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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name White River Junction Historic District

other names/site number n/a

2. Location

street & number North Main Street, South Main Street, Bridge Street, Gates Street, Currier Street

not for publication n/a

city or town Hartford vicinity n/a

state Vermont code VT county Windsor code 027

zip code 5001

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally X statewide X locally. (See continuation sheet for additional comments.)

Suzanne C. Gamble National Register Specialist 11-1-02
Signature of certifying official/Title Date

Vermont State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official/Title Date

State or Federal agency and bureau

White River Junction Historic District, Hartford, Windsor Co., VT

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Beth D. Savage 12/20/02

for _____
 Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>21</u>	<u>4</u> buildings
	<u> </u> sites
<u>1</u>	<u> </u> structures
	<u> </u> objects
<u>22</u>	<u>4</u> Total

Number of contributing resources previously listed in the National Register 22

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
<u>Domestic</u>	<u>multiple dwelling</u>
<u>Domestic</u>	<u>secondary structure</u>
<u>Domestic</u>	<u>hotel</u>
<u>Commerce/Trade</u>	<u>business</u>

White River Junction Historic District, Hartford, Windsor Co., VT

Historic Functions (continued)

Commerce/Trade	professional
Commerce/Trade	financial institution
Commerce/Trade	specialty store
Commerce/Trade	department store
Commerce/Trade	restaurant
Commerce/Trade	warehouse
Social	meeting hall
Government	city hall
Government	fire station
Government	post office
Education	school
Education	library
Recreation and Culture	theater
Recreation and Culture	auditorium
Agriculture/Subsistence	animal facility
Industry	manufacturing facility
Industry	industrial storage
Landscape	parking lot
Landscape	park
Transportation	rail-related

Current Functions (Enter categories from instructions)

Cat: Domestic	Sub: multiple dwelling
Domestic	secondary structure
Domestic	hotel
Commerce/Trade	business
Commerce/Trade	professional
Commerce/Trade	specialty store
Commerce/Trade	restaurant
Commerce/Trade	warehouse
Government	post office
Government	courthouse
Recreation and Culture	auditorium
Industry	communications facility
Industry	industrial storage
Landscape	parking lot
Landscape	park
Transportation	rail-related

7. Description

Architectural Classification (Enter categories from instructions)

- Italianate
- Romanesque
- Colonial Revival
- Late Gothic Revival
- International Style
- Art Deco

Materials (Enter categories from instructions)

- foundation brick
- roof slate
- walls brick
- weatherboard
- other concrete

White River Junction Historic District, Hartford, Windsor Co., VT

asphalt-shingle

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Architecture

Industry

Transportation

Commerce

Period of Significance 1848-1924

Significant Dates n/a

Significant Person (Complete if Criterion B is marked above)

n/a

Cultural Affiliation n/a

Architect/Builder n/a

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

White River Junction Historic District, Hartford, Windsor Co., VT

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property 12 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	716130	4836328	3	18	716300 4835822
2	18	716405	4836142	4	18	716005 4836000
<input type="checkbox"/> See continuation sheet.						

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Paula Sagerman, Historic Preservation Consultant

organization n/a date May 27, 2002

street & number P.O. Box 128 telephone (802) 348-7122

city or town Williamsville state VT zip code 05362

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

White River Junction Historic District, Hartford, Windsor Co., VT

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====

Property Owner

=====

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Property

historic name White River Junction Historic District (Boundary Increase)

other names/site number n/a

2. Location

street & number North Main Street, South Main Street, Bridge Street, Gates Street, Church Street

not for publication n/a

city or town Hartford vicinity n/a

state Vermont code VT county Windsor code 027

zip code 05001

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally x statewide x locally. (See continuation sheet for additional comments.)

Suzanne C. Jameli, National Register Specialist 11-1-02
Signature of certifying official/Title Date

Vermont State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official/Title Date

State or Federal agency and bureau

White River Junction Historic District (Boundary Increase), Hartford, Windsor Co., VT

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 ___ See continuation sheet.
- determined eligible for the
 National Register
 ___ See continuation sheet.
- determined not eligible for the
 National Register
- removed from the National Register
- other (explain): _____

[Handwritten Signature] *12/20/02*

[Handwritten Signature] _____
 Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
<u>35</u>	<u>20</u>	buildings
		sites
<u>1</u>	<u>1</u>	structures
		objects
<u>36</u>	<u>21</u>	Total

Number of contributing resources previously listed in the
 National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>Domestic</u>	Sub: <u>single dwelling</u>
<u>Domestic</u>	<u>multiple dwelling</u>
<u>Domestic</u>	<u>secondary structure</u>
<u>Commerce/Trade</u>	<u>business</u>

White River Junction Historic District (Boundary Increase), Hartford, Windsor Co., VT

Historic Functions (continued)

<u>Commerce/Trade</u>	<u>professional</u>
<u>Commerce/Trade</u>	<u>specialty store</u>
<u>Commerce/Trade</u>	<u>warehouse</u>
<u>Education</u>	<u>school</u>
<u>Religion</u>	<u>religious facility</u>
<u>Religion</u>	<u>church-related residence</u>
<u>Agriculture/Subsistence</u>	<u>animal facility</u>
<u>Industry</u>	<u>manufacturing facility</u>
<u>Industry</u>	<u>communications facility</u>
<u>Industry</u>	<u>industrial storage</u>
<u>Transportation</u>	<u>rail-related</u>

Current Functions (Enter categories from instructions)

Cat: <u>Domestic</u>	Sub: <u>single dwelling</u>
<u>Domestic</u>	<u>multiple dwelling</u>
<u>Domestic</u>	<u>secondary structure</u>
<u>Commerce/Trade</u>	<u>business</u>
<u>Commerce/Trade</u>	<u>professional</u>
<u>Commerce/Trade</u>	<u>specialty store</u>
<u>Commerce/Trade</u>	<u>restaurant</u>
<u>Commerce/Trade</u>	<u>warehouse</u>
<u>Government</u>	<u>city hall</u>
<u>Government</u>	<u>courthouse</u>
<u>Religion</u>	<u>religious facility</u>
<u>Religion</u>	<u>church-related residence</u>
<u>Industry</u>	<u>communications facility</u>
<u>Industry</u>	<u>industrial storage</u>
<u>Landscape</u>	<u>parking lot</u>
<u>Transportation</u>	<u>rail-related</u>

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

- Italianate
- Second Empire
- Gothic
- Queen Anne
- Stick
- Classical Revival
- International Style

Materials (Enter categories from instructions)

- foundation brick
- roof slate
- walls brick
- weatherboard
- other concrete
- asphalt-shingle

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

White River Junction Historic District (Boundary Increase), Hartford, Windsor Co., VT

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

- Architecture
- Industry
- Commerce
- Transportation

Period of Significance 1848-1952

Significant Dates n/a

Significant Person (Complete if Criterion B is marked above)

n/a

Cultural Affiliation n/a

Architect/Builder n/a

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

White River Junction Historic District (Boundary Increase), Hartford, Windsor Co., VT

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9. Major Bibliographical References

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Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

=====

10. Geographical Data

=====

Acres of Property 30 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
18	716255	4836460	48	716117	4835728
2	716427	4836368	5	715777	4836089
3	716382	4835738	6	715904	4836323

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====

11. Form Prepared By

=====

name/title Paula Sagerman, Historic Preservation Consultant

organization n/a date May 27, 2002

street & number P.O. Box 128 telephone (802) 348-7122

city or town Williamsville state VT zip code 05362

=====

Additional Documentation

=====

Submit the following items with the completed form:

Continuation Sheets

White River Junction Historic District (Boundary Increase), Hartford, Windsor Co., VT

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

=====

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**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Section 7 Page 1 White River Junction Historic District & Boundary Increase
Hartford, Windsor County, Vermont**

Description

This National Register nomination reflects a resurvey and boundary increase to the original White River Junction Historic District, which was listed on the National Register of Historic Places in 1974. The original nomination included twenty-nine resources in the business core of White River Junction, twenty-six of which remain standing [#9, 11, 14, 15, 16, 17, 18, 19, 23, 25, 26, 27, 29, 40, 42, 43, 49 (originally counted as two resources), 51, 53, 54, 55 (originally counted as three resources), 56, and 71]. Since the original nomination, three resources on Railroad Row have been demolished (#26, 27 and 28 of the original nomination). Since the original nomination was completed, one resource has lost its contributing status due to alterations (#27 of the updated nomination), and one non-contributing resource is now contributing since it is now over fifty years of age (#15 of the updated nomination). The boundary increase includes historic district extensions along South Main Street, North Main Street, Currier Street, and Bridge Street. The boundary increase adds residential, educational, transportation and industrial resources to the historic district, and reflects, to a greater degree than the original nomination, the rich and diverse architecture and streetscapes of White River Junction. All of the original individual property descriptions have been renumbered and rewritten. (See the individual property descriptions for the property numbers associated with the original nomination.)

The White River Junction Historic District is a unique, densely-settled historic district composed of diverse streetscapes, and is the cultural, political and commercial center of the Town of Hartford. The irregularly-shaped historic district is located on a flat terrace on the south bank of the White River, and three resources are located on the opposite bank of the White River. The historic district includes North Main Street as far north as the Route 5/Route 4 bridge over the White River, much of South Main Street, all of Bridge Street, two bridges that span the White River, Gates Street between the railroad tracks and Church Street, all of Currier Street, all of Railroad Row, and all of Church Street. The historic district is primarily commercial in character, but the seventy-one primary resources also include a mix of domestic, industrial, civic, fraternal, transportation and ecclesiastical buildings, plus domestic buildings that have been converted to commercial uses. There is a rich variety of historic architectural styles from the late nineteenth-century and first half of the twentieth century, including Italianate, Second Empire, Queen Anne, Stick Style, High Victorian Gothic, Romanesque, Colonial Revival, Neo-Classical Revival, Neo-Gothic Revival, Art Deco, and American International Style. There are also good examples of historic storefront commercial and industrial buildings. Fifty-three of the primary resources contribute to the historic district's significance. The historic structures and streetscapes sufficiently depict the historic appearance of the historic district, which retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

The White River Junction Historic District is located 335 feet above sea level, on the White River near its confluence with the Connecticut River, midway up the Connecticut River in Vermont. The White River traverses Windsor County and enters the Town of Hartford in its northwest corner, then flows southeast toward its confluence with the Connecticut River. The Connecticut River is the eastern boundary of the Town of Hartford and White River Junction. The Town has five villages: White River Junction, Hartford, Wilder, Quechee and West Hartford. The

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 2

**White River Junction Historic District & Boundary Increase
Hartford, Windsor County, Vermont**

historic district boundary follows the outer perimeter property lines of the parcels that lie adjacent to the streets in the historic district.

The core of the historic district, where Bridge Street, Gates Street and North Main Street meet South Main Street, is dominated by nineteenth- and early twentieth-century large attached commercial structures and a parking lot between South Main Street and the railroad tracks. Most of the non-commercial buildings are outside the commercial core, and are detached buildings that create a lower density than the commercial core. The northern boundary of the historic district crosses North Main Street at one of the gateways to the village, and the southern boundary crosses South Main Street where there is a visual change between historic buildings and late twentieth-century warehouse-type buildings. Otherwise, the boundaries are the White River, the train tracks, or a sharp change in topography. The western boundary of the historic district is a steep bank, and the railroad tracks that traverse the historic district as they follow the south bank of the White River also serve as part of the eastern boundary. The properties on the north side of the White River include the former High School, now the municipal center (#45), which has been included in the historic district due to its significance and historical association with the rest of the historic district. North of the municipal center, the streetscapes are dominated by late twentieth-century resources, so the historic district on the north side of the river is limited to Bridge Street. The boundaries are also defined by large distinct buildings such as the Excelsior Carriage Company on North Main Street (#1), St. Anthony's Church on Church Street (#68), the Railroad Depot (#51), and the High School on Bridge Street (#45).

North and South Main Streets form the spine of the historic district and generally follow the curve of the White River and the railroad tracks. The railroad tracks also visually split the historic industrial and railyard section of the village from the rest of the village. North Main Street leads to Route 5, and South Main Street follows the Connecticut River as it leaves the historic district. Bridge Street runs northeast from the intersection of North and South Main Streets, crosses under a railroad bridge (#40), crosses the White River, and ends at Maple Street, one of the boundaries of the historic district. At the east edge of the historic district, a set of railroad tracks splits off from the previously mentioned tracks and crosses the White River via a bridge (#44), to "The Point," which is the section of the village bounded by Bridge Street, Maple Street, the White River, and the Connecticut River. Railroad Row runs parallel to and in between the railroad tracks and the White River; it begins at Bridge Street and dead-ends at the Union Station (#51). The rest of the streets in the historic district form a grid west of North and South Main Streets. Gates Street begins at the railroad tracks and runs west, crossing South Main Street and terminating at Church Street. Both Church and Currier Streets are short streets that connect North Main Street and Gates Street, and Currier Street is also an extension of Bridge Street.

Throughout its one-hundred-and-fifty year history, White River Junction has experienced growth and change, resulting in a diversity of architectural styles and building types. Most of the historic resources date from the 1880s to the 1930s, and are either of Victorian era styles or commercial and industrial styles. The oldest buildings in the historic district date to the 1870s, and the newest historic building is exactly fifty years of age. This diversity is one of the most important features of the historic district and instead of creating a disjointed appearance, the village maintains visual

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 3

**White River Junction Historic District & Boundary Increase
Hartford, Windsor County, Vermont**

continuity with its densely settled rows of buildings with similar setbacks, and clusters of similar buildings. This continuity in addition to the architectural diversity gives the historic district its special sense of place.

Visual continuity in the historic district includes uniform setbacks along each street (either no setback or a small setback), sidewalks lining both sides of the streets, attached buildings with storefronts in the core of the historic district and detached buildings elsewhere, large three story buildings in the core of the historic district and one and two-story modestly-sized buildings elsewhere, and brick flat-roofed buildings in the core with gabled wood frame buildings elsewhere. The diversity of the historic district also includes the mixed uses, architectural styles and construction dates of the buildings throughout the district.

North Main Street is the most diverse street in the historic district, with a mix of attached commercial buildings with no setback in the commercial core, a large industrial complex just outside the core, and farther away from the core, detached buildings that are a mix of residential, commercial and civic uses with small setbacks. South Main Street is more consistent; with uniform setbacks and closely spaced buildings, mostly commercial with upper story residences. Single family homes on South Main Street are clustered together on the same side of the street near the south end of the historic district. Gates Street is also diverse but has a row of late nineteenth-century single-family homes with regular spacing and setbacks. Railroad Row remains a visual reminder of White River Junction's industrial and transportation history, and the two railroad bridges are also reminders of the village's transportation history.

Most of the historic commercial and public buildings are of masonry construction, have flat roofs, and range from one to four stories in height. These include a mix of brick and rock-faced concrete block structures. All of the single-family homes are of wood frame construction, have open-eave overhanging roofs, and are either 1-1/2 or 2-1/2 story front-gable structures. These have mostly clapboard siding and vinyl siding that resembles clapboard siding.

The historic and current focal point of the historic district is the central parking lot area that is surrounded by intact historic resources, including the Gates Block (#17), Hotel Coolidge (#18), Post Office (#19), H.A. Perkins/Twin State Fruit building (#49), Locomotive #494 (#52), Union Station (#51), and the Cross-Abbott Grocery (#53). Important streetscapes include facing south from the Polka Dot Diner (#16) toward the historically intact South Main Street streetscape that includes the Gates Block (#17), Hotel Coolidge (#18), Post Office (#19), First National Bank of White River Junction (#55) and Greenough Block (#56); facing north from lower South Main Street toward the same buildings and the Twin State Fruit building's sign (#49); facing west toward the Hotel Coolidge and the Gates Block from the railroad depot (#51); and facing west from the corner of Gates and Currier Street toward the Methodist Church (#59) and row of late nineteenth-century homes on the south side of Gates Street. Other important and visible landmarks include St. Anthony's Church (#68), the First National Bank (#55), the Hartford High School (#45) and the Vermont Baking Company (#6). All of these landmarks are well maintained and historically intact. Important building details that help define the character of the historic district and make it visible

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 4

**White River Junction Historic District & Boundary Increase
Hartford, Windsor County, Vermont**

from its "gateways" include the spires of the two churches (#59 and 68), the towers of the Hotel Coolidge (#18), the fire house tower (#43), and the cupola of the Union Station (#51).

The White River Junction historic district has intact examples of every type of historic resource generally found in Vermont villages of its size, including a post office (#19), schoolhouse (#45), hotel (#18), commercial storefront building (#18), telephone service building (#22), industrial building (#6), warehouse (#21), multi-unit apartment building (#5), barn (#65A), multi-bay garage (#63A), single-family home (#61), railroad station (#51), church (#68), bank (#55), fire house (#43), library (#9), and railroad bridge (#48).

The variety of architectural styles includes the Italianate Cross-Abbott Block (#53), a Second Empire house on Gates Street (#66), a Stick Style house on Bridge Street (#47), the Queen Anne *Landmark* building (#54), the High Victorian Gothic St. Anthony's Church (#68), the Romanesque First National Bank (#55), the Colonial Revival Gates Block (#17), the Neo-Classical Revival Post Office (#19), the Neo-Gothic Revival Gates Memorial Library (#9), the Art Deco Colodny's Surprise Department Store (#23), and the American International Style Fonda's Dress Shop (#13). There are also good examples of historic commercial buildings such as the Barnes Building (#14) and the Daley/Powers Block (#71), and historic industrial buildings such as the Freight House (#38), Vermont Baking Company (#6), and Acme Steam Laundry (#42).

Historic details that enrich the character of the historic district include decorative brick and stone on commercial buildings such as the Vermont Baking Company (#6), Barnes Building (#14), Gates Block (#17), Post Office (#19), Hartford High School (#45), and Daley/Powers Block (#71). Bracketed cornices decorate the rooflines of some commercial structures such as the Hotel Coolidge (#18) and the Cross-Abbott Grocery (#53). Falsefront parapets are found on the H.A. Perkins/Twin State Fruit building (#49), the Carlo/Saia Fruit Store (#24), the Parker Commercial Block (#26). Good examples of early twentieth-century rock-faced concrete block buildings include the Progressive Market (#35) and the Windsor County Farmers' Exchange (#37). Historic porches are found on residential buildings including the Barnes/Leonard Apartment House (#5), the Butman House (#36), the Daley House (#61), the Lyon/Currier House (#65), the Morse House (#46), and the Williams House (#47). Commercial buildings with intact or rehabilitated storefronts include the Vermont Baking Company (#6), Barnes Block (#14), Colodny's Surprise Department Store (#23), the *Landmark* building (#54), and Daley/Powers Block (#71).

Most of the historic resources in the White River Junction Historic District are in very good to excellent condition and retain their historic appearance. Non-contributing resources that were constructed during the period of significance (1848-1952) have alterations including the addition of synthetic siding, the loss of front porch, alterations to window and door openings, and replacement of windows and doors.

The urban nature of the village is enforced by the absence of street trees and green space. The only public green space in the historic district is the front lawn of the Hartford High School, now the Municipal Center (#45), and the public park to its rear, and the Fred Briggs Park, a pocket park at the intersection of North and South Main Streets. This is all that remains of the park that is now

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the parking lot across from the Gates Block (#17). Private green space is limited to the small yards on North Main Street, Gates Street and Church Street. Trees are limited to the street trees on Gates Street, the yards of homes on Gates Street, and the north end of Main Street behind the St. Anthony's Church property. Trees also form a backdrop on the cliff that forms the western boundary of the historic district. The historic district is also characterized but not overpowered by parking lots, the most visible ones being in the triangle at the heart of the historic district, between the Windsor County Courthouse (#50) and the Union Station (#51), on North Main Street (#6), and at the corner of Church and Gates Streets. While these parking lots do not contribute to the historic significance of the historic district, they are to be expected in a commercial area and are necessary for the economic vitality of the village.

1. Excelsior Carriage Company, 193-95 North Main Street, 1895, contributing

This large wood frame building is located on a large lot on the east side of North Main Street at the northern end of the historic district. The building sits back from the street and faces south, and is surrounded by pavement. The three-bay by eight-bay main block is oriented perpendicular to the street and has a brick foundation, clapboard siding, a standing seam metal side-gabled roof, and regularly-spaced one-over-one windows, one window per bay. Architectural trim includes molded raking and horizontal cornices and cornice returns, cornerboards, and flat-stock window casings with molded cornices. Spanning the south elevation is a one-story one-bay deep shed-roofed projection with an off-center entry porch. The projection is more shallow to the right of the porch than the left. The projection has a poured concrete foundation, clapboard siding, and regularly-spaced paired one-over-one windows. Architectural trim includes flat-stock cornerboards, cornices, and flat-stock window casings with molded cornices. The entry porch has paired square columns and a front-gable roof. Leading to the entry porch is a switchback pressure-treated wood ramp. There is also an entry to the main block centered on the west gable wall; it has a synthetic modern door.

Projecting from the left end of the rear (north) elevation of the main block is a four-bay wide ell. It has the same appearance as the main block, but does not have a window in every bay, and has two shed-roofed dormers in the west roof slope. Spanning the right half of the west elevation and the left two bays of the rear elevation of the main block is a one-story shed-roofed porch with standing-seam metal roofing, and pressure-treated posts and railings. At the left end of the east elevation of the ell is a covered loading dock leading to a pair of modern veneer doors. The ell is connected via an enclosed second-story walkway to the Annex (A).

The main block of this building was constructed in 1895 as the Excelsior Carriage Company. It originally faced the street (west) and the front gable wall had a full-facade porch with a shed roof supported by knee braces, and a large paneled double door flanked by large four-pane display windows. The windows were originally two-over-two units, and the roof was originally slate. The ell is not original but was added fairly quickly as it appears on the 1901 Sanborn insurance map. This map identifies the main block as the sales rooms and repository area for carriages and sleighs, and the ell was also a repository. At this time, a small stable projected from the north gable wall of the ell. The stable was removed c. 1930. The original front porch roof was removed c. 1950. The

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building appears to have undergone a comprehensive rehabilitation c. 1990, which is probably when the siding and windows were replaced, and when the front projection was constructed. Although many historic materials have been replaced and the front entry has been moved, the building retains to a large degree its historic appearance and integrity and is one of the only remaining wood frame industrial buildings in the historic district. The building is in excellent condition.

In 1889, the Excelsior Carriage Company of Watertown, New York hired local agent Henry R. Miller to establish a branch carriage dealership in White River Junction. Miller had already established a carriage dealership in nearby North Hartland, Vermont, in the 1880s. A few years later, Miller bought a vacant lot from E.H. Bagley and the extant building was completed in 1895. At this point, North Main Street ran directly in front of the building. Miller's sons Herbert and Garfield joined the firm soon after the building was constructed. In 1907, the Millers established the Miller Automobile Company on Gates Street (#58), and continued to use the carriage buildings for storage. In 1920, the subject property was sold to the Shepard Corporation, wholesale plumbers and heating jobbers. B.M Shepard was president and manager, and W.G. Menut was vice president. In the 1960s, the c. 1880s Nathaniel P. Wheeler House was demolished by the Shepard Corporation to create the extant parking lot. This was a wood frame 2-1/2 story front-gable vernacular Italianate house. Major Nathaniel P. Wheeler (1863-1930) owned a livery on Gates Street with Lyman Gibbs and the two men also purchased the Junction House in 1901. His daughter Rachel married D.A. Gordon and members of the Gordon family lived in the house until its demise in the 1960s. In 1981, the New England Digital company purchased the subject property, which then sold it to the current owner in 1993. Since then, it has been occupied by the Upper Valley Food Coop.

A. Annex, c. 1900, non-contributing

This two-story wood frame building is located just northwest of the main building and has a rectangular footprint set at a forty-five degree angle to the main building and a large setback from the street. It has a poured concrete foundation, clapboard siding, a low-sloped side-gable standing-seam metal roof, and regularly-spaced one-over-one windows, except two sets windows flanking the front entry, which are paired. The building is set into a bank and the full basement is exposed in the rear. The rear of the second story has a garrison overhang. Architectural trim includes narrow molded cornices, and flat-stock cornerboards and window casings. The off-center front (west) entry has a modern veneer door. There is also entry to the basement in the south gable wall with a modern veneer door. Both entries have gable-roofed porches. There is a pressure-treated wood fire escape at the north gable wall. The building is connected to the ell of the main building via an enclosed second-story walkway.

This building was constructed c. 1900 by the Excelsior Carriage Company for storage and sat directly adjacent to North Main Street (the street was later moved, not the building). It was originally one story, but was soon raised to two stories and around 1905 converted to an automobile sales building. At this point it also had a one-story projection at the south gable wall, large hinged doors at the west elevation, and completely different fenestration. The extant footprint appears to be longer, also. For most of its history, the building has been used as storage, and was probably not

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converted to finished space until around 1990, when the building appears to have undergone a comprehensive rehabilitation. This is probably when the siding was replaced, the footprint was expanded north, the window and door openings were created, and the walkway was constructed. The building now serves as offices. Although the building retains its historic roofline and to a degree its massing, most of its historic integrity has been lost, and it is therefore not a contributing resource due to alterations.

2. Kibling House, 165-67 North Main Street, c. 1888, non-contributing

This vernacular Italianate former house is located on the east side of North Main Street and has a moderate setback from the street. It has a small front lawn and green strip on the north side but otherwise is surrounded by paved parking areas. A detached former barn sits just southeast of the house. The house faces west and has a front-gable side-hall plan main block, rear wing, and side addition. The wood frame structure has a brick foundation, board-and-batten siding and open-eave overhanging slate roofs with a brick chimney emerging from the center of each roof ridge. At the right end of the south elevation of the main block is a two-story bay window with an overhanging gabled roof. Spanning the south elevation of the main block between the front elevation and the bay window is a one-story shed-roofed addition. Spanning the south elevation of the two-story rear wing is a two-story porch; the second story is enclosed. The house has regularly-spaced one-over-one replacement windows. The front entry has a modern door and brick steps. The first story of the porch has square posts and the second story of the porch is spanned by a ribbon of one-over-one storm windows.

The house was constructed c. 1888 and has been extensively altered. It originally had a one-story full-facade front porch. The siding dates to about the 1960s and conceals all of the wood trim as well as the original siding. The side addition dates to about 1960. The house has had a two-story porch since the 1890s, but it would have originally had a completely different appearance. The windows also date to the late twentieth-century. The non-contributing status of this resource is due to these obtrusive alterations.

In 1888, Henry H. Hanchett sold this lot to Curtis A. Kibling. Hanchett was a local carpenter, contractor and builder. The house was probably built the same year for Kibling and his wife Katherine. Kibling was the Treasurer of the White River Savings Bank. By 1896, the Kiblings were no longer living there, and the house was occupied by Mary and Charles L. Brown. Brown was a clerk in the railroad freight office. The 1901 Sanborn Insurance Map labels the house "Rubber Goods." By the printing of the next Sanborn map in 1906, the building had reverted back to a residence. In 1902, the Browns, who apparently were related to the Kiblings, purchased the property from the estate of Katherine Kibling. In 1920, the Browns as well as Mary's mother Rosebell Kibling lived at the house. The house was converted to office space and apartments around 1960.

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A. Barn, c. 1888, c. 1970, non-contributing

This wood frame former barn is located southeast of the house and faces west. It has a rectangular footprint oriented perpendicular to the street, rough vertical siding, and an open-eave overhanging front-gable slate roof. It has irregularly-spaced one-over-one windows and an off-center front entry with a hollow-core metal door. The structure is probably original to the c. 1888 house and was originally a barn. It was converted to an automobile garage c. 1920, then into an office building, its present use, c. 1970. It was extensively altered when converted to office space. None of the window and door openings are historic, the carriage door has been removed, and the barn probably originally had clapboard siding. The non-contributing status of this resource is due to these obtrusive alterations.

3. Huntoon House, 128 North Main Street, c. 1872, contributing

This multi-section wood frame house sits on a small lot at the southwest corner of North Main and Church Streets. It is two houses that have been connected: one house faces North Main Street and has a small setback and the other faces Church Street and has no setback. The North Main Street house is a two-story tri-gable ell, and the Church Street house is a two-story vernacular Italianate. The house has what appears to be a parged foundation, and composition siding, gabled slate roofs, and one brick chimney. The houses are connected by a 1-1/2 story ell that has a standing-seam metal roof. The North Main Street house has a dominant front gable and two side gables and a 1-1/2 story rear ell that connects to the previously mentioned ell. It also has a shed-roofed entry porch with chamfered posts, in the corner formed by the front and south gables. There are two entries to the house off this porch, one into the front gable section and the other into the south gable section. These entries contain modern hollow-core doors. The Church Street house has a front-gable orientation and a sidehall plan. It has a small one-story perpendicularly-attached rear shed that is barely connected to the southwest corner of the house. This house also has a front square-cornered bay window and a projection spanning the west elevation that is an open porch at the left half and enclosed living space at the right half. The porch has square posts and a square balustrade railing. The main entry, which has a modern hollow-core door, is protected by a small flat roof supported by large scrolled brackets. Spanning the north elevation of the ell that connects the two houses is a deep shed-roofed porch with a clapboard half-wall and square posts, and a pedimented entry bay at the left end. Architectural trim is limited to molded horizontal and raking cornices and narrow cornice returns. The North Main Street House has open eaves. The complex has a mix of windows. The first story of the front gable has a picture window. The rest of the North Main Street house has mostly wood two-over-two windows, and two one-over-one replacement windows and one ribbon of casement windows in the rear. The two rear ells have one-over-one replacement windows and sliding windows. The Church Street house has wood two-over-two windows, and one-over-one windows in the bay window

The North Main Street house was constructed c. 1872; it is possible the Church Street house dates to that time also and was originally a barn. The houses originally had clapboard siding, and the North Main Street porch had a hipped roof. The first time this section of town is included on a Sanborn insurance map is 1901; by this time the property consisted of two connected houses and

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the connecting ell was spanned on both sides by a porch. The North Main Street house had corner pilasters and entablatures at the eaves. By 1906, the porch and enclosed living space had been added to the Church Street house. By 1955, two two-over-two windows were replaced by the extant picture window. The composition siding dates to the late twentieth-century. Except for the composition siding and replacement windows, the house retains its historic integrity and is a good example of a vernacular Italianate residence.

This house was probably constructed around 1872 for William Huntoon, who had purchased the property the year earlier from prominent local businessman George Gates, who at this point may have owned all the land west of Bridge and Currier Streets on the south side of the White River. Huntoon (born 1835) was manager of the Western Union telegraph office and agent for the U.S. and Canada Express Company. The property remained in the Huntoon family until 1948, when it was sold to Ethel Gardner Nichols. Nichols lived next door at 36 Church Street (#69) at the time and the subject property was a "double tenement." In 1967, the property was purchased by Eugene and Jenier Clerkin, who sold it in 1981 to the current owner. The North Main Street house has served as an office for at least fifty years and was the home of the Watson & West Insurance Agency in 1955. It is now a doctor's office. The Church Street house has remained in residential use.

4. Randolph National Bank, 108 North Main Street, c. 1940 and 1972, non-contributing

This modern one-story bank is located on the west side of North Main Street and has a large setback from the street behind a lawn. A driveway parallels each side of the building and the building backs up to a large parking lot. The building has a rectangular footprint oriented parallel to the street, and a flat-roofed carport at the south elevation. The bank is a concrete block structure sheathed in vertical barnboard and has a flat roof. Off-center on the front (east) elevation is a shallow, flat roofed entry vestibule with metal-framed plate full-height windows and a pair of metal-framed glass doors. At the right end of the east elevation and left end of the north elevation are paired full-height plate glass windows.

This building was constructed sometime between 1925 and 1941 as an automobile service station. It was built in the Moderne style and was sheathed in white sheet metal panels and full-height storefront windows at the right bay and two garage doors in the left and middle bays. In 1972, the building was completely remodeled as the Randolph National Bank; the only original features remaining of the service station are the massing and the storefront windows. In the 1980s, the front vestibule was added under the cantilevered roof over the front entry. In 1993, the Randolph National Bank was closed and the building was sold in 1994 to the Alice Peck Day Memorial Hospital and since then has served as a medical building. Because the current appearance of the building dates to 1972, it is not a contributing resource.

This site was the location of a large three-story c. 1880 Second Empire house constructed for George W. Smith. It may have been the grandest home ever constructed in the White River Junction Historic District, and Smith was one of the most prominent businessmen in the history of White River Junction. He owned the Smith Cracker Factory (see #10), the White River Paper

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Company (see #14) and the Vermont Baking Company (see #6), and was the first president of the First National Bank of White River Junction (see #55). George's son Robert (1869-1917) inherited the house and took over the cracker factory after his death; after Robert's death, the house was converted to a boarding house known as the Smith House. It was then demolished to make way for the service station.

5. Barnes/Leonard Apartment House, 98 North Main Street, c. 1900, contributing

This large wood frame apartment house sits on a narrow lot on the west side of North Main Street and sits back slightly from the street behind a small lawn. The 2-1/2 story structure has a two bay by ten bay rectangular footprint oriented perpendicular to the street, a brick foundation, composition siding, and an open-eave standing-seam metal front-gable roof. Centered on the north roof slope is a shed dormer with two small windows. Architectural trim is limited to flat window and door casings. At the right end of the front (east) elevation is a bay window. Spanning the front elevation to the left of the bay window is a one-story hipped-roof porch. Centered on the south elevation is a bay window; to its left is a two-bay hipped-roof porch and another bay window. Centered on the right half of the south elevation is a one-bay hipped-roof porch. The porches all have turned columns and railings with square balusters and lead to apartment entries. The front porch and bay window have asphalt-shingle roofs and the side porches and bay window have standing-seam metal roofs. The building has irregularly-spaced one-over-one windows, except for a square window with diamond-pattern panes at the right end of the south elevation, marking the location of the front staircase. Leading from the front gable window to the roof of the front porch is a modern wood fire escape covered with a trellis-pattern screen. The building is in very good condition.

This building was constructed sometime between the printings of the 1894 and 1901 Sanborn Insurance maps, and has always been used as an apartment house. It was originally three units and around 1961 was divided into six units. It was probably constructed by a member of the Barnes family, who sold it to Charles Leonard in 1907. At the time it was constructed, there was a great deal of economic growth in White River Junction, resulting in a demand for worker housing. The building originally had clapboard siding and a shingled front gable; this siding may be concealed beneath the existing siding, which was installed sometime in the last half of the twentieth-century. Except for the composition siding and fire escape, this building has retained its historic integrity and is a good example of turn-of-the-century worker housing. The building remained in the Leonard family until 1961, who also lived there. The current owners bought the property in 1982.

Teddy's Diner once stood parallel and close to the north elevation of this building. This diner dated to about the 1920s, and started as a tiny diner car called Teddy's Pullman Diner, which was first located just south of the Polka Dot (#16). It had sheet metal siding, ribbons of square awning windows, and a quonset-hut roof. It was enlarged around 1935 with another quonset-hut-roofed structure with shingled siding and multi-pane casement windows. Around 1937 both sections were moved to next to the apartment house and by 1940, the entire structure was sheathed in sheet-metal siding and the casement windows replaced with single-pane windows. It was later called Dick's Diner, and stood on the site until around the 1970s.

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6. Vermont Baking Company, c. 1880, 1910, c. 1940, c. 1965, 2001, 85 North Main Street, contributing

This large brick complex is located on a large lot on the east side of North Main Street. It has no setback from the sidewalk and consists of several sections built over the years. The symmetrical main block is a large five-bay two-story building with a flat roof and deep overhanging front cornice supported by large knee braces. Between the braces is a "frieze" of grey header bricks forming a continuous row of diamonds. The front elevation has three large square openings flanked by large segmental-arched openings. The center opening has a recessed entry with a full-height plate glass window flanked by angled glass doors. The other openings contain metal-framed plate glass windows; all of these openings have three horizontal bottom windows and upper transoms; the square openings have a single horizontal window in between the lower and upper windows and the arched openings have three vertical windows in between the lower and upper windows. At the second story are five regularly-spaced one-over-one windows. In between each of these windows is small white circle over a vertical pattern of grey header bricks. The side elevations, where not concealed by additions, have irregularly-spaced one-over-one windows.

Spanning both the north and south elevations of the main block are one-story flat-roofed additions. The front elevation of the south addition has an overhanging cornice supported by knee braces, and two arched openings that match those of the main block, to the left of a large paneled garage door. The left opening has a metal-framed door and vertical full-height window and the right opening has two vertical full-height windows. Both openings have arched transom windows. The south elevation of this addition has three metal-framed industrial windows, a metal garage door, and a window opening that matches the opening of the industrial windows but contains two vertical windows. The left half of the north elevation of the north addition is concrete block, the right half is full-height metal-framed windows, which wrap around the the front elevation, and the right half of the front elevation is brick. The concrete block section has large openings containing metal-framed glass windows and doors. The front brick elevation has a metal-framed glass door and transom.

Spanning the rear of, and projecting north and south of these buildings, is a two-story flat-roofed building built in stages. Directly behind the south addition to the main block, this rear section is plain and lacks fenestration. Where it projects south of the rest of the building, it has a heavy corbeled cornice. The south and east elevations of this south projection have regularly-spaced two-over-two windows. Spanning the west elevation of this south projection is one-story concrete-block shed-roofed loading dock. It has a corrugated metal roof supported from above by suspension cables, and two paneled garage doors and a single panel pedestrian door in the west elevation and a double-leaf vertical-board door in the south elevation. The north end of this rear section has square metal-framed industrial windows, a modern paneled garage door at the first story of the north elevation and a historic paneled garage door at the second story. Three tall brick chimneys rise from the rear section. In the corners formed by the main block and rear sections are small square wood-framed second-story sheds with composition siding; their roofs project above the rest of the building. The buildings are in excellent condition.

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The front of the main block of the building was constructed in 1910 for the Vermont Baking Company. The front elevation of the main block is essentially unaltered except for the second story windows, which were originally eight-over-eight windows, and the left bay was originally the location of the front door. The rear forty foot section of the main block was constructed in 1913. The rear section with the corbeled cornice predates the Vermont Baking Company and was originally a c. 1880s stable for the adjacent Smith Cracker Factory (see #10). In fact, the stable closely resembles the former cracker factory. In front of this stable was a 1-1/2 story wood frame house with a rear ell connected to the stable. Sometime between 1925 and 1941, the house was removed, and the south and rear sections were added to the main block, connecting the stable to the rest of the complex. By the 1960s, the first story openings of the front elevation of the main block had been partially infilled with brick walls and smaller windows, and the second story windows had been replaced with windows of five horizontally-stacked panes. The brick section of the north addition was added by the late 1960s as well as a large metal-sided garage which was attached to the north elevation of this addition. The building is currently being rehabilitated; the garage was removed, the original first story front openings were reopened, and the concrete block and metal-framed north additions were recently constructed. The Vermont Baking Company complex retains its historic integrity and is an excellent example of an early twentieth-century brick industrial building. The company also made an important contribution to White River Junction's economic prosperity during the first half of the twentieth century.

The Vermont Baking Company was established in 1898 by a group of White River Junction businessmen and bought out by George W. Smith in 1899. Smith was already the proprietor of the Smith Cracker Factory next door (see #10) and the White River Paper Company (see #14), and was the president of the First National Bank of White River Junction (see #55). The baking company was first located on Bridge Street (see #42) but soon outgrew this building and started sharing space with Smith's cracker and candy factory. The 1910 building was constructed with the purpose of housing the Vermont Baking Company. Smith retired in 1923 and George C. West, who had been manager since 1899, bought the company. In 1924, *The Landmark* (local newspaper) reported that the Vermont Baking Company was the largest bakery in Northern New England. In the early 1940s, it was purchased by the Ward Baking Company, which closed in 1974. The complex now serves mixed uses. Current tenants include a printmaking studio, a furnituremaker, an interior design studio, an internet service provider, and a restaurant.

Two wood frame houses once stood in the parking lot north of the complex; they were both demolished in the early 1960s to make way for parking. The L.S. Grover House stood directly north of the complex. It was a c. 1865 2-1/2 story front-gable house with a 1-1/2 story side ell, composition siding, a wraparound porch, paneled corner pilasters, and a rear ell and attached rear barn. It had been in the Grover family during its entire existence. The George W. Barnes House stood across from Church Street and was a c. 1865 2-1/2 story front-gable house with a large rear wing, clapboard siding, a full facade front porch, paneled corner pilasters, and a pointed arch window in the front gable. Barnes (born 1829) was a conductor on the Northern New Hampshire Railroad. The house was constructed for Barnes and his wife Helen and remained in the Barnes family until the 1920s, possibly later.

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7. Guarino Office Building, 80 North Main Street, 1960, non-contributing

This small brick veneer building is located on a small lot on the west side of North Main Street. It sits behind a small lawn that extends along the south side of the building, and along the north side is a parking lot. This symmetrical one-story building has a rectangular footprint oriented perpendicular to the street, a poured concrete foundation, and a hipped asphalt-shingle roof. The roof extends in the center of the front elevation to form a shallow entry porch with wrought-iron posts. Centered on the front elevation is a pair of doors. The building has regularly-spaced vertical window openings that each contain a stack of three horizontal wood-frame panes; the bottom panes are awnings. The building is in excellent condition and is non-contributing due to its age. If it remains unaltered, it is possible it will qualify as a contributing resource in 2010.

This building was constructed in 1960 by Alfred A. Guarino, a local attorney. He maintained his office in the building and rented out the other half to other businesses. The building was constructed in the location of an 1850s Greek Revival house, that could have been the M.F. Bartholomew House identified on the 1869 Beers Map. It was a 1-1/2 story wood frame gable-front building that was later used as the Bugbee dentist office. Guarino had the house moved to the rear of the lot in 1959, where it was used as an apartment building, and later sold it to the New England Telephone Company, which demolished it.

8. Upper Valley Automotive Machine, Inc., c. 1930 and 1988, 71 North Main Street, non-contributing

This building is located on a small paved lot on the east side of North Main Street. It has a slight setback from the street and a square footprint. The building has a poured concrete foundation, rough vertical board siding, and a side-gable roof. The front third of the building has a slightly lower roofline than the rear two-thirds. The front roof is asphalt-shingled and the rear roof is standing-seam metal. The building has two modern front doors and irregularly-spaced square and horizontal single-pane windows.

The current appearance of the building dates to 1988. It may incorporate an automobile service station that was constructed sometime between 1925 and 1936, although if it does there are no visible features of the station. This Moderne station had a large setback from the street, a rectangular footprint oriented parallel to the street, a flat roof, and was sheathed in white enameled metal panels. In 1988, the front half of the building was constructed; this is probably also when the wood siding, windows, and gabled roof were added. The building is now a non-contributing resource due to the age of its current appearance.

9. Gates Memorial Library, 70 North Main Street, 1907, contributing, #18 of original nomination

This brick Neo-Gothic Revival building is located on the west side of North Main Street on a small lot. It sits on a small knoll and has a moderate setback behind a lawn, and narrow green strips at the sides. The building is one story over a raised basement, and has brick bearing walls and a cross-

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gable main block and rear ell. The main block has a dominant front gable and side gable wing to the north, soldier brick water table, and a slate roof with gables capped with granite parapets with decorative footstones. The east elevation projects slightly from the front gable; the east slope of the roof extends past the parapet to meet this elevation. An open entry vestibule is attached to the north elevation of this projection. It has a standing-seam metal roof with a front gable capped with a granite parapet with decorative footstones, a Tudor-arch opening, and a stairway of cut granite steps with granite-capped stringers. The main entry also has a Tudor arch. The ell spans the rear elevation of the main block and has a rear-gable standing-seam metal roof. The front gable has a Tudor-arch opening with a tripartite wood frame Gothic window with leaded, diamond-paned colored glass. The front and side elevations of the wing have one flat-arched window opening. The front opening of the wing has a tripartite casement window with multi-pane transom windows, and the side window has a quartet window with multi-pane transom windows. The side elevations of the ell have regularly-spaced paired one-over-one windows with multi-pane transom windows. There is also a mix of one-over-one and six-pane horizontal basement windows. The building is in very good condition.

The library opened to the public on April 2, 1907, and has not had any alterations except for rear additions. The building originally only had a small rear ell; this ell was removed and replaced with the extant ell sometime between the 1925 and 1941 printings of Sanborn Insurance Maps. The east extension, which is now eleven bays wide, was originally only four bays wide, near the front entry. The rest was added when the rear ell was added. The brick cheek walls of the front steps do not appear to the original, as the brick appears newer.

This was the first and only separate library building in White River Junction's history. Previous to its construction, library rooms were available over the years in the freight depot, in a private schoolhouse near the Episcopal Church, and the upper story of Smith's bakery. In 1891, the Loyal Club was established and offered to operate a library. In 1900, a library was established in the Junction House Annex (see #). In 1906, Amos Barnes of Boston donated a plot of land and had the extant library erected in 1907. It was built as a memorial to the late George W. Gates and his family. George Gates (1824-1887) was the superintendent of construction and repairs of the Western Union Telegraph Company and was instrumental in the development of the village. In 2000, the library closed after 93 years of continuous service, due to lack of funds for its maintenance. The building is now leased to Good Neighbor Health Clinics.

10. Home Auto Supply, 59 North Main Street, 1949, contributing

This building is located on the east side of North Main Street and is attached to 57 North Main Street. It has a slight setback from the street behind a parking lot and is a two-story brick veneer commercial block with a flat roof and a corbeled brick cornice. Above the second story windows is a course of soldier bricks. The building has a rectangular footprint oriented perpendicular to the street and a slight projection at the left end of the north elevation. Its south wall serves as the party wall with #53 North Main Street. The first story of the north and west elevations is spanned by full-height metal-framed storefronts (except for the projection). Above the storefronts is a wraparound asphalt-shingle pent roof supported by pipe columns. The off-center angled recessed

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front entry has a modern hollow-core door. At the right end of the front elevation is a wood door with three upper horizontal lights. The regularly-spaced window openings contain two-over-two (horizontal pane) wood window units. The building is in good condition and is now a hair salon.

The building was constructed in 1949 and appears not to have any major alterations except for the pent roof, which was added after the 1960s. It is a good example of a mid twentieth-century commercial block. It was constructed for Home Auto Supply, who had purchased the property from local attorney Alfred Guarino. In the 1960s, it was the "Shopping International" store.

This building was constructed on the site of the Smith Cracker factory, one of White River Junction's most important businesses for over fifty years. E.K. Smith established a cracker and candy business in Hanover, New Hampshire, in 1837, and moved it to White River Junction in 1871, when he built a brick building at the north corner of North Main and Bridge Streets. It was one of the earliest non-railroad related businesses in White River Junction. This Italianate five-bay by three-bay, two story, flat roofed building had a prominent corbeled cornice and regularly-spaced six-over-six windows with window hoods. Smith died in 1877 and the business was taken over by his son, George W. Smith (1842-1905). George Smith was also the president of the White River Paper Company, which was organized in 1881 and located in the basement of the Smith Cracker factory. In 1884 the building suffered a fire, but the brick walls survived. It was rebuilt with with three extra bays at the north end, a mansard roof, commercial storefronts in the original block, and a three-story brick annex in the rear. In 1886, the First National Bank of White River was established on the second floor of the Smith block, and George Smith was its first president. Bogle's Jewelry was also established in the Smith block. From 1900 to 1910, the Vermont Baking Company (see #6) also had space in this building. George Smith's son Robert E. joined the firm in 1892, and the name of the cracker and candy firm was changed to George W. Smith and Son. George Smith died in 1905, and the firm was taken over by Robert, who left it to his sons George and Robert upon his death in 1917. They changed the name of the firm to Smith & Sons, Inc. The business was closed in 1934 due to loss of sales, and the building was razed in 1942.

11. New England Telephone Building, 58 North Main Street, 1973, non-contributing, #17 of original nomination

This building is located on a small lot on the west side of North Main Street. It has a small setback behind a lawn and is in close proximity to both adjacent buildings. The symmetrical 2-1/2 story building has a square footprint, clapboard siding except for the first story of the front elevation which has brick veneer, and a front-gable standing-seam metal roof. The front elevation has a recessed porch at the first story; the second story is supported by square columns. The centered front doorway has a flat-stock door surround and a broken pediment crown. Flanking the doorway are casement windows with false muntins. The rest of the building has individual and paired one-over-one windows. The building is in very good condition. It is a non-contributing resource due to its age.

This building was constructed in 1973 on the site of the 1924 Lyric Theatre. The Lyric had a front-gable brick auditorium space behind a two-story front-gable stuccoed pavilion. The pavilion was

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flanked by one-story flat-roofed brick wings. The theater was built by Allard Graves, who had purchased the property from Nathaniel Wheeler, the owner of the Junction House (#18). Graves was also the owner of the Crown Theatre (#27), which closed when the Lyric opened. The Graves Theatres Corporation eventually owned about fifteen area theatres. The Lyric hosted live entertainment and motion pictures. Graves sold the theatre in 1965 to the Lanco Corporation, established by local businessmen, but at this point the theatre was already experiencing decreased attendance due to parking problems and competition from new area theaters, which ironically included a drive-in theatre opened by Graves in 1952. The Lyric closed in 1970 and was demolished in 1973 to make way for the extant building.

12. Falzarano Restaurant, 57 North Main Street, 1949, contributing

This building is located on the east side of North Main Street and is attached to 53 and 59 North Main Street (#10 and 13). It is very similar in appearance to 59 North Main Street. It has a slight setback from the street behind a parking lot and is a two-story brick veneer commercial block with a flat roof. Above the second story windows is a course of soldier bricks. The building has a rectangular footprint oriented perpendicular to the street. The first story of the front (west) elevation is spanned by a storefront with metal-framed single-pane storefront windows and an off-center recessed angled doorway. Under the windows is a flat wood skirt, and above the storefront is a flat wood signboard. The main entry has a wood door with a large vertical light, under a transom that is now occupied by an air conditioning unit. At the right end of the front elevation is a hollow core metal door. The regularly-spaced second-story window openings contain one-over-one replacement windows. The building is in good condition and is now a used furniture store.

The building was constructed in 1949. The storefront appears to date to the 1980s, but the building remains a good example of a mid twentieth-century commercial block. It was constructed for Lawrence Falzarano as Falzarano's Restaurant. The current store in the building, Main Street Furniture, opened in 1989. The building is still owned by a member of the Falzarano family. This building was constructed on the site of the Smith Cracker factory (see #10).

13. Fonda's Dress Shop, 53 North Main Street, 1952, contributing

This American International Style building is located on the north corner of North Main and Bridge Streets and faces North Main Street. It is a one-story brick-veneer flat-roofed structure and has a slight setback from both streets, and occupies almost the entire building lot. There is a small lawn in front of the building and a dry stone retaining wall between the lawn and Bridge Street. It shares a party wall with 57 North Main Street (#12) and has a rectangular footprint oriented perpendicular to North Main Street and a poured concrete foundation. Its storefront is set at an angle, facing the street corner. A metal-edged cantilever wraps around the bottom edge of the brick walls that overhang the recess created by the storefront. At this corner the overhang is supported by a metal pipe column. The storefront has metal-frame full-height display windows. The basement is exposed along Bridge Street. The building has squat one-over-one windows at the first story of the Bridge Street elevation, and picture windows and two-over-two horizontal-pane windows and a

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doorway at the basement. The building is in very good condition and is a good example of the American International Style.

This building was constructed in 1952 as Fonda's Dress Shop. It was operated by Fonda Fucci, who had already been in business for thirteen years in a shop across North Main Street. It was constructed on the site of the Smith Cracker Factory (see #10). According to the 1949 deed between Alfred Guarino and the Fuccis, this building was supposed to match the other two buildings already constructed on the site of the cracker factory (#10 and 12). By the 1960s, it had become Fonda's husband's law office. It is now a used furniture store.

**14. Barnes Building/White River Paper Company, 42 North Main Street, c. 1905,
contributing, #16 of original nomination**

This three-story Neo-Classical Revival brick commercial building is located on the southwest corner of North Main and Currier Streets. It faces North Main Street and has no setback from either street. It has a rectangular footprint oriented perpendicular to North Main Street, brick masonry foundation and walls, and a flat roof. The first story of the front (east) elevation is spanned by a storefront that wraps around to the side elevations. The front elevation is three bays wide and the corners of second story are defined by brick quoins that support a continuous third story brick sillcourse. The second story windows have granite sills and are beneath recessed round-arched panels with granite impost blocks and keystones. A brick rectangular panel is above each second-story window. The third story windows have brick architrave moldings. The cast iron storefront has a deeply recessed centered angled entry with three doors, two leading to the first story and the third leading to the upper stories. The storefront has brick corner piers and two, square cast iron columns in the center supporting a stamped, sheet metal cornice. The storefront windows each consist of one large single pane window with square and rectangular margin panes. There are also storefront windows at the side elevations. The front doorways contain wood-frame glass doors and large transom windows. The second-story windows are six-over-one wood units, and the third story windows are paired triangle-paned casement windows. The four-bay Currier Street elevation has recessed bay windows with granite sills. Spanning the rear of the building is a three-story brick addition with a rear entry to the building. A one-story brick garage is attached to the rear of this addition. The building is in excellent condition and is a good example of a turn-of-the-twentieth-century commercial block.

The Barnes Block was constructed sometime between the printing of the 1901 and 1906 Sanborn Insurance Maps, when Currier Street had not yet been created. The original storefront was altered by the 1950s, and in 1997 was rehabilitated. The building originally had a corbeled bracketed brick cornice; this was removed at an unknown time. The building was named the Barnes Block for an unknown reason; perhaps it was named after the late George W. Barnes, a prominent local businessman, or a member of his family. The 1906 Sanborn map labels it as the White River Paper Company building, with the Masonic Hall on the third story. The White River Paper Company had opened in 1881 in the freight depot, and manufactured books and stationery. The first directors of the White River Paper Company were George W. Smith (also see #10) and Samuel Farman. The freight depot burned in 1888, and the company moved into the basement of the Smith block (see

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#10) across the street from the location of the Barnes Block. After Smith's death in 1905, Mr. Farman became sole director. In 1906, the firm moved into the Barnes Building. When Mr. Farman died in 1911, J. Pratt Kimball and George Nichols (see #69) bought the firm. After the deaths of these men, the firm was purchased by Robert Whitney and Nichols' son Lawrence. In 1947, Greydon Freeman purchased the retail arm of the firm and sold office supplies there until about 1987. In 1957, the manufacturing arm of the company moved into the Cross-Abbott building on Gates Street (#53). In 1996, Greydon Freeman, then known as Magee Greydon Freeman, moved to Lebanon, New Hampshire. The building was rehabilitated in 1997 by new owner Provisions International, a wholesale specialty food company.

15. Theriault Block, 27 North Main Street, 1949, contributing, #19 of original nomination

This one-story brick veneer commercial block is located on the northeast corner of North Main and Bridge Streets and is bounded to the north by the railroad tracks. The irregular footprint follows the lines of the street and tracks. The building faces south and has a flat roof and six storefronts. Each storefront has a recessed entry flanked by unadorned single-pane storefront windows. The first two storefronts have an open-eave pent roof. The building is a good example of a mid twentieth-century commercial block. Since the original National Register nomination was completed in 1974, the status of the building has changed from non-contributing to contributing, since it is now over fifty years of age.

The Theriault Block was constructed in 1949 by Leon Theriault and has not had any alterations except for the pent roof, which is probably not original. It was constructed on the foundation of a wood frame building that burned down in 1949. This three story building was originally a 2-1/2 story gable-roofed building that may have dated to the 1860s and was a hardware store. Over the years it was expanded and by 1905, it had been raised to three full stories with a flat roof and converted to a hotel and boardinghouse. Over the years it was known as the Smith-Bagley Block, The Waverly House, The American House, The Adams House, and Teddy's Hotel. After World War II, the second floor had been occupied by the Veterans Administration. Businesses in the hotel at the time of the fire included a music store, a fruit store, a barber shop, and Teddy's Grill.

16. Walt's Diner/Polka Dot Diner, 7 North Main St., c. 1925, c. 1940, c. 1960s, non-contributing, #20 of original nomination

This small one-story wood frame structure is located at the intersection of North and South Main Streets. Its two sections follow the bend in the road, creating an irregular footprint. Below the window sills, the walls are faced with brick veneer, and above the sills the walls are faced with vertical barnboard. The walls are capped with a molded wood cornice. Spanning most of the front (south) elevation is a pent roof and ribbon of square window openings flanking a central doorway. The windows have single-pane fixed sash beneath multi-pane transom windows.

The west section of the diner was constructed c. 1925 and had a different appearance, with a ribbon of large vertical windows. Around 1940 it was expanded to its extant footprint. A 1954 photograph shows the extant building with horizontal wood siding and a sheet metal Moderne

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cornice. The current appearance (new siding and lack of sheet metal cornice) dates to the 1960s; the non-contributing status is a result of these alterations. The diner was established by George Adams, who owned the hotel next door (see #15). Around the 1940s it was named Walt's Diner, and became the Polka Dot Diner in 1960, which it remains to this day. It is possible that in ten or fifteen years this structure could be a contributing resource.

17. Gates Block, 5 South Main Street, 1890, contributing, #14 of original nomination

This large three-story Colonial-Revival brick commercial building is located at the intersection of North and South Main Streets and extends from this intersection west to Currier Street. It is one of the largest historic buildings in the historic district. It has no setback from any street, a flat roof, and its North and South Main Street elevations are spanned by storefronts. It has an irregular footprint roughly in the shape of an L and at the North Main Street/South Main Street corner, the corner of the building is clipped at a 45 degree angle. This angled corner is crowned by gable-peaked parapet. Mounted in the gable is a sandstone block inscribed with "1890" above "Gates Block." The South Main Street and North Main Street elevations are six bays each; each bay is defined by a brick pilaster that supports a flat frieze under a corbeled and denticulated brick cornice. The South Main Street elevation has four different modern storefronts; three are one bay wide and one is three bays wide. They generally have metal-framed storefront windows topped by a flat signboard. The North Main Street elevation has five different modern storefronts; all are one bay wide except for one that is two bays wide. They generally have metal-framed storefront windows but the second bay has no storefront, but has two, two-over-two windows and a doorway. The right three bays of this elevation has vertical board siding above the storefronts. All but the sixth bay of the second story of the South Main Street elevation has a recessed bay oriel window within a segmental-arched opening; the sixth bay has three vertical window openings. These bay windows are flanked by vertical window openings. All but the third bay of the third story of the South Main Street elevation has three vertical window openings; the third bay has one window opening. The vertical window openings, including the center unit of each bay window, each contain a six-over-six replacement window. The side units of the bay windows are four-over-four replacement windows. Each window unit in the bay windows is topped by a triangle-pane transom window. Above the storefronts of the North Main Street elevation there is a two-story high second story, which reflects the interior auditorium space. All of the bays except for the the first bay of this second story have two, tall round-arched window openings. These are partially infilled and have modern aluminum awning windows. The first bay of this elevation has a recessed bay window and vertical window openings similar to the South Main Street elevation. The angled corner has an entry at the first story and a recessed oriel bay window at the second and third stories. Each window opening has a Vermont redstone window sill. The building is in very good condition.

The Gates Block was constructed in 1890. Alterations include replacement storefronts approximately from the 1950s to the 1980s, and c. 1950s awning windows and c. 1990s double hung windows. The storefronts originally had cast iron columns, stamped sheet metal cornices, and single-pane storefront windows with four-pane transom windows. The windows were originally two-over-two wood units in the vertical openings and one-over-one wood units in the oriel windows.

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This building was constructed in 1890 for Mae Gates (1860-1900). Mae was the daughter of George W. Gates (1824-1887), who had been a prominent local businessman. He settled in White River Junction in the 1860s, and owned all or most of the land in the historic district west of Bridge and Currier Streets on the south side of the White River. George's wife Mary died in 1889, and Mae inherited the estate, which included the property in the location of the Gates Block. This property included the family homestead, which was the c. 1830 Colonel Nutt house. It was a 2-1/2 story wood frame front-gable side-hall plan Greek Revival house with clapboard siding, a front pediment, corner pilasters, a Greek Revival entry with a tall entablature, and regularly-spaced windows. George Gates had purchased the house in 1866, and in 1890, Mae had the house moved from this location to the lot just east of the Methodist Church (#59). The house was eventually sold to the Miller Automobile Company, and sometime after 1975, it was demolished to create a parking lot for used cars.

One of the first institutions to move into the Gates Block was the post office. It was also originally the location of the Gates Opera House, which served as performance space and for civic and recreational events until the 1950s. In 1892, the Wheeler Brothers men's clothing store opened in the Gates Block. The 1894 Sanborn Insurance Map labels it as the Hotel St. George and the Gates Opera House. In 1900, additional businesses in the Gates Block included the Hartford Hardware Store, the Hartford Rubber and Truss Company, and Bogle Brothers' Jewelry Store. The 1920 census reveals that this building also included tenement space. At this time, five families were living there. In 1938, the building was renovated to accommodate the Newberry Stores. In 1952, the building was purchased by Miriam Abramson of Brookline, Massachusetts. The same year, the Briggs and Phillips men's clothing store moved into the block. Phillips sold his share of the company to Briggs in 1962 and Briggs Ltd. was an occupant of the building until 2002. In 1972, Frederick and Margaret Briggs purchased the building and undertook a renovation. This included the conversion of the second and third floors to offices, the installation of an elevator, and the replacement of some of the storefronts. The Opera House was reopened by the Briggs' in the early 1980s as theater space and was used off and on until 1997. Since then, it has been used full time for theatrical performances.

