

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED

DATE ENTERED

APR 21 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
Greensboro Depot
AND/OR COMMON

2 LOCATION

STREET & NUMBER West side of Main Street at the
junction of the St. J. & L. C. Railroad Track
CITY, TOWN Greensboro Bend--Greensboro VICINITY OF Vermont District
STATE Vermont CODE 50 COUNTY Orleans CODE 019

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input checked="" type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME State of Vermont Public Service Board
STREET & NUMBER

CITY, TOWN Montpelier VICINITY OF Vermont STATE Vermont

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Office of the Town Clerk
STREET & NUMBER

CITY, TOWN Greensboro STATE Vermont

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Vermont Historic Sites and Structures Survey

DATE 1975 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 type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input 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 St. Johnsbury and Lamoille County Railroad Depot at Greensboro Bend is located along the south side of the St. J. & L. C. tracks at the west side of the main street of the village. The building sits at the center of the "Greensboro Bend," a large loop in the winding east-west mainline which connects St. Johnsbury to Swanton.

The depot is a rectangular wood structure (measuring 22 by 44 feet) resting on a fieldstone foundation with walls constructed of flush horizontal boards. The building is crowned by a medium pitched gable roof with substantial eaves overhanging all four sides supported by carved timber outriggers. The south side of the roof is sheathed with standing seam metal roofing while the north side is sheathed with roofing paper. One interior brick and one exterior brick stove chimney is located along the roof ridge. The building has wood gutters and downspouts.

Rectangular, paneled, waiting room doors occupy the end bays of the north (trackside) and south elevations. The west door on the south elevation is boarded over as are the sidelights on the remaining three doorways. Centered along the north (trackside) elevation is a three-sided station agent's bay. Two rectangular windows, currently boarded over, are set in the east (Main Street) elevation while the rectangular window which once occupied the center bay of the south elevation has been infilled with flush horizontal board siding. A small square window is located between the former window opening and the east waiting room door.

The most outstanding feature of the station is its abundant Stick Style exterior ornamentation in the form of vertical and horizontal half-timbering marking wall divisions and a decorative half timber horizontal band below the eaves. An ornamental freize-like band made of flush vertical boards with ornamental slots and lower ends cut in a trefoil pattern encircles the building under the eaves. The gable ends are infilled with vertical boards also with ornamental slotting.

The outriggers at each end of the north and south elevation are infilled with vertical boards decorated with slotted floral patterns. The smaller outriggers supporting the gable eaves are infilled with decorative wood circles.

The interior of the north waiting room retains its original narrow vertical board wainscoting, wall and ceiling sheathing and window casings. Most of the interior of the west waiting room is obscured by wallboard.

(Continued on Continuation Sheet 7-1)

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CONTINUATION SHEET

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Sited in line with the station, some 30 feet to the west, is a one-story rectangular freighthouse with clapboarded walls resting on a stone foundation. The structure's slate-clad gable roof projects slightly beyond the wall line on all four sides. The eaves' overhang is supported by small wood outriggers. Two large loading doors are located along the north and south elevations, respectively. A wooden loading platform parallels the north elevation. The freighthouse and station are connected by a gabled canopy supported by timber posts.

The structure has undergone the following alterations:

The station originally had a single central brick and stone chimney with a corbelled cap.

Gable ornamentation including bargeboards and finials have been removed.

The raised wooden platform which encircled the station has been removed.

The west waiting room has been extensively altered.

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 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 (See Continuation Sheet 8-1) BUILDER/ARCHITECT unknown

STATEMENT OF SIGNIFICANCE

The Greensboro Depot is significant as an example of the first generation of railroad station architecture of the St. J. & L. C. Railroad. The building exhibits the creative application of Stick Style ornamentation employed to provide architectural energy and excitement to the communities served by the line. The depot symbolizes the town's railroad past. The very name of "Greensboro Bend" is derived from the fact that the village is the midpoint in a great loop in the railroad mainline.

The station was originally built by the Portland and Ogdensburg Railroads' Vermont Division, which was opened between St. Johnsbury and Hardwick in January of 1872. In 1880 the railroad was reorganized under the name St. Johnsbury and Lake Champlain Railroad and has kept the initials St. J. & L. C. ever since. The railroad provided through passenger and freight service from remote northern Vermont communities such as Greensboro to points in the Midwest and the Atlantic Coast.

The State of Vermont acquired the railroad in 1973 and is leasing the depot to the Town of Greensboro, which has agreed to restore the building for municipal purposes.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Kendall, John S. History of the St. Johnsbury & Lake Champlain Railroad. Publisher of pamphlet unknown, 1940.

Lewis, Edward A. The Story of the St. Johnsbury & Lamoille County Railroad. Strasburg, Pa.: The Baggage Car, 1974.
(Continued on Continuation Sheet '9-1)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre *WMA OK*

UTM REFERENCES *CD*

A	18	717275	49361000	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

Chester H. Liebs, Assistant Director

ORGANIZATION

Vermont Division of Historic Sites

DATE

March 28, 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

William B. Pinney, Director

TITLE

State Historic Preservation Officer

DATE

3/31/75

FOR NPS USE ONLY

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

Chas. D. Bennett

DATE

4/21/75

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Chas. D. Bennett

DATE

4.18.75

KEEPER OF THE NATIONAL REGISTER

acting

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Specific Dates: Depot 1872
Freighthouse 1896
Connecting Canopy 1906

The source for these dates is research based on railroad records conducted by Mrs. Sarah Lynch, St. J. & L. C. Railroad, General Offices, Morrisville, Vermont.

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Wilgus, William J. The Role of Transportation in the Development of Vermont. Montpelier, Vermont: Vermont Historical Society, 1945.