

3-7-74

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Vermont	
COUNTY: Franklin	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JAN 21	1974

1. NAME

COMMON:
Central Vermont Railroad Headquarters

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
For boundary description see Section 7

CITY OR TOWN:
St. Albans

STATE: Vermont	CODE: 50	COUNTY: Franklin	CODE: 011
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)



4. OWNER OF PROPERTY

OWNER'S NAME:
Central Vermont Railway Inc.

STREET AND NUMBER:
Corner of Lake and Federal Streets

CITY OR TOWN:
St. Albans

STATE:
Vermont

CODE:
50

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
City Clerk

STREET AND NUMBER:
City Hall

CITY OR TOWN:
St. Albans

STATE:
Vermont

CODE:
50

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Vermont Historic Sites and Structures Survey

DATE OF SURVEY: **1973** Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Vermont Division of Historic Sites

STREET AND NUMBER:
Pavilion Building

CITY OR TOWN:
Montpelier

STATE:
Vermont

CODE:
50

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Boundary Description

The Central Vermont Railroad Headquarters in St. Albans, Vermont is bounded on the south by Lower Welden Street from Allen Street to Houghton Street. It is bounded on the east by Allen Street, Catherine Street, and Federal Street, from Lower Welden Street to a point on Federal Street 1550 feet north of the junction of Lake Street. The west boundary is formed by Houghton Street between Lower Welden and Lake Streets and by the line of Pine Street projected to a point 1550 feet north of the junction of Lake Street. The north boundary connects the northern points of the east and west boundaries.

General Description

The Central Vermont Railroad Headquarters consists of twelve major structures situated along the main line and yard tracks at St. Albans. Included in the complex are the general offices of the railroad, a freight station and platforms, a passenger depot, roundhouse, various maintenance shops and repair sheds. These facilities are aligned along two primary axes: the Central Vermont main track and Lake Street. In addition to the buildings, large sections of yard track and signal and switch apparatus are in place in the St. Albans complex, intact from the years of peak railroad activity.

The surviving structures were constructed between 1865 and 1923, and provided complete facilities for the operation of the railroad. Although each building was constructed for a specialized function, and during various decades, a certain visual continuity exists which unites the complex into a rapidly identifiable district. A commonality of structural forms and materials, a general similarity of building uses, and the orientation of buildings to common arteries reinforces the cohesive quality of the complex. The shops are architecturally similar to one another and are compatible with the general office building and other major structures.

The general office building (1) is the dominant structure, primarily because of its greater height and breadth and the two appended 3½ story towers. The dominance of the building is reinforced by its relatively central position within the complex and its location at the junction of the main line of railroad and Lake Street.

North of the general office building is a brick maintenance shop (2) and a brick switch house (3) which today is used as the passenger depot.

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Section 6

(Continuation Sheet)

(Number all entries)

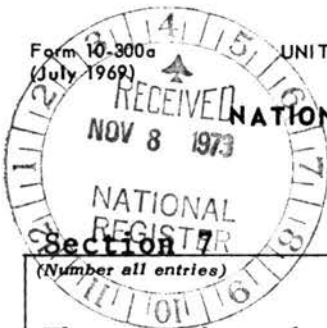
Historic American Engineering Record
1972 Federal
Library of Congress
Washington, D.C. 06



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The machine shops are housed in two brick buildings facing Lake Street opposite the main tracks from the general office. The larger of the two shops (4) has been given (historically) to the repair and fabrication of locomotives, and presently comprises the major repair facility for rolling stock. The foundry smokestacks are intact, but a major northern portion of the structure has been removed.¹ The smaller shop (5) was apparently a storage facility or was used for the repair of more portable equipment. There are no yard tracks into the smaller shop. A crescent-shaped roundhouse (6), located at the extreme northern limit of the yards, is also a maintenance facility for locomotives. Built in 1923, it is the newest structure in the complex.