18. Hotel Coolidge, 39 South Main Street, 1925-26, contributing, #12 of original nomination

This large three-story Italianate building is located at the northwest corner of South Main and Gates Street and is one of the largest historic buildings in the historic district. It has a reverse-J shaped footprint; the stem of the J fronts Gates Street. It is a wood frame building faced with brick veneer at the front section, aluminum siding above a brick veneer first story along Gates Street, and all aluminum siding elsewhere. The east elevation serves as the front elevation. The front section of the building has large square corner towers; these as well as the rest of the building have flat roofs. The South Main Street and Gates Street elevations are spanned by storefronts and the upper stories have mostly individual, regularly-spaced six-over-one windows. The front elevation has triplets of windows at each end and in the middle of the second story, and in the towers. Architectural ornamentation is limited to overhanging molded wood cornices supported by small scrolled brackets. The front elevation has an assortment of different-sized single-pane storefront windows

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alternating with transomed doorways. The entrance to the hotel lobby is near the right end of this elevation. The Gates Street storefronts are more consistent, with large individual single-pane wood-frame storefront windows and Colonial Revival doorways repeated across the elevation. The doorways have fluted pilasters and broken pediments with decorative acorn. The south tower has a clock in the west, north and east sides. The clocks have colored glass faces set in bronze and Roman numerals.

The hotel was constructed in two stages: the first two stories of the main block and the rest of the sections were built in 1925, and the third story and towers of the main block were built in 1926. The aluminum siding and brick veneer along Gates Street were installed over wood siding around 1970. The storefronts originally had larger more consistent display windows. The original storefronts were replaced at an unknown time, probably between the 1950s and 1970s. The west tower also originally had medallions in the east, north and west elevations that mimicked the clock faces of the other tower. The building is in good condition and is a good example of an early twentieth-century commercial block.

The hotel was constructed for Major Nathaniel P. Wheeler (1863-1930). It has always been used as a hotel, with its storefronts always serving commercial purposes. Census records indicate that Wheeler lived in the hotel with his family, and historically the hotel staff also lived there. Wheeler also owned the 700 acre Hotel Coolidge Farm, which supplied the hotel with dairy products and produce. Over the years other owners have included August Zollikofer, Phidias Dantos, and David Briggs.

The hotel was constructed on the foundation of the 1879 Hotel Coolidge, a Second Empire style wood frame structure with similar massing as the 1925 hotel, a full-facade front porch, individual two-over-two windows, a bracketed cornice, hipped-roof dormers, and corner towers with steep pyramidal roofs. Proprietors of the 1879 hotel, which was originally called the Junction House, included Ballard & Andrews, Van Ness Spaulding, and Lavender & Eddy. In 1901, it was purchased by Lyman Gibbs and Nathaniel Wheeler, who owned a livery around the corner on Gates Street (#). Gibbs sold his interest to Wheeler in 1923, and shortly thereafter Wheeler changed the name to Hotel Coolidge in honor of his friend John Coolidge, father of Calvin Coolidge. The 1879 hotel burned down in 1925. This was the largest fire in White River Junction's history.

The 1879 hotel was constructed in the location of the 1849 Junction House. The first railroad depot had opened in 1849 in the general vicinity of the extant railroad station (#51). Local resident Samuel Nutt recognized the value of the location of his farm (in what is now the historic district) and in 1849, moved the "old" Grafton House from Enfield, New Hampshire, to the location of the Hotel Coolidge, and opened it as the Junction House hotel. He was sole proprietor of the Junction House until it was sold in 1856 to Carlos S. Hamilton. Hamilton sold one-half interest to the Barrons, then by 1859 the Barrons had full ownership. The Barrons enlarged the hotel by moving the 1852 Southworth hotel and attaching it to the Junction House. Historic photos show the original block of the Junction House as an eight-bay wide, three story, side-gable Greek Revival structure with a two-story full-facade flat-roofed Greek Revival porch and four front Gothic Revival

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dormers. In 1878 the Junction House was destroyed by fire. According to the *History of Hartford, Vermont* (1889), this was caused by the "unrestricted looseness" of the proprietors' methods of operating the establishment.

19. Post Office, 46 South Main Street, 1934, contributing, #13 of original nomination

This brick Neo-Classical Revival building is located at the northeast corner of North Main and Gates Street. It has no setback from either street and to its north and east is a parking lot. It has a main block and a rear wing. The five-bay by five-bay two-story flat-roofed main block has a rectangular footprint oriented parallel to North Main Street, and the one-story flat-roofed wing spans the rear elevation of the main block. The building is of brick masonry construction and has a cut granite block foundation above grade. The corners are defined by marble quoins, and the front elevation has a centered three-bay pavilion with four fluted marble Corinthian pilasters and an open balustrade marble parapet. The main block is encircled with a bold, denticulated marble entablature topped with brick parapet. At the first story of the pavilion, there is a round-arched opening with a marble keystone in each bay; projecting from the center opening is the front entry to the building, which contains a recessed doorway enframed with marble architrave molding and a broken pediment. The round arched window acts as a fanlight above the entrance. The windows flanking the doorway sit on pedestals. Other architectural details include flat-arched window openings with marble keystones, marble window sills, and marble panels between the first and second story windows. The regularly-spaced vertical window openings contain six-over-nine wood windows at the first story and six-over-six wood windows at the second story. At the pavilion entablature is the inscription, "United States Post Office." The rear wing has a marble foundation above grade and six-over-nine wood windows with three-pane transom windows and marble sills. Projecting from the rear of the wing is a loading dock with a flat roof overhang. The building is in very good condition and is an excellent example of a Neo-Classical Revival public building.

The Post Office was constructed in 1934 and has not had any major alterations. It originally had a larger covered rear loading dock that projected away from the building. It was probably removed in the 1960s. The building was constructed by the Works Progress Administration, to the objection of the First National Bank (#55), which lost its visual prominence and easier automobile access. In 1964, a new post office was constructed outside the historic district, and the Vermont District Court moved into the building. The District Court moved out of the building in 1990, when its new building was completed (#50). The building is now under private ownership.

The first post office in White River Junction opened in 1849, shortly after White River Junction had become a major railroad crossroads. Col. Samuel Nutt was the first postmaster and his home on South Main Street (just south of the historic district) served as the post office. He moved his house to next to the Junction House (which he owned) in order to be more centrally located. When the first train depot was completed, the post office was moved there. It remained at the train depot location until 1880, when it was moved into a shed near the depot. In 1890, the post office was moved into the new Gates Block (#17), where it remained until 1934. There is currently a branch post office once again in the Gates Block.

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20. Commercial Block, 79 South Main Street, 1931, non-contributing

This one-story flat-roofed commercial block is located on the west side of South Main Street. It has a rectangular footprint oriented perpendicular to the street and is attached to the Greenough Block (#56). A narrow alley runs along the south elevation. The building has brick walls covered at the front with sheet metal siding. Spanning the front elevation is a metal-framed storefront with three continuous large storefront windows at the left half and a wide-angled recessed entry at the right half with a metal-framed glass door. The south elevation lacks ornamentation and fenestration.

Although a brick building with the same footprint and height (one story) appears on the 1925 Sanborn Insurance map, the cornerstone reads "1931." The front elevation has been completely altered; the sheet metal siding and storefronts date to the late twentieth-century. The building is a non-contributing resource due to these alterations. This commercial block was constructed originally as a store and is now Aubuchon Hardware. It replaced a tiny c. 1910 structure that served as a lunch counter, which had replaced a two-story house that may have dated to the 1850s.

21. Warehouse, 87 South Main Street, c. 1915, contributing

This two-story concrete block building is located behind 93 South Main Street (#24). It has a two bay by four bay rectangular footprint oriented perpendicular to the street, rock-faced concrete block walls with concrete block quoins, and a shallow gabled roof with a molded wood cornice and vertical-board wood siding in the gables. The window and door openings have rock-faced concrete sills and lintels. The long elevations have regularly-spaced vertical window openings that have been blocked up with wood siding. The west gable wall has a large door opening containing a double-leaf metal door, and a small sheet metal projection with a double-leaf metal door. The east gable wall has irregularly-spaced vertical window openings that have been blocked up with wood siding. The building is in very good condition.

This building was constructed as a warehouse sometime between the printings of the 1906 and 1917 Sanborn Insurance maps. It originally had a flat roof, and the window openings probably contained glazed windows. The rear projection is not original. The gabled roof was added around the 1970s. The building has always served as a warehouse and is now associated with the Aubuchon building (#20). It is the oldest remaining concrete block building in the historic district.

22. Carlo/Saia Fruit Store, 89 South Main Street, c. 1910, contributing

This two-story wood frame commercial building is located on the west side of South Main Street. It has a rectangular footprint oriented perpendicular to the street and is flanked by narrow alleyways. It has a low-sloped roof that ascends from south to north, a falsefront parapet, and a molded wood cornice. The first story storefront projects slightly and has T-111 siding, the east and north elevations have vinyl siding, and the south elevation has composition shingle siding. At the north elevation is an exterior wood staircase. The centered recessed angled entry is flanked by two large one-over-one windows, and there is a large display window at the north elevation of the

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storefront. The storefront is enframed with wide flat stock molding and capped with a molded wood cornice. The second story has regularly-spaced one-over-one windows. The building is in very good condition.

This building was constructed sometime between 1906 and 1913. The projecting storefront was added in 1938, the composition siding may be original, and the T-111 and vinyl siding date to the late twentieth-century. The building was probably originally the Carlo Fruit Store, which was opened no later than 1913 by Charles Carlo and Mike Saia. These men were recent immigrants to White River Junction from Italy. Carlo and Saia operated the store along with Saia's brother Fred, and members of these families also lived above the store. In 1956, Michael Saia sold the building to the Little Fruit Store. It remained a fruit store until at least 1969. It is now owned by the Hartford Housing Authority, but the first story remains a store.

23. Colodny's Surprise Department Store, 92 South Main Street, c. 1929, contributing, #7 of original nomination

This three-story brick Art Deco commercial building is located on the east side of South Main Street and is attached to the National Bank of White River Junction (#55). It has no setback from the street and there is a narrow alley south of the building. The building has a rectangular footprint oriented perpendicular to the street, a storefront spanning the four-bay front elevation with cream-colored brick above, and a flat roof. The front elevation has a parapet that is broken by three pediment-like battlements and capped in cast stone; just below the parapet is a cast stone beltcourse. A plaque with the inscription, "Colodny Building" is located in the center battlement. The second story windows have cast stone architrave molding and the third story windows have cast stone crosses between the soldier brick window lintels. All of the window openings have cast stone sills. The storefront is lined with bronze-framed single pane display windows over an Antique Verde marble skirt quarried in Rochester, Vermont; the display windows form obtuse angles in the recessed entryway. The two centered doorways flank an octagonal bronze-framed display window with a marble skirt and flattened bell-shaped roof. The storefront is capped with a continuous prism glass transom that is now concealed behind an unknown material, above the transom is a cast stone entablature with a wave design in its cornice. The second and third stories have regularly-spaced paired one-over-one windows. The building is in very good condition and is a good example of an Art Deco commercial building. It is the only Art Deco building in the historic district and also has the only bronze framed storefront in the historic district.

The building was constructed c. 1929 and does not appear to have had any major alterations except for the concealment (or possible removal) of the storefront transom. Colodny's Surprise Department Store was first opened in the Junction House in 1918 by Calman Colodny. Colodny had immigrated to the United States from Russia in 1910. It is possible that the subject building was constructed shortly after the Junction House burned down in 1925, however it is unlikely that an Art Deco building would have appeared in Vermont until the late 1920s. It remained the Surprise Store and under Colodny ownership until 1991, when it was sold to Vermont Housing Enterprises.

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This building replaced a c. 1890 3-1/2 story wood frame front-gable mixed-use building with a two-story front porch. Until its c. 1929 demise, it served as a restaurant, pool hall and boarding house.

24. Falzarano Commercial Block, 93 South Main Street, 1946, contributing

This two-story flat-roofed commercial building is located on the west side of South Main Street. It has no setback from the street and has a narrow alley to the north and a driveway to the south. It has a rectangular footprint oriented perpendicular to the street and is of concrete block construction with a brick veneer front elevation and stucco side and rear elevations. At each end of the front elevation there is a recessed doorway with double-leaf wood doors and paneled jambs. Between these doorways is a ribbon of vertical storefront windows with transoms and a paneled skirt. Above this assembly, the front elevation is spanned by a flat signboard and molded cornice. The second story of the front elevation has a quadruplet of one-over-one windows flanked by one individual one-over-one window. The first story of the south elevation has a one-over-one window and a multi-pane picture window. The second story of the south elevation has three paired one-over-one windows flanked by one individual one-over-one window. The building is in excellent condition and is a good example of a mid twentieth-century commercial block.

This building was constructed in 1946 as a commercial block. The 1957 Sanborn Insurance map labels it as a store on the first story and a club on the second story. All of the original windows have been replaced. At the storefront there originally was a multipane storefront window. At the second story, the individual windows had six-over-six sash, and the center window opening of the front elevation had a multi-pane picture window. The extant appearance of the doorways, which does not appear to be original, was in place by the 1960s. This building was built for Lawrence and Alfonse Falzarano. Three years later, Lawrence constructed a restaurant on North Main Street (#12). Another member of the Falzarano family, Ralph, purchased the Progressive Market on South Main Street (#35) in 1946. The Falzarano Commercial Block replaced a small wood frame building that may have dated to the 1850s and was always used as a shoe store and/or cobbler.

25. White River Savings Bank/Edson Grocery, 104 South Main Street, c. 1880 and c. 1900, contributing, #8 of original nomination

This three-story wood frame commercial building is located on the east side of South Main Street and has no setback from the street. It has a rectangular footprint oriented perpendicular to the street, a narrow alley to the north, and a driveway to the south. The building has a concrete foundation, aluminum siding except for the storefront which has false brick siding, and a shallow open-eave overhanging front-gable roof. The storefront has an off-center metal-framed glass door flanked by single-pane display windows. At the right end of the storefront is a hollow-core metal door. Off-center at the second story of the front elevation there is a large oriel window with five one-over-one windows and hipped standing-seam metal roof, next to a two-over-two wood window. At the third story of the front elevation there are four regularly-spaced one-over-one replacement windows. The building is in very good condition.

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This building was constructed c. 1880 as a two story building. It originally had clapboard siding, a full-facade flat-roofed porch, first story display windows, and six-over-six windows. Between the 1894 and 1901 printings of the Sanborn Insurance maps, the building was raised and a first story added. The oriel window was added in the 1930s, and replaced a window pattern that matched that of the third story. The siding dates to the late twentieth-century. Although some of the building's integrity has been lost due to the siding and window replacement, it retains enough historic features to be a contributing resource.

The earliest known business in the building was the White River Savings Bank, which was established in 1886. In addition, the basement had a meat market, the first story had drugstore, and the second story was the bank and a photography studio. From the late nineteenth-century until about the 1940s, the Edson Grocery was located there, operated for many years by G.S. Edson. From 1953 to 1973, the building was owned by the American Legion.

26. Parker Commercial Block, 112 South Main Street, c. 1930, contributing, #9 of original nomination

This two-story wood frame commercial block is located on the east side of South Main Street and has no setback from the street. There is a paved driveway to the north and an alley to the south. The building has a modified rectangular footprint oriented perpendicular to the street, vinyl siding, and a shallow front-gabled open-eave overhanging roof concealed at the front by a falsefront parapet. Spanning the right half of the north elevation is a one-story shed-roofed addition with a falsefront parapet fronting the street. A covered wood staircase at the north elevation leads to an enclosed second-story vestibule. The front (west) elevation has an off-center recessed doorway flanked by paired one-over-one windows; within the recess the door is flanked by one-over-one windows. At the left end of the front elevation is a doorway; both doorways contain paneled wood doors with upper lights. There is also a front door to the side addition. The second story of the front elevation has four one-over-one windows. The side elevations have irregularly-spaced one-over-one windows. The building is in good condition.

This building was constructed sometime between 1925, when the previous building on the site appears in a photograph with the 1879 Hotel Coolidge, which burned down in 1925, and 1934, when the extant building appears in a photograph taken before the 1934 Post Office was constructed. The vinyl siding and first story front fenestration date to the late twentieth-century; the paired windows were originally one single pane window. Although some of the building's integrity has been lost due to the siding and window replacement, it retains enough historic features to be a contributing resource.

The first known occupants of the building were Howard and Janice Parker, who starting leasing the building as a restaurant, tenement and barber shop in 1941. The barber shop was probably in the side projection. The Parkers purchased the building in 1946 and it remained under Parker family ownership with the same uses until 1981.

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This building replaced a c. 1890 2-1/2 story wood frame building with the same footprint as the extant building, as well as the same side projection and staircase. It had clapboard siding, a side-gable roof with a large front cross gable infilled with stickwork. It was the location of the J. O'Neill & Co. shop, which sold dry goods, groceries, boots, shoes and men's clothing. It is unknown why this building was replaced.

27. Irving Johnson Building/Crown Theatre, 120 South Main St., c. 1900, c. 1960s, non-contributing, #10 of original nomination

This two-story wood frame commercial block is located on the east side of South Main Street and has no setback from the street. There is an alley on the north and south sides of the building. The building has a rectangular footprint oriented perpendicular to the street and a shallow front-gable roof with a slight overhang at the eaves. The front elevation has vertical board siding at the first story and aluminum siding at the second story. The side elevations have false brick siding. Spanning most of the front elevation is a shallow two-story projection; the first story of the projection has a small pent roof. The first story of the front elevation has a recessed centered doorway flanked by single-pane display windows. At the right end of the front elevation is another door. The second story of the front elevation has a recessed center bay containing a one-over-one window flanked by two one-over-one windows on each side. The side elevations have irregularly-spaced one-over-one windows.

This building was constructed sometime between the printings of the 1894 and 1901 Sanborn Insurance maps. It was originally sheathed in clapboard siding with stickwork details, had a paneled falsefront parapet, and the front elevation had a different appearance: the front projection was deeper than it is now, and had centered recessed porches at each story flanked by paired one-over-one windows. Around 1908, the first story of the front elevation was replaced with a recessed elliptical-arched entry flanked by one-over-one windows. By the 1950s the building was covered with false brick siding. In the late twentieth-century, the falsefront was removed and the front elevation was completely altered, with the removal of significant features such as the recessed porches, arched entry, and the addition of modern siding, display windows and pent roof. Although this is a contributing resource in the original White River Junction Historic District, the building no longer retains enough integrity to qualify as a contributing resource.

In 1890, the Central Vermont Railroad entered a lease agreement for this land, along with the adjacent lot (#29), with John and Frank O'Neill and W.C. Renehan, d.b.a. John O'Neill & Company. The building was constructed by the O'Neills and was first occupied by Irving Johnson, undertaker and dealer in furniture and carpets. In 1908, it was purchased by Arthur Sawyer, who converted the building to the Crown Theatre. In 1916, Sawyer sold the theater to Henry Lawson and Harold Keegan, who operated it until 1924, when it was sold to Graves Theatres. The owner of Graves Theatres, Allard Graves, built the Lyric Theatre on North Main Street, and then sold the subject property in 1927 to Louis Kontos with the stipulation that the building could "never be used for motion pictures." The building served as a bowling alley until World War II, an Italian restaurant until 1973, a blues bar in the late 1970s and early 1980s, and as Lena's Lunch until the 1990s.

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28. American Legion Post 26, 129 South Main Street, 1967 and 1983, non-contributing

This large two-story American International Style building is located on the west side of South Main Street and has a small setback from the street. North and south of the building are paved driveways and west of the building is a large paved parking lot. The building has a rectangular footprint oriented parallel to the street, concrete block walls, and a flat roof. The front elevation is divided into seven bays by narrow brick pilasters. The first story of the front elevation is faced with concrete blocks punched with a sunburst design, topped by continuous ribbons of metal-framed horizontal single-pane fixed windows. This pattern is broken by two entryways protected by cantilevered overhangs supported by metal columns. The entryways contain two sets of double-leaf metal-framed glass doors. The second story of the front elevation is sheathed in three rows of glazed columns that decrease in height from bottom to top. The bottom two rows are opaque; the bottom row is red and the middle row is white, and the top row has windows that match the first story windows. The first and second stories of the front elevation are divided by a wide metal band, and the building is capped with a metal band. The side elevations lack fenestration. The building is in excellent condition and is non-contributing due to its age.

The northern four bays of the building date to 1967 and the southern three bays were added in 1983. The building has always served as the American Legion Post 26, and was constructed after the Legion outgrew its headquarters across the street (#25).

The Legion building was constructed in the location of three nineteenth-century wood frame buildings. The northernmost building was the c. 1872 Village Hall, a 2-1/2 story front-gable structure with a two-story flat-roofed side wing and a one-story full-facade porch. Until 1890, the second story served as the town hall and community center. After 1882, the first story was the dry goods store of W.H. Laird & Co., and was later the Brockway Hardware Store and the Lang Hardware Store. The next building to the south was a c. 1880 furniture factory and store. It was a large three-story side-gable building with a full-facade one-story porch. It was also later associated with the Lang Hardware Store. Lang sold both properties to the American Legion in 1964. The southernmost building was the c. 1880 Brouillette House, a 2-1/2 story front-gable house with a full-facade porch. Alexander Brouillette immigrated from Quebec in 1878 and was a dry goods merchant. The house remained in the Brouillette family until at least the 1940s, when Brouillette's daughter Della Coutermarsh lived there. The last owner of the house, Warren Carpenter, sold the property to the American Legion in 1982. All three buildings were in very deteriorated condition when demolished.

29. Bugbee and Williams Block, 132 South Main Street, c. 1890, contributing, #29 of original nomination

This 2-1/2 story wood frame vernacular Italianate building is located on the east side of South Main Street at the end of a row of buildings. There is a narrow alley to the north and a parking lot to the south. The symmetrical building has no setback from the street, a rectangular footprint oriented perpendicular to the street, parged brick foundation, composition and clapboard siding, and a front-gable open-eave overhanging standing-seam metal roof. Most of the building has composition

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siding; the clapboard siding covers the former storefront, which wraps around to the side elevations. The centered angled recessed entry has three doors in each face. The entry is enframed with flat stock wood trim. The window openings have flat-stock casings. Flanking each side of the entry are two one-over-one windows. The second story of the front elevation has four one-over-one windows, and there is one two-over-one gable window. The side elevations have regularly-spaced one-over-one windows. Spanning the rear gable wall is a one-story shed-roofed projection. The building is in fair condition.

This building was constructed sometime between 1889, when it does not appear in a drawing of this date of the village, and 1894, when it appears on a Sanborn Insurance Map. The clapboard siding is in the location of the original storefront, which had large display windows that wrapped around the front corners of the building. The building originally had clapboard siding and two-over-two windows. The composition siding appears to date to the 1950s. The windows were replaced and the storefronts were removed and replaced with clapboard siding in the 1980s or 1990s. Although the building has been altered, it retains enough integrity to be a contributing resource and is a good example of a late nineteenth-century mixed-use building.

In 1890, the Central Vermont Railroad entered a lease agreement for this land, along with the adjacent lot (#27), with John and Frank O'Neill and W.C. Renehan, d.b.a. John O'Neill & Company. This building may have been constructed shortly thereafter. The first businesses in the building were the Warren L. Bugbee store, which sold harnesses, whips and blankets, and the F.T. Posey Williams store, which sold picture frames, molding and wallpapers. The building is now entirely residential.

30. House, 145 South Main Street, c. 1880, contributing

This 2-1/2 story vernacular Italianate wood frame house is located on the west side of South Main Street and has a small setback from the street. It has a driveway to the north and is in close proximity to the building to the south. The front-gable side-hall plan main block has a rectangular footprint oriented perpendicular to the street, a parged foundation, aluminum siding, and an open-eave overhanging asphalt-shingle roof. At the left end of the front (east) elevation is an entry porch with a gabled roof with a segmental-arched ceiling, molded cornices and cornice returns, and square posts. The entry has a hollow core metal door. The regularly-spaced window openings have one-over-one replacement window units. Projecting from the left half of the south elevation of the main block is a small one-story ell. It has aluminum siding, a side-gable rolled asphalt roof, and a triplet of two-over-two windows and an entry in the front elevation. The entry has a hollow-core metal door and a shallow roof overhang supported by square posts. The main block is in good condition and the ell is in fair condition.

This house appears on an 1889 drawing of the village and judging by its style could date to as early as the 1870s. It probably originally had clapboard siding and two-over-two windows. The porch, siding, doors and windows date to the late twentieth-century. Although the building has been altered, it retains enough integrity to be a contributing resource. The building has always been a residence.

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31. Talbert Bakery/Fong's Chinese Laundry, 153 South Main Street, c. 1880 and c. 1920, contributing

This wood frame mixed use building is located on the west side of South Main Street. It has no setback from the street and is in close proximity to the adjacent buildings. It has a two-story flat-roofed L-shaped front section and a 1-1/2 story front-gable rear section; the L spans the front (east) elevation and part of the south elevation of the rear section and conceals most of the front gable wall of the rear section. The front section has a former storefront that is now sheathed in T-111 siding; the rest of this section has aluminum siding. The rear section has a brick foundation, aluminum siding and an asphalt-shingle roof with two shed-roofed dormers in the south roof slope. To the left of the east-west section of the L is a one-story porch. The front elevation has a deeply recessed angled entryway with a hollow-core metal door. The entryway is flanked by paired one-over-one windows. The rest of the building has irregularly-spaced one-over-one windows, except for the casement window in the front gable of the rear section.

The rear section of the building appears on an 1889 drawing of the village and judging by its style could date to as early as the 1870s. It probably originally had clapboard siding and two-over-two windows and was a residence. The front section was added sometime between the printings of the 1917 and 1925 Sanborn Insurance maps. The original appearance of the storefront is unknown. The siding and windows date to the late twentieth-century. Although the building has been altered, it retains just enough integrity to be a contributing resource.

It is possible the front section was added in 1917 or 1918, as the building was occupied by this point by the Talbert Bakery and Fong's Chinese Laundry. The bakery was operated by Frank Talbert, and the laundry was opened before 1917 by Charlie Fong, who had moved to Vermont from California. Fong also lived in the building. This was one of several buildings on the west side of South Main Street that Robert E. Smith's estate sold in 1920. Smith was the owner of the George W. Smith and Son cracker and candy factory (see #10). It was purchased in 1920 by Jennie and Dominic Izzo, who lived here until 1959.

32. Swift & Company, 158 South Main Street, 1908, c. 1950, 1991, 1993, contributing

This multi-section industrial building is located on the east side of South Main Street and has no setback from the street. It has a gravel parking lot to its north and a narrow yard to its south. It is comprised of a brick two-story main block that is set back from the street, a brick one-story front section that spans the front (west) elevation of the main block, a brick one-story section that spans the north elevation of the front section and half the north elevation of the main block, a brick one-story side section spanning the south elevation of the main block, and a one-story metal-sided section spanning the rear elevation of the main block.

The flat-roofed main block has a rectangular footprint oriented perpendicular to the street, a corbeled brick cornice at the front (west) elevation, and segmental-arched window openings. The first story of the main block is mostly concealed by additions; the left half of the north elevation is exposed and has a rolling metal garage door and a metal pedestrian door. The second story of the

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front elevation has a centered pair of three-over-one wood windows flanked on each side by one three-over-one window (the three-pane sash have vertical panes). At the right end of the north elevation are two window openings; one has been partially blocked and has a one-over-one window and the other has a three-over-one window. Atop the main block is a small wood frame windowless room sheathed in vertical-board siding; the front third has a flat roof and the rear two-thirds have a pyramidal roof.

The front section is a deep addition to the main block and has a flat roof. Its front elevation has two truck bays partially infilled with plywood, concrete block, two hollow-core metal doors, and awning windows. At the left end of the front elevation is a one-over-one window with a cast-stone lintel and a metal door with a transom window. At the right end of the south elevation is a metal door. The flat-roofed north addition to this front section is one bay wide. Its north elevation has a corbeled brick beltcourse, cast-stone window lintels, segmental-arches above regularly-spaced rectangular window openings, and fixed single-pane vertical windows. The front elevation of the addition has a one-over-one window with a cast stone lintel. The flat-roofed side addition has a large door opening that has been blocked up, and two small square windows. The metal-sided rear section has a rectangular footprint oriented perpendicular to the street, a shed roof, two rolling metal garage doors and a metal pedestrian door in the south elevation, and a metal pedestrian door in the north elevation. It is connected to the main block via a one-story brick addition to the main block. The complex is in good condition and is a good example of a site that has been adapted for various industrial uses. Although the original block is partially concealed, most of the front addition is probably at least fifty years of age and is compatible with the historic appearance of the property. The rear section is a modern addition but because of its rear location, it is not obtrusive.

The main block was constructed in 1908 and the first story of the front elevation had similar fenestration as the second story. At the front cornice was a "Swift & Company" sign. The rooftop room is original and its roof may have originally been a skylight. Behind this room was a tall, wide, shallow structure of unknown use. Atop this structure was a "Swift & Company" sign. At the left end of the north elevation was a one-story brick wing. Wrapping around the rear elevations of the brick sections and the north elevation of the wing were one-story wood frame grain-storage sheds and a livestock yard was south of the complex. The front and south section were added sometime between the printing of the 1941 Sanborn Insurance map and when they appear in a 1955 photograph. The brick wing and wood sheds were removed sometime between the printings of the 1957 and 1964 Sanborn Insurance maps. The north addition was constructed in 1991 and the rear section was constructed in 1993.

The first local Swift & Company building opened in the 1884 former Joseph Mace grist mill. It was operated by Byron Tilden and Fred Glover from 1885 to 1886, then stood vacant for six years. In 1892, the building was remodeled by Swift & Company, meat wholesalers based in Chicago. In 1908, the building was destroyed by fire and the extant main block was constructed in its location. The grain sheds were part of David Moore's grain and feed business. Swift & Company had 400 branches and operated at this location until the 1960s. The Catamount brewery operated at the site from 1986 to 1998, and the building is now owned by the Tri-County Community Action Program, which operates a non-profit home repair program.

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33. Automobile Garage, 163 South Main Street, c. 1930 and c. 1980, non-contributing

This small 1-1/2 story wood frame building is located behind and in close proximity to 153 South Main Street (#31). To its west is a large paved parking lot. It has a rectangular footprint oriented perpendicular to the street, a raised rusticated concrete block foundation, vinyl siding, an open-eave overhanging asphalt-shingle front gable roof, and paired and individual one-over-one windows. The building is in good condition and is now a residence.

This building was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps and was originally an automobile garage. It was converted to a residence sometime after the printing of the 1964 Sanborn Insurance map. It originally had a one-story section attached to the west gable wall; it is possible this was the garage that now stands detached and to the south of the building (see #34) that appears to date to about 1930, but does not appear on any Sanborn maps. Because the subject building is not recognizable as a garage, it does not qualify as a contributing resource.

34. Pratt House, 167 South Main Street, c. 1880 and c. 1980, non-contributing

This two-story wood frame house is located on the west side of South Main Street and has a slight setback from the street. Behind and detached from the house is a small automobile garage. The house has a front-gable main block and two square sections that project from the west ends of the side elevations. The south section is one story and the north section is two stories. Spanning the south elevation of the main block is a shallow one-story shed-roofed brick veneer addition. The house has a brick foundation, vinyl siding, and an open-eave asphalt-shingle roof. The building is accessed by an entry at the left end of the south elevation and an entry in the front (east) elevation of the north projection. The north entry is protected by a small shed-roofed porch. The house has regularly-spaced one-over-one replacement windows, except for the second story of the front elevation of the north projection, which has paired one-over-one windows. The building is in very good condition.

The building appears on an 1889 drawing of the village and judging by its appearance in a historic photograph, it could date to as early as the 1870s. It has always been a housing duplex. It originally had clapboard siding, two-over-two windows that were narrower and taller than the extant windows, and a gable window. By the 1960s, composition siding had been added and the current siding and window openings date to about 1980. The brick addition appears to date to 1980. Due to the alterations that have changed the massing, siding, and window size of the building, it does not qualify as a contributing resource.

This was one of several buildings on the west side of South Main Street that Robert E. Smith's estate sold in 1920. Smith was the owner of the George W. Smith and Son cracker and candy factory (see #10). The Pratt House, as it was called in the 1920 deed, was purchased by Angelo and Annette Deluca, who had both immigrated from Italy. Angelo was a railroad laborer. The Delucas sold the house in 1934 to Angelo and Emma Arduini, who lived there until the 1960s.

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A. Automobile Garage, c. 1930, non-contributing

This tiny wood frame garage is located behind (west of) the house on top of a bank. It faces the parking lot to the west. It has a rectangular footprint oriented east-west, clapboard siding, and a front-gable open-eave overhanging asphalt-shingle roof. In the west gable wall is a vertical-board double-leaf hinged door and a small "hay" door. Centered on the south elevation is a one-over-one wood window. The garage is in fair condition.

The garage appears to have been constructed about 1930 and may have originally been attached to the west elevation of the adjacent building (#33). It does not appear in its extant location on any Sanborn Insurance maps. It is historically intact but because it was moved within the past fifty years, and is not of exceptional significance, it does not qualify as a contributing resource.

**35. Progressive Market, 173 South Main Street, c. 1922, individually listed on the
National Register of Historic Places**

This building is located on a small lot on the west side of South Main Street and has no setback from the street. It is in close proximity to the adjacent buildings and consists of a rock-faced concrete block symmetrical main block and rear ell, and wood frame rear wings. The two-story flat-roofed main block has a rectangular footprint oriented parallel to the street and a storefront at the first story. The small one-story concrete block ell projects west from the north end of the main block and has a contiguous north wall with the main block. Spanning the rear elevation of the main block and enclosing the south and west walls of the ell is a two-story rear wing with a steep front-gable roof that projects slightly above the roof of the main block. Spanning the rear elevation of this wing is a one-story shed that projects south of the rest of the building. It has a shed roof that slopes away from the rest of the building. The wood frame sections have clapboard siding and asbestos shingle roofing. Most of the front (east) elevation is spanned by a storefront that includes a centered recessed entry flanked by large storefront window openings. The left opening has a single-pane storefront window and the right opening has been partially infilled with wood sheathing and has a single-pane window. Above the storefront is a molded cornice. The second floor of the main block has regularly-spaced one-over-one windows. The angled front entry includes a paneled wood door with a square upper light and a transom now infilled with an air conditioning unit. The wood frame sections have one-over-one windows and wood doors. The building is in fair to good condition.

The main block was constructed c. 1922 and was built with blocks from the Hartford Pressed Stone Company. The main block replaced the front half of a dwelling; the two-story wood frame section is what remains of this front-gable dwelling. The shed was associated with this dwelling and both were constructed no later than 1889. The concrete block rear ell is not original to the main block and was added sometime between 1925 and 1941.

Giachino Romano may have opened a grocery in the dwelling as early as 1918. In 1922 he purchased the property, which was identified in the warranty deed as the Pratt House No. 2. The same year he Romano sold the property to Raffaele and Virginia Guarino and moved to Italy, so it

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is unclear who constructed the concrete block structure. The Guarinos and their daughter Amelia and her husband Clement Terino operated Guarino's Market, a meat and grocery store. This was one of many family-operated Italian businesses which dominated South Main Street from 1890 to World War II. In 1946, the property was purchased by Ralph Falzarano and Frederick Gobeille, and Falzarano continued to operate it as a meat and grocery store until his death in 1994. Until about 2001, the store was operated by his son Ralph, who called it "Falzarano's Progressive Market, Italian Deli and Specialties." It is currently vacant but under rehabilitation. The market is an excellent example of the result of the influx of Italians into White River Junction around the turn-of-the-twentieth-century, particularly on South Main Street, and of an early twentieth-century rock-faced concrete block structure.

36. Butman House, 183 South Main Street, c. 1905, contributing

This 1-1/2 story wood frame vernacular Italianate house is located on the west side of South Main Street. It has a slight setback from the street and is in close proximity to the adjacent buildings. The house has a rectangular footprint oriented perpendicular to the street, a brick foundation, clapboard siding, a steep open-eave overhanging front-gable asphalt-shingle roof, a full-facade one-story porch, and a one-story rear shed. Centered on the south roof slope is a shed-roofed wall dormer. The house has flat-stock cornerboards, gables rakes, cornices and window casings. The porch has a flared wood shingle half wall, three Tuscan columns supporting a flat-stock frieze and molded cornice, and a hipped roof. Between the columns are ribbons of multi-pane double-leaf casement windows. The house has irregularly-spaced one-over-one wood windows. The house is in fair to good condition and is a good example of an early twentieth-century vernacular residence.

The house was constructed sometime between the printings of the 1901 and 1906 Sanborn Insurance maps. This was one of several buildings on the west side of South Main Street that Robert E. Smith's estate sold in 1920. Smith was the owner of the George W. Smith and Son cracker and candy factory (see #10). The Butman House, as it was called in the 1920 deed, was purchased by Mary Coochier, a hotel kitchen worker who had started renting the house no later than 1915.

37. Windsor County Farmers' Exchange, 186 South Main Street, c. 1930, contributing

This large one-story concrete block commercial building is located on the east side of South Main Street and has a moderate setback from the street. It is in close proximity to the building to the north and has a large paved parking lot to the south. The building has a square footprint, rock-faced concrete block walls, a quonset roof, and stepped falsefront parapets at the front (west) and rear elevations. Spanning the south elevation is a shed-roofed porch with a gambrel roof central pavilion, square posts and wire screening. The pavilion has a metal-framed glass vestibule with metal-framed glass doors. The porch has two bays that wrap around the front elevation, where it meets a three-bay older flat-roofed porch with square posts and flat triangular arches. The porch floor extends uncovered along most of the rest of the front elevation. At the front, the porches and this walkway have a vertical-board skirt. Centered in the front porch is a metal-framed glass door. At the left end of the front elevation is a paneled wood garage door, and between this door and the

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porch are vertical openings, one which contains a wood two-over-two window, one which contains a wood paneled door with upper lights, and two that are blocked with wood sheathing. The building is in very good condition and is now the Pots & Pans restaurant supply store.

This building was constructed sometime between 1925, when it does not appear on the Sanborn Insurance map of this date, and 1938, when it is listed in a local directory. The front porch is original and the side porch appears to have been added around 1980. The wood windows and doors appear to be original and the metal and glass doors appear to date to the 1970s. The side porch is not overly intrusive and the building is a good example of a rock-faced concrete block commercial building.

The Windsor County Farmers' Exchange was established in 1917, and was the first occupant of the building. The exchange sold feed, and farm supplies and equipment. By the 1970s it was purchased by Agway, which also sold these items. Post & Pans opened in 2000.

38. Freight House, 188 South Main Street, 1930, contributing

This large one-story brick industrial building is located on the east side of South Main Street behind the buildings that front the street. It has a long rectangular footprint oriented parallel to the street, a poured concrete foundation, and stepped-parapet end walls, each with three steps that rise from west to east. The north third of the building has a different appearance than the rest of the building and the two sections are separated by brick pilasters. The east and west elevations of the north section have a centered brick pilaster with concrete capstone, regularly-spaced vertical window openings with concrete sills, and a pedestrian door in the third bay of the west elevation that contains a wood paneled door with a large upper light. The windows are boarded up with plywood. Concrete plaques in the north and south elevations read, "1930," and above the north plaque is a sign that reads, "Central Vermont RY Inc., Boston and Maine RR, Freight Office." The west elevation of the south section of the building has eight regularly-spaced truck bays with rolling metal doors leading to a wood loading dock. Most of the west elevation of the south section is spanned by a deep flat overhang supported by steel beams and steel knee braces. Hanging from the upper edge of the right end of the overhang is a long metal sign that reads "Eastern Farmers Exchange." The east elevation of the south section is spanned by rolling metal doors and a ribbon of multi-pane transom windows that have been boarded up with plywood. Slightly off-center on the south elevation is a large truck bay with a rolling metal door. The building is in good condition but the transom windows are in poor condition.

The freight house was constructed in 1930. The north section was an office and the south section was the freight area. The north section had metal-framed industrial pivot windows; it is possible these windows survive behind the plywood. The building does not appear to have had any major alterations and is an excellent example of an early twentieth-century railroad/industrial building. By the 1970s, the building was leased by the adjacent Agway (#37), and is now vacant.

The freight house is in the location of an 1873 engine roundhouse. This large brick structure had a three-quarter donut-shaped footprint with a central turntable and was built for the Vermont Central

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Railroad. The northwest quadrant was removed sometime between the printings of the 1917 and 1925 Sanborn Insurance maps, and the rest of the building was removed to make way for the freight house.

The freight house is also the location of some of the A. Latham and Son Iron Works complex that was established in 1849. This was probably the first industrial operation in White River Junction. Arthur Latham (1804-1890) purchased the land from Colonel Nutt and built a machine shop and foundry, then in 1852 enlarged it to accommodate a car shop, a larger foundry, and a forging shop and offices. The company repaired and manufactured locomotives and freight cars, but only until 1854, when it closed. All of the buildings were destroyed by fire in 1860.

39. House, 191 South Main Street, c. 1880, contributing

This 1-1/2 story wood frame vernacular Italianate house is located on the west side of South Main Street and has a slight setback from the street. It is in close proximity to the house to the north and there is a small vacant lot to the south. A picket fence runs along the east and south edges of the property. The house has a front-gable sidehall plan main block and a large 1-1/2 story front-gable rear ell that spans the rear elevation of the main block and projects south of the main block. A detached garage sits near the left end of the south elevation of the rear ell of the house. The main block has a rectangular footprint oriented perpendicular to the street and the ell has a rectangular footprint oriented parallel to the street. The house has a stone foundation, vinyl siding, and open-eave overhanging asphalt-shingle roofs. At the rear of both roof slopes of the main block are shed-roofed wall dormers. Protecting the front entry is a shed-roofed overhang supported by square posts. The house has regularly-spaced one-over-one windows and each dormer has two windows. The front entry has a wood veneer door with three small staggered vertical lights. The house is in good condition and is a good example of a late nineteenth-century vernacular residence.

The building appears in an 1889 drawing of the village and judging by its appearance, it could date to as early as 1880. It has always been a single-family home. The vinyl siding probably conceals clapboard siding, and the windows probably originally had two-over-two units. The ell is historic as it appears on the 1894 Sanborn Insurance map.

A. Automobile Garage, c. 1940, non-contributing

This small front-gable garage sits in close proximity to the south elevation of the rear ell of the house. It has a rectangular footprint oriented perpendicular to the street, aluminum siding, and an open garage bay. Projecting from the front is a large flat-roofed car port. The garage was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps, and judging by its appearance this is closer to the 1941 date. Due to the the siding and car port, the garage does not qualify as a contributing resource.

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**40. Central Vermont and Woodstock Railway Bridge, Bridge Street, c. 1910,
contributing, #21 of original nomination**

This bridge is located between North Main Street and Railroad Row. It supports the Central Vermont Railway railroad tracks and provides a vehicular underpass for Bridge Street. It has cut granite abutments and poured concrete retaining walls; a multiple, built-up, riveted I-beam deck; and a center pier of I-beams and boxed, open-web columns set on a reinforced concrete footing. Atop the bridge is a pipe metal railing. The underpass accommodates one vehicle on each side of the center pier, and there is a raised concrete sidewalk adjacent to the north abutment.

The bridge was constructed c. 1910. A photo of approximately this date shows that it had tall vertical-board railing that concealed the horizontal structure of the bridge. Otherwise the bridge has not been altered. The concrete sidewalk is not original but does not detract from the historic appearance of the bridge. The bridge is a good example of an early twentieth-century railroad bridge that combines the nineteenth-century feature of granite abutments with twentieth-century steel technology. The bridge was constructed to carry the Central Vermont and Woodstock Railway railroad tracks over Bridge Street. The Woodstock Railway is defunct but the Central Vermont Railway tracks are still in use. The first bridge (and underpass) in this location was constructed in 1883; its appearance is unknown.

41. Automobile Dealership, 52 Bridge Street, c. 1930 and c. 1980, non-contributing

This one-story commercial building is located on the west side of Bridge Street between the railroad tracks and the White River. It has a large setback from the street behind a paved parking lot, and paved driveways to the north and south. It has a wood frame main block with a square footprint and a concrete block rear wing with a rectangular footprint oriented perpendicular to the street. The rear wing spans the rear elevation of the main block and is set on a slight angle with the main block. The main block has a low-sloped shed roof that descends to the rear, and the wing has a flat roof. The front (east) and south elevations of the main block are sheathed in T-111 plywood siding, and the north elevation is stuccoed. The front elevation has paired vertical fixed windows, and metal-framed glass doors in the center and right end. The south elevation has two horizontal fixed windows. The north elevation has three large multi-pane industrial-type windows. The north elevation of the rear wing has four car bays with paneled wood overhead doors. The building is in good condition and the main block is now a camera shop.

The main block was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps as an automobile sales and service business. The original appearance of the main block is unknown. The wing was constructed by the printing of the 1957 Sanborn map. By 1980, the main block had become a camera shop and the wood siding had been installed, concealing the original front elevation. Due to the complete alteration of its most important elevation, this building is not a contributing resource.

This building was constructed in the location of two small 1-1/2 story wood frame buildings that stood in front of a large two-story wood frame shed. The c. 1890 smaller buildings were

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residences that by the early twentieth-century had been converted to Brewster's photography studio and the Dutton and Fellows automobile service station. The c. 1905 shed was built as a carriage repair shop and later used for storage.

**42. Acme Steam Laundry/Vermont Baking Co./Inter-State Tire, 55 Bridge St., 1890,
contributing, #22 of original nomination**

This 3-1/2 story wood frame vernacular Greek Revival building is located at the southeast corner of Bridge Street and Railroad Row and faces Bridge Street. It has a front-gable main block with a rectangular footprint oriented perpendicular to Bridge Street, and a 1-1/2 story rear-gable rear wing that spans the rear elevation of the main block and is two bays deep. The main block has composition siding and a steep open-eave overhanging corrugated metal roof. The front elevation has a full-facade storefront that wraps around the northwest corner of the building. The storefront has a sign band entablature that reads "Tires - Recapping - Interstate Tire Company - Vulcanizing," and a wide-angled recessed entry with wood-framed glass door with a transom window. The rest of the storefront is covered with plywood. The third story and attic are both within within the wall gables. The building has irregularly-spaced vertical window openings that are covered with plywood. At the left end of the north elevation of the main block is a boarded-up door opening with a transom window. The building is vacant but in good condition and is an excellent example of a late nineteenth-century wood frame industrial building.

This building was constructed in 1890. It originally had individual vertical windows in the location of the storefront and the front entry was at the right end of the front gable wall. Entries were also at each end of the north elevation; the left one survives. The side entries were protected by shed roofs supported by knee braces. The wing replaced an original smaller wing around 1905 and was first used as a cart shed. The storefront was added by 1927 and had full-height single-pane display windows that probably survive behind the plywood.

This building was constructed for George W. Smith (see #10), who leased it to the Acme Steam Laundry. In 1899, Smith purchased the Vermont Baking Company (see #6) and moved it into this building, and the laundry moved to West Lebanon, New Hampshire. The Vermont Baking Company had been established in 1897 on Maple Street just outside the historic district. The bakery soon required more space and was moved in 1910 to its new larger building on North Main Street. After this, the building was a hardware store; this was probably when the storefront was added. In 1943, the Interstate Tire Company purchased the property and was the last business to occupy the building.

A two-story wood frame building with composition siding was constructed in close proximity to the south elevation of the building about 1905 and was used as a storage building for the Vermont Baking Company. After the company moved into its new North Main Street facility, this building was used as storage for the Smith cracker factory (see #10). It was later used by the hardware store for storage, and demolished about 1960.

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43. Fire District No. 1 Station, 58 Bridge Street, 1893 and 1919, contributing, #23 of original nomination

This flat-roofed wood frame vernacular Italianate building is located on the west side of Bridge Street next to the White River. It has a two-story main block with a hose-drying tower in the northwest corner, and a one-story rear ell. The main block has a concrete block foundation, clapboard siding, and a deep overhanging molded cornice. Other architectural trim includes flat-stock cornerboards, friezeband and window and door casings. At the left end of the front (east) elevation is a paneled wood pedestrian door with a multi-pane upper light and a large truck bay with a paneled wood overhead door with multi-pane upper lights. The main block has regularly-spaced one-over-one wood windows, except for the southeast corner of the second story which has paired one-over-one windows. The tower rises two stories above the main block and has a pyramidal asphalt-shingle roof. It has a slightly overhanging boxed cornice and a one-over-one window in the second story of the east face. The rear ell has an L-shaped footprint with the bottom of the L spanning the rear elevation of the main block. It has a poured concrete foundation and clapboard siding and a few scattered one-over-one windows. The building is in good condition and has not had any major alterations since 1919. It is a good example of an early twentieth-century fire house.

The fire house was constructed in 1893 and was originally a side-gable 1-1/2 story barn-like structure with the extant tower. At the south elevation were two double-leaf carriage doors with diagonal bracing. On each side of the doors and in the gable ends were regularly-spaced six-over-six windows. In 1913, the building was raised about four feet to accommodate the level of the new iron bridge across the White River; this is when the concrete block foundation was added. In 1919, the building was converted to a two-story building with a tenement for the Fire Chief on the second story. This is also probably when the first rear ell was added, which was swept away in the 1927 flood then rebuilt. The extant paired windows were originally square single pane windows topped with transoms and the garage bay was originally smaller, with a pair of hinged doors with lower horizontal panels and upper multi-pane lights. Composition siding was added over the clapboard siding around the 1960s and was removed around the 1980s.

Due to a petition submitted to the selectmen by local citizens, a two square mile fire district was established in 1893, and was the first fire district in White River Junction. The building remained a fire station until 1978, when a new fire station was constructed outside the historic district. Since then, the building has been used as the town water department and as a civic building.

44. Lehman Bridge over White River, Bridge Street, 1991, non-contributing

This 381 foot bridge crosses the White River at Bridge Street. It has concrete abutments and two concrete piers with rounded edges, and is of steel girder construction under a concrete deck with granite curbing lining the travel lanes. A concrete sidewalk lines the northbound lane. The bridge has a metal railing comprised of three horizontal pipes supported by square piers. Along the sidewalk, the railing also has a balustrade of thin vertical pipes that are attached to the horizontal members. This bridge was constructed in 1991 and is in excellent condition. It is named for Ralph Lehman, who had been a long-term town Selectman.

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The first bridge across the White River in White River Junction was not constructed until 1868, and was a covered bridge. Before this, the only bridge across the White River in Hartford was in Hartford village, 1-1/2 miles upriver. In the early 1860s, residents began requesting the Town to build a bridge in White River Junction but this was rejected upon the belief that White River Junction would never be important enough to warrant the expense of a bridge. Eventually, at town meeting in 1867, the townspeople voted to build a bridge. The contract was awarded to James Tasker of Cornish, New Hampshire. The bridge was two spans, and had an exterior pedestrian walkway added later for safety. This bridge was washed away in 1913 by a logjam, which could not be held back due to rising water levels caused by rain. The bridge made a 90 degree turn and landed on the bank of the river. The next bridge was a three-span through-truss steel bridge on masonry piers and abutments and its deck was four feet higher than the covered bridge. It was built by masons J.W. Buswell and the Canton Bridge Co. Two spans of this bridge were destroyed by an ice jam in 1964. A "temporary" bridge was built where the two spans were missing. This bridge lasted until 1990, when it too was destroyed by an ice jam.

45. Hartford High School, 171 Bridge Street, 1884 and 1895, contributing

This large brick symmetrical High Victorian Gothic building is located at the southeast corner of Bridge and Maple Streets on "Lyman's Point," and has a large setback from both streets. It faces Bridge Street and has a large front lawn. At the sides and rear is a parking lot, and at the rear of the property is a public park that abuts the railroad tracks. The two-story structure has a modified rectangular footprint oriented parallel to Bridge Street, cut stone foundation, brick masonry walls, and an asphalt-shingle hipped roof with two front and rear hipped-roof cross gables. Two large brick chimneys centered on the cross gables emerge from the roof ridge. The north chimney has a corbeled brick cornice. Between the front cross gables is a modern entrance pavilion, and between the rear cross gables is a modern blank brick wall; these are both flush with the cross gables. Each cross gable and end wall is three bays wide. The north end wall has a centered two-story one-bay wide shallow pavilion. Filling in the northeast corner is a one-story flat-roofed brick addition, and at the front corners are shed-roofed wood frame entry porches supported by round columns. Between the first and second stories is a stone beltcourse, and above the second story windows is decorative brickwork that includes a band of soldier bricks set at a 45 degree angle, a band of denticulated brick, a band of small cross-shaped recesses, and a nine-wide corbeled cornice. The regularly-spaced window openings have brick segmental arches and stone sills. Each cross gable and end wall has a paired window flanked by an individual window. The openings have aluminum replacement windows with false muntins topped with aluminum panels. The first story of the entry pavilion is completely glazed with metal-framed elements including a double-leaf door surrounded by horizontal fixed windows. The entry is protected by a cantilevered roof. The second story of the pavilion is spanned by aluminum double-hung windows with false muntins sandwiched between horizontal aluminum panels. At the roofline is a large wood signboard that reads "Municipal Building." In the outer faces of the front cross gables are double-leaf aluminum-framed glass doors with false muntins. The building is in excellent condition and is an excellent example of a High Victorian Gothic public building and one of the most important landmarks in the village.

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The north half of the building was constructed in 1884 and had four school rooms. The south half of the building, which is identical to the north half, was constructed in 1895, giving the building eight school rooms. The building originally had six-over-six half-arched windows, paneled double-leaf doors under five-pane transoms, hipped-roof dormers centered on the main roof slopes and in the primary roof slopes of the cross and end gables. These dormers had segmental-arched window openings with tripartite windows with arched transoms. The original entries to the school were in the end bays of the front elevation, in the location of the extant front door but in the original wall plane, and centered on the end (north and south) walls. The extant north chimney is original, and the south chimney was rebuilt in the location of the original chimney.

Sometime between the printings of the 1917 and 1925 Sanborn Insurance maps, brick Neo-Classical Revival one-story porches were added to the voids at the front corners of the building, and an enclosed one-story brick vestibule was added in the center void between the front cross gables. They projected slightly from the front wall plane and had flat roofs. The end porches had large square columns with cast-stone capitals, molded cornices, and brick parapet walls. The center vestibule had a molded cornice and a parapet, and a segmental-arched door opening with a double-leaf wood paneled door with upper lights and two multi-pane transom windows. Flanking the doorway were vertical window openings with stone sills and four-over-four windows.

In 1955, the porches, vestibule and dormers were removed; and the front pavilion, the brick wall infilling the void between the rear cross gables, and the brick addition in the northeast corner, were added. The second story of the front pavilion originally had a ribbon of metal-framed vertical windows. The shed-roofed entries were added and the windows replaced (including the second story of the front pavilion) around the 1980s.

In 1806, the town was divided into seventeen school districts. In the historic district, school district #11 was at Lyman's Point, and #13 was what later became White River Junction. Classes at that time were held in buildings that also served other purposes. The first schoolhouse in Hartford was constructed in 1807, in district #14. Districts 11 and 13 were consolidated in 1884, the same year the original block of the high school was constructed. The school was originally the Hartford High School and also housed the White River Junction elementary school. It was first occupied in the Fall of 1884. The 1884 town report notes that it is of the "modern style."

After ten years, the school was declared overcrowded and an addition was proposed. The first addition was designed as a projection from the south end wall, the same width as the south wall. It must have been considered too small as the actual addition doubled the size of the building. The addition housed first and second grade primary, first and second grammar, preparatory high, and high school classes. One room was used as a recitation room for high school and one for kindergarten. The contractor for the 1895 addition was Lyman Whipple of Lebanon, New Hampshire. It resulted in "eight large, well lighted, well heated, and well ventilated school rooms."

In 1905, the Chairman of the Board of School Directors reported that this building was overcrowded. In 1907, a new high school was built just north of the historic district, and the subject school continued with its previous uses except high school. The 1948 town report declared the

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school a health and safety hazard due to being underlit and having structural deficiencies: the east wall near the 1884 section was spreading due to foundation settlement, causing the danger of falling plaster. Despite repairs that solved this structural problem, including the installation of tie rods, the town voted to build a combination elementary and junior high school, which was completed in 1952, leaving the subject school vacant. The building committee appointed to determine the fate of the building recommended demolition, but in 1953, the town citizens voted against this. In 1954, the building committee recommended the building be used as town offices, which it remains to this day. The 1955 renovations were undertaken to accommodate this new use.

46. Morse House, 172 Bridge Street, c. 1880, contributing

This 1-1/2 story wood frame vernacular Italianate house is located on the west side of Bridge Street and has a moderate setback from the street. It has a small front and south lawn and is in close proximity to the house to the north. The house has a front-gable sidehall-plan main block with a rectangular footprint oriented perpendicular to the street, and a side ell to the south with a rectangular footprint oriented parallel to the street. It has a brick foundation, vinyl siding, and open-eave overhanging asphalt-shingle roofs. Off-center on the front roof slope of the ell is a cross gable. Architectural trim includes a molded wood cornice that encircles the building and flat-stock wood window and door casings. Spanning the front elevation of both the main block and ell are one-story flat-roofed porches. The porch at the main block has chamfered wood columns with capitals, a cut-out balustrade railing, a cut-out skirt, and a molded wood cornice. The other porch has slender wood posts and a trellis railing. At the left end of front elevation of the main block is a hollow-core metal door and at the right end of the front elevation of the ell is a wood door. The house has regularly-spaced one-over-one replacement windows. The house is in very good condition and is a good example of a late nineteenth-century vernacular residence.

The house was constructed about 1880 and the porch at the main block may be original. The house probably originally had clapboard siding and two-over-two wood windows. The ell originally had a front porch also, but it probably matched the other porch. The ell porch, siding and windows probably date to the 1980s.

In 1880, Lydia and William Morse purchased this vacant lot and it is likely the house was constructed shortly thereafter. It appears in an 1889 drawing of the village. In 1892, the house was sold to Mary Allen. After her death in 1897, her husband Samuel remarried and sold the house in 1898 to Frances M. Taylor, who owned it until 1935.

47. Williams House, 176 Bridge Street, c. 1885, contributing

This 1-1/2 story wood frame vernacular Stick Style house is located on the west side of Bridge Street and has a moderate setback from the street. It has a small front lawn, is in close proximity to the house to the south, and has a gravel parking lot to the north and west. The house has a side-gable main block with a front cross-gable, a shed-roofed rear addition, a brick foundation, clapboard siding except for the wood-shingled gables, and an open-eave overhanging standing-seam metal roof. The front cross-gable is an oversized bay window with overhanging gables at the angled

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corners. The overhangs are supported by curved brackets with drop finials at the corners; above the brackets is a sunburst-pattern panel. Above the first story windows of the front cross gable are panels with diagonal cross-bracing; the center panel also has filigree detailing. The peaks of the gables project from the shingled surface, and have diagonal-board sheathing with a bracketed cornice. The gables have incised bargeboards. The front roof slope of the main block has a small shed-roofed dormer. The right two-thirds of the front elevation of the main block is a recessed porch. The porch has a wood railing with a turned balustrade, square posts, small scrolled corner brackets, and a stickwork frieze. The house is in excellent condition and is the only Stick Style house in the historic district. It is now a residence and a bike dealership.

The house appears on an 1889 drawing of the village and judging by its appearance, dates to about 1885. In the 1950s or 1960s composition siding was installed, which was later removed. The house does not appear to have had any other alterations. The house was probably constructed for Leonard Williams and sold to Sarah Talbert and her husband around the turn-of-the-twentieth-century. In 1943, Sarah Talbert sold the house to George and Mary Reeves, and the Reeves family lived there until the 1990s.

**48. Boston & Maine Railroad Bridge, 1848 (abutments and piers), and c. 1939 (bridge),
White River, contributing**

This railroad bridge spans the White River near its confluence with the Connecticut River and carries the former Boston & Maine railroad tracks. It has abutments set back from the edge of the water, and two piers, all constructed of massive cut stones. Projecting from the abutments are massive curved retaining walls. The bridge is constructed of approximately ten feet tall riveted plate girders connected with an open-web trestle. The bridge is in very good condition and is a good example of a railroad bridge from the second quarter of the twentieth-century.

The piers and abutments were probably constructed in 1847 or 1848 for the Connecticut and Passumpsic River Railroad, which was acquired by the Boston & Maine Railroad in the 1880s. They appear in an 1860 photograph of the original bridge, which was a covered timber bridge. The date of the extant bridge is unknown. It does not predate the 1937 construction of the Railroad Depot, but judging by its technology it was probably constructed after the hurricane of September 1938. It replaced an iron truss bridge that had been constructed sometime between 1889 and 1894. The bridge abutments and piers are the oldest surviving historic structures in the historic district.

**49. H.A. Perkins & Sons/Twin State Fruit, 37 Railroad Row, 1921, c. 1930, c. 1960, c.
1980, contributing, #24/25 of original nomination**

This large industrial complex is located between Railroad Row and the Central Vermont Railway railroad tracks. It has three connected sections: a square main block with an addition spanning the east elevation, a square addition attached to the west elevation of and projecting north of the main block, and a later addition attached to the west elevation of the first addition. The two-story wood frame main block has a poured concrete foundation, corrugated metal siding, and a low-sloped open-eave overhanging gabled roof with a north-south ridge and two decorative ventilators. Its

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addition has a shed roof with exposed rafter tails. Concealing the south gable is a wood falsefront parapet that reads, "Twin State Fruit Corp." Spanning most of the north elevation is a shed-roofed porch with square posts. Under the porch the wall is sheathed with T-111 plywood siding. The building is vacant but in good condition and is a good example of an early twentieth-century industrial building.

The gabled main block was constructed in 1921. It was originally sheathed in clapboard siding. The north elevation originally had a suspended first-story shed roof and two-over-two windows at the second story. The metal siding was probably added during the third quarter of the twentieth-century. The addition dates to about 1930. Although the building has been altered, it retains enough historic integrity to be a contributing resource. The building was constructed as a warehouse for the feed and grain business of H.A. Perkins and Sons, which was operated by Fred and Leslie Perkins. By 1925 it had been sold to the Vermont Warehouse Company who operated there until 1927. At this point the falsefront sign read, "Vermont Warehouse Company, Public Warehouse Storage, Free and Bonded." In 1927, the Twin State Fruit Corporation (established 1908) moved into this warehouse. Twin State was a fresh fruit and vegetable wholesaler, and later also sold frozen food, candy and beverages. Twin State vacated the complex in 1984.

A one-story addition is connected to the west elevation of the main block. It has a square footprint and is set back from the south elevation of and projects north of the main block. It has a concrete block foundation, sheet metal siding, and a low-sloped gabled roof with an east-west ridge and standing-seam metal roofing. At the left end of the north elevation is a two-bay garage projection with large metal overhead doors. At the top of the rest of the north elevation are regularly-spaced four-pane windows. The addition is in fair to good condition. It was constructed for the Twin State Fruit Company sometime between the printings of the 1957 and 1964 Sanborn Insurance maps.

A one-story addition is connected to the west elevation of the first addition. It has a rectangular footprint oriented perpendicular to the first addition, and has a raised concrete block foundation, corrugated metal siding, and a low-sloped gabled roof with an east-west ridge. It was constructed about 1980, and is in very good condition.

50. Windsor County District Courthouse, 82 Railroad Row, 1990, non-contributing

This large two-story symmetrical modern building is located on the north side of Railroad Row. It is surrounded on three sides by paved parking lots and backs up to the south bank of the White River. It has a modified square footprint, concrete foundation, brick veneer walls with concrete detailing, and multi-gable standing-seam metal roof. Between the first and second stories and at the roofline are concrete beltcourses. The front (south) elevation has a two-story front-gable entry pavilion with a full-height round-arched window opening at the second story. The side elevations each have two, two-story front-gable pavilions. The building has metal-framed glass double doors in the front pavilion and south side pavilions, and regularly-spaced ribbons of three and four metal-framed paired casement windows separated with concrete "casings." The side entries have round-arched transom windows. The side gables have round louvered openings. The building is in excellent condition and is non-contributing due to its age.

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This building was constructed in 1990 as the Windsor County District Courthouse. It was constructed in the location of the 1896 H.A. Perkins Company building. This was a 2-1/2 story front-gable wood frame building with clapboard and sheet metal siding and flat roofed side wings. Henry A. Perkins was a dealer in hides, furs and wool, and was reportedly one of the largest firms of its kind in New England. The Perkins business closed in 1931 and the building was used to store building materials until about 1970 when it was acquired by the Renehan-Akers construction company. The building was a contributing building in the original (1980) White River Junction Historic District until it was demolished to make way for the courthouse.

51. Boston & Maine Union Station, 100-06 Railroad Row, 1937, contributing, #1 of original nomination

This brick Colonial Revival building is located between the railroad tracks and the White River, across the tracks from the east end of Gates Street. It faces west and is comprised of four blocks; a 2-1/2 story front-gable block flanked by two one-story flat-roofed wings of different size, and a small one-story flat-roofed addition to the rear of the north wing. The north two-thirds of the north wing projects slightly west from the other third and the west elevations are connected by an angled wall that contains a Colonial Revival entryway. The center block has a standing-seam metal roof and pedimented gables. The west elevation of the main block has a two-story recessed center archway with a transomed doorway and a fanlight window at the second story, and the east elevation has a pedimented center entry. The west elevation of the south third of the north wing has three false arches infilled with stucco; the center arch has a wood double-leaf door. The first story of the main block and wings have regularly-spaced large vertical window openings containing eight-over-twelve wood window units, except for the north wing which also has six-over-six windows. The second story has eight-over-eight windows. The gables have four-pane oculus windows. An open wood-frame shed extends south from the station and provides shelter to passengers awaiting and disembarking trains. The octagonal cupola centered on the ridge of the main block has a clapboard base, six-over-nine window in each face, and a hipped bell-shaped copper roof with a copper finial and weathervane atop the finial. The building is in excellent condition and is an excellent example of a Colonial-Revival railroad station.

The Union Station was constructed in 1937 by the Boston & Maine Railroad company. The unusual configuration and asymmetry of this Colonial Revival building suggests it was built in stages, but it currently has the same footprint as it did on the 1941 Sanborn Insurance Map. It does not appear to have had any major alterations. The northern two-thirds of the north wing was built for the Railway Express Agency. The building now serves as a Welcome Center and a transportation museum, and Amtrak's Vermonter stops at the station twice per day. Boston & Maine sold the building to a private interest in 1995 and it has been recently rehabilitated.

In 1847, the Vermont Central Railway and the Connecticut River Railroad began construction of rail lines through White River Junction. At this point there were no more than three farms in what is now White River Junction. On June 26, 1848, the first train to travel in Vermont, the Vermont Central Railway's "Winooski," ran 27 miles from White River Junction to Bethel, Vermont. This line was subsequently extended north to Burlington. In 1848, the Connecticut and Passumpsic

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Rivers Railroad opened between White River Junction and Newport, Vermont (on the Canadian border). In 1849, the Northern New Hampshire Railroad opened, which served Concord, New Hampshire and Boston, and in 1863, the Woodstock (Vermont) Railroad opened. At one point there were fourteen railroad tracks traversing White River Junction. The Vermont Central Railway was later called the Central Vermont Railway; its tracks pass the station and follow the south bank of the White River. The Connecticut and Passumpsic Rivers Railroad was acquired by the Boston & Maine Railway in the 1880s; its tracks pass the station and cross the White River via a bridge (#48).

The first railroad depot opened in 1849 in the general vicinity of the extant station. It was destroyed in the 1861 fire that destroyed numerous buildings in White River Junction, including all railyard structures. The 1862 passenger depot was destroyed by fire in 1880 and was replaced with a large brick Stick-Style station. In 1889, a V-shaped freight house was constructed north of the station. The 1880 station was destroyed by fire in 1911, and although written historical accounts state that no passenger depot was constructed until 1937, the 1917 and 1925 Sanborn Insurance maps show that a one-story wood frame passenger station was constructed on the foundation of the main block of the 1880 station. The freight depot was demolished around 1960. A tunnel once passed under the railroad tracks between the station and the central business core; it was blocked up around 1992.

52. Boston & Maine R.R. Locomotive #494, Railroad Row, 1892, moved to site 1993, contributing

This locomotive plus its tender and caboose are located just north of the Railroad Station, adjacent to the railroad tracks. It is of the American type and is coal-fired. It has a 4-4-0 wheel arrangement, is thirty-three feet in length, and has a wagon-top cylindrical boiler, box headlight, cylindrical smokestack, brass bell, sand dome and a steam dome. The wood cab has sliding side windows. The tender is nineteen feet long and contains the open-topped coal pocket and an enclosed water cistern. It is sheathed in sheet steel. The caboose is the Boston & Maine Caboose No. 104610 and is thirty-three feet in length. It is sheathed with vertical narrow V-joint boards and single-light windows near the corners, and has a glazed center cupola above the shallow vaulted roof.

The locomotive and tender were built in 1892 by the Manchester Locomotive Works in New Hampshire. They were later modified. The caboose was built in 1921 by the Laconia Car Co. in New Hampshire. These types of locomotive and caboose are now rare. The locomotive and tender were taken out of service in the 1930s, and acquired by Railroads Enthusiasts, Inc. in 1938 with the intent of displaying them at the New York World's Fair in 1939. In 1957, this group moved the locomotive and tender to White River Junction behind the municipal building (#45). The same year, the caboose was retired and also moved to White River Junction. In the 1980s the set was moved to the west side of the railroad tracks opposite the Railroad Station, then moved again in 1993 to its current location. (See the 1995 National Register nomination for the 494 for more detailed information.)

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53. Cross-Abbott Grocery, 4 Gates Street, 1894 and 1953, contributing, #2 of original nomination

This two-story wood frame Italianate commercial building is located at the east end of Gates Street, on the south side of the street. It has no setback from the street and has railroad tracks to its east and is in close proximity to the building to the west. The building has a main block and rear wing. The flat-roofed main block faces north and has a rectangular footprint oriented perpendicular to the street. The one-story flat-roofed wing spans the rear elevation of the main block and has a long rectangular footprint oriented perpendicular to the street. The main block has a brick foundation, clapboard siding, quoins, a full denticulated entablature between the first and second story, and a full bracketed entablature at the slightly overhanging roof. Spanning most of the first story of the front elevation is an enclosed porch. The left third of the porch has paired pilasters dividing three multi-pane vertical windows. Most of the rest of the porch has flush horizontal siding and a large opening. The right end of the porch is open and provides an entry into the main block via a paneled wood door with an upper light. The exposed right end of the front elevation has two, four-pane fixed display windows divided by decorative paneling and topped with three-pane transom windows. The symmetrical second story of the front elevation has a centered triplet of two-over-two wood windows flanked by regularly-spaced individual two-over-two windows. The upper sash of the center window is blocked up. The side elevations have regularly-spaced two-over-two windows. The rear wing has concrete block walls, small industrial windows, and sliding wood paneled pedestrian doors. The building is in very good condition and is an excellent example of an Italianate commercial block.

The Cross-Abbott Grocery was constructed in 1894. It originally did not have a front porch; the front elevation had a transomed doorway in the second bay and five, four-pane vertical windows divided by decorative paneling and topped with three-pane transom windows. The porch was constructed at an unknown date; it does not appear on any Sanborn Insurance maps, but does appear in a 1950s photograph. The rear wing was constructed in 1953.

The Cross-Abbott Grocery was a wholesale grocery established by Charles A. Cross of Fitchburg, Massachusetts and Charles C. Abbott of Keene, New Hampshire. In 1948, the company joined the Red & White Corporation, an association of food distributors which later became the P&C Company. In 1956, the company built a new warehouse in Hartford village and moved its business there. The White River Paper Company moved into the subject building in 1957, and remained there until 1989, when it moved to larger quarters on Route 14 in Hartford. The building is now occupied by Vermont Salvage, which sells architectural salvage.

54. The Landmark/Right Printing, 14 Gates Street, c. 1885 and c. 1905, contributing, #3 of original nomination

This 2-1/2 story Queen Anne commercial building is located on the south side of Gates Street. It has no setback from the street and is in close proximity to the adjacent buildings. It has a rectangular footprint oriented perpendicular to the street and faces north. The symmetrical building has a brick foundation, clapboard siding, and a front-gable slightly-overhanging boxed-eave

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corrugated-metal roof. The three-bay front elevation has a center doorway with a double-leaf wood door with tall vertical lights flanked by wood four-pane display windows. Above the doorway is a flat-roofed overhang supported by wood knee braces. At the second story is a centered oriel window flanked by two-over-two wood windows. The gable is enclosed at the bottom by a molded wood cornice that encircles the building. Resting on the cornice are paired four-over-one wood windows. Above the windows in the peak of the gable, there is trellis-pattern sheathing. Architectural trim also includes flat-stock cornerboards, stickwork in the oriel window, a horizontal band above the first story windows, and a flat-stock friezeband. The side elevations have irregularly-spaced two-over-two windows and one small Chicago-type window. Attached to the west elevation and projecting slightly in front of the building is a tiny one-story flat-roofed addition. It has a metal-framed glass door.

The first and second story of the building were constructed in the 1880s. This building had a flat roof and no oriel window. The attic story and oriel window were added sometime between the printings of the 1901 and 1906 Sanborn Insurance maps. The side addition was added sometime between the printings of the 1925 and 1941 Sanborn maps. The building does not appear to have had any alterations and is an excellent example of a Queen Anne commercial block. For several decades the building was sheathed in composition siding; this was removed in the 1990s.

The first occupants of the building were a print shop, barber, and business offices. *The Landmark* newspaper may have added the attic story, as judging by Sanborn maps, it started occupying the building sometime between 1901 and 1906. *The Landmark* was established by A.A. Earle in 1881 and sold to Charles Jamason in 1888. The Jamasons also lived in the building. The newspaper was sold by the Jamason family to Alfred T. Wright in 1922. Wright operated the paper from this location, as well as the Right Printing Company, which had been established at this location in 1910, until his death in 1949. In 1952, the newspaper was sold to the *Valley News* of West Lebanon, New Hampshire. The building remained the location of the Right Printing Company until at least the 1980s.

55. National Bank of White River Junction/White River Savings Bank, 28 Gates St., 1892, 1904, 1915, contributing, #4/5/6 of original nomination

This brick three-section flat-roofed building is located at the southeast corner of South Main and Gates Street. It has no setback from the street, is in close proximity to the building to the east and shares a party wall with the building to the south. The two-story Romanesque main block is at the corner and faces north, a three-story Romanesque addition spans the east elevation of the main block and faces north, and a Neo-Classical Revival addition spans the south elevation of the main block and faces west. The main block has a rectangular footprint oriented north-south, a cut granite foundation, and brick masonry walls. The stepped-out water table is capped in beveled stone. The first story has large round-arched window openings; the arches are comprised of soldier bricks and have projecting brick hoods. The sills and impost blocks are of cut granite and the impost blocks are continuous between the openings. Centered on the north elevation is a one-story flat-roofed entry pavilion. It has an arched opening identical to the window openings and a denticulated corbeled cornice and a recessed doorway. Below the second story windows is a brick beltcourse.

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The second story has regularly-spaced round-arched window openings with stone sills and arches comprised of soldier bricks and projecting brick hoods. The brick impost blocks are continuous between the openings. Directly above the second story windows is an elaborate entablature with a corbeled architrave, a wide frieze punctuated with recessed circles around Greek crosses, and a corbeled cornice. The first story window openings contain single-pane aluminum fixed windows under round-arched transom windows. The front entry has an aluminum-framed door. The second story window openings have one-over-one arched wood window units.

The three-story three-bay wide east addition has a rectangular footprint oriented north-south. It has a cut granite foundation and brick masonry walls. The first story has three arched openings and detailing that matches those of the first story of the main block and is capped with a stone beltcourse. The left arch contains an entry to the building, and the other two arches contain single-pane aluminum fixed windows under round-arched transom windows. Four brick pilasters rise from the beltcourse and terminate at a stone beltcourse that runs below the brick roof parapet. The pilasters are capped with granite arrow-shaped shields. Each bay of the second and third story has a square window opening; the second story openings have stone splayed arches and stone keystone, and the third story openings have stone lintels with shoulders. The upper window openings contain paired casement windows and paired transom windows.

The Neo-Classical Revival three-story three-bay south addition has a rectangular footprint oriented east-west. It has brick masonry walls and shares a party wall with the building to the south. At each end of the storefront is a doorway framed with brick piers. Between the doorways is a large opening containing a large overhanging bay window. The storefront has a wood full entablature. Centered on the second story is a blind arch containing a Palladian window. The rest of the bays of the upper stories each have one vertical window opening with a stone sill and stone splayed arches with keystones. Between the second and third stories in the left and right bays is a stone panel. The building is capped with a heavily molded wood entablature and paneled brick parapet that wrap around the northeast corner of the building. The doorways contain wood doors with lower panels and multi-pane upper lights, and infilled transoms. The hipped-roof bay window has a paneled base and multi-pane wood display windows. The Palladian window is comprised of a round-arched window which has an upper sash of six panes under a fanlight design, over a six-pane sash, flanked by four-over-four windows. The three windows are divided by slender pilasters and the side windows have small wood entablatures. The rest of the windows are wood six-over-six units.

The entire building is in excellent condition and is an excellent example of a turn-of-the-twentieth-century commercial block. The main block was constructed in 1892, the south block was constructed in 1904, and the east block was constructed in 1915. The only alteration to the main block is the replacement of the first story windows and front entry, which were originally wood-framed. The south block originally had one large single-pane storefront window with a stone skirt and wood doors with large vertical window openings under transom windows. In the mid twentieth-century, these doors were replaced with metal-framed glass doors, which were later replaced with the extant doors.

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The main block was constructed for the First National Bank of White River Junction. It had been established in 1886 as the National Bank of White River Junction and its first president was George W. Smith. The bank first opened on the second story of the Smith Block (see #10). Upon moving into its new home, the bank was renamed the First National Bank of White River Junction. The south block was designed by Louis Sheldon Newton, who may be Hartford's most well-known architect. Newton lived in Hartford Village and was known for his residential designs. The south block was first occupied by the White River Savings Bank, which moved from its location a few doors down on South Main Street (#25), where it had opened in 1886. The first president of this bank was former Governor Samuel E. Pingree.

In 1912, the Inter-State Trust Company was organized with the purpose of providing mortgage loans. Until 1940, it shared office space with the First National Bank. In 1915, the White River Savings bank was acquired by the Hartford Savings Bank and Trust Company. In 1940, this bank discontinued business, and the Inter-State Trust Company purchased the south block. The east block was constructed in 1915, and was first occupied by the Howard Drug Company and the Odd Fellows. The First National Bank expanded into this building in 1956. By 1957, all three sections were the First National Bank, which was later the Twin State Bank, then the Green Mountain Bank, and finally the Mascoma Bank, which closed in 2001. The building is currently under private ownership and is being rehabilitated.

The main block was constructed in the location of the c. 1880 Grover Block, a wood frame, front-gable, 2-1/2 story building with two side cross gables, a full-facade one-story porch, and clapboard siding. This building was reportedly moved to either Gates Street or South Main Street, but there is no evidence of such. The south block was constructed in the location of a c. 1900 1-1/2 story wood frame photography studio. The east block was constructed in the location of a small wood frame 1895 fruit store.

56. Greenough Block, 60 Gates Street, c. 1910, contributing, #11 of original nomination

This three-story brick commercial building is located on the southwest corner of South Main and Gates Street. It has no setback from either street and shares party walls with the adjacent buildings. The flat-roofed three-bay by five-bay building has a rectangular footprint oriented parallel to Gates Street; the footprint is slightly skewed to follow the angled street corner. The building is of brick masonry construction and the east elevation has a storefront. The windows have flat brick arches, there is a denticulated beltcourse that forms the second story windows sills, and there is a brick entablature with a common-bond vertically-laid brick frieze, and denticulated brick cornice under a stamped metal cornice. In the Gates Street frieze, there are bronze letters spelling "Greenough." The storefront has a recessed angled off-center entry with a metal-framed glass door and sidelight, and two horizontal single-pane display windows. Up to the window lintels the storefront is sided with diagonal vinyl siding. Above the storefront and up to the second story window sills, the storefront has board-and-batten siding. The storefront wraps around to the first bay of the north elevation. The first story of the north elevation has brick piers dividing the bays and at the top of the story are transom windows in the three middle bays. All of the second and third story windows are one-over-one units. The second and third stories of the east elevation have paired windows in

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the left and middle bays and individual windows in the right bay. The second and third stories of the north elevation have individual windows in the first bay, paired windows in the second and fifth bays, and triplet windows in the third and fourth bays. At the right end of the north elevation is a metal-framed glass door with a tall transom window. The building is in very good condition and is a good example of an early twentieth-century commercial block.

The Greenough Block was constructed sometime between 1908, when it does not appear in a photograph of this date, and 1917, when it appears on a Sanborn Insurance map. It originally was a boardinghouse with first story commercial establishments, and had storefronts spanning both elevations. It was probably constructed by Frank Greenough, who is listed as the lodging house proprietor in the 1920 census. The current storefront appears to date to the 1970s. This building replaced a c. 1885 wood frame 2-1/2 story front-gable store that was also called the Greenough Block.

57. Commercial Building, 70 Gates Street, c. 1920, non-contributing

This symmetrical one-story wood frame commercial building is located on the south side of Gates Street. It has no setback from the street, shares a party wall with the building to the east, and has a paved driveway to the west. The building has a rectangular footprint oriented perpendicular to the street and a side-shed roof concealed at the front by a falsefront parapet. The building is sheathed in vertical and diagonal board siding. The centered doorway has a hollow core metal door. On each side of the door is a segmental-arched single-pane display window. The side elevation has three small round-arched window openings; two of these are blocked up and one contains a single-pane fixed window. The building is in fair to good condition.

This building was constructed sometime between the printings of the 1917 and 1925 Sanborn Insurance maps. It originally had large square display windows. The front door, window openings, and siding date to the late twentieth-century and the only historic features are the massing and falsefront parapet. As a result of these alterations, the building does not qualify as a historic resource.

The building was originally two side-by-side stores, and since the 1950s has been a restaurant. It was constructed in the same location as Dreamland, which was constructed in 1908 and was the first theater in White River Junction. It was a two-story building with a flat roof, wood shingle siding, and a recessed front central entry flanked by two doors. The theater only survived a few years and the building is not shown on the 1917 Sanborn Insurance map.

58. Miller Auto Company, 76 Gates Street, c. 1930 and c. 1980, non-contributing

This two-section automobile dealership is sprawled out on the south side of Gates Street and is comprised of two connected buildings. Both are set back from the street behind a paved parking lot and have paved driveways along the sides and a large paved parking lot in the rear. The west building has a two-story flat-roofed main block, a one-story flat-roofed front projection, and a two-story flat-roofed rear wing. The west building main block and wing have rectangular footprints

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oriented perpendicular to the street and are of brick masonry construction which is mostly concealed by T-111 plywood siding. The rear elevation of the main block and the rear and east elevation of the rear wing are parged. The front of the main block and west elevations of the west buildings have shingled pent roofs at the roofline. The main block and rear wing have irregularly-spaced multi-pane metal-framed industrial windows. The front projection spans the front elevation of the main block and has a rectangular footprint oriented parallel to the street. It is completely glazed with metal-framed vertical display windows and has a sheet metal signboard that reads, "Pontiac Chevrolet Cadillac."

The east building is a one-story low-slung building with a rectangular footprint oriented perpendicular to the street. It has a very low-sloped gabled roof concealed at the front by a shingled pent roof. The front third of the building is sheathed in T-111 plywood siding and the rest has brick walls. At the front elevation is an off-center metal overhead door; to its left are a horizontal single-pane display window and a metal pedestrian door. To its right are two horizontal single-pane display windows, a square display window, and a metal-framed glass door. The side elevation has two metal overhead doors, three square window openings that have been blocked up, and two former garage bays infilled with T-111 plywood siding and ribbons of sliding windows. The complex is in very good condition.

The complex was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps, but it was probably constructed in phases. The main block of the west section probably predates the rear wing. The brick walls were originally exposed and the building had the appearance of an industrial building. The front projection was added sometime between the printings of the 1941 and 1957 Sanborn Insurance maps; judging by its modern appearance this was probably closer to the second date.

The front half of the east section predates the rear half and was originally a Moderne-style service station with white glazed metal panels, a sloped parapet with a flat center, full-height storefront windows, and one garage bay. The front fenestration of the former service station and T-111 siding and pent roofs appear to have been added around 1980 and have completely altered the historic appearance of the buildings. Because of these alterations, the complex does not qualify as a contributing resource.

The west section of the complex was constructed for the Miller Automobile Company, which was established in this location in 1907, by Henry Miller and his sons Herbert and Garfield. It was the successor of Henry Miller's Excelsior Carriage Company (#1). Early in the twentieth century, Excelsior started stocking automobiles but then discontinued this "as there was no future in this." Henry's son Garfield was disappointed and in 1907, contacted the Cadillac Company, signing his father's name to an order for fifty cars. All the cars sold, and the Miller Automobile Company was established. The first automobiles sold by the Millers included Cadillac, Pierce Arrow, White Steamer and Oakland, and later became a General Motors dealer. The company is reportedly the oldest Cadillac dealer in the United States. The Miller Auto Company recently moved its sales and service branches to Lebanon, New Hampshire, and maintains the subject property for auto body

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repair. The second floor of the west building has been used by the Northern Stage Company since 2001.

The original 1908 Miller Auto Company building was a rough-faced concrete block 1-1/2 story structure with a large front parapet concealing the front-gable roof behind. It had a large central bay flanked by large storefront windows. It was located just east of the extant complex and closer to the street. It was demolished sometime between the 1941 and 1957 printings of the Sanborn Insurance maps. It had been constructed next to the Junction House stable and livery, which were two-story front-gable wood frame sheds with central carriage bays. This was originally Southworth's Livery Stable, and was acquired by Lyman Gibbs in 1885. Nathaniel Wheeler (see #2) went into partnership with Gibbs in 1894, forming Gibbs and Wheeler. In 1901, they purchased the Junction House (#18) and used the livery and stable for the hotel. In 1912, Gibbs opened the first Ford agency in the village in a new wood frame building just east of the livery. In 1923, the agency was sold to William Wilmot, who operated it until his death in 1936. Huber Kendall bought it and was probably responsible for the construction of the service station, now the east section of the Miller complex. The livery and stable were demolished to make way for the west section of the Miller complex.

The parking lot just east of the Methodist Church (#59) belongs to the Miller Company. It was the location of the c. 1830 Colonel Nutt house, which was moved twice, first around 1850 to next to the location of Gates Block (#17), where it was purchased by George Gates in 1866. It was then moved again by his daughter Mae Gates in 1890 to a vacant lot next to the Methodist Church in order to make room for the Gates Block. This 2-1/2 story wood frame front-gable side-hall plan Greek Revival style house had clapboard siding, a front pediment, corner pilasters, a Greek Revival entry with a tall entablature, and regularly-spaced windows. The house was sold to the Miller Automobile Company, possibly as early as 1907, and as its parts department. Around 1980, it was demolished to create a parking lot for used cars.

59. United Methodist Church, 106 Gates Street, 1878, contributing

This wood frame Gothic Revival church is located on the south side of Gates Street. It has a small setback from the street, a paved parking lot to its east, and a small yard to its west. Behind the church is an annex that is connected to the church via an enclosed hallway. The symmetrical front-gable sanctuary has a rectangular footprint oriented perpendicular to the street, a projecting front tower, a large front-gable vestibule that spans the front gable, and two one-story shallow rear additions. The sanctuary has a rock-faced concrete block raised foundation, aluminum siding, and a slate roof. The tower has a tall flat-roofed square base, square flat-roofed bell tower, and slender octagonal cupola with a spiked steeple. The vestibule has aluminum siding and a slate roof. Architectural trim includes molded wood cornices and cornice returns, and a molded wood cornice at the tower base and bell tower. Each side of the sanctuary has three regularly-spaced triangular-arched window openings with colored fiberglass windows designed to resemble stained glass. Each side of the foundation has four one-over-one windows. The front gable of the vestibule has a centered glass-block cross and each side has a metal double-leaf door and triangular-arched window. The cupola has a tall vertical opening in each face. The church is in very good condition

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and is a good example of a Gothic Revival church. It is the oldest surviving church in the historic district.

The church was constructed in 1878 and originally had clapboard siding, a taller and narrower steeple, and a narrower front vestibule. The base of the steeple was square with clapboard siding and had a large triangular-arched window in the front. The bell tower was set back from the base and had stickwork and a very steep front-gabled roof. The front vestibule was one-bay by one-bay and had a centered front entrance and a four-over-four window in each side elevation. In 1899, the west half of the rear addition was built. Around 1905, the front vestibule was enlarged (but not to the current size). In 1915, the building was raised three feet onto the extant foundation and the rest of the first layer of the rear addition was built. By 1941, the rear addition reached its current size. In 1967, the tower was removed and replaced with the extant tower (without a steeple) and the front vestibule was enlarged to its current size. The aluminum siding may date to this time also. The extant steeple dates to 1989.

Methodist preaching began in Hartford around 1800, and in 1845, the first Methodist church in town was constructed in the hamlet of Jericho, which is located in the northwest corner of Hartford. Due to disuse, services ceased and the building was moved to Hartland in 1874. Methodist preaching began in White River Junction in 1877, at the Junction House. After this building burned in 1878, the church was constructed for a cost of \$2,700 on land owned by George W. Gates.

A. Annex, 1957, non-contributing

This two-story wood frame building is located behind the church and connected to the rear addition of the church via an enclosed hallway. It has a T-shaped footprint, flat roof, aluminum and composition siding, and a variety of irregularly-spaced windows including vertical single-pane fixed windows over awning windows, ribbons of four awning windows, and single-pane fixed square and horizontal windows. The building is entered via a metal door in the west elevation of the stem of the T. The Annex was constructed in 1957 and is non-contributing due to its age. The hallway connecting it to the church is not original. The Annex was built in the location of 1886 horse sheds that had been constructed for church use and removed sometime between 1925 and 1941.

60. New England Telephone and Telegraph Company, 119 Gates Street, 1922, 1961, 1975, contributing

This two-story Colonial Revival brick building is located on the northwest corner of Gates and Currier Streets. It has no setback from either street and is attached to additions that span its west and half its north elevations. The three-bay by five-bay building has a poured concrete foundation, brick walls, and a flat-roof. The building is encircled by a denticulated cornice with a band of projecting soldier bricks, and the window openings have projecting brick casings. The front (south) elevation is slightly asymmetrical; there is more space to the right of the symmetrical window and door configuration than to the left. The slightly off-center front entry has a Colonial Revival porch with Tuscan columns, a modillioned frieze, and a pedimented front-gable roof. The doorway has a

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wood paneled door with a transom window. Flanking the doorway are triplets of windows; one-over-one windows flanked by multi-pane double-hung windows, four-over-four on the left and six-over-six on the right. The pattern is mirrored on the second story, except the middle of the triplet windows is six-over-six. Above the doorway is a six-over-six window with a three-pane transom. The east elevation has six-over-six windows; the first and third bays have paired windows and the other bays have individual windows. The building is in very good condition and is a good example of a Colonial Revival public building.

This building was constructed in 1922 and the front porch is not original. The entry originally had a flat bracketed hood with a molded cornice. The extant porch was added no earlier than the 1960s. The one-over-one windows were originally six-over-six.

The New England Telephone and Telegraph Company opened its first office in White River Junction in 1894, and was located in the Junction House (#18). Around 1915, the telephone company moved into the Hartford Savings Bank (#55) and stayed there until the subject building was constructed. The building was built in the location of a c. 1890 Queen Anne house that had been moved across the street in 1917 (#62).

Attached to the rear of the main block is a large four-story non-descript brick structure that is, along with the other addition to the main block, the tallest building in the historic district. It has a moderate setback from Currier Street and a rectangular footprint oriented perpendicular to Currier Street, which it faces. It has a flat roof and spans most of the rear of the other addition and the main block. The first and second stories facing Currier Street have widely spaced window openings and there is a garage bay at the left end. Two windows are blocked up and the rest have nine-over-nine windows. The building is in excellent condition. The first three stories of the addition were constructed in 1961, and the fourth story was added in 1975. This addition replaced a one-story wood frame c. 1920 building that fronted Currier and had a similar footprint. It was originally a garage and ice house, and later a hardware store.

Attached to the west elevation of the main block is a large four-story brick structure that is, along with the other addition, the tallest building in the historic district. It has a small setback from Gates Street and a rectangular footprint oriented parallel to Gates Street, which it faces. The addition spans most of the west elevation of the main block and projects west of the other addition. To its west is a paved driveway. The addition has a flat roof and each story is defined by a flat concrete band. The main entry is at the left end of the front (south) elevation. It is accessed by concrete steps with concrete railings, and is protected by a shallow cantilevered concrete roof. The entry has a double-leaf metal-framed glass door and glass sidelights and a concrete spandrel. Above the doorway at each story is a vertical fixed window with a concrete spandrel. The rest of this elevation lacks fenestration except for a handful of scattered square windows over awning windows. At each story of the left end of the west elevation there is a vertical fixed window with a concrete spandrel. The building is in excellent condition. This addition was constructed to house a centralized directory assistance service for Vermont, toll equipment and the second crossbar tandem switcher for Vermont. It replaced a row of three c. 1890 Queen Anne houses that were identical to the house at 140 Gates Street (#62), which had been moved from the east end of the row in 1917.

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61. Daley House, 128 Gates Street, c. 1895, contributing

This wood frame Queen Anne house is located on the south side of Gates Street and has a moderate setback from the street and the buildings to the east and west. A detached garage is in the rear of the property. The 2-1/2 story house has an irregular cross-gable footprint and includes a hipped roof main block oriented perpendicular to the street, a front cross gable, two side cross gables, and a two-story rear wing. There is a brick foundation, vinyl siding, and an open-eave overhanging slate roof. A one-story flat-roofed porch wraps from the front cross gable around one bay of the east elevation. A wood handicap ramp leads to the rear of the porch. At the left end of the east elevation of the wing is a deep flat-roofed enclosed porch. Spanning the west elevation of the wing is a one-story hipped-roofed projection with a standing-seam metal roof.

The front cross gable has a first story bay window with the second story overhanging at the sides. The east cross gable has a projecting two-story flat-roofed bay window, and the west cross gable is similar but the gable is flush with the outer face of the bay and overhangs it at the sides. At the right end of the east elevation of the wing is an oriel window. The front porch has Tuscan columns, a turned balustrade railing, and a molded wood cornice. The rear porch has a vinyl-sided half-wall, ribbons of vertical casement windows, and a molded wood cornice. The vinyl siding conceals any remaining architectural trim. The front entry is at the right end of the porch and has a wood door with a tall vertical light bordered with narrow rectangular panes. Most of the windows are regularly-spaced one-over-one windows. At each side of the northeast corner of the second story are horizontal picture windows. At the first story of the front cross gable is a square picture window. At the left end of the front elevation, next to the front entry, is a pair of vertical single-pane windows topped with awnings. The gables have tiny round-arched openings partially infilled around replacement windows. The building is in excellent condition and despite the alterations is a good example of a Queen Anne house.

The house was constructed sometime between the printing of the 1894 Sanborn Insurance map and Mae Gates Daley's death in 1900. The house originally had clapboard siding. The picture window in the east elevation was originally a Palladian window and to the left of the front cross gable there was a second-story porch above the first story porch. Alterations, as well as the addition of synthetic siding, took place in the late twentieth-century.

The house was constructed for Dr. Olin W. Daley and his wife Mary "Mae" Gates Daley, who married in 1891. Daley was a general practitioner and Mae Gates (1860-1900) was a local real estate owner and developer. She was the daughter of George W. Gates (1824-1887), who had been a prominent local businessman. He settled in White River Junction in the 1860s, and owned all or most of the land in the historic district west of Bridge and Currier Streets on the south side of the White River. George's wife Mary died in 1889, and Mae inherited the estate, which included her future house lot. She probably lived in the family homestead that stood in the location of the Gates Block. She had this house moved to Gates Street (two properties to the east of her future home) to make way for the construction of the Gates Block, which she was responsible for. The old homestead was the c. 1830 Colonel Nutt house (see #58).

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After Mae's death, Daley inherited the Gates estate. He remarried and he and his wife, also named Mary, stayed in the house until the 1920s. In 1926, the Gates Realty Company sold the house to James and Dessie Kendall, who left the house to their son Huber, who operated the garage on Gates Street that later became part of the Miller Automobile Company (#58). In 1956, Kendall sold the house to Eona Powers, widow of Mark Powers, who had bought the Daley Block (#71) from Olin Daley. The Powers family lived here until the early 1960s, when the house was converted to the Knight Funeral Home, which operated until 2001. The building now houses offices.

A. Garage, c. 1960, non-contributing

Behind the house is a detached garage. It has a square footprint, vinyl siding, and a low-sloped shed roof. In the west elevation there are two paneled wood overhead garage doors, and a wood pedestrian door with lower horizontal panels and a four-pane upper light. In the rear elevation are three awning windows. The garage is in excellent condition and is non-contributing due to its age. It was constructed sometime between the printings of the 1957 and 1964 Sanborn Insurance maps.

62. Wilson House, 140 Gates Street, c. 1890, moved 1917, contributing

This 2-1/2 story wood frame Queen Anne house is located on the south side of Gates Street and has a large setback from the street behind 128 and 146 Gates Street (#61 and 63). It has an irregular cross-gable footprint and faces north, and has a rock-faced concrete block foundation, clapboard and wood shingled siding, and an open-eave slightly-overhanging asphalt-shingle roof. The side-gable main block has an octagonal tower projecting from the left half of the front elevation, and a 2-1/2 story rear ell that shares a west elevation with the main block and is set back from the east elevation of the main block. At the front elevation between the tower and the west gable wall is a one-story shed-roofed porch. The first story is sheathed in clapboards and the second story is sheathed in split shingle siding with a band of scallop-shingle siding. The top two-thirds of the side gables have diamond-pattern shingle siding. Architectural trim includes molded wood cornices, flat-stock friezebands and gable rakes, and flat-stock window and door casings with molded drip caps. The tower has a steep octagonal-hipped roof with a copper finial. The porch has turned columns, a molded cornice, and a pressure-treated wood railing. The three exposed faces of the tower each have a two-over-two wood window at each story. The rest of the house has a mix of irregularly-spaced two-over-two and one-over-one windows. The front entry at the left end of the porch has a wood door with an upper light. The house is in very good condition and is a good example of a Queen Anne house.

The house was constructed sometime between 1889, when it does not appear in a drawing of the village, and 1894, when it appears on a Sanborn Insurance map. It was originally part of a row of four identical houses across Gates Street, and was located at the east end of this row where the telephone building now stands (#60). It was moved to its present location in 1917, probably to make way for the construction of Currier Street. The house does not appear to have had any major alterations. The original roof was probably slate.

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The original owner of the house is unknown, but it possible it was constructed by Mae Gates as a real estate investment, along with the other three identical houses. It was moved to its current location by property owner Charles Brown, who lived at 146 Gates Street (#63). He sold the house in 1919 to Charles L. Wilson.

63. Brown/Landon House, 146 Gates Street, c. 1880, contributing

This 2-1/2 story wood frame vernacular Italianate house is located on the south side of Gates Street and has a moderate setback from the street and the buildings to the east and west. A detached garage is in the rear of the property. The house has an irregular cross-gable footprint and includes a front-gable side-hall plan main block oriented perpendicular to the street, a cross gable at the left side of the east elevation of the main block, and a 2-1/2 story rear wing set back from both side elevations of the main block. There is a brick foundation, clapboard siding, and a boxed-eave overhanging standing-seam metal roof. The east cross gable projects one full bay from the main block and at the left end of the west elevation of the ell is a two-story bay window under a cross gable. Spanning most of the east elevation of the main block and flush with the east gable wall is a one-story hipped-roof enclosed porch. At the right end of the front gable wall is a flat-roofed overhang supported by large scrolled brackets and a wood door with lower panels and an upper square light. Architectural trim includes molded raking and horizontal cornices and cornice returns, corner pilasters, and flat-stock window casings with molded drip caps. The side porch has a clapboard half-wall under ribbons of one-over-one windows, and a multi-pane wood door in the north elevation. The house generally has regularly-spaced one-over-one windows, a two-over-two window in the front gable, and a paired window at the first story of the east gable wall. Two window openings in the west elevation have been blocked up with clapboards but the casings remain. The house is in excellent condition and is a good example of a vernacular Italianate residence.

The house was constructed sometime between the printing of the 1869 Beers atlas and when it appears in an 1889 drawing of the village. Judging by its stylistic details, it dates to about 1880. It originally had a slate roof and two-over-two windows, and the rear wing originally had a flat roof like at 160 Gates Street (#65). The side porch was added at an unknown time and replaced a smaller open porch. This house and 160 Gates Street were originally identical.

The original occupants of the house are unknown, but by the 1880s it was divided into two separate units. The earliest known occupants were hardware merchant Charles H. Brown and electrician J.N. Landon, who probably lived there by the 1880s. The house may have been constructed by George W. Gates or Mae Gates (see #17, 58 and 61), as Mae Gates sold the property in 1893. She sold it to Charles H. Brown, who sold it to Charles and Margaret O'Neill in 1920. In 1920 however, there were two families renting the house. The O'Neill's left the house to their daughter Elizabeth and her husband Walter Gehl, who retained ownership until the 1960s.

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A. Automobile Garage, c. 1930, contributing

This long rock-faced concrete block garage is located behind the house. It has two sections that meet to form an obtuse angle and has thirteen continuous garage bays and a side-gable open-eave overhanging corrugated metal roof. The rolling garage doors overlap each other slightly and are mostly vertical-board doors; there is one door with diagonal bracing. A wood pedestrian door is at the juncture of the two sections. The side gables are infilled with clapboard siding. The rear elevation has regularly-spaced four-pane horizontal windows. The building is in good condition and is a good example of an early automobile garage. It was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps, probably closer to the former. It was constructed in the location of a late nineteenth-century wood frame hen house that had been converted to a garage around 1910.

64. Coolidge Apartments, 151 Gates Street, c. 1955, 1997, non-contributing

This apartment complex is located on the north side of Gates Street and is comprised of two attached buildings. The Minimal-Traditional front section is a one-story wood frame building with a moderate setback from the street, and the barn-like rear section is a two-story wood frame eight-bay wide building with a large setback from the street. The front section has a rectangular footprint oriented perpendicular to the street, and the rear section has a rectangular footprint oriented parallel to the street. Together, they form an L-shaped footprint. The complex has a paved front courtyard parking lot behind a small lawn, a paved driveway to the east, and a large paved parking lot to the west.

The front section, a former house, has a poured concrete foundation, wood shingle siding, and a front gable boxed-eave asphalt-shingle roof with a side cross gable. Architectural trim includes flat-stock cornices and cornice returns, cornerboards and window and door casings. The building has regularly-spaced six-over-six wood windows and the cross gable has a triplet window with a center picture window flanked by eight-over-eight windows.

The rear section has a poured concrete foundation, clapboard siding, and a side-gable boxed-eave asphalt-shingle roof with flat-stock cornice returns. It has regularly-spaced window openings with paired two-over-one windows in every third bay and smaller individual two-over-one windows in the other bays. It is attached to the front section by a 1-1/2 story connector structure with a projecting pyramidal-roofed entry pavilion that faces the courtyard. The apartment complex is in excellent condition and is non-contributing due to its age. The front section serves as an office and the rear section has apartments.

The office building was originally a house with an entry in the right bay of the front elevation. It was constructed sometime between the printings of the 1941 and 1957 Sanborn Insurance maps, probably closer to the latter judging by its stylistic features. It was constructed for Garfield and Helen Miller of the Miller Automobile Company (#58). The house was built on the cellar hole of the family's old homestead that had burned in the 1940s. This homestead was a c. 1880 2-1/2 story cross-gable vernacular Italianate house with a wraparound porch. The apartment building was

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constructed in 1997 in the location of the historic Miller homestead's barn, which had similar footprint and massing as the apartment building. The barn was in poor condition when it was demolished in 1997.

65. Lyon/Currier House, 160 Gates Street, c. 1880, contributing

This 2-1/2 story wood frame vernacular Italianate house is located on the south side of Gates Street and has a moderate setback from the street and the buildings to the east and west. A detached barn/garage is just to the rear of the house. The house has an irregular cross-gable footprint and includes a front-gable side-hall plan main block oriented perpendicular to the street, a projecting cross gable at the left side of the east elevation of the main block, and a flat-roofed two-story rear wing set back from both side elevations of the main block. There is a brick foundation, vinyl siding, and a boxed-eave overhanging slate roof. The east cross gable projects one full bay from the main block and at the left end of the west elevation of the ell is a cross gable. A one-story flat-roofed Colonial Revival porch spans the front elevation of the main block and wraps around one bay of the west elevation. It has Tuscan columns that are arranged in triplets at the front corners, a square balustered railing, and an entablature. To the right of the porch at the west elevation is a shallow one-story flat-roofed projection. Another flat-roofed porch wraps around the front and half the side elevation of the east cross gable. It has a vinyl-sided half-wall and Tuscan columns that are arranged in triplets at the corners. The main entry to the house is via the left end of the front elevation and there is also an entry from the side porch into the north elevation of the cross gable. The house generally has regularly-spaced two-over-two wood windows. At the east elevation of the rear wing is an open wood staircase leading to a partially enclosed landing. The house is in very good condition and is a good example of a vernacular Italianate residence.

The house was constructed sometime between the printing of the 1869 Beers atlas and when it appears in an 1889 drawing of the village. Judging by its stylistic details, it dates to about 1880. The front porch was added around 1910 and the side porch may also date to this time. The vinyl siding dates to the late twentieth-century and conceals clapboard siding. This house and 146 Gates Street were originally identical.

The original occupants of the house are unknown. The earliest known occupants were R. Henry Lyon and C.T. Currier, who lived there by the 1880s. The house may have been constructed by George W. Gates or Mae Gates (see #17, 58 and 61), as Mac Gates sold the property in 1891. She sold it to Anna Pierce, who probably moved into the house. In 1915, Pierce sold it to Bertha and Dr. Dean Drake, who lived there until 1960. It is now an office and apartment building.

A. Barn/Garage, c. 1880 and c. 1890, contributing

Behind and detached from the house is a wood frame barn/garage that faces east. It is a 1-1/2 story front-gable barn with a one-story side-shed-roofed garage spanning its south elevation. They have clapboard siding and open-eave overhanging asphalt-shingle roofs. The front gable wall of the barn has a rolling vertical-board door next to a two-over-two wood window, a hay door above the rolling door, and a two-over-two gable window. The two-bay garage has vertical-board overhead doors.

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The barn/garage is in fair condition and is a good example of a nineteenth-century barn adapted for automobile storage. The barn is probably contemporaneous with the house and is the only intact barn in the historic district. The garage was originally an attached shed, and appears on the 1894 Sanborn Insurance map but is clearly an addition. It was converted to a garage around 1915.

66. Landon, W.D. and Isabelle, House, 178 Gates Street, c. 1880, contributing

This two-story wood frame Second Empire House is located at the southeast corner of Gates and Church Streets and has a small setback from the street. It has large side yards and backs up to a steep bank. The house has a side-hall plan main block, a flat-roofed rear wing, and two-story flat-roofed one-bay deep side projection at the left end of the east elevation of the main block. The main block has a rectangular footprint oriented perpendicular to the street. The Mansard roof of the main block has composition siding in its lower pitch below a low-sloped asphalt-shingle hipped roof. Each face of the Mansard roof has a gabled dormer. At the left end of the front elevation and to the right of the side projection are one-story flat-roofed bay windows. The front entry at the right end of the front elevation has a wood door with lower panels and two tall vertical lights. The house has irregularly-spaced two-over-two windows and one-over-one windows in the sides of the bay windows. The projection has ribbons of one-over-one windows and a door at the first story and a triplet casement window at the second story. The house is in good condition and is the only Second Empire building in the historic district.

The house was constructed sometime between the printing of the 1869 Beers atlas and when it appears in an 1889 drawing of the village. Judging by its stylistic details, it dates to about 1880. The composition siding appears to have been added during the third quarter of the twentieth century. The rear ell was originally one story and was raised to two stories around 1940. The side projection began as a c. 1900 one-story open porch, which was expanded to two stories around 1915, then enclosed in the late twentieth-century.

The first occupants of the house are unknown. The house may have been constructed by George W. Gates or Mae Gates (see #17, 58 and 61), as Mae Gates sold the property in 1889. She sold the house to telegraph line foreman W.D. Landon and his wife Isabelle. In 1903, the Landons sold the house to Alfred Hough. The Hough family sold the house in 1911 to Mabel Colby, who lived there until her death in 1961.

67. Tewksbury House/St. Anthony's Parsonage, 15 Church Street, c. 1875, contributing

This 2-1/2 story wood frame vernacular Italianate house is located on the northwest corner of Gates and Church Streets. It has a small setback from the street and is in close proximity to the building to the north and a hill to its south and west. The building has a front-gable side-hall plan main block and a rear wing. Both sections have a rectangular footprint oriented perpendicular to the street. The north elevation of the wing is contiguous with the main block and the south elevation is set back from the main block. The building has a brick foundation, aluminum siding, and an open-eave overhanging asphalt-shingle roof. At the right end of the front elevation is an enclosed front-

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gable entry vestibule, and at the right end of the north elevation of the main block is a one-story hipped roof enclosed porch. Architectural trim is limited to thin molded raking and horizontal cornices and flat-stock window casings with molded drip caps. The front entry has a wood veneer door with a tall vertical light. The house generally has irregularly-spaced two-over-two wood windows. The first story front window opening has paired windows. The side porch has paired one-over-one windows. The building is in excellent condition and is a good example of a vernacular Italianate house. It is now the St. Anthony's Religious Education Center.

The house was constructed sometime between the printing of the 1869 Beers atlas and when it appears in an 1889 drawing of the village. Judging by its stylistic details, it dates to about 1875. It originally had clapboard siding and a side ell to the north. In the 1890s, a Queen Anne full-facade porch with projecting corner pavilion was added, as well as the side porch, which was originally open. The side ell was probably removed when the adjacent church was constructed in 1898. Around the 1870s, the front porch was removed and the extant front vestibule constructed. The siding dates to the late twentieth-century.

The house was originally called the Tewksbury House and was purchased by St. Anthony's Church in 1896. The church converted the house to a parsonage. In 1907, the building was converted to the church rectory. After the 1969 rectory was completed (#70), this building was converted back to a parsonage, and later to its current use.

68. St. Anthony's Catholic Church, 15 Church Street, 1898, contributing

This large brick High Victorian Gothic church is located on the west side of Church Street. It has a slight setback from the street and faces east. It is in close proximity to the building to the south and has a small lawn to its north. The church has a cut stone foundation, brick masonry walls, and slate roofs. There is a tall, 1-1/2 story front-gable sanctuary with a rectangular footprint oriented perpendicular to the street, two front corner towers that project from the side elevations of the sanctuary and slightly forward from the front elevation of the sanctuary. The south tower is three stories in height and the north tower is four stories in height, and they both have steep hexagonal-hipped slate roofs with three layered rows at the bottom and bracketed cornices. At the rear of the sanctuary is a two-story hexagonal apse with one-story shed-roofed wings. At the rear bay of both side elevations are one-bay deep two-story additions that form a transept. These have standing-seam metal hipped roofs. The six-bay deep sanctuary has a nave with a steeply-pitched roof and aisles with low-sloped overhanging roofs.

There are stone-capped buttresses at the corners of the towers, dividing the side bays of the sanctuary, and across the front of the sanctuary. Marble steps the width of the sanctuary lead to the three front entries. The entries have receding pointed-arch cast stone openings and tracery transom windows. The wood doors have six square lower panels and four, four-pane upper lights. The central doorway has a double-leaf door and the flanking doorways have individual doors. Capping the first story of the front elevation, at the top of the buttresses, is a carved stone friezeband with a quatrefoil pattern. Atop this is a cast stone beltcourse. In the front gable is a large stained glass

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rose window set in a stone bull's-eye casing with four voussoirs. The gable has a thin stone capstone.

The front face of each tower has a doorway with stone architrave casings and label molds. The wood doors have six square lower panels and four, four-pane upper lights. At the front face of the second story of the towers are leaded-glass oculus windows with a bull's-eye cast stone casing. The cast stone beltcourse below the third story of the towers forms a window sill for the paired pointed-arched window openings that are in the front face of both towers and the south face of the south tower. These openings have brick casings and stone impost blocks and keystones. The four faces of the north tower each have a large pointed-arch opening with brick casings and stone impost blocks and keystones. They contain a cross-shaped opening within wood sheathing. The side elevations of the second story of each tower each have a large pointed-arched opening with a stone sill, brick hood mold, stone voussoir, and a stained glass window. The front gable and towers have decorative crosses at their peaks.

Each bay of the side elevations of the sanctuary has a square basement window with a stone lintel and four stacked metal-framed awning windows, and a large pointed-arched opening with a stone sill, brick hood mold, stone voussoir, and a stained glass window. The center four bays of the side elevations each have a triangular eyebrow window with pointed-arched frosted-glass windows. The apse has a wood-sheathed brick bull's-eye window opening at its rear face and pointed-arched window openings with a stone sill, brick hood mold, stone voussoir, and a stained glass window in each rear side face. The east elevation of each of the transept projections has a double-leaf wood door with multi-pane upper lights beneath a vertical window opening with a stone still and paired stained glass windows. At the right bay of the south elevation is a small wood-framed entry vestibule with T-111 plywood siding, a front-gable asphalt-shingle roof and a veneer door.

The church is in very good condition and is an excellent example of a late nineteenth-century High Victorian Gothic church and one of the most important landmarks in White River Junction. It was constructed in 1898. All the sections are original except the transept projections and the wood frame vestibule. The transept projections do not appear on any Sanborn map but appear to be at least fifty years old. The vestibule dates to the late twentieth-century. The front elevation of the church has been slightly altered. It originally had one central doorway instead of three. The pointed-arched opening had a buttressed frame supporting a triangular hood, and the double-leaf door was very tall and had horizontal paneling and a tracery pointed-arched transom window. The original doorway ensemble was much taller; the peak of the frame reached the rose window. The doorways in the front face of the towers also had pointed-arched openings and horizontal-paneled doors with pointed-arched transom windows. The tower openings that now contain crosses originally had louvered vents. The alterations to the front elevation may have taken place as late as 1959, when \$180,000 was spent on renovations to the church. The alterations do not detract from the historic character of the church.

St. Anthony's parish was established in White River Junction in 1869, twenty-two years after the first recorded Catholic Mass was offered in the village in a railroad shanty. The construction of the railroads in the mid nineteenth-century brought the first large number of Catholics to Hartford, the

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Irish. Until 1869, the Catholics were served only by missionaries. In 1870, the parish purchased the Mosely parcel on South Main Street (near what is now Nutt Lane), which had two existing houses. It converted one house to a chapel and the other to a rectory. The chapel soon proved to be too small and in 1873, the rectory was demolished to make way for a new church. The new church was built by parish members and was a wood frame building. The former chapel was converted to the rectory. A historic photo shows the two attached wood frame houses, which had contiguous front elevations. One house appears to be the chapel and the other appears to be the rectory. The chapel was a large 2-1/2 story front-gable structure with clapboard siding, a steep roof, a small gabled entry vestibule, and two-over-two windows. It had a centered front interior tower. The vernacular Italianate rectory was five bays wide by two bays deep and had clapboard siding, a very low-sloped side-gable roof, a central doorway with a modillioned cornice, cornerboards, and regularly-spaced two-over-two windows. In 1876, the St. Anthony's School was constructed just south of the original chapel. It was a 1-1/2 story three-bay wide by two-bay deep wood frame vernacular Italianate structure with a side wing. It had clapboard siding, a side-gable roof, central front doorway, and large six-over-six windows with molded cornices. Unlike most one-room schools built in Vermont at this time, its front doorway was in the eaves-front wall instead of the gable wall. In 1888, the rectory was demolished and a new one constructed south of the cemetery. In the early 1890s, the church school closed due to the low number of children in attendance.

By the 1880s, the parish had outgrown the South Main Street facilities. In 1892, the church purchased the "boarding house lot" at the corner of North Main Street and Church Street from Everett J. Wallace, for the purposed of constructing a new church. There were two existing houses on this lot. This lot proved to be too small for the proposed church, and the adjacent Tewksbury lot on Church Street was purchased in 1896 with an existing house on it (#67). The architect for the new church was A.J. Lawrence of Berlin, New Hampshire. Construction began in 1897 and was completed in 1898. The Tewksbury house was converted to the rectory in 1897. The South Main Street property was subsequently sold. The list of parishioners in 1907 reflects White River Junction's diversity at the time, as they included several French, Italian, and Polish-speaking families.

The large paved parking lot at the northeast corner of Gates and Church Street is owned by the church and is the former location of the 1874 St. Paul's Episcopal Church. It was a wood frame Gothic Revival structure with clapboard siding, a front-gable steep slate roof, a square external front corner tower, side ell, stained glass windows and triangular arches in the sanctuary and pointed arches in the ell, and a large triangular-arched window in the front gable wall.

The first Episcopal services in White River Junction were held in 1862, by a rector from Woodstock. The St. Paul's Episcopal Church was organized in 1868. In 1963, a new Episcopal church was constructed on Taft Avenue in Hartford, and the older church building was abandoned. St. Anthony's Church purchased the property and demolished the building in 1965 to make way for the parking lot.

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69. Nichols House, 36 Church Street, c. 1905, contributing

This 2-1/2 story wood frame vernacular Queen Anne house is located on the east side of Church Street and is set back slightly from the street. It has a large paved parking lot to its south and rear and a small yard to its north. The house has a brick foundation, clapboard and wood-shingled siding, and a front-gable boxed-eave standing-seam metal roof. There is a main block, 1-1/2 story rear wing, and one-story rear addition. They all have rectangular footprints oriented perpendicular to the street, and all their south elevations are contiguous. The north elevations of the wing and addition are set back from the main block and contiguous. Spanning the front elevation is a one-story hipped roof projection; most of it is enclosed and the rest is a one-bay wide open entry porch. Spanning the north elevation of the wing is a one-story projection. At the left end of the north elevation of the main block is a two-story bay window under a projecting pedimented gable. The front gable is also pedimented and both gables are infilled with scallop-shingles. Between the first and second stories of the bay window is scallop-shingling. The rest of the walls are sheathed in clapboards.

The front porch has a square column and a wood railing with square balusters. Architectural trim includes flat-stock cornerboards, friezebands, and window and door casings, and molded wood raking and horizontal cornices. The front projection has a ribbon of three vertical single-pane windows with multi-pane transom windows. The rest of the house has regularly-spaced one-over-one windows and there is a small horizontal Queen Anne window at the south elevation revealing the location of the front staircase. The rear addition has a hollow-core metal door and squat one-over-one windows. The house is in excellent condition and is a good example of a vernacular Queen Anne house.

The house was constructed sometime between the printings of the 1901 and 1906 Sanborn Insurance maps, and does not appear to have had any major alterations. The wing's projection was originally an open porch. The addition was the location of an attached c. 1910 garage, but appears to be of recent construction.

The first occupants of the house were George and Ethel Nichols, who were married in 1904, so perhaps the house was constructed shortly after their marriage. George Gates Nichols (born 1871) moved to White River Junction in 1888, and began working for the White River Paper Company. In 1913, he became the president of the company. They both lived in the house until their deaths and the house remains a single-family home.

70. St. Anthony's Rectory #2, 41 Church Street, 1968, non-contributing

This two-story modern brick building is located at the southwest corner of North Main and Church Streets and has a large setback from both streets behind lawns. There is a large rear lawn and a driveway and garage south of the building. The garage is attached to the building via a small one-story wood-framed connector. The symmetrical three-bay by three-bay building has a rectangular footprint oriented parallel to the street, poured concrete foundation, brick veneer walls, and a low-sloped boxed-eave overhanging asphalt-shingle pyramidal roof. The centered front entry is

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protected by a one-bay porch with a front-gabled roof and square posts. The doorway has a paneled wood door with a horizontal toplight and three-quarter multi-pane sidelights. The building has regularly-spaced paired sliding windows, one in each bay, and awning basement windows at grade. The connector to the garage also spans half the rear of the rectory and has clapboard siding and a shed roof that changes to a gabled roof when it projects south of the rectory to connect to the garage. Off-center on the south elevation of the rectory is a wood-frame entry vestibule with T-111 plywood siding, a front-gable roof, a hollow-core metal door, and one-over-one awning windows. The building is in excellent condition and is non-contributing due to its age.

This building was constructed in 1968 as the new rectory for St. Anthony's Catholic Church. The front entry porch and side vestibule are not original, and the connector is probably not original. The rectory was built in the location of a c. 1872 Italianate house that the church had purchased in 1892 and converted to a rectory around 1897. This tri-gable ell house had clapboard siding, corner pilasters, scrolled brackets, a slate roof and round-arched gable windows, and was originally the Myron and Jennie Pratt House. In 1907, it was converted to St. John's Convent and occupied by the Sisters of Mercy. The house on the other side of the church (#67) then became the rectory. By the 1960s, the church had decided to build a new rectory, and chose this site instead of the building that served as the rectory at the time. In 1968, the convent was razed by the local fire department, and the extant building built in its place.

A. Garage, 1968, non-contributing

This three-bay garage is located south of the rectory and has a large setback from the street. It is attached to the rectory via a wood frame connector. The garage has brick veneer walls, a front-gable roof, and three overhead veneer garage doors. The garage was constructed in 1969 and is non-contributing due to age.

71. Daley/Powers Block, 40 Currier Street, 1909, contributing, #15 of original nomination

This three-story brick commercial block is located on the east side of Currier Street and has no setback from the street. It has a paved parking lot to its south and is in close proximity to the Gates Block to its north and east. The building has a rectangular footprint oriented perpendicular to the street, brick masonry walls, and a flat roof. The storefront wraps around the side elevations and has four, square, tripartite, cast-iron columns that support a sheet metal friezeband. Between the first two columns is a full-height single-pane display window. Between the second and third column is a deeply recessed, angled entry. Another display window runs two-thirds across the space between the third and fourth column, leaving room for an open recessed corner that accommodates another entry. Each doorway has a wood double-leaf door with lower horizontal panels and upper vertical lights and a painted transom window. Stairs and landings are of cut granite which continues along the sides of the building as a water table. Above the display windows are painted square transom windows. The second story of the front elevation has two full-height window openings that span most of the elevation. Each opening has brick quoin casings and a full denticulated entablature. The openings each contain a single-pane display window flanked by vertical angled casement windows. The third story windows share a cast stone sillcourse. The third story has two sets of

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triplet one-over-one windows; each set shares a cast stone label mold. The building has a corbeled brick cornice. The side elevations have irregularly-spaced one-over-one and square windows with cast stone sills and lintels. The building is in very good condition and is a good example of an early twentieth-century commercial block.

