

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

| | |
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| FOR NPS USE ONLY | |
| RECEIVED | W |
| DATE ENTERED | JAN 29 1975 |

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

AND/OR COMMON

Depot Square Historic District

2 LOCATION

STREET & NUMBER

Along Main Street, Pleasant Street
and the Central Vermont Railway
Tracks

__NOT FOR PUBLICATION

CITY, TOWN

Randolph

__ VICINITY OF

CONGRESSIONAL DISTRICT

Vermont

STATE

Vermont

CODE

50

COUNTY

Orange

CODE

017

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Multiple ownership

STREET & NUMBER

CITY, TOWN

__ VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Office of the Town Clerk

STREET & NUMBER

CITY, TOWN

Randolph

STATE

Vermont

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Vermont Historic Sites and Structures Survey

DATE

1974

__FEDERAL STATE __COUNTY __LOCAL

DEPOSITORY FOR

SURVEY RECORDS Vermont Division of Historic Sites

Pavilion Building

CITY, TOWN

Montpelier

STATE

Vermont

7 DESCRIPTION

| CONDITION | | CHECK ONE | CHECK ONE |
|---|---------------------------------------|---|---|
| <input checked="" type="checkbox"/> EXCELLENT | <input type="checkbox"/> DETERIORATED | <input type="checkbox"/> UNALTERED | <input checked="" type="checkbox"/> ORIGINAL SITE |
| <input checked="" type="checkbox"/> GOOD | <input type="checkbox"/> RUINS | <input checked="" type="checkbox"/> ALTERED | <input type="checkbox"/> MOVED DATE _____ |
| <input checked="" type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED | | |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Depot Square Historic District in Randolph, Vermont, covers much of the central business district of the town and includes a variety of commercial, cultural, and residential buildings. The district centers on Depot Square which abuts the north side of the Central Vermont Railway tracks with its imposing perimeter of brick commercial blocks. Most of the principal buildings in the district were constructed during the last quarter of the nineteenth century, the period when Randolph achieved the height of its commercial and architectural development. Although there have been some recent intrusions around the perimeter of the district, the principal buildings survive with their original designs and relationships essentially intact.

The focus of Depot Square is the Central Vermont Railway depot (1), built in 1877 on the southwest corner of the square to replace an earlier frame building. The depot is a 1½-story, brick building on a rectangular plan with a gable roof. The agent's office occupies a projecting bay centered on the trackside (south) elevation, above which rises a mechanically activated semaphore. On the north elevation a 2-story clock tower with a mansard roof rises from a similar bay. A 1-story baggage house with a hip roof is appended to the west elevation of the building. Formerly, a bracketed canopy completely encircled the depot, and a freestanding platform canopy extended along the track. All of the canopy has been removed except for a newer section supported by timber outriggers on the trackside elevation of the building. During recent years, lack of proper maintenance has resulted in some superficial deterioration of the building. In 1974 the railroad removed its agency from the depot leaving its future use uncertain.

Across the three tracks to the south of the depot stands the Central Vermont Railway freight house (2). It is a 1½-story frame and clapboarded building on a rectangular plan with a gable roof and widely overhanging eaves. A planked loading platform extends along the east and north (trackside) elevations of the building.

West of the freight house and adjacent to the same side track are the Randolph Coal and Ice Co. (now the Randolph Coal and Oil Co.) coal pockets (3), a 2-story frame structure on a rectangular plan with a complex monitor roof. The west part of the structure consists of two cylindrical storage bins built of banded staves. The structure is a rare example of silo and flume technology which is vanishing from the United States.

Across the tracks to the north of the coal pockets (west of the depot) and fronting on Salisbury Street stands the former Randolph fire station (4). This is a 2½-story, frame and clapboarded building on

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a rectangular plan with a gable roof, which is built into the raised bank of the track bed with only 1½ stories showing on the track side (south) elevation. A Shingle Style louvered hose-drying tower with pyramidal peak rises above the center of the building. On its Salisbury Street (north) elevation the fire station has four modern engine bays with overhead doors. Although not now actively used, the building retains the town fire alarm signal mounted on the east end of the roof.

Returning to the perimeter of Depot Square, the Tewksbury Block (now the Hills Department Store) (5) stands at the north corner of Salisbury Street across from the depot. The original frame Tewksbury Block was built before 1860 but later was replaced with the existing 2½-story, brick, Greek Revival style, gable-roofed building oriented with a gable elevation facing the square. The building has a 2-story wing on the west, which is capped by the gable roof with three gable dormers on the south slope used on the original frame building. The first floor storefront on the east (Depot Square) elevation has been clad with white Carrara glass.

North of the Tewksbury Block along the west side of Main Street (opposite the Union Block) are located the only major non-conformities in the Depot Square Historic District. Three substantial houses were replaced with a large 1-story, flat-roofed supermarket and a 1-story, flat-roofed automobile service station. The service station replaced the former Viall House, a brick, 2½-story, Queen Anne style house but did not disturb the house's large frame and clapboarded, gable-roofed carriage house which still stands near the rear of the lot. The new buildings are situated well back from the street behind large parking areas and consequently break the original facade line of the street. The large deciduous trees which formerly stood along this side of the street and balanced the bulk of the Union Block on the opposite side have been removed.

North of the service station on the west side of Main Street stands another principal building of the Depot Square Historic District, the First Baptist (now United) Church (6). This brick building, which was completed in 1877 along with the depot, is an outstanding example in Vermont of the High Victorian Gothic style. The structure displays most of the typical characteristics of this style (e.g., polychromed surfaces, complex roof lines, recessed windows, and repetition of decorative motifs on different scales) in a finely architectonic and detailed manner.

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The church has a cruciform plan with a wing attached to the north elevation. A bell tower rises from its southeast corner surmounted by an exaggerated pyramidal slate roof. A cupola atop the crossing repeats on a smaller scale the decorative motif on the bell tower. Both the main gable roofs and the gable canopy roofs are steeply pitched with substantial ornamental woodwork under the peaks.

On the north side of the church is the Ferriter House (formerly the Strong House) (7). Also built of brick, the house is a 2½-story Queen Anne style building on a rectangular plan with a hip roof and gabled dormers. A 1½-story frame and clapboarded gable-roofed wing is attached to the west elevation. The house has a round tower with a conical roof at the southeast corner. A porch with Ionic columns extends around the tower and along both the east (Main Street) and south elevations. A frame and clapboarded, gable-roofed former carriage barn with cupola stands to the rear of the house.

Across Main Street from the First Baptist Church at the intersection of Pleasant Street stands the Stockwell Building (8). This is a 2-story, frame, flat-roofed commercial block on a rectangular plan now sheathed with aluminum siding. On its west (Main Street) elevation the building has four storefronts with display windows separated by wood pilasters. The second-story windows are surmounted by wood hood mouldings and a bracketed cornice projects from the roofline. On the north and east (Pleasant Street) elevations a balustraded porch is attached to the second story supported by wood outriggers.

Immediately south of the Stockwell Building stands the Christian Science Society building, originally the Morton House (9). This is a 2½-story, brick building on an L-shaped plan with intersecting gable roofs. A wood entrance porch is attached to the west (Main Street) gable end.

South of the Morton House the monolithic row of brick commercial blocks, known collectively as the Union Block, occupies the remainder of the triangular area bounded by Main Street on the west, Merchants Row on the south, and Pleasant Street on the east. The row consists of six contiguous office blocks which have first floor storefronts on Main Street and Merchants Row. The row was built in 1885 following a

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catastrophic fire in late 1884 which destroyed the earlier frame buildings on the site. The six blocks share essentially uniform design, all but the northernmost having been designed by the architectural firm of A. B. Fisher and Company of Burlington, Vermont.

The northernmost block in the row, the Thurston Block (10), differs from the others in scale, being two stories rather than the uniform three stories of the remainder of the row. However, the Thurston Block was designed by its owner, Charles Thurston, to emulate the two adjoining blocks to the south, the Lamson Block (11) and the 'New' DuBois and Gay Block (12). These three blocks share bracketed stamped tin cornices, stone lintels and sills, rectangular window openings, and cast iron details. During recent years the storefront and the second story windows of the 'New' DuBois and Gay Block have been altered, but the original character of the block survives.

South of the 'New' DuBois and Gay Block the row continues with three blocks which are almost identical in design above the first floor. The Draper and Fales Block (13), the W. H. DuBois Block (14), and the Red Lion Inn Block (15) are distinguished only by slight variations in cornice corbelling and treatment of the asymmetrically spaced segmental-arched windows. The Red Lion Inn Block has a truncated southwest corner facing Depot Square. The round-arched main entrance to the former Red Lion Inn, which occupied the second and third floors of the building, once had an elaborate iron porte-cache on Merchants Row. The Merchants Row storefronts of the block have cast iron pilasters separating the doors and display windows.

The six blocks of the row originally contained a variety of shops, meeting rooms, and offices along with the inn. Except for the latter, most of the space remains in active use. The inn, however, has been vacant for several years, and the accompanying lack of maintenance has resulted in some deterioration of the upper floors.

Across Merchants Row to the south of the Red Lion Inn Block, the largest unattached building in the Depot Square Historic District, the DuBois and Gay Block (16), stands on the east side of the square. This brick Second Empire style building on a rectangular plan was also completed in 1877 along with the depot and the First Baptist Church. The building has a mansard roof with projecting dormers surmounted by a hip roof.

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On its main (west) elevation, the DuBois and Gay Block has three stories above a high flight of concrete steps. (Originally, the ground in front of the building was graded upward nearly to the level of the storefronts.) On its north (Merchants Row) elevation the building has four stories with storefront openings in the basement floor. The main entrance to the upper floors of the building is on the west elevation flanked by two cast iron storefronts with square columns. The northwest corner of the block is truncated, matching the opposite corner of the Red Lion Inn Block across Merchants Row. The asymmetrically-spaced, segmental-arched windows of the upper floors correspond to the windows of the Red Lion Inn Block and the depot, contributing to the cohesive character of the square.

Originally, the DuBois and Gay Block contained offices, shops, a public library, and a theater suitable for performances by professional touring companies. Many of the rooms are not now occupied other than for storage. The theater has been rendered useless by the construction on its main floor of a temporary frame shell which encloses a handball court. The building generally has begun to suffer from inadequate maintenance, although it remains structurally sound.

Contiguous to the south elevation of the DuBois and Gay Block and maintaining the facade line of the east side of Depot Square is the older (pre-1875) and much smaller DuBois Bank building (17). This is a 1-story brick building on a rectangular plan with a wood entrance porch which dominates its main (west) elevation. Both the west and the east elevations of the building are surmounted by Baroque parapets. The DuBois Bank building, which now houses the town police offices, also displays the segmental-arched windows common to three other buildings on the square.

In front of the DuBois Bank building, adjacent to the railroad tracks, a train order stand functions as an unusual piece of street furniture within the district. The Central Vermont Railway lacks automatic signal equipment and continues to operate its trains under manual orders. The order stand has two revolving wheels with Y-shaped arms across which are strung order 'flimsies' for delivery to passing train crews at speed. With the closing of the depot agency, however, the railroad no longer uses the order stand.

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Across the tracks to the south of the DuBois Bank building stands the Central Supplies Co. grain elevator (originally the Mason grain mill) (18), a business still dependent on rail service. This is a 3-story frame L-shaped structure with a 2-story semi-monitor above a gable roof. A 2-story wing attached to the trackside (north) elevation serves as loading dock. The exterior of the building is sheathed with asphalt shingles.

Also fronting the railroad tracks to the east of the grain elevator the C. G. Hunt and Son building (formerly the Brooks Pump Co. building) (19) is unique in the Depot Square Historic District. This is a small 1½-story frame false-front building which is both clapboarded and shingled on its main (north) elevation. The north elevation, which has a first-floor storefront, is surmounted by a prominent stamped tin cornice.

Immediately east of the Brooks Pump Co. building stands the large Spooner Block (20), which also fronts on the railroad tracks. This is a 3-story frame and clapboarded building on a rectangular plan. The building, which contains apartments, has two distinct sections: the west section has a shallow-pitch gable roof with a gable end toward the railroad tracks, and the east section has a flat roof. The roofs of both sections have dentilated and bracketed projecting cornices.

Across the tracks to the north of the Hunt Building on the south corner of Pleasant Street and Merchants Row stands the former Gay's Livery (now the Senior Citizen Center) building (21). This is a 2-story frame, flat-roofed building sheathed with stamped tin which simulates rusticated stone. The streetside elevations, which have storefronts on the first floor, are surmounted by elaborate stamped tin cornices.

Opposite the Gay's Livery building and next to the Red Lion Inn Block on the north corner of Merchants Row and Pleasant Street is the Wires Building (22). This is a 2½-story, brick, gable-roofed building on an L-shaped plan with a 1½-story wing attached to its rear (north) elevation. Its Merchants Row storefront has a recessed round-arched entrance.

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Diagonally across the intersection of Merchants Row and Pleasant Street from the Wires Building the Allen Oil Service occupies a former residence (23). This is a 2½-story frame and clapboarded building on an L-shaped plan with a gable roof. Its west gable elevation faces Pleasant Street with a 1-story, gable-roofed ell containing two service bays attached to the rear of the south elevation. A prominent feature of the building is the dentilated canopy supported by wood outriggers which is attached to the west and south elevations above the first floor.

Across Pleasant Street to the east of the Wires Building stands the Patch's Studio building (24). This is a 2-story frame and clapboarded, flat-roofed commercial block with a storefront. A small 1½-story gable-roofed house is attached to its north elevation.

North of Patch's Studio on the same side of Pleasant Street the White River Valley Herald newspaper office (25) occupies a 2-story frame and clapboarded, flat-roofed commercial block on a rectangular plan which was built circa 1900. Above the first floor storefront the main (west) elevation is sheathed with stamped tin which simulates rusticated stone similar to the sheathing on the Gay's Livery building. The main elevation is surmounted by a projecting stamped tin dentilated cornice. The other elevations of the building are clapboarded.

The remaining buildings along the east side of Pleasant Street northward to its intersection with Main Street are mostly small frame and clapboarded, gable-roofed houses (26-32). Along the west side of Pleasant Street the rear (east) elevations of the six blocks in the commercial row display a variety of service entrances, loading porches, and wood canopies above the first floors.

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Inventory of Historic Structures Located Within the Depot Square Historic District, Randolph, Vermont

1. Central Vermont Railway depot (Salisbury Street): 1877, 1½ stories, brick, agent's office bay on south, 2-story clock tower on north, 1-story baggage house on west.
2. Central Vermont Railway freight house (L Street): 1½ stories, frame and clapboarded, loading ramp along east and north.
3. Randolph Coal and Ice Co. coal pockets (L Street): 2 stories, frame and plank walls, two cylindrical storage bins on west.
4. Former Randolph fire station (Salisbury Street): 2½ stories, clapboarded, Shingle Style bell tower centered on roof.
5. Tewksbury Block (north corner of Main and Salisbury Streets): Greek Revival, 2½ stories, 2-story wing with dormers on west, storefront on east, first floor facade altered twentieth century.
6. First Baptist Church (Main Street): 1877, High Victorian Gothic, brick, bell tower at southeast corner, wing on north, cupola atop crossing.
7. Strong House (Main Street): Queen Anne, 2½ stories, brick, 1½-story frame and clapboarded wing on west, round tower at southeast corner, Ionic porch along east and south, carriage house with cupola to west.
8. Stockwell Building (corner of Main and Pleasant Streets): 2 stories, frame and aluminum siding, second-story porch on north and east, storefronts on west.
9. Morton House (Main Street): 2½ stories, brick, wood entrance porch on west.
10. Thurston Block (Main Street): 1885, 2 stories, brick, cast iron details, storefront on west.
11. Lamson Block (Main Street): 1885, 3 stories, brick, cast iron details, storefront on west.

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12. 'New' DuBois and Gay Block (Main Street): 1885, 3 stories, brick, storefront on west, facade altered twentieth century.
13. Draper and Fales Block (Main Street): 1885, 3 stories, brick, storefront on west.
14. W. H. DuBois Block (Main Street): 1885, 3 stories, brick, storefront on west.
15. Red Lion Inn Block (north corner of Main Street and Merchants Row): 1885, 3 stories, brick, iron portico added on south and removed, truncated southwest corner, cast iron details, storefronts on west and south.
16. DuBois and Gay Block (south corner of Main Street and Merchants Row): 1877, Second Empire, 3 stories on west, 4 stories on north, brick, truncated northwest corner, cast iron details, storefronts on west and north.
17. DuBois Bank building (Main Street): 1 story, brick, wood entrance porch on west, Baroque parapet on west and east.
18. Mason grain mill: 3 stories with 2-story semi-monitor, 2-story wing on north, frame with asphalt shingle sheathing.
19. Brooks Pump Co. building: 1½ stories, frame false front, clapboarded and shingled, stamped tin cornice, storefront on north.
20. Spooner Block: 3 stories, frame and clapboarded, bracketed cornice.
21. Gay's Livery building (south corner of Merchants Row and Pleasant Street): 2 stories, frame with stamped tin sheathing (simulated rusticated stone), storefronts on east and north.
22. Wires Building (north corner of Merchants Row and Pleasant Street): 2½ stories, 1½-story wing on north, brick, storefront on south.
23. Allen Building (south corner of Pleasant Street and Randolph Avenue): 2½ stories, 1 story ell on south, frame and clapboarded, dentilated bracketed canopy on west and south.
24. Patch's Studio Building (Pleasant Street): 2 stories, frame and clapboarded, storefront on west.

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25. White River Valley Herald office (Pleasant Street): 2 stories, frame with stamped tin sheathing (simulated rusticated stone) on west, clapboarded on other sides, storefront on west.
26. House (Pleasant Street): 1½ stories, frame and clapboarded, gable roof, gable dormers on south.
27. House (Pleasant Street): 1½ stories, frame and clapboarded, gable roof, 2-story wing on east.
28. House (Pleasant Street): 1½ stories, frame and clapboarded, gable roof.
29. House (Pleasant Street): 1½ stories, frame and clapboarded, gable roof, gable dormer on south, recessed ogee-arch balcony on west.
30. House (Pleasant Street): 1½ stories, frame and clapboarded, gable roof, 1-story wing on south.
31. House (Pleasant Street): 1½ stories, frame and clapboarded, gable roof, gable dormer on west.
32. House (Pleasant Street): 1½ stories, frame and clapboarded, L-shaped plan, gable roof, portico on west and south.

8 SIGNIFICANCE

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | |
|---|--|---|---|--|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE |
| <input type="checkbox"/> 1600-1699 | <input checked="" type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input checked="" type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) |
| | | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Depot Square Historic District in Randolph, Vermont, consists of a commercial center which developed following the arrival of the railroad at the midpoint of the nineteenth century. Before the Vermont Central Railroad (now the Central Vermont Railway) reached Randolph in 1848¹, the commercial center of the town was located about one-half mile to the north beside the falls of the Third Branch of the White River. The economic advantages of proximity to the railroad soon became apparent, however, and the commercial center of Randolph migrated southward to surround the railroad depot.

The principal existing buildings of the Depot Square Historic District are the second generation of such buildings in the railroad-oriented commercial center of Randolph. These buildings date from the last quarter of the nineteenth century and represent the culmination of the economic and cultural vitality which Randolph achieved during its expansionist period. In both physical scale and architectural quality the DuBois and Gay Block, the commercial blocks known collectively as the Union Block, the Central Vermont depot, the First Baptist Church, and the related buildings constitute a town center of extraordinary caliber for a small rural Vermont commercial center.

With the completion in 1877 of the DuBois and Gay Block which dominates Depot Square, Randolph acquired (within the large Second Empire style building which also contained shops, offices, and a public library) one of the best theaters in the state at that time. Professional touring companies came by train from New York and Boston to give performances in the gas-lighted, 700-seat theater.² To provide an entrance appropriate to the aspiring community, the brick depot was built the same year on the opposite side of the square. Also in 1877 the First Baptist

¹ White, page 56.

² Ibid., page 62.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Bouton, Betsy, et al. Randolph, Vermont - Proud Legacy To Have and To Hold? Unpublished typescript, 1972. Prepared for University of Vermont Course Art 207, "Architecture and the Vermont Environment," Chester Liebs, Instructor. (Available at the Vermont Division of Historic Sites, Pavilion Building, Montpelier, Vermont.) Continued on Continuation Sheet 1

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 12 Acres

UTM REFERENCES

A

| | | | | | |
|------|---------|----------|------|---------|----------|
| 1,8 | 6,8,7 | 5,7,5 | 4,8 | 6,5 | 9,5,0 |
| ZONE | EASTING | NORTHING | ZONE | EASTING | NORTHING |

 B

| | | | | | |
|------|---------|----------|------|---------|----------|
| 1,8 | 6,8,7 | 5,7,5 | 4,8 | 6,5 | 5,7,5 |
| ZONE | EASTING | NORTHING | ZONE | EASTING | NORTHING |

VERBAL BOUNDARY DESCRIPTION

The boundary of the Depot Square Historic District in Randolph, Vermont, begins at the intersection of the centerlines of Main Street and L Street at Point A; thence it extends southwesterly along the centerline of Main Street to Point B, 140 feet south of the centerline of the main track of the Central Vermont Railway; (Continued on Continuation Sheet 1)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

11 FORM PREPARED BY

NAME / TITLE

Hugh H. Henry, Researcher

ORGANIZATION

Vermont Division of Historic Sites

DATE

March 6, 1975

STREET & NUMBER

Pavilion Building

TELEPHONE

802 828-3226

CITY OR TOWN

Montpelier,

STATE

Vermont

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

William B. Pinney

Director

TITLE

William B. Pinney
State Historic Preservation Officer

DATE March 6, 1975

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

A. H. Anderson

DATE

5/29/75

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Charles A. Sturges

DATE

5-23-75

KEEPER OF THE NATIONAL REGISTER

Acting

UNITED STATES DEPARTMENT OF THE INTERIOR
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(now United) Church, which stands about one block north of the square, was erected in the High Victorian Gothic style then at the height of architectural fashion. Seven years later, in 1885, the Union Block designed by the architectural firm of A. B. Fisher and Company of Burlington, Vermont, was constructed on the northeast side of Depot Square to complete the cohesive group of brick buildings fronting on the square.

Subsequent development in Randolph moved away from the commercial center around the depot. Toward the middle of the twentieth century, with the decline in importance of railroad service, development has expanded into outlying areas more accessible by motor vehicles. This trend has been accelerated with the completion of an Interstate highway through the township. Competition from larger regional centers to the north and south has drained some of the earlier vitality from Randolph. The buildings in the Depot Square Historic District reflect the loss by their partial occupancy and deferred maintenance. Nevertheless, the buildings remain basically sound structurally and suitable for more intensive uses which would respect the architectural significance of the area.

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Nickerson and Cox (comp.) The Illustrated Historical Souvenir of
Randolph, Vermont. Randolph, Vermont: 1895.

White, Homer. "Randolph," The Vermonter, III, October 1897,
pp. 43-62.

Various issues of Herald and News, published in West Randolph,
Vermont, 1877-78, 1884-85.

Personal interview with Wesley Herwig, former president of the
Randolph Historical Society, Randolph Center, Vermont, on
February 14, 1975.

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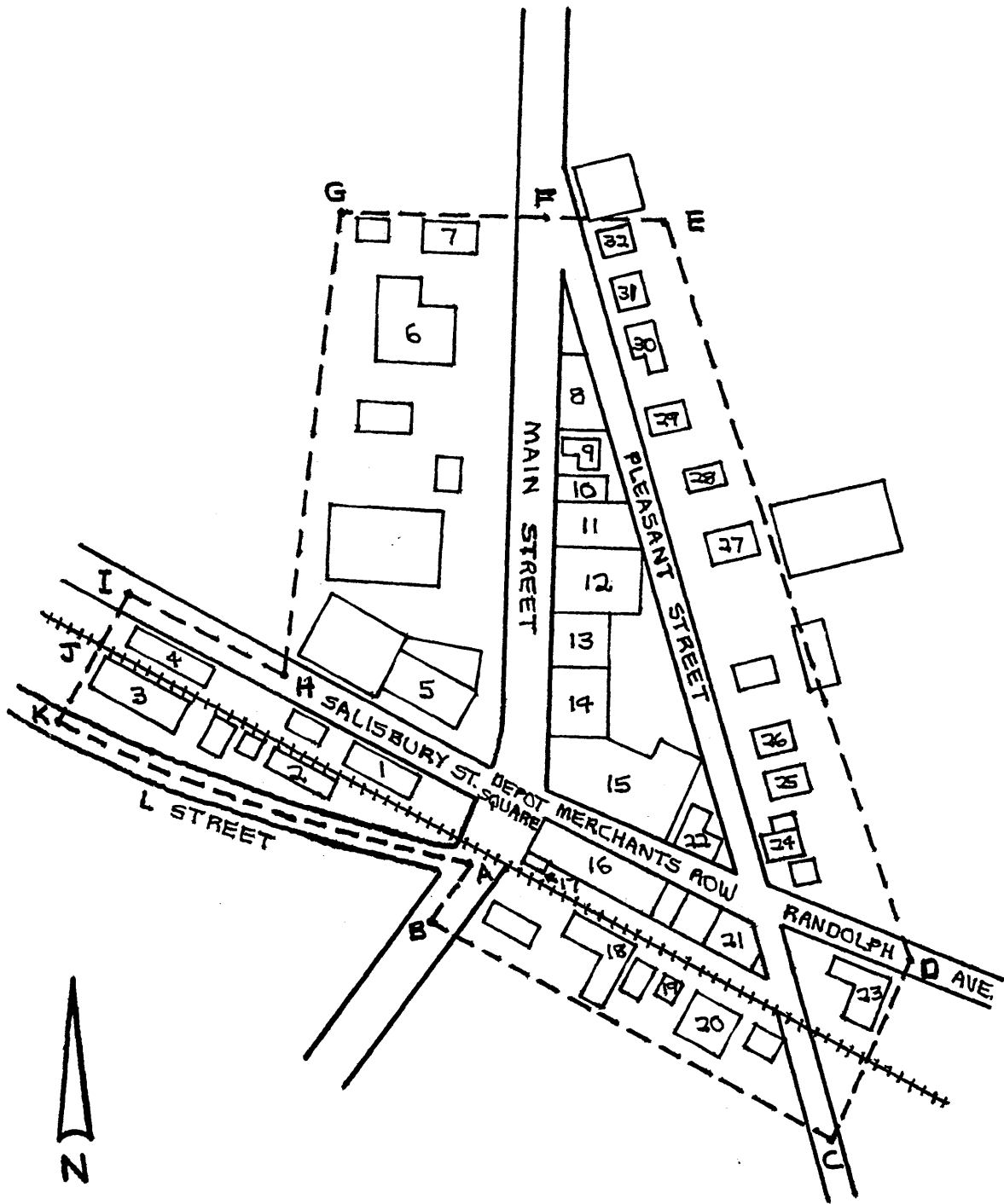
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thence southeasterly parallel to the Central Vermont Railway tracks to the centerline of Pleasant Street at Point C; thence northeasterly across the Central Vermont Railway tracks and along the easterly property line of the Allen Oil Service building to the centerline of Randolph Avenue at Point D; thence northwesterly along the easterly property lines of the houses fronting the east side of Pleasant Street to Point E at the northeast corner of the property containing House #32; thence westerly to the centerline of Main Street at Point F; thence westerly along the northerly property line of the Ferriter House to Point G at the northwest corner of the property; thence southerly along the westerly property line of the Ferriter House and along the westerly property lines of properties fronting the west side of Main Street to the centerline of Salisbury Street at Point H; thence northwesterly along the centerline of Salisbury Street to the intersection of the westerly property line of the former Randolph fire station at Point I; thence southwestward along the westerly property line of the former Randolph fire station to the Central Vermont Railway tracks at Point J; thence southwestward along the westerly property line of the Randolph Coal and Oil Co. coal pockets to the centerline of L Street at Point K; thence southeasterly along the centerline of L Street to the point of beginning (Point A) at the intersection of L Street and Main Street.



DEPOT SQUARE HISTORIC DISTRICT

RANDOLPH, VERMONT

Not to Scale

1975