waterbury Clock Company), among others. A postwar addition to the manufacturing base and factory types was the research campus. These suburban park-like plants were occupied by chemical, oil, and aeronautical companies, among others. (Photo: Scovill Brass Works, Waterbury; source: *Historic American Engineering Record*)

- **Immigration, migration, and changing demographics.** During the “Second Wave of Immigration” from 1900 to 1920, European and French-Canadian immigrants settled in Connecticut, attracted by manufacturing jobs. Later, Connecticut’s population was



enlarged by African Americans from the South, Puerto Ricans, and West Indians—people who were mainly denied union entry, relegated to laborer positions, and forced to live in inner-city slums. Immigrants established their own neighborhoods, typically centered around houses of worship and social clubs. These neighborhoods were typified by multifamily residences that, with the construction of the interstate highway system, became highly segmented by these barriers, or, with urban renewal, were in large portions demolished. Notable landmarks of immigrant neighborhoods include the Portuguese Holy Ghost Society in Stonington, the Dixwell Avenue Congregational Church in New Haven, and the Anshei Israel Synagogue in Lisbon. (Photo: Anshei Israel Synagogue, Lisbon; source RCG&A)

- **Education reform.** This chapter focuses on the economic and social changes caused by surges in the state's student



population, which led to changes in curricula and new types of school buildings. The state government also passed legislation designed to improve education, encompassing multi-decade struggles over how to fund schools. Public education emphases varied from an emphasis on vocational education around 1900 to preparation for university studies by the end of that century. Desegregation, as mandated by the 1954 *Brown vs. the Board of Education* Supreme Court decision, affected school population levels, construction, funding, and curricula. Reforms in school design focused on safety and siting, along with providing spaces for such things as physical exercise, vocational training, and play. Property types for public schools range from compact, multistory buildings in early twentieth century cities to low, sprawling postwar structures built on rectangular plans with long wings. (Photo: Rendering of proposed North Haven Junior High School, c. 1951; source: Connecticut Public School Building Commission)

- **Military and defense construction.** This chapter discusses how the twentieth century's wars affected Connecticut's built environment. Factories were expanded, newly built, or converted to produce materiel for war efforts. Alongside them, the federal government

encouraged development of housing projects for veterans and factory workers. During the Cold War, nuclear arms testing required construction in remote locations with containment areas. The need



for increased factory output at the start of both world wars led to the establishment of corporate worker housing supplemented by federal efforts. The latter, during World War I, was led by, among others, Frederick Law Olmsted, Jr. Private companies constructed closely spaced, multi-family dwellings for factory workers, whereas the federal government pushed for a variety of multifamily and detached homes. Prominent examples of war housing are the Stonybrook Gardens in Stratford and the Black Rock Apartments in Bridgeport. During the Cold War, housing and shopping areas were outfitted with fallout shelters, while private citizens built their own according to government guidelines. (Photo: World War I-era housing in Bridgeport; source: National Archives)

- **Transportation.** Coastal Connecticut's transportation system evolved rapidly in the twentieth century. It started out mainly water-based, with steamers transporting people and goods from



port to port. In the early decades of the twentieth century, rail travel became increasingly important, eventually eclipsing the ferry system. Added to this was the development of electric trolley services. Most prominent among the rail companies was the New York, New Haven and Hartford Railroad. After World War II, railroads were eclipsed by automobiles and airplanes as a means of personal and, to an extent, freight transportation. To enable cars and trucks to move through and between cities, the state and federal governments constructed large roads like the Merritt Parkway and highway systems including the Connecticut Turnpike. Seasonal and vacation areas thrived along the Long Island Sound shore when rail was dominant. In the postwar era, many of these areas evolved into suburban districts with predominantly year-round populations. (Photo: Construction of Connecticut Turnpike, c. 1956; source: *Hartford Courant*)

- **Suburbanization.** Suburbanization coincided with a rise in the percentage of middle-class Americans who could afford and wanted better housing than was available in cities. Advances in transportation—first streetcars and then automobiles—allowed Americans to live



in one place and commute miles to city centers. The New York, New Haven, and Hartford Railroad was key to early suburban expansion, laying miles of track and buying up competing systems throughout coastal Connecticut. Automobiles made more distant

suburbs and vacation areas feasible. Aside from transportation-related issues, federal housing policies influenced suburbanization by making mortgages generally more available. The federal government also influenced suburban architecture by mandating minimum house designs and advocating for certain neighborhood layouts. The suburbs are characterized by single-family homes built in a variety of architectural styles, but their characters depend on the era of construction. Coastal Connecticut features streetcar suburbs of the early twentieth century, automobile suburbs of the mid-twentieth century, and freeway suburbs built in the latter part of the century, inter alia. (Photo: Suburban home, Stamford; source: RCG&A)

- **Summer colonies and leisure.**

Seasonal communities first developed along Connecticut's coast in the last decades of the nineteenth century. It was then that Americans first gained the concept of, and had the time and money for, leisure and a place apart



from home. Improved transportation brought more people to the coast. Real estate companies developed communities filled with seasonal cottages. Houses, hotels, and mansions were constructed in a variety of styles popular in the twentieth century. Improved transportation to the coast transformed many communities into suburbs by midcentury. Permanent occupation spurred the development of recreational facilities like

parks, playgrounds, and boardwalks. Shore communities, however, were vulnerable to storms. In particular, the Great New England Hurricane of 1938 caused significant damage and led to the clearance of some storm-ravaged coastal areas as well as the construction of seawalls and other coastal protections. (Photo: Morris Cove Hotel, New Haven, c. 1900; source: Connecticut State Library)