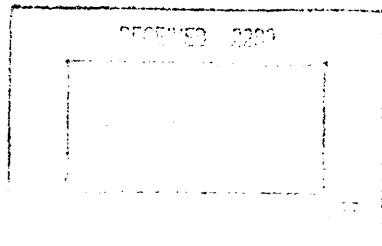


1030



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 an 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 Rutland Railroad Pumping Station

other names/site number Alburg Pumping Station

2. Location

street & number 43 Lake Street N/A not for publication

city or town Alburg N/A vicinity

state Vermont code VT county Grand Isle code 013 zip code 05440

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Elsa Gilbertson, National Register Specialist November 24, 1999
Signature of certifying official/Title Date

Vermont State Historic Preservation Office
State of 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 official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

Edson H. Beall
Signature of the Keeper

Date of Action

12/30/99

Rutland Railroad Pumping Station
Name of Property

Grand Isle County, VT
County and State

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
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/rail-related
Industry/waterworks

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

foundation stone
walls brick
roof metal
other shingle

Narrative Description

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

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

**Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont**

The Rutland Railroad Pumping Station is a vernacular, rectangular, brick building located on the eastern shore of Lake Champlain. The Pumping Station, constructed c.1903, is located in the town of Alburg, Vermont, and is owned by the Village of Alburg. The building is located nearly one mile southwest of the former rail yard with which it was historically associated. The Pumping Station, a modest industrial building with a gable roof, was constructed of fireproof materials, including brick, concrete, metal and slate. Historic pumping equipment, including a water pump, electric motor, gasoline motor, and chlorine gauge, remain in the southeast corner of the interior space. Although the building has been vacant for several years and is beginning to deteriorate, the property retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

The Rutland Railroad Pumping Station occupies a small parcel of land in the village of Alburg on the east bank of Lake Champlain. At the western end of Lake Street, the town road turns into a private access road for boats to the lake. This access road forms the northern boundary of the land that the Pumping Station occupies. To the west of the building, a rocky bank slopes steeply down to the lake. Near the southwest corner of the property, a hole exists in the bank to provide access to the pipes and sieves that filter the water as it travels from the lake to the Pumping Station. Immediately to the south of the building there is a small, wood frame, late-twentieth century house. To the east of the building is a small dirt parking lot. The land surrounding the Pumping Station is essentially flat and has been developed into a moderate density residential area.

Exterior

The Rutland Railroad Pumping Station is a vernacular, three-by-three bay, one-story, front-gabled, rectangular brick building, c. 1903, with the entrance on the north façade. The dimensions of the Pumping Station are approximately 22 feet by 28 feet, and the building rests on a fieldstone foundation. The stones of the foundation are joined with a light-colored mortar. A four brick high water table is essentially flush with the foundation and consists of a row of headers with three rows of stretchers above. Above the water table, the brick is laid in common bond.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

with red pigmented mortar. The gable-front roof is covered with standing-seam metal roofing and forms an extended eave with rafter tails visible beneath.

The main façade has three bays. The first bay on the left side is the entrance, which consists of a single wood door. Above the door is a panel of diagonal beaded boards, and above the wood panel is a five-light transom. The center and right bays have identical fenestration, with a rectangular opening, 2 ¼ feet by 2 ¾ feet, sitting approximately two feet above the foundation. These openings are covered with wooden hinged doors that open inward. Surrounding each opening is a circular section of brick infill, evidence of the original exhaust pipes. A pent roof encloses the gable of the north façade. The tympanum is sheathed with wooden shingles.

The three bays of the lakeside façade are separated by two brick wall pilasters that project the width of three bricks. The window openings in the left and center bays consist of high windows, approximately 3 ½ feet wide, set 5 ½ feet above the water table. Each window has a granite sill below and a brick arch, consisting of two rows of headers, above. The window openings are rectangular, with a segmental arch above, enclosed with wood. The window on the right bay also rests on a granite sill with a brick arch above, but this window is taller and sits approximately 2 feet above the water table. The top half of the window is closed with brick infill, and the bottom half still contains remnants of a wood frame window.

The south façade has one central, brick wall pilaster and one covered window opening to the right of the pilaster. The gable is enclosed by a pent roof, similar to that of the north façade, but the tympanum is sheathed with horizontal wood boards that have been covered with asphalt composition siding.

The east façade has three bays separated by two brick wall pilasters. The left pilaster has a non-original opening, 2 by 2 feet, approximately 1 ½ feet above the ground. The opening is covered with a small wooden hinged door, similar to those on the north façade, which opens outward. Two feet above the door, a 2-inch round metal pipe projects through the wall and the pilaster. There is no fenestration in the center bay, but the left and right bays each have a full-length window similar to those on the west

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National Register of Historic Places

Continuation Sheet

Section number 7 Page 3

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

façade, with granite sills and brick arches. The window on the left has brick infill in the top half, but the window on the right is simply covered with plywood. The full-length windows appear to have been eight-paned, fixed, wood frame windows. To the right of the right window, a lighting fixture is attached to the wall. A cord leads from the right edge of the window to a triangular plate attached to the wall with a thin metal arm and small light socket.

Interior

The interior of the Rutland Railroad Pumping Station consists primarily of open space, with no ceiling above most of the floor space. The floor plan is open except for an enclosed equipment room to the south. The wood rafters of the roof are easily visible from the floor. The interior walls are exposed, painted brick, and the floor is poured concrete.

The largest interior space is that just inside the exterior door. This open space formerly contained the large steam boilers, but is now empty. The southern portion of the interior space has been enclosed, forming a wall that reaches to a wood loft. In the center of this wall is a wooden ladder that leads to the top of the loft. To the left is a small recessed alcove. The entrance to the equipment room is located on the far right side of the interior wall. The entrance consists of a single door opening with two doors, one that opens outward to the large interior space, and one that opens inward to the equipment room. Both doors are hinged on the left side. The outer door is built with vertical wood boards that are braced with diagonal boards. A round metal handle is on both sides of the door on the left side. A thick wooden latch attached to the wood doorframe turns on a peg to secure this outer door. The inner door is made of horizontal wood boards and has a metal handle on the right side.

The equipment room has a ceiling covering the space. A mid-twentieth century gasoline motor is located immediately south of the doorway. The motor, a Continental Motor, provided a back-up method for running the water pump when the electricity was out.

Further south, toward the south exterior wall, mid-twentieth century chlorinating equipment is attached to the water pump and generator to the west. The plate on the

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National Register of Historic Places Continuation Sheet

Section number 7 Page 4

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

chlorine gauge reads:

Wallace and Tiernan
Newark, NJ
Type A-626
Serial No. Z-106

The historic water pump is located near the center of the room and is attached to the electric motor, which is located on the west side of the room, near the room's only window. This window corresponds to the window on the far right side of the west façade. The pipes that carry the water are Fairbanks pipes. The plate on the water pump reads:

Ingersoll-Rand Company
A.S. Cameron Steam Pump Works, New York, U.S.A.
Centrifugal Pump, Pump #68726
Size: 3HV R.P.M.: 1750 G.P.M.: 425

The plate on the electric motor reads:

General Electric Co.
Schenectady, N.Y., U.S.A.
Induction Motor Model No. 11 C 879
Type: MT527 4 40 1800 Form BI
440 Volts 49 Amps
Phase 60 Cyc. Speed Full Load: 1735

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 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)

- Transportation
- Architecture
- _____
- _____
- _____
- _____

Period of Significance

1903 - 1950

Significant Dates

c.1903
1928

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

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

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:

University of Vermont

Rutland Railroad Pumping Station
Name of Property

Grand Isle County, VT
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	118	633230	4981320
Zone	Easting	Northing	
2			

3			
Zone	Easting	Northing	
4			

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 Michael T. McQuillen and Sarah E. Wilcke, Preservation Consultants

organization date May 10, 1999

street & number 25 Laurel Hill Drive telephone (802) 860-2925

city or town South Burlington state VT zip code 05403

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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 SHPO or FPO.)

name Village of Alburg

street & number Town Clerk's Office telephone (802) 796-3468

city or town Alburg state VT zip code 05540

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 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 Projects (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 1

**Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont**

Located in Alburg, Vermont, the Rutland Railroad Pumping Station is significant under criterion A for its contribution to the transportation and industrial history of Vermont as a rare example of a railroad water pumping station. Built c.1903 the Pumping Station provided water from Lake Champlain to railroad steam engines in the Alburg rail yard. It also provided water for inhabitants of Alburg Village as early as the 1910s. The Pumping Station is also eligible under criterion C as a good example of a railroad building and is particularly significant for its distinct function as a pumping station. The building contains equipment from its period of significance, including steam pumps and an electric motor. The Pumping Station is the only surviving remnant of the once expansive Rutland Railroad complex in Alburg, Vermont.

Chartered in February, 1781, the early economy of Alburg, Vermont was based on timber and agricultural production that included corn, wheat, apples, and maple sugar. The economy remained essentially unchanged until the arrival in 1851 of the Vermont & Canada railroad.

Ralph Waldo Emerson compared the railroad to a magician's wand because of the way it transformed the United States into an industrial nation with a single wave. Before the mid-nineteenth century people had to rely on poorly maintained roads and slow moving canals to transport their goods, ideas, and themselves. A trip between two major metropolitan centers such as Albany and Boston could take several days. The railroad reduced this same trip to a few hours. Not only did it control the pace of American life, it also controlled its economy. Small towns grew less isolated and their products, formerly limited to the local economy, became part of a national and global economy.

On January 10, 1851, the Vermont & Canada Railroad, a northern extension of the Vermont Central Railroad, reached Alburg, Vermont. Later that same year a railroad bridge was completed that spanned Lake Champlain from Alburg to Rouses Point, New York, and realized the long sought goal of uninterrupted rail passage from Ogdensburg, New York, to Boston, Massachusetts. Alburg was now part of a transportation corridor that ran from the Atlantic Ocean to the Great Lakes, servicing all points in between. By 1870, the town contained a depot and forty of its residents worked for the railroad.

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Continuation Sheet

Section number 8 Page 2

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

By the late nineteenth century, the Vermont & Canada and Vermont Central had been consolidated into the Central Vermont Railroad. This company would face financial difficulties and in 1897 it surrendered its lease of the Ogdensburg & Lake Champlain Railroad – the important section of line from Rouses Point, New York, to Ogdensburg, New York. What was a setback for one company proved an opportunity for another. Dr. William Seward Webb, future president of the Rutland Railroad and son-in-law of railroad magnate William H. Vanderbilt, supported the purchase of the Ogdensburg & Lake Champlain line and began making plans for a new railway to extend from Burlington to Alburg over the Lake Champlain islands of South Hero and North Hero. Financial backing for this venture was provided by the Vanderbilt-dominated New York Central Railroad, which by the end of 1904 owned \$4,704,100 of the \$9,057,600 of outstanding Rutland Railroad stock.

Prior to this time, the Rutland Railroad had been hampered by Central Vermont's control of railroad traffic north of Burlington and in northern New York state. Building the new line solved the first problem and purchasing the Ogdensburg & Lake Champlain line solved the second. With part ownership of the trestle bridge that spanned Lake Champlain, the Rutland Railroad now had an uninterrupted line from the Great Lakes to New York City and Boston. The Rutland Railroad proved to be a successful company. In 1906 it recorded profits of \$350,000 from passenger service, \$495,000 from freight service, and \$80,648 from mail service for the United States government. Milk trains, originating in Ogdensburg, would gather cars across northern New York and would frequently carry more than 20 cars by the time they reached Alburg. By the time they reached Rutland, where they would be separated and sent to New York City and Boston, they would be over 40 cars long. By 1923, milk traffic alone accounted for over one million dollars a year in revenue.

The Rutland Railroad built an extensive rail yard in Alburg between 1900-1910 that included a seven engine round house, machine shop, coal tower, feed store, water pumping station, 150,000 gallon water tower, and an ice house. The Pumping Station is located on the shore of Lake Champlain, close to one mile away from the former rail yard in the village to the northeast. The rail yard, which no longer exists, housed the remainder of the structures listed above, including the water tower. The company also

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National Register of Historic Places Continuation Sheet

Section number 8 Page 3

**Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont**

created recreational accommodations for its employees in 1925 by purchasing and converting a large house in Alburg Village into a railroad Y.M.C.A. complete with bowling alleys and sleeping space for eighteen men.

Alburg prospered after the arrival of the Rutland Railroad. Allen Stratton reports in his town history that as many as fifteen trains would arrive and depart daily, and in 1930 businesses in the village included an inn, bank, creamery, theatre, bakery, auto dealer, restaurant, livery, and two dry goods stores. The railroad station housed the Town Clerk's Office, library, custom house, and a department store at various periods in its history until the early 1950s. The Saberville Railroad Workers District was built near the rail yard in the early twentieth century to provide housing for the railroad workers. The complex, named for its builder George Saber, consists primarily of modest, vernacular houses. Stratton notes that a school within Alburg Village became necessary in 1905 with the influx of more residents due to the arrival of the Rutland Railroad.

The Pumping Station was a crucial component in the operation of Alburg's rail yard. While the town owed its expanded economy and newfound prosperity to the railroad, the railroad owed its very existence to the steam engine, and it was the Pumping Station that provided the water that produced the steam that powered the railroad.

Necessity spurred the development of water pumping machinery in the United States. Two types of water works exist: those that use gravity and those that require pumping to elevate water. For those companies or municipalities that were not fortunate enough to have the advantage of a water source at a higher elevation, pumping was necessary to procure the water. Early water pumping machinery was used to drain water from the bottom of mines. Water pumping stations were first employed to supply water for large municipalities around the turn of the nineteenth century. Work began on Benjamin Latrobe's Centre Square Water Works in Philadelphia in 1799. The Water Works used steam engines to pump water from the Schuylkill River to a nearby reservoir. In the late nineteenth century, most water works pumped water to an elevated reservoir to be distributed by gravity flow.

In July, 1903, the Rutland Railroad purchased land from Peter and Phoebe Vantine for

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National Register of Historic Places
Continuation Sheet

Section number 8 Page 4 **Rutland Railroad Pumping Station**
Alburg, Grand Isle County, Vermont

“the privilege of erecting and maintaining near the lake a pumping station.” Although the date of construction for the station is not known, it probably followed soon after this transaction as indicated by the installation of a new water tank and enlargement of the Alburg rail yard in 1906. A 1917 Rutland Railroad Company Valuation Department sheet provides the earliest details about the Pumping Station.¹ Its building materials include 12 inch brick walls, 6 inch granite window sills, and slate (presumably the roof), and it contained two pumps, two locomotive boilers, and two exhaust pipes.² Water was gravity fed from the lake to a well where intake pipes transported it to the boiler-powered pumps that filled the water tower. A 1924 Steam Boiler Inspection Certificate by The Hartford Steam Boiler Inspection and Insurance Company notes an 1890 Baldwin locomotive boiler used in the building. The Pumping Station must have been operating well at this time as a new 150,000 gallon steel water tank was erected in the Alburg rail yard in 1924. By the late 1920’s, electric power was made available to Alburg and, in 1928, the Rutland Railroad installed electric motors in the engine terminal, turntable, and pumping station for “more efficient operation.” A 1942 Boiler Inspection Certificate for same boiler that was inspected in 1924 indicates that despite the installation of electricity, steam boilers continued to be used as late as the 1940s.

Alburg Village resident and historian David Bell remembers his great-uncle Walter McNeil operating the Pumping Station for the railroad in the early to mid-twentieth century. He recalls that his great-uncle used the boilers when the electric power failed and notes that the coal for the boilers was stored in the pumping room. Jim Cleland, former Alburg Village Water Superintendent from the 1960s – 1970s, states that the boilers had been removed by the time he began to work in the Pumping Station. He recalls that the station could pump 425 gallons of water per minute and that a gasoline powered motor was used when the electric power failed.

¹ The 1913 Railroad Valuation Act required the Interstate Commerce Commission to inventory and assess the value of all railway property. The 1917 Rutland Railroad Company Valuation Department data sheet was presumably created as a direct result of this mandate.

² The pumps were made by the Deane Steam Pump Company of Holyoke, Massachusetts. One boiler could handle 125 pounds pressure and the other could handle 85 pounds pressure. Records do not indicate when the Deane Steam Pumps were replaced with the Ingersoll-Rand Company A.S. Cameron Centrifugal Steam Pump currently found in the Pumping Station.

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Continuation Sheet

Section number 8 Page 5

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

The Pumping Station also provided water to Alburg Village residents at an early stage in its history. David Bell recalls that his mother lived in a house in Alburg Village that was supplied with water from the railroad water supply in the 1910s.

The steam locomotive remained important through the early twentieth century, however, in 1925, the first diesel locomotive was put into use by Central Railroad of New Jersey. Subsequent improvements made diesel power more efficient than steam. By the late 1950s, the cleaner and less expensive diesel locomotive had essentially replaced the steam locomotive. In July 1954 the Rutland Railroad sold the Pumping Station to the Village of Alburg, which continued to use the station as a municipal water source. Rutland Railroad Historian Steve Mumley speculates that by this time the Rutland Railroad no longer needed the Pumping Station due to the virtual abandonment of steam engines in favor of diesel powered locomotives.

By the mid-twentieth century the Rutland Railroad had begun to experience financial difficulties. The Depression, infrastructure improvements necessitated by the 1927 flood, the lack of industry in northern Vermont, and competing transportation resources all contributed to the demise of the Rutland Railroad. Trucks began shipping milk and planes and buses began transporting people. Reduction of profits lead to cutting wages and personnel, which resulted in labor problems. A significant source of conflict was management's desire to reduce three operating divisions to two. The result of this conflict was that the traditional division points of Alburg and Rutland were replaced by one in Burlington. In 1960, the Rutland Railroad workers declared a strike. Subsequent negotiations failed and the railroad executives petitioned the Interstate Commerce Commission to abandon the railroad. The abandonment was approved on September 18, 1962. The same year, and faced with many of the same financial difficulties, the Central Vermont Railroad bypassed Alburg by reorienting their traffic north from East Alburg into Canada and then south in Rouses Point. Although this resulted in a greater distance to travel the company calculated it would save money by not having to maintain the trestle bridge that spanned Lake Champlain. In 1963, there was some hope for continued rail service when the State of Vermont purchased the former Rutland Railroad line and leased it to a private operator. However, only the section from Burlington to North Bennington was considered economically profitable and the railway from Burlington to Alburg was dismantled.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 6 **Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont**

A thesis at the University of Vermont library titled "Green Mountain Gateway: The Story of the Rutland" conveys the impact of the railroad on the history of Alburg. Written by Hayward Severance at the time of the 1960 strike he states that Alburg, "...has fallen off considerably in recent years with the decreased activity of the railroad" and "as of 1959 there were two large stores out of business and their buildings vacant on the main street...much of the former local business has gone to nearby Swanton and St. Albans." He further states that, "Alburg has not descended to a ghost town and is not likely to but as a commercial and shopping center it is definitely a has-been." While it could be argued that Mr. Severance overstates his point, it is clear that the arrival and subsequent departure of the railroad had a considerable impact on the town.

Following abandonment, all of the Rutland Railroad buildings in Alburg were razed except the Pumping Station. The only other structures in the village that retain an association with the Rutland Railroad are the workers houses in the Saberville Railroad Workers District. The Pumping Station continued to serve as a municipal water source for Alburg Village until 1979, when a new water pumping station was built and the Rutland Railroad Pumping Station fell into disuse. As the only remnant of a once thriving railroad complex, the Rutland Railroad Pumping Station is important in the interpretation of this period of Alburg's history and the regional history of railroad transportation.

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National Register of Historic Places
Continuation Sheet

Section number 9 Page 1

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

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_____. The Rutland: Betterments, Statistics, Traffic Equipment, Plans, Structures, and Fixtures. Rutland, VT: Sharp Offset Printing, Inc., 1989.

Severance, Hayward M. "Green Mountain Gateway: The Story of the Rutland." Thesis Paper located in the Special Collections Department of the Bailey-Howe Library at the University of Vermont (1960): 188.

Shaughnessy, Jim. The Rutland Road. San Diego: Howell-North Books, 1964.

Stratton, Allen L. History Town of Alburgh, Vermont: An Account of the Discovery, Settlement, and Interesting and Remarkable Events. Volume 1. Barre, VT: Northlight Studio Press, 1986.

Deed Records located at the Town Clerk's Office Alburg, Vermont. Volume 23, page 346 & Volume 34, page 401.

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National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 2

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

Interviews:

David Bell; Alburg, Vermont (March, 1999)

Jim Cleland; Alburg, Vermont (March, 1999)

Steve Mumley; Lebanon, New Hampshire (April, 1999)

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National Park Service

National Register of Historic Places

Continuation Sheet

Section number 10 Page 1

Rutland Railroad Pumping Station
Alburg, Grand Isle County, Vermont

Verbal Boundary Description

Beginning at the fire hydrant located approximately 42 feet from the northeast corner of the Pumping Station walk approximately 13 feet in a northerly direction to the edge of the embankment that borders the right of way of the south side of the access road leading to Lake Champlain. Proceed approximately 64 feet in a westerly direction along the edge of the embankment to the point where it intersects the edge of the embankment that borders the lakeshore. Proceed approximately 89 feet in a southwesterly direction along the edge of the embankment to the north boundary of the property now or formerly owned by Elizabeth Joseph at 2 South Cleland Street. Proceed approximately 161 feet in an easterly direction along this boundary to the west side of the right of way of South Cleland Street. Proceed approximately 59 feet in a northerly direction along South Cleland Street to the point where it intersects with the south side of the right of way of Lake Street. Proceed approximately 85 feet in a westerly direction along Lake Street to the point of origin.

Verbal Boundary Justification

The Pumping Station is located on tax-exempt land owned by the Village of Alburg that is not divided into distinct lots. The land within this boundary is the primary area associated with its historical use and is sufficient to convey its significance.