The building was constructed in 1909 and originally had peaked parapet centered on the front cornice. Otherwise, it does not appear to have had any major alterations. It was constructed by Dr. Olin W. Daley on property he already owned, probably as a real estate investment. Daley had inherited all the Gates property, including the adjacent Gates Block (#17), from his wife Mae Gates, who had passed away in 1900 (also see #61). The building was rented to and later acquired by Norman C. Powers. He was the founder of the Powers furniture, hardware, and appliance store, which was founded in 1898, and moved into the newly completed commercial block in 1909. His son Mark inherited the building and business, and the Powers store remained in business until 1979.

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Statement of Significance

This National Register nomination reflects a resurvey and boundary increase to the original White River Junction Historic District, which was listed on the National Register of Historic Places in 1974. The original nomination included twenty-nine resources in White River Junction's business core, twenty-six of which remain standing. Since the original nomination, one resource has lost its contributing status due to alterations (#27 of the updated nomination), and one non-contributing resource is now contributing since it is now over fifty years of age (#15 of the updated nomination). The updated nomination includes seventy-one resources, and the boundary increase includes historic district extensions along South Main Street, North Main Street, Currier Street, and Bridge Street. Although the history and significance of the two sections of the historic district are intertwined, because the boundary increase is significant and there is more diversity of building types and uses, the boundary increase adds significance to the historic district in the contexts of transportation, industry and commerce, and historic architecture and patterns of town development.

The White River Junction Historic District is significant for its distinctive characteristics as a well-preserved late nineteenth-century and early twentieth-century urban village. Its significance is based primarily on its location at the junction of several early railroads and at the confluence of the Connecticut and White Rivers. From 1848 to the 1960s, White River Junction was the most important railroad town in Vermont. The historic district is also significant for its large concentration of intact historic commercial, residential, transportation, ecclesiastical, educational, and civic buildings, and two historic bridges, which as a cohesive group depict the settlement, growth and culture of White River Junction. Three-quarters of the seventy-one primary resources in the historic district contribute to its significance and the non-contributing resources do not prevent the historic district's ability to convey its historic contexts. The historic district's significance also lies in its palette of architectural styles: Italianate, Gothic Revival, Second Empire, Stick Style, High Victorian Gothic, Queen Anne, Colonial Revival, Neo-Classical Revival, Neo-Gothic Revival, International Style, and Art Deco. The period of significance of the historic district is 1848-1952, which began when the railroad opened in White River Junction, and ended fifty years ago, the most recent year allowed under National Register guidelines. The oldest resource in the historic district are the 1848 abutments and piers of the Boston & Maine Railroad Bridge, and the newest historic resource in the historic district is a fifty year old American International Style building (#13). The historic district meets National Register Criterion A for its representation of a pattern of town development and its contribution to Vermont's transportation history, and National Criterion C as an excellent example of a historic urban village with a variety of architectural styles and building uses.

The White River Junction Historic District holds significance in Vermont's historic contexts of transportation, industry and commerce, and historic architecture and patterns of town development. White River Junction's location as the junction of six railroad lines resulted in a village of commerce and industry, as well as hospitality. These activities also promoted residential construction within the village. Railroad line construction began through the area in 1847, and although this attracted development, White River Junction did not begin to develop significantly until the 1870s. Like most other large towns in Vermont, White River Junction's best economic years were the 1880s to the 1920s, which is the era that most of the historic district's buildings date

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from. Continued economic prosperity after this period resulted in the replacement of many nineteenth-century structures with new structures, many of which are now over fifty years of age and contribute to the significance of the historic district.

Fifty-three of the seventy-one primary resources in the historic district contribute to its significance. Many of the non-contributing resources are over fifty years of age but have been altered, mostly with changes in siding and fenestration. Because these altered buildings maintain their massing and roofline, they are not overly intrusive to the historic character of the village. Except for the New England Telephone Building (#60 A and B), the late twentieth-century resources help maintain the overall streetscape patterns and are not overly intrusive. While many historic resources have been lost during the late twentieth-century, most of White River Junction's significant buildings remain intact and in good condition. Many of the historic district's industrial buildings remain intact despite the loss of local industry and the subsequent economic downturn during the last half of the twentieth-century.

Although the first permanent resident of the Town of Hartford lived in what is now White River Junction, this was the last of the five villages in the town to become a true village, and the area did not have a name separate from Hartford until the local advent of the railroads. Hartford was chartered in 1761, and White River Junction is comprised of Lots 1, 2 and 3 of the first proprietors' lots. Lots 2 and 3 are on the south side of the White River, and Lot 1 is on the north side. Lot 1 was later called "Lyman Point," and "The Point". The Point is at the confluence of the White and Connecticut Rivers, on the north side of the White River and is now the location of the former high school (#45) and the north abutment of the Boston & Maine Railroad Bridge (#48).

The first settlers in White River Junction and Hartford were Connecticut and Massachusetts farmers. Hartford's first permanent resident may have been Benjamin Wright, who settled in or near what is now the historic district in 1763. It is disputed whether or not he settled on the north or south side of the White River, but he did own a lot that could be approximately where South Main Street meets Nutt Lane. It is also possible that the first permanent resident in Hartford was Elijah Strong, who built a dwelling on Lot 2 in 1764. Strong was from Lebanon, Connecticut, and in 1762 was the first person to purchase a lot of land from one of the original Hartford proprietors.

Elias Lyman III (1768-1830) was Hartford's first "businessman." Around 1793, he moved from Northampton, Massachusetts, to Lot 1. He established a successful flatboat business and transported goods up and down the Connecticut River. Until the 1830s, the road systems in Vermont were poor and the flatboat was the primary mode of transporting goods. The Connecticut River had been a major transportation route for Vermont's early settlers and by the end of the eighteenth-century had become a commercial route as well. In 1804, Lyman constructed the first bridge in Hartford over the Connecticut River, from The Point to West Lebanon, New Hampshire. Before this, ferries carried goods and people across the Connecticut River. Lyman eventually acquired most of the land that is now White River Junction. His Federal-style home stood at the northwest corner of Maple and Pine Streets, catcorner from the former High School (#45) until 1930.

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Ferries were also used to carry goods and people across the mouth of the White River, starting around 1800. The first bridge across the White River in what is now White River Junction was not constructed until 1868; the closest bridge across the White River was constructed in 1795 in Hartford village, one-and-a-half miles upriver. The first roads in White River Junction were the Connecticut River Turnpike, which opened about 1796, and is now Route 5, and the White River road, which opened on the north side of the river about 1790, and is now Route 14.

From the 1760s to the 1840s, there was little change in the area now known as White River Junction. Col. Samuel Nutt (1791-1871) of West Lebanon, New Hampshire, learned the flatboat trade from Elias Lyman and eventually owned several boats and became a boatbuilder. In 1817, Nutt purchased from Lyman forty acres on the south side of the White River near its confluence with the Connecticut River, and built a farmhouse.

In 1847, the Vermont Central Railway and the Connecticut River Railroad began construction of rail lines through White River Junction. At this point there were no more than three farms in what is now White River Junction. The tracks were laid near Nutt's farmhouse, and on June 26, 1848, the first train to travel in Vermont, the Vermont Central Railway's "Winooski," ran 27 miles from White River Junction to Bethel, Vermont. This line was subsequently extended north to Burlington. By 1863, five railroads passed through White River Junction. In 1848, the Connecticut and Passumpsic Rivers Railroad opened between White River Junction and Newport, Vermont (on the Canadian border). The extant abutments and piers of the Boston & Maine Railroad Bridge (#48) probably date to 1848 as they appear in an 1860 photograph (the bridge itself dates to about 1939). In 1849, the Northern New Hampshire Railroad opened, which served Concord, New Hampshire and Boston, and in 1863, the Woodstock (Vermont) Railroad opened. At one point there were fourteen railroad tracks traversing White River Junction.

By 1849, White River Junction was the most important railroad village in northern New England. The first railroad depot opened in 1849, in the general vicinity of the extant railroad station (#51). Samuel Nutt recognized the value of the location of his land, and in 1850 opened a hotel. In 1849, he purchased the "old" Grafton House in Enfield, New Hampshire, disassembled it, and reassembled it as the Junction House on what is now the site of the Hotel Coolidge (#18). Nutt eventually owned 500 acres in White River Junction, possibly the same land acquired by Elias Lyman. Nutt was sole proprietor of the Junction House until it was sold in 1856 to Carlos S. Hamilton. Hamilton sold one-half interest in the hotel to the Barrons, and by 1859 the Barrons had gained full ownership. The Barrons enlarged the hotel by moving the 1852 Southworth hotel (from an unknown location) and attaching it to the Junction House.

Samuel Nutt's ambitions went beyond farming and operating the Junction House. White River Junction's first post office opened in 1849, forty-three years after the first post office opened in Hartford village, with Nutt as first postmaster. His c. 1830 home on South Main Street served as the post office, and he shortly thereafter moved the house to next to the Junction House in order to be more centrally located. When the first train station was completed, the post office was moved into the station.

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The advent of the railroad in Vermont had a profound effect, changing the primary commercial and postal routes from stagecoach lines and waterways to railroad lines. This in turn caused economic decline in many villages not served by the railroads and economic prosperity in the towns along rail lines. White River Junction was of course one of the villages to prosper. Other towns in Vermont that prospered as a result of the railroads included St. Albans, Rutland, Burlington and Lyndonville. Unlike Lyndonville, which was designed by a railroad company, White River Junction grew gradually.

Although no buildings survive from the 1850s or 1860s, the 1855 Chace map of the village reveals the extent of development at the time. (It also reveals that by this point White River Junction had been given its name.) In 1855, there were only four streets in the village: North Main Street, South Main Street, the White River Road (now Maple Street, which is now a short part of the northern boundary of the historic district), and Nutt Lane (south of the historic district off South Main Street). There were only five buildings scattered on North Main Street: four homes and an office. One of the homes was "Mrs. Lyman" and another, "E. Lyman." Another home was Samuel Nutt's, which was in the location of the Gates Block (#17). Just south of the Junction House was the "Hartford House," which may have been the front-gable wood frame building in the location of the Greenough Block (#56) that appears in a late nineteenth-century photograph. South of this building was a house and a shoe store. Across the railroad tracks from the Junction House were passenger and freight depots, and a "car house" and a building labeled PRR Co. (probably Passumpsic Railroad). There was also a wool depot on The Point just east of the railroad tracks and south of Maple Street. Between South Main Street and the railroad tracks were fourteen A. Latham Iron Works buildings, and a few homes. Two of the Nutt family houses stood at the end of Nutt Lane, on the bank of the Connecticut River. On the north side of the river (just north of the historic district), several homes lined the White River Road.

The first non-railroad industry in White River Junction was the A. Latham and Son Iron Works which opened in the vicinity of the Freight House (#38) in 1849, and also included buildings on both sides of South Main Street near its intersection with Nutt Lane (just south of the historic district). Arthur Latham (1804-1890) purchased the land from Colonel Nutt and built a machine shop and foundry, then in 1852 enlarged the complex to accommodate a car shop, a larger foundry, and a forging shop and offices. The company repaired and manufactured locomotives and freight cars, but only until 1854, when it closed. In 1859, the machine shop was rented to a shoe peg manufacturer, then all the buildings were destroyed by fire in 1861.

Another result of the advent of the railroad was the immigration of people from Canada and Europe. They came to Vermont to work on the railroads and the industries that relied on railroads such as mining and quarrying. Ireland's potato famine of 1846-48 brought tens of thousands of Irish to the United States, and many made their way to Vermont to work on the railroads and later were employed in various industries. The Irish were the first large number of Catholics to reside in Hartford. The first recorded Catholic mass in Hartford took place in a railroad shanty in 1847, and until 1869, local Catholics were served only by missionaries. Although the first religious services in most Vermont villages were Congregationalist and Episcopalian and not Catholic, White River Junction's late start as a village resulted in the first religious service being Catholic. In 1869, St.

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Anthony's Parish was established, and in 1870, the parish purchased a parcel on South Main Street near the intersection of Nutt Lane (just south of the historic district). This parcel had two existing buildings on it which were converted to a chapel and rectory. By the 1890s, the parish had outgrown the site, and moved to Church Street, where the topography allowed for the construction of a larger church complex (#68).

Railroad centers were the first villages in Vermont to acquire an urban appearance with closely-spaced wood frame buildings, and therefore multi-building fires became common. In 1861, a disastrous fire destroyed most of the buildings in White River Junction on the south side of the White River, including all of the Latham buildings and the railyard buildings. As a result of fires like this throughout the state, wood frame free-standing buildings were replaced with rows of masonry commercial blocks, however, the development of White River Junction remained slow until the 1870s, and blocks of this type did not appear in White River Junction until at least twenty years after the fire. Due to the fire, the Civil War, and a diphtheria epidemic, the population of Hartford only slightly increased during the 1860s and building construction was generally limited to the replacement of the burned buildings.

Judging by the 1869 Beers map, the overall number of buildings in White River Junction only grew slightly since the printing of the 1855 Chace map. In 1870, there were only twenty-two students attending school in White River Junction. By 1869, Bridge Street and the east leg of Gates Street had been added, as well as the first route of Railroad Row, which remain unnamed until about 1900, when it was called Freight Lane. In 1869, Railroad Row was a short link between Bridge Street and the bend in the road where North and South Main Streets meet. At this point Bridge Street and Railroad Row traversed the railroad tracks at grade. By the printing of the 1889 Harris lithograph of the village, Railroad Row no longer crossed the tracks but ran in the general vicinity of its current alignment.

One major project of the 1860s was the construction of the first bridge over the White River in White River Junction. In the 1860s, residents started requesting the Town to build a bridge in this location but the idea was rejected upon the belief that the village would never be important enough to warrant the expense of such a bridge. Eventually, at the 1867 town meeting, the townspeople were given the opportunity to vote on the subject and supported the construction of the bridge. The bridge was completed in 1868 and was a two-span covered bridge.

Structures on the 1869 map also include railyard structures such as the Freight House, the Passenger Depot, the Car House, two tanks, three wood sheds, and an engine house. There were also about ten dwellings in the historic district, including those belonging to G.W. Barnes, L.S. Grover, M.F. Bartholomew, Z.B. Clark, Mrs. Fitzsimmons, W. Hunt, Mrs. Howe, and N.B. Safford. G.W. Barnes was a conductor on the Northern New Hampshire Railroad, and his house and the Grover house survived across the intersection of North Main and Church Streets until the 1960s. In the location of the Twin State Fruit building (#49) was a building labeled "A.T. Barron." Barron owned the Junction House as well as five farms in Hartford and was the proprietor of a sawmill, gristmill, tenement houses and stores. This building was probably one of his stores. Businesses in the historic district in 1869 included A.B. Tinkham & Co. store (in the approximate

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location of the Polka Dot Diner, #16), and the Grover building (in the location of the Cross-Abbott Grocery, #53), which contained offices and stores. There were no buildings on The Point within the historic district in 1869.

Also on the 1869 map, the Samuel Nutt house next to the Junction house is labeled "Gates and Barnes," and was probably used by George W. Gates as his home (see #17). Gates (1824-1887) had come to White River Junction to supervise the construction of the Western Union Telegraph Company around 1860, and bought the Nutt House in 1865. He also owned tracts of undeveloped real estate on Gates Street and North Main Street, possibly all the land west of Bridge and Currier Streets. His estate was inherited by his wife Mary F. Gates (1834-1889). At her death, the estate was inherited by their daughter Mary "Mae" E. Gates (1860-1900). Mae moved the family homestead to the southwest corner of Gates and Currier Street, and had the Gates Block constructed in 1890. She probably lived in the homestead after it was moved. She also sold several properties in the early 1890s, particularly on Gates Street, some containing houses, some not. Mae married Dr. Olin Daley in 1891 and the house just west of the Methodist Church was probably constructed for them c. 1895 (#61).

The construction of the bridge over the White River and the 1874 Central Vermont Railroad engine roundhouse (in the location of the Freight House, #38) helped spur development in White River Junction during the 1870s. During this decade, the population of Hartford increased by 19% (474 people), at a time when most towns in Windsor County experienced a decrease in population. Church Street and the west leg of Gates Street were laid out in the 1870s, completing all the extant streets in the historic district except Currier Street.

The advent of the railroad in White River Junction also resulted in the development of the wholesale industry. The first to open in White River Junction was the E.K. Smith cracker and confectionary factory. Smith had established this company in 1837 in Hanover, New Hampshire, and then built a brick factory at the north corner of North Main and Bridge Streets in 1871 (see #10). This company was very successful and remained in business for sixty-three more years under the proprietorship of his son and grandsons.

The population boom of the 1870s led to the construction of four churches in White River Junction; two of these were in the historic district, another was the previously mentioned Catholic church, and the fourth was the Universalist Church which was located north of the historic district. The first Episcopal services in White River Junction were held in 1862, by a traveling rector, fifteen years after the first Catholic services were held in the village. St. Paul's Episcopal Church was organized in 1868, and a church building was constructed in 1874, at the east corner of Church and Gates Street (see #68). This wood frame Gothic Revival structure was abandoned in 1963 when a new church was built on Taft Avenue (just north of the historic district), and torn down to make way for a parking lot in 1965.

Methodist preaching began in Hartford around 1800, and in 1845, the first Methodist church was constructed in the hamlet of Jericho in the northwest corner of town. Due to disuse, services ceased and the building was moved to Hartland in 1874. Methodist preaching began in White River

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Junction in 1877, at the Junction House. Shortly after the Junction House burned down in 1878, the Methodists built the extant wood frame Gothic Revival church on Gates Street (#59).

The population boom of the 1870s also led to the construction of numerous new dwellings, many of which are still standing. By 1878, there were ninety-four dwellings on the south side of the White River in White River Junction, thirteen stores, and the churches. Many modest two-and-half-story wood frame vernacular Italianate homes were built just outside the village core on North Main Street, South Main Street, Gates Street, Church Street, and Bridge Street. These included the c. 1872 Huntoon House (#3), the c. 1875 Tewksbury House (#67), and six wood frame houses on the west side of South Main Street (#28, 30, 31, 34). It is also possible that the row of three houses on the south side of Gates Street near the intersection of Church Street date to the 1870s (#63, 65, 66). Despite its growth during the 1870s, historian Hamilton Child still considered White River Junction a "pleasant little post village" in 1883. Only six years later, historian William Tucker considered White River Junction "the most important railway centre north of Boston."

The railroads also boosted tourism in Vermont during the third quarter of the nineteenth-century, and many village hotels opened near railroad stations. These catered to middle-class and business travelers, while wealthier tourists continued on to inns in the Green Mountains. In 1878, the first Junction House was destroyed by fire (according to historian William Tucker due to the "unrestricted looseness" of the proprietors' methods of operation), and was replaced in 1879, with a larger more elaborate brick Second Empire style Junction House. The 1862 passenger depot was destroyed by fire in 1880 and was replaced with a large brick Stick-Style depot with a fine restaurant. Tourism in White River Junction included the Barnum and London Show circus which came to town in 1882, and attracted about 20,000 people. The Vermont State Fair was held in White River Junction from 1890 to 1928 (except for a few years around the turn-of-the-twentieth-century). During that period the fair was infamous for being plagued every year with rain. Between the passenger depot and the Junction House, the extant parking lot and Fred Briggs Park had been a swamp and garbage dump since the advent of the railroad. By 1880s, probably due to the desire to please the tourist trade, this area was partially filled in to create a park. In 1898, the entire triangle was improved as a park by the Loyal Club with enhancements such as a water fountain and trees.

White River Junction's growth continued in the 1880s and during the year 1885 alone twenty-five buildings were constructed in White River Junction. This growth resulted in the construction of a substantial and "modern" Hartford High School in 1884 (#45); before this classes were held in buildings constructed for other purposes. Wholesale companies that opened in the 1880s included the White River Paper Company, which opened in 1881 in the freight depot. This building burned shortly thereafter, so the company moved into the basement of the Smith block. The first directors of the paper company were George W. Smith (E.K. Smith's son) and Samuel Farman. White River Paper moved into the Barnes Building (#14) in 1906.

Mixed-use buildings that incorporated the four-pane display window, the precursor to the large plate-glass storefront window, appeared in White River Junction no later than the 1880s. The c. 1880 2-1/2 story wood frame Grover Block stood at the southeast corner of South Main and Gates

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Street and housed the Wheeler Brothers Clothing Store, Wolfe's Restaurant, two doctor's offices, and the *Landmark* newspaper. This building was removed in 1892 to make way for the First National Bank (see #55). The Landmark/Right Printing building (#54) was constructed c. 1885 and retains its original four-pane display windows. Around 1880, White River Junction's first bank, the White River Savings Bank, was constructed on the east side of South Main Street (#25), and had four-pane display windows. In addition to the bank, the building housed a meat market, a drugstore, and a photographer.

By the turn-of-the-twentieth-century, the village had almost reached its full development and the core area around the park had been well-defined. The late nineteenth-century three-story Smith-Bagley Block (see #15) stood at the north edge of the park. In 1890, the brick three-story Gates Block (#17) joined the Junction House at the west edge of the park. At the south edge of the park, the brick three-story First National Bank of White River Junction (#55) was completed in 1892, joining the Landmark/Printing building. The wood frame two-story Cross-Abbott building was constructed in 1894 to house this wholesale grocery company, completing the row of buildings at the south edge of the park. Across the railroad tracks from the park were numerous railroad-related sheds on Railroad Row, and the passenger and freight depots.

Also by the turn-of-the-twentieth-century, the northern gateway to the historic district had been defined by the construction of two large buildings, the 1895 Excelsior Carriage Building (#1) and the 1898 St. Anthony's Church (#68). Also by the 1890s, South Main Street had been fully developed and was lined on the west side by modest single-family wood-framed vernacular Italianate homes and on the east side by mixed-used buildings and industries. The Swift Company of Chicago, a wholesale meat-packing company, opened a branch in 1892 in an 1884 mill; this building was destroyed by fire in 1908 and replaced with the extant building (#32). Bridge Street south of the river was also developed in the 1890s; the Acme Steam Laundry was constructed in 1890 and in 1899 became the first location of the Vermont Baking Company (see #42), and White River Junction's first and only historic fire house was constructed in 1893 (#43), over thirty years after the village's first disastrous fire. The first Bridge Street Railroad Underpass was constructed in 1883, and the current bridge in this location dates to c. 1910 (#40). The Hartford High School (#45) was declared overcrowded only ten years after its construction, and it was doubled in size in 1895.

Gates Street was also fully developed by the turn-of-the-twentieth-century. The south side between South Main and Currier Streets was lined with commercial buildings such as the first Greenough Block (#56), (which may have been constructed as early as the 1850s and was replaced around 1910), and two large livery buildings (now the location of the Miller Automobile Company, #58). Between Currier and Church Streets, Gates Street was lined on both sides by wood-framed 2-1/2 story single-family homes in the Second Empire, Italianate and Queen Anne styles.

Just after the turn-of-the-twentieth-century, the commercial core of the historic district reached the peak of its development with the construction of several landmark brick buildings; the 1907 Gates Memorial Library (#9), the c. 1905 Barnes Building (#5), the 1909 Daley/Powers Block (#71), the c. 1910 Greenough Block (#56), and the 1910 Vermont Baking Company (#6). Just outside the

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core, the first sign of the advent of the automobile in Hartford appeared on Gates Street. In 1907, the Miller Automobile Company was established by the proprietor of the Excelsior Carriage Company, Henry Miller. White River Junction's first rock-faced concrete-block building was constructed by Miller in 1908, as a showroom and garage (later demolished). This company has grown over the years and is still operating in this location (#58). The 1880 railroad station was destroyed by fire in 1911, and although written historical accounts state that no passenger depot was constructed until 1937, the 1917 and 1925 Sanborn Insurance maps show that a one-story wood frame passenger station was constructed on the foundation of the main block of the 1880 station.

White River Junction's growth around the turn-of-the-twentieth-century led to the establishment of the theatre industry in the village. In 1908, a theater called Dreamland was constructed on Gates Street (see #57); it is unknown when it closed but even the building does not appear on the 1917 Sanborn map. In the 1910s, the Crown Theatre opened in an existing building on South Main Street (#27). In 1924, it was purchased by the Graves Theatre company, the same year this company constructed the Lyric Theatre on North Main Street (see #11). In 1927, the Crown Theatre closed and the property was sold with the deed restriction that the property "can never be used for motion pictures."

Because the village had already reached its peak of development, there were few empty lots in the historic district after the first decade of the twentieth century. Some small wood-frame dwellings and stores were replaced by commercial buildings on South Main Street (#20 and 22), and the H.A. Perkins company constructed a warehouse for its feed company on Railroad Row in 1921 (#49), replacing a cluster of small sheds. The Twin State Fruit Company, another wholesale establishment, purchased this building in 1927. Its signed falsefront is a major village landmark. The brick Freight House on South Main Street replaced the engine roundhouse in 1930 (#38). Disrupting the geometry of the triangular park at the core of the historic district is the 1934 Post Office (#19), which was the first building in White River Junction built to serve this particular purpose. The post office was located in railroad depots until 1890, when it was moved into the Gates Block, where it remained until 1934. The board of directors of the First National Bank objected to the construction of the Post Office, as the bank lost its visual prominence and easier automobile access as a result of its location.

Italians followed the Irish as the second wave of immigrants in White River Junction and began settling in the village at the end of the nineteenth-century. They generally worked in the railyard and various industries, and lived on South Main Street. Some Italian families also opened food markets and other businesses on South Main Street. Sabino Romano operated a market at 112 South Main Street (#26) and Charles Carlo opened the Carlo Fruit Store at 89 South Main Street (#22) in the 1910s, which remained a fruit store until 1969. The most important Italian landmark in the historic district is the Progressive Market (#35), which is individually listed on the National Register of Historic Places. It was constructed c. 1922 for Giachino Romano and remained an Italian market until the late 1990s.

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Efforts to accommodate the automobile included the demolition of three buildings within the historic district to make way for service stations during the 1930s and 1940s, including the c. 1880 Second Empire-style George W. Smith house on North Main Street (see #4, 8, 58), which was probably the grandest house constructed in the historic district. These service stations were all of the Moderne style and have all since been altered beyond recognition. The only public green space on the south side of the White River in the historic district was sacrificed in 1928 to make way for a parking lot, and a service station opened up there also (later removed). Today, although only a tiny corner of the original park survives at the north end (Fred Briggs Park), the open space that defines the core of the historic district remains intact.

There are numerous intact structures in the historic district that contribute to White River Junction's architectural significance and White River Junction is well represented by many architectural styles and building types. The oldest structure in the historic district is not a building, it is the 1848 bridge abutments and piers of the Boston & Maine Railroad Bridge (#48). The earliest surviving buildings include the 1870s and 1880s vernacular Italianate dwellings on South Main Street, Bridge Street, Gates Street and Church Street. The Methodist Church is a good example of the Gothic Revival style, and the St. Anthony's Church (#68) and High School (#45) are a good examples of the High Victorian Gothic style. Good examples of the Queen Anne style include the Daley House on Gates Street (#61), the Nichols House on Church Street (#69), and the Landmark/Printing building on Gates Street (#54). The First National Bank (#55) is the only Romanesque building, the Gates Memorial Library (#9) is the only Neo-Gothic Revival building, the Landon House (#66) is the only Second Empire style building, and Colodny's Surprise Store (#23) is the only Art Deco building. The Cross-Abbott Grocery (#53) is a good example of the use of the Italianate style in a commercial building. The Neo-Classical Revival style is represented by the Post Office (#19), the Railroad Depot (#51), and the South Main Street addition to the First National Bank (#55).

There are several good examples of large commercial buildings with first-story storefronts, such as the Gates Block (#17), which is of the Colonial Revival style; the Hotel Coolidge (#18), which in addition to being a hotel is lined along North Main Street and Gates Street with first-story storefronts; the Barnes Block (#14), and the Daley/Powers Block (#71). There are also good examples of early twentieth-century industrial buildings such as the Swift & Co. building (#32) and the Vermont Baking Company (#6). Good examples of late nineteenth-century wood frame industrial buildings include the Excelsior Carriage Company (#1) and the Acme Steam Laundry (#42). A good example of an early multi-unit apartment house is the Barnes/Leonard Apartment House (#5).

The most recently-constructed contributing resource in the historic district is Fonda's Dress Shop, an American International Style commercial structure built in 1952 (#13). It was the third in an attached row of buildings constructed on the site of the Smith cracker and confectionary factory, which had been demolished in 1942. The first two buildings in this row date to 1949 and are vernacular commercial-style buildings (#10 and 12); the deed for the property stipulates that Fonda's was to be identical to the other two buildings, but apparently owners Fonda Fucci and her attorney husband had more progressive ideas. Another recent historic building is the Theriault Block (#15); it replaced Teddy's Hotel, which burned down in 1949. These buildings are all good

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examples of mid twentieth-century commercial blocks and their brick veneer exteriors and placement on the footprints of the previous historic structures help retain the overall urban nature of the village. Significant early rock-faced concrete block buildings in the historic district include the c. 1922 Progressive Market (#35), the c. 1930 Windsor County Farmers' Exchange (#37), a c. 1915 warehouse (#21), and a c. 1930 multi-bay garage (#63A).

The economic prosperity of White River Junction lasted over hundred years, until the 1960s. At this time, the construction of Routes 89 and 91 caused a drastic reduction in train travel and enabled automobile travelers to bypass the village. Passenger train service through town ceased in 1966. These factors resulted in an economic downturn in White River Junction in the 1970s and 1980s. Local morale was not aided when the 1964 urban renewal project called the "Gates Park Renewal Project" was undertaken. The study area included all the buildings on North Main Street, Gates Street (except the east leg), and Church Street. All of these buildings were proposed for demolition. The study was presented to the citizens of Hartford for a town vote, and was rejected.

Although this historic area was spared the wrecking ball, starting in the 1960s, several buildings were demolished to make way for parking lots and new buildings. Three houses were demolished on North Main Street to make way for parking lots (see #1 and 6), four houses were demolished on the north side of Gates Street to make way for the 1975 New England Telephone building (#60B) and its parking lot, the St. Paul's Episcopal Church was demolished to create a parking lot for St. Anthony's Church (#68), and the Nutt/Gates House was demolished to make way for a parking lot for the Miller Automobile Company (#58). The American Legion (#28) was constructed in the location of three buildings: the c. 1872 "Village Hall," a c. 1875 furniture store, and a c. 1875 dwelling. One house on the north side of Gates Street survived. It was originally part of a row of four identical homes that lined the north side of Gates Street. It originally stood across from the Methodist Church, and was moved in 1917 to its extant location (#62) across the street, either to make way for the construction of Currier street or the telephone building. Remaining historic homes on North and South Main Streets and Gates Street have helped retain the historic residential character of these streets.

One area of the historic district that has lost several industrial buildings includes Railroad Row. From the 1880s to the 1980s, the waterfront was lined with buildings from Bridge Street to the Boston & Maine Railroad Bridge (#48). Railroad Row was officially laid out as a street around 1900, and was first called Freight Street. By then there were already several scattered buildings constructed on the east side of the railroad tracks between Bridge Street and the Railroad Depot. Lost buildings include a c. 1905 agricultural implement storage building, which stood across Railroad Row from the H.A. Perkins/Twin State Fruit Building (#49). This two-story wood-frame shed-roofed industrial building burned in 1993, and its footprint is still discernible. Another recent loss is the H.A. Perkins Company building. This company stored and sold hides, fur, and wool, and opened in 1891 in a large 2-1/2 story wood frame front-gable office/warehouse. This was later the Renehan-Akers Company (#28 of the original White River Junction Historic District nomination). The building was demolished to make way for the Windsor County courthouse in 1990 (#50). A large 1-1/2 story storehouse stood just south of the Perkins building; this was replaced with a two-story flat-roofed storehouse with a stepped south elevation and falsefronts at

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the fronts and the setbacks of the steps. This building was removed in the 1980s. Several sheds also stood between these buildings and the waterfront; they were also removed in the 1980s. The historic character of Railroad Row is retained by the Acme Steam Laundry building (#42), the H.A. Perkins/Twin State Fruit building (#49), and the Union Station (#51).

Late twentieth-century intrusions and losses are to be expected in a Vermont village of this size and at the location near the crossroads of Vermont's two major highways. However, White River Junction's most important historic structures remain intact and in use, and the alterations have not prevented White River Junction from conveying its historic contexts of transportation, industry and commerce, tourism, and patterns of town development. The White River Junction historic district retains intact examples of every type of historic resource generally found in Vermont villages of its size, including a post office (#19), schoolhouse (#45), hotel (#18), commercial storefront building (#18), telephone service building (#22), industrial building (#6), warehouse (#21), multi-unit apartment building (#5), barn (#65A), multi-bay garage (#63A), single-family home (#61), railroad station (#51), church (#68), bank (#55), fire house (#43), library (#9), and railroad bridge (#48).

The preservation of the historic district is ensured by many factors. Passenger railroad service in Vermont was reinstated in the early 1970s by Amtrak, and commercial freight trains still pass by the station. Recent and current efforts by governmental agencies, building owners and non-profit organizations to revitalize White River Junction and attract tourists and businesses are resulting in visible improvements. For example, the #494 Locomotive (#52), a popular tourist attraction, was moved to the railyard in 1993. The Union Station was rehabilitated and a Vermont Welcome Center and a transportation museum opened there in 2000. The Northern Stage Theatre Company has been performing in the Gates Block since 1997, and the Upper Valley Food Co-op moved into the Excelsior Carriage Company building in 1993. The Barnes Building (#14) and Vermont Baking Company (#6) were recently rehabilitated, and the Progressive Market (#35) is currently being rehabilitated.

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Map of proprietors of Hartford. Hartford Town Clerk's Office. F.H. Dewart, 1917 (reprinted copy of original).

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State of Vermont. Division for Historic Preservation. National Register of Historic Places Nomination for the Progressive Market, 1995.

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Stone, Arthur. *The Vermont of Today.* New York, NY: Lewis Historical Publishing, 1929.

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**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 1

**White River Junction Historic District & Boundary Increase
Hartford, Windsor County, Vermont**

Boundary Description

The boundary of the White River Junction Historic District (Boundary Increase) is delineated on the sketch map accompanying the nomination form. The irregular boundary follows the perimeter property lines of the tax parcels included in the historic district; these property lines are derived from the Town of Hartford tax maps #45 and 46. The Hartford tax parcels whose perimeter property line is part of the district boundary include: 45-74, 45-75, 45-76, 45-120, 45-121, 45-78, 45-79, 46-14, 46-15, 46-1, 46-16, 46-21.35, 46-34, 46-37, 46-38, 46-46, 45-234, 45-220, 45-219, 45-217, 45-216, 45-215, 45-214, 45-189, 45-188, 45-186, 45-182, 45-181, 45-152, 45-151, 45-150, 45-108, and 45-109. The historic district also includes the Freight House (#38), which lies on 46-47, a large parcel owned by the Boston & Maine Railroad that extends beyond the historic district boundary.

Boundary Justification

The historic district boundary is determined by both geography and surrounding late twentieth-century intrusions. The historic district boundary increase includes the residential and industrial areas surrounding the commercial core of White River Junction. The northern boundary of the historic district crosses North Main Street at one of the northern gateways to the village, where there is a visual change between historic resources and streetscape and late twentieth-century "sprawl" development. The southern boundary crosses South Main Street where there is a visual change between historic buildings and late twentieth-century warehouse-type buildings. Otherwise, the boundaries, which are partially shared by the original historic district boundary, are the White River, the railroad tracks, or a sharp change in topography. The western boundary of the historic district is a steep bank, and the railroad tracks that traverse the historic district as they follow the south bank of the White River also serve as part of the eastern boundary. The properties on the north side of the White River include the former High School, now the municipal center (#45), which has been included in the historic district due to its significance and historical association with the rest of the historic district. North of the municipal center, the streetscapes are dominated by late twentieth-century "sprawl" development, so the historic district on the north side of the river is limited to Bridge Street. The boundaries are also defined by large distinct buildings such as the Excelsior Carriage Company on North Main Street (#1), St. Anthony's Church on Church Street (#68), and the High School on Bridge Street (#45). This boundary is sufficient to convey the historic significance of the White River Junction Historic District (Boundary Increase).

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Table of Properties

Page 1

**White River Junction Historic District
Hartford, Windsor County, Vermont**

Map #	Historic Name of Property	Address	Date Built	Style	Contributing or Non-Contributing
1	Excelsior Carriage Company	193-95 North Main St.	1895	late 19th-century industrial	C
2	Kibling House	165-67 North Main St.	c. 1888	Vernacular Italianate	NC
3	Huntoon House	128 North Main St.	c. 1872	Vernacular Italianate	C
4	Randolph National Bank	108 North Main St.	c. 1940, 1972	Contemporary	NC
5	Barnes/Leonard Apartment House	98 North Main St.	c. 1900	Vernacular Queen Anne	C
6	Vermont Baking Company	85 North Main St.	c. 1880, 1910, c. 1940, c. 1965, 2001	early 20th-century industrial	C
7	Guarino Office Building	80 North Main St.	1960	Modern	NC
8	Upper Valley Automotive Machine, Inc.	71 North Main St.	c. 1930, 1988	Modern	NC
9	Gates Memorial Library	70 North Main St.	1907	Neo-Gothic Revival	C
10	Home Auto Supply	59 North Main St.	1949	mid 20th-century commercial	C
11	New England Telephone Building	58 North Main St.	1973	Neo-Colonial	NC
12	Falzarano Restaurant	57 North Main St.	1949	mid 20th-century commercial	C
13	Fonda's Dress Shop	53 North Main St.	1952	American International	C
14	Barnes Building/White River Paper Company	42 North Main St.	c. 1905	Neo-Classical Revival	C
15	Theriault Block	27 North Main St.	1949	mid 20th-century commercial	C
16	Walt's Diner/Polka Dot Diner	7 North Main St.	c. 1925, c. 1940, c. 1960s	modern	NC
17	Gates Block	5 South Main St.	1890	Colonial Revival	C
18	Hotel Coolidge	39 South Main St.	1925-26	Italianate	C
19	Post Office	46 South Main St.	1934	Neo-Classical Revival	C
20	Commercial Block	79 South Main St.	1931, c. 1970	early 20th-century commercial	NC
21	Warehouse	87 South Main St.	c. 1915	early 20th-century industrial	C
22	Carlo/Saia Fruit Store	89 South Main St.	c. 1910	early 20th-century commercial	C
23	Colodny's Surprise Department Store	92 South Main St.	c. 1929	Art Deco	C
24	Falzarano Commercial Block	93 South Main St.	1946	mid 20th-century commercial	C
25	White River Savings Bank/Edson Grocery	104 South Main St.	c. 1880, c. 1900	vernacular Italianate	C
26	Parker Commercial Block	112 South Main St.	c. 1930	early 20th-century commercial	C

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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Table of Properties

Page 2

**White River Junction Historic District
Hartford, Windsor County, Vermont**

Map #	Historic Name of Property	Address	Date Built	Style	Contributing or Non-Contributing
27	Irving Johnson Building/Crown Theatre	120 South Main St.	c. 1900, c. 1960s	commercial	NC
28	American Legion Post 26	129 South Main St.	1967, 1983	American International	NC
29	Bugbee and Williams Block	132 South Main St.	c. 1890	vernacular Italianate	C
30	House	145 South Main St.	c. 1880	vernacular Italianate	C
31	Talbert Bakery/Fong's Chinese Laundry	153 South Main St.	c. 1880, c. 1920	commercial	C
32	Swift & Company	158 South Main St.	1908, c. 1950, 1991, 1993	early 20th-century industrial	C
33	Automobile Garage	163 South Main St.	c. 1930, c. 1980		NC
34	Pratt House	167 South Main St.	c. 1880, c. 1980	vernacular Italianate	NC
35	Progressive Market	173 South Main St.	c. 1922	early 20th-century commercial	C
36	Butman House	183 South Main St.	c. 1905	vernacular Italianate	C
37	Windsor County Farmers' Exchange	186 South Main St.	c. 1930	early 20th-century commercial	C
38	Freight House	188 South Main St.	1930	early 20th-century industrial	C
39	House	191 South Main St.	c. 1880	vernacular Italianate	C
40	Central Vermont and Woodstock Railway Bridge	Bridge St.	c. 1910	built-up riveted I-beam	C
41	Automobile Dealership	52 Bridge St.	c. 1930, c. 1980	early 20th-century industrial	NC
42	Acme Steam Laundry/Vermont Baking Co./Inter-State Tire	55 Bridge St.	1890	vernacular Greek Revival	C
43	Fire District No. 1 Station	58 Bridge St.	1893, 1919	vernacular Italianate	C
44	Lehman Bridge	Bridge St.	1991	steel girder	NC
45	Hartford High School	171 Bridge St.	1884, 1895	High Victorian Gothic	C
46	Morse House	172 Bridge St.	c. 1880	vernacular Italianate	C
47	Williams House	176 Bridge St.	c. 1885	Stick Style	C
48	Boston & Maine Railroad Bridge	White River	1848, c. 1939	riveted plate girders	C

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Table of Properties

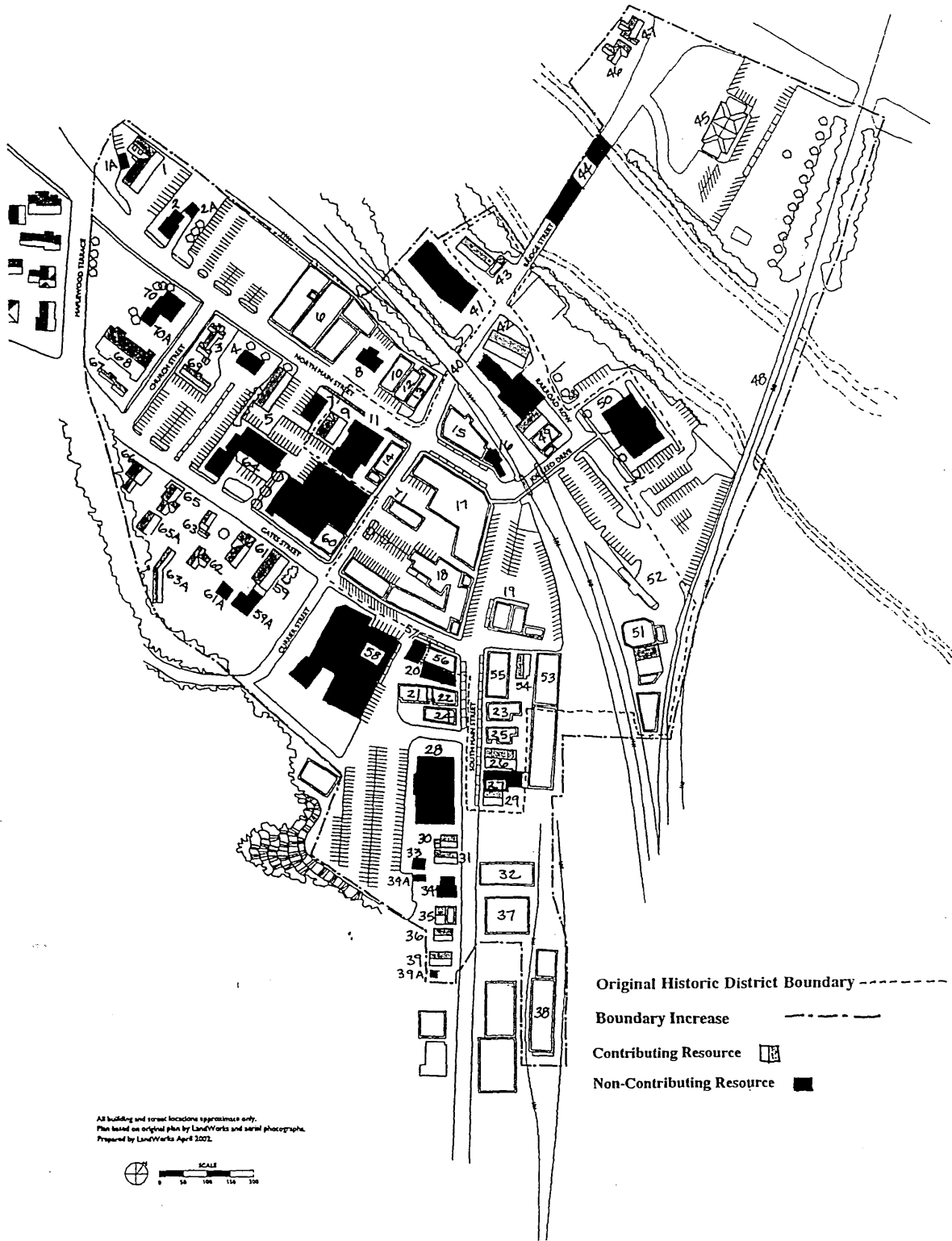
Page 3

**White River Junction Historic District
Hartford, Windsor County, Vermont**

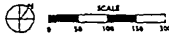
Map #	Historic Name of Property	Address	Date Built	Style	Contributing or Non-Contributing
49	H.A. Perkins/Twin State Fruit	37 Railroad Row	1921, c. 1930	early 20th-century industrial	C
50	Windsor County District Courthouse	82 Railroad Row	1990	modern	NC
51	Boston & Maine Union Station	100-06 Railroad Row	1937	Colonial Revival	C
52	Boston & Maine RR Locomotive #494	Railroad Row	1892	n/a	C
53	Cross-Abbott Grocery	4 Gates St.	1894, 1953	Italianate	C
54	The Landmark/Right Printing	14 Gates St.	c. 1885, c. 1905	Queen Anne	C
55	National Bank of White River Junction/White River Savings Bank	28 Gates St.	1892, 1904, 1915	Romanesque and Neo-Classical Revival	C
56	Greenough Block	60 Gates St.	c. 1910	early 20th-century commercial	C
57	Commercial Building	70 Gates St.	c. 1920, c. 1980	early 20th-century commercial	NC
58	Miller Automobile Company	76 Gates St.	c. 1930, c. 1980	mid 20th-century commercial	NC
59	United Methodist Church	106 Gates St.	1878	Gothic Revival	C
60	New England Telephone and Telegraph Company	119 Gates St.	1922	Colonial Revival	C
61	Daley House	128 Gates St.	c. 1895	Queen Anne	C
62	Wilson House	140 Gates St.	c. 1890, 1917	Queen Anne	C
63	Brown/Landon House	146 Gates St.	c. 1880	vernacular Italianate	C
64	Coolidge Apartments	151 Gates St.	c. 1955, 1997	Minimal-Traditional	NC
65	Lyon/Currier House	160 Gates St.	c. 1880	vernacular Italianate	C
66	Landon, W.D. and Isabelle, House	178 Gates St.	c. 1880	Second Empire	C
67	Tewksbury House/St. Anthony's Parsonage	15 Church St.	c. 1875	vernacular Italianate	C
68	St. Anthony's Church	15 Church St.	1898	High Victorian Gothic	C
69	Nichols House	36 Church St.	c. 1905	vernacular Queen Anne	C
70	St. Anthony's Rectory	41 Church St.	1968	modern	NC
71	Daley/Powers Block	40 Currier St.	1909	early 20th-century commercial	C

White River Junction Historic District and Boundary Increase

Hartford, Windsor County, Vermont



All building and street locations approximate only.
Plan based on original plan by LandWorks and aerial photographs.
Prepared by LandWorks April 2002.



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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photograph Labels Page 1

**White River Junction Historic District
Hartford, Windsor County, Vermont**

The following is the same for all photographs:
White River Junction Historic District
Town of Hartford, Windsor County, Vermont
Photographs by Paula Sagerman, May 2002
Negatives on file at the Vermont Division for
Historic Preservation

Photograph #1
Facing south on North Main Street from north
end of historic district

Photograph #2
Facing south toward intersection of South Main
and Bridge and Currier Streets

Photograph #3
Facing north on North Main Street from
intersection of North Main and Bridge and
Currier Streets

Photograph #4
Facing north from intersection of South Main
and Bridge and Currier Streets

Photograph #5
Facing north on South Main Street from just
south of intersection of South Main and Gates
Streets

Photograph #6
Facing southeast on South Main Street from
intersection of South Main and Gates Streets

Photograph #7
Facing northwest on South Main Street from
south end of historic district

Photograph #8
Facing west toward east leg of Gates Street

Photograph #9
Facing west on Gates Street from intersection of
Gates and Currier Streets

Photograph #10
Property #1
Facing north toward Excelsior Carriage Co.

Photograph #11
Property #2
Facing north toward Kibling House

Photograph #12
Property #3
Facing south toward Huntoon House

Photograph #13
Property #4
Facing south toward Randolph Bank

Photograph #14
Property #5
Facing west toward Barnes/Leonard Apt. House

Photograph #15
Property #6
Facing east toward Vermont Baking Company

Photograph #16
Property #7
Facing west toward Guarino Office Building

Photograph #17
Property #8
Facing east toward Upper Valley Automotive
Machine

Photograph #18
Property #9
Facing southwest toward Gates Memorial
Library

Photograph #19
Property #10 and 12
Facing east toward Home Auto Supply and
Falzarano Restaurant

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photograph Labels Page 2

**White River Junction Historic District
Hartford, Windsor County, Vermont**

Photograph #20
Property #11
Facing west toward New England Telephone Building

Photograph #21
Property #13
Facing north toward Fonda's Dress Shop

Photograph #22
Property #14
Facing southwest toward Barnes Building/White River Paper Company

Photograph #23
Property #15
Facing northeast toward Theriault Block

Photograph #24
Property #16
Facing northwest toward Walt's Diner/Polka Dot Diner

Photograph #25
Property #17
Facing southwest towards Gates Block

Photograph #26
Property #18
Facing northwest toward Hotel Coolidge

Photograph #27
Property #19
Facing north toward Post Office

Photograph #28
Property #20
Facing northwest toward Commercial Block (center)

Photograph #29
Property #21
Facing southeast toward Warehouse

Photograph #30
Property #24 and 22
Facing southwest toward Falzarano Commercial Block (left) and Carlo/Saia Fruit Store (right)

Photograph #31
Property #23 and 25
Facing southeast toward Colodny's Surprise Store and White River Savings Bank (both in center)

Photograph #32
Property #26, 27 and 29
Facing southeast toward Parker Commercial Block (left), Irving Johnson Building, & Bugbee and Williams Block (right)

Photograph #33
Property #28
Facing northwest toward American Legion

Photograph #34
Property #29
Facing northeast toward Bugbee and Williams Block

Photograph #35
Property #30
Facing northwest toward House

Photograph #36
Property #31
Facing northwest toward Talbert Bakery/Fong's Chinese Laundry

Photograph #37
Property #32
Facing southeast toward Swift & Company

Photograph #38
Property #33 and 34A
Facing northeast toward Automobile Garage (left) and Pratt House garage (right)

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photograph Labels Page 3

**White River Junction Historic District
Hartford, Windsor County, Vermont**

Photograph #39
Property #34
Facing northwest toward Pratt House

Photograph #40
Property #35
Facing northwest toward Progressive Market

Photograph #41
Property #36
Facing northwest toward Butman House

Photograph #42
Property #37
Facing northeast toward Windsor County
Farmers' Exchange

Photograph #43
Property #38
Facing northeast toward Freight House

Photograph #44
Property #39
Facing northwest toward House

Photograph #45
Property #40
Facing north toward Central Vermont and
Woodstock Railway Bridge

Photograph #46
Property #41
Facing northwest toward Automobile Dealership

Photograph #47
Property #42
Facing southeast toward Acme Steam Laundry

Photograph #48
Property #43
Facing northwest toward Fire District No. 1
Station

Photograph #49
Property #44
Facing southwest toward Lehman Bridge

Photograph #50
Property #45
Facing northeast toward Hartford High School

Photograph #51
Property #46
Facing northwest toward Morse House

Photograph #52
Property #47
Facing southwest toward Williams House

Photograph #53
Property #48
Facing east toward Boston & Maine Railroad
Bridge

Photograph #54
Property #49
Facing north toward H.A. Perkins/Twin State
Fruit

Photograph #55
Property #50
Facing northwest toward Windsor County
District Courthouse

Photograph #56
Property #51
Facing southeast toward Boston & Maine Union
Station

Photograph #57
Property #52
Facing southwest toward Boston & Maine RR
Locomotive #494

Photograph #58
Property #53
Facing southwest toward Cross-Abbott Grocery

**United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photograph Labels Page 4

**White River Junction Historic District
Hartford, Windsor County, Vermont**

Photograph #59
Property #54
Facing southwest toward The Landmark/Right
Printing

Photograph #60
Property #55
Facing southeast toward National Bank of White
River Junction

Photograph #61
Property #55
Facing southeast toward National Bank of White
River Junction

Photograph #62
Property #56
Facing southwest toward Greenough Block

Photograph #63
Property #57
Facing southeast toward Commercial Block

Photograph #64
Property #58
Facing southeast toward Miller Auto Company
(west section)

Photograph #65
Property #58
Facing southwest toward Miller Auto Company
(east section)

Photograph #66
Property #59
Facing southwest toward United Methodist
Church

Photograph #67
Property #60
Facing northwest toward New England
Telephone and Telegraph Company

Photograph #68
Property #60B
Facing northeast toward New England
Telephone and Telegraph Company Addition #2

Photograph #69
Property #61
Facing southwest toward Daley House

Photograph #70
Property #61A
Facing southeast toward Daley House garage;
Methodist Church annex in background

Photograph #71
Property #62
Facing south toward Wilson House

Photograph #72
Property #63
Facing southwest toward Brown/Landon House

Photograph #73
Property #63A
Facing south toward Automobile Garage

Photograph #74
Property #64
Facing northwest toward Coolidge Apartments

Photograph #75
Property #65
Facing southwest toward Lyon/Currier House

Photograph #76
Property #65A
Facing northwest toward Lyon/Currier House
Barn

Photograph #77
Property #66
Facing southeast toward W.D. and Isabelle
Landon House

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photograph Labels Page 5

**White River Junction Historic District
Hartford, Windsor County, Vermont**

Photograph #78
Property #67
Facing north toward Tewksbury House/St.
Anthony's Parsonage

Photograph #79
Property #68
Facing north toward St. Anthony's Church

Photograph #80
Property #69
Facing northeast toward Nichols House

Photograph #81
Property #70
Facing north toward St. Anthony's Rectory

Photograph #82
Property #71
Facing northeast toward Daley/Powers Block

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Property Owners Page 1

**White River Junction Historic District
Hartford, Windsor County, Vermont**

-
- | | |
|--|---|
| 1. Stephen F. Greene
RR 4 Box 392
Chester, VT 05143 | 12. Elizabeth F. Edson
57 North Main Street
White River Junction, VT 05001 |
| 2. DETS, LLC
P.O. Box 796
White River Junction, VT 05001 | 13. Elizabeth F. Edson
57 North Main Street
White River Junction, VT 05001 |
| 3. Dr. Thomas F. Terry
2174 Jericho Road
White River Junction, VT 05001 | 14. Wendy Hallgren
P.O. Box 797
Norwich, VT 05055 |
| 4. Alice Peck Day Memorial Hospital
125 Mascoma Street
Lebanon, NH 03766 | 15. Pauline and William Stebbins
P.O. Box 117
White River Junction, VT 05001 |
| 5. Nelson and Mary Fogg
P.O. Box 179
Wilder, VT 05088 | 16. Robert and Mary Shatney
P.O. Box 326
White River Junction, VT 05001 |
| 6. Tip Top Media, LLC
516 Mill Road
White River Junction, VT 05001 | 17. Margaret B. Briggs
274 Gifford Road
White River Junction, VT 05001 |
| 7. Joseph and Donna Guarino
P.O. Box 335
White River Junction, VT 05001 | 18. Northern Hospitality LTD Partners
P.O. Box 515
White River Junction, VT 05001 |
| 8. Wilson and Diana Follett
4983 Jericho Street
White River Junction, VT 05001 | 19. Bayne Stevenson
P.O. Box 929
Hanover, NH 03755 |
| 9. Loyal Club c/o Gates Memorial Library
70 North Main Street
White River Junction, VT 05001 | 20. Aubuchon Realty Company, Inc.
95 Aubuchon Drive
Westminster, MA 01473 |
| 10. Selma C. Sanborn Trust
18 Skylark Road
Lebanon, NH 03766 | 21. Aubuchon Realty Company, Inc.
95 Aubuchon Drive
Westminster, MA 01473 |
| 11. River City Communications, Inc.
P.O. Box 325
White River Junction, VT 05001 | 22. Hartford Housing Authority
c/o Town of Hartford
171 Bridge Street
White River Junction, VT 05001 |

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Property Owners Page 2

**White River Junction Historic District
Hartford, Windsor County, Vermont**

-
- | | | | |
|-----|--|-----|--|
| 23. | Vermont Housing Enterprises Inc.
1 Prospect Street
Montpelier, VT 05602 | 33. | Mayland Real Estate Limited
c/o J+R Properties
P.O. Box 5256
West Lebanon, NH 03784 |
| 24. | Wanda and Donald Nalette
456 Christian Street
White River Junction, VT 05001 | 34. | Mayland Real Estate Limited
c/o J+R Properties
P.O. Box 5256
West Lebanon, NH 03784 |
| 25. | Nelson Fogg
P.O. Box 179
Wilder, VT 05088 | 35. | Mark Albee
P.O. Box 210
Quechee, VT 05059 |
| 26. | Nelson and Mary Fogg
P.O. Box 179
Wilder, VT 05088 | 36. | Montgomery Wood
134 Dothan Street
White River Junction, VT 05001 |
| 27. | Gulfstream Realty LTD Partnership
c/o Home Partners
3 Campbell Street
Lebanon, NH 03766 | 37. | Timothy and Tammy Francis
39 Wright Street
North Chelmsford, MA 01863 |
| 28. | American Legion Post
129 South Main Street
White River Junction, VT 05001 | 38. | New England Central
c/o CV Properties, Inc.
P.O. Box 5015
Troy, MI 48007 |
| 29. | Gulfstream Realty LTD Partnership
c/o Home Partners
3 Campbell Street
Lebanon, NH 03766 | 39. | Olufemi and Janet Ayorinde
8025 West Point Dr.
Springfield, VA 22153 |
| 30. | Mayland Real Estate Limited
c/o J+R Properties
P.O. Box 5256
West Lebanon, NH 03784 | 40. | New England Central
c/o CV Properties, Inc.
P.O. Box 5015
Troy, MI 48007 |
| 31. | Mayland Real Estate Limited
c/o J+R Properties
P.O. Box 5256
West Lebanon, NH 03784 | 41. | Vieirra LLC c/o Procam
P.O. Box 636
White River Junction, VT 05001 |
| 32. | Tri-County Community Program
30 Exchange Street
Berlin, NH 03570 | 42. | La Riviere Blanche Properties, LLC
c/o Stetson
139 Elm Street
Norwich, VT 05055 |

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Property Owners Page 3

**White River Junction Historic District
Hartford, Windsor County, Vermont**

-
- | | | | |
|-----|--|-----|---|
| 43. | Town of Hartford Water Dept.
171 Bridge Street
White River Junction, VT 05001 | 53. | Jesse and Ernest LaBombard
P.O. Box 453
White River Junction, VT 05001 |
| 44. | Town of Hartford
171 Bridge Street
White River Junction, VT 05001 | 54. | Jesse and Ernest LaBombard
P.O. Box 453
White River Junction, VT 05001 |
| 45. | Town of Hartford
171 Bridge Street
White River Junction, VT 05001 | 55. | Mascoma Savings Bank
c/o Woodward Association
45 Lyme Road #306
Hanover, NH 03755 |
| 46. | Leon and Jeanette St. James
172 Bridge Street
White River Junction, VT 05001 | 56. | Ralph W. Lehman
21 North Elm Street
White River Junction, VT 05001 |
| 47. | Phyllis and Michael Morris
RFD 1 Box 592
Windsor, VT 05089 | 57. | Jennifer Kaar
P.O. Box 234
White River Junction, VT 05001 |
| 48. | Guilford Rail System
Iron Horse Park
High Street
North Billerica, MA 01862 | 58. | Miller Auto Company
P.O. Box 517
White River Junction, VT 05001 |
| 49. | Gerald Regan
38 Arlington Street
Winchester, MA 01890 | 59. | United Methodist Church
106 Gates Street
White River Junction, VT 05001 |
| 50. | State of Vermont
Agency of Administration
2 Aiken Avenue
Montpelier, VT 05602 | 60. | Bell Atlantic c/o Verizon
Property Tax Dept. - 31st F
P.O. Box 152206
Irving, TX 75015 |
| 51. | Rio Blanco Corporation
c/o Byron Hathorn
RR 1 Box 380
Ely, VT 05044 | 61. | KEVGRIF LLC
P.O. Box 799
White River Junction, VT 05001 |
| 52. | Hartford Historical Society
P.O. Box 547
Hartford, VT 05047 | 62. | Nelson Fogg
P.O. Box 179
Wilder, VT 05088 |

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Property Owners Page 4

**White River Junction Historic District
Hartford, Windsor County, Vermont**

63. Nelson Fogg
P.O. Box 179
Wilder, VT 05088
64. Coolidge Apartments Corporation
P.O. Box 10540
Bedford, NH 03110
65. Kenneth Parker
P.O. Box 800
White River Junction, VT 05001
66. Chester and Sandra Pasho
2 Rutherford Road
Hartland, VT 05048
67. St. Anthony's Catholic Church
15 Church Street
White River Junction, VT 05001
68. St. Anthony's Catholic Church
15 Church Street
White River Junction, VT 05001
69. Alan Curtis
2174 Jericho Road
White River Junction, VT 05001
70. St. Anthony's Catholic Church
15 Church Street
White River Junction, VT 05001
71. Marcia Landon
374 Colonial Drive
White River Junction, VT 05001