South of Lake Street, the Central Vermont complex includes a freight station and platforms (7), the length of which suggests the volume of merchandise that was handled at St. Albans. At present these facilities are not used. Another shop (8) is situated across Lake Street from the locomotive shops (4 & 5). This building was given to the manufacture of passenger cars. This shop retains its original character and 600-foot length although today the railroad does not occupy a major portion of the building. According to historical accounts, the southern portions of the shop were used for passenger car repair, and the central and northern sections housed a carpenter shop and stores.² A paint and repair shop (9) is located immediately west of the passenger car manufactory. It was used primarily to paint and finish new rolling stock. A smithy (10) was located north of the paint shop adjacent to Houghton Street. Two additional buildings, a smaller maintenance shop (11) and storage shed (12), flank the passenger car shop on either side. A strong architectural relationship exists, especially between the general office building (1) and the major shops (4 & 8), suggesting that these three structures at least were planned to form the nucleus of a master complex. The most significant alterations to the integrity of the complex occurred with the removal of the depot and trainshed adjacent to the general office building, the destruction, about 1900, of a tower on the shop immediately north of the general office, and the dismantling, about 1968, of the smokestack and power plant in the locomotive shop (8).

Description of Individual Buildings

The general office building (1) is a rectangular-plan, 2½ story structure, with basement, set upon a low cut-stone foundation. The main (south) facade includes two flanking, three-story, 2½ bay, corner towers projected at each end of the facade. The building is constructed of brick, load-bearing masonry, and includes a tin-sheathed mansard roof, with slate-covered bellcast



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mansard roofs on both towers. Rosettes, or ornamentation, on the tower roofs have been removed. The tower facades are decorated with four regularly spaced brick belt courses which also bracket the window arches. A single belt course occurs below second story fenestration in the central portion of the south facade. A denticulated cornice appears on all facades. Windows on the south, north, and east facades are rounded-arch, double-hung sash type, and occur in pairs. Fenestration is two-over-two light in the towers on north and south facades, and four-over-two light in central portions of each facade. Windows are rectangular on the west facade. Hooded dormers are located on all sides of the roofs. Old views indicate that three chimneys were at one time placed on the roof slope between the dormers above the south facade. These have been removed.

The maintenance shop (2) appears to have been constructed about 1870. It is a single story, elongated, rectangular-plan building having a low cut-stone foundation. The structure is of brick construction, load-bearing masonry, with denticulated cornice on the south and west facades (not continuous). The west wall projects above the roof level and the roof is flat. Fenestration occurs on the east and west facades only. The east facade includes regularly-spaced, full-story, double-hung, segmented-arch, sash windows, framed by decorative brick detailing projected to the water table. The facade is interspersed by two rounded-arch doorways in utility widths. The east facade is pierced by an irregularly spaced series of rounded-arch and segmental-arched doorways of random placement. A two-story mansard-roofed tower, appended to the north end of this building, was removed about 1900. This tower occupied the northern three bays of the structure and was replaced by a single-story continuation of the present building.

The passenger depot (3) was constructed as a yard office about 1900. It is a two-story, rectangular-plan structure set upon a low-cut stone foundation. The main (east) and west facades are of six bay width. Wall construction is brick, load-bearing masonry, and is unembellished. The building includes a medium pitch gable roof. Fenestration is double-hung sash type, six over six light throughout.

The locomotive fabrication and repair shop (4) was constructed between 1863 and 1865. It is a single-story building having a two-story tower appended to the southeast corner. The plan of the structure is irregular, but basically rectangular, with an added frame appendage at the center of the west facade to accommodate a foundry and smokestack. The wall construction is of brick, load-bearing masonry set upon a low cut-stone foundation. Exterior walls are richly corbelled and detailed on all facades. Decorated

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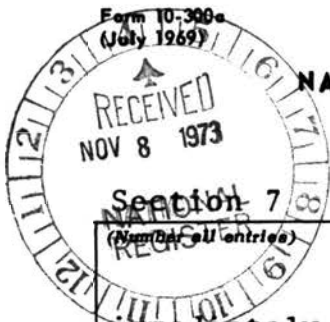
end gables (front and rear) project above the roof line in stair-step fashion. The occurrence of a decorated end gable at mid-point in the structure indicates that northern appendages are later additions. Brick buttresses, placed to correspond to the location of the roof trusses, form the major components of the structural system. Fenestration in the east and west facades is placed between the buttresses and provides an infill. These windows are segmented-arch, double-hung sash type throughout and are recessed in the side (east and west) facades. The large windows, flanked by brick buttresses, form pronounced bay divisions. Overhead doors in the main (south) facade are replacements, probably for rounded-arch engine passages. The roof is a truss-supported, low-pitch gable with an elongated cupola.

The maintenance shop (5) adjacent to the locomotive shop was also constructed between 1863 and 1865. It is a single-story, rectangular-plan structure set upon a low cut-stone foundation. The main (south) facade is three bays in width. Walls are constructed of brick, load-bearing masonry with stairstep corbelling and recessed decorative panels on the south, east and west facades. The roof is a medium-pitch gable type, shingled in asbestos. Fenestration is segmented-arch, double-hung sash type throughout. Windows are centrally located in each bay, excepting more recent additional windows on east and west facades.

The roundhouse (6) was built in 1923 and is situated at the northern limit of the yard. It is a crescent-shaped structure with a rectangular-plan shop building appended at right angles to the northern end. The roundhouse is a single-story structure with truss-supported roof. The appended shop is also a single-story building having a high-vaulted truss-supported roof. Both structures are set upon cement foundations. A turntable is situated at the center of the crescent formed by the roundhouse and is used to direct locomotives into various service bays. There are sixteen such bays in the roundhouse, each with a service track leading from the turntable. An additional track leads to the appended shop. Walls are constructed of brick; the structural system is load-bearing masonry. Fenestration is casement type, and service doorways are double-hung and horizontal folding.

The freight station (7) is a balloon frame, 2½ story structure situated on the east side of the main roadbed about mid-point between Lake and Welden Streets. The station has an eight-bay main (west) facade with an appended platform to the south. A medium-pitch gable roof covers the station. An additional, more narrow, covered platform extends south from the station to Welden Street, and a companion platform structure is situated





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immediately to the east. The two platforms are bisected by a loading track. The freight station and platforms are abandoned and appear to have been closed for several years.

The passenger car shop (8) is a companion structure to the locomotive shop. The two shops are situated opposite one another on Lake Street and were probably constructed coincidentally. The front (streetside) portions of both shops are of similar architectural styles although the tower does not appear on the car shop. The passenger car shop housed woodworking facilities and did not include a forge. The car shop was constructed in four segments arranged linearly in a north-south alignment. The northern most segment appears to be the original structure, and other sections were appended in sequential order as the railroad required additional space. The truss and buttressing arrangement of the oldest section is identical to that of the locomotive shop as are the fenestration and decorative features. However, in an attempt to maintain architectural consistency most gable ends of the appended portions simulate those of the original structure although the various sections are not perfectly aligned. Although the structure is currently used by a private company as a warehousing facility, much of the integrity remains from its use as a rail shop. The major violation, however, was the removal of the brick smokestack and steam power plant about 1968. Two rounded, brick, keystone arches, forming the car entrances, remain intact in the main (north) facade although they have been bricked in.

The paint shop (9) is a rectangular-plan brick building having buttressed brick wall construction and fenestration similar to the roundhouse. Like the roundhouse, the paint shop was also constructed in 1923. It is sixteen bays wide on the side (east and west) facades and includes four bays of double-hung, horizontal folding utility doors for passage of rail cars. This shop has a truss-supported flat roof pierced by eight equidistantly spaced skylights. The smithy (10) is a square-plan brick structure of relatively small proportions, having a medium pitch gable roof. The structure apparently was built as a blacksmith forge but has long since been used for other functions. It appears to have been constructed about 1880. An additional brick maintenance shop (11) is situated north of the smithy and passenger car shop. It is a rectangular-plan, brick structure with a medium pitch gable roof. Like shop (5), this building was probably used to service more portable railroad equipment. There are no service tracks into this structure.

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Section 7

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Although the Central Vermont has eliminated a number of its former operations at St. Albans, the railroad headquarters facilities remain a potentially valuable historic resource for the community. Undoubtedly, the railroad will continue to utilize a significant portion of the structures. Others, however, are readily available for adaptive uses. The shops are expansive structures, structurally sound, and enclose a great amount of open floor space. The potential for industrial, retailing, warehousing or even residential uses should be explored and maximized.



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Central Vermont Railroad Headquarters in St. Albans, Vermont is the most completely intact 19th century railroad complex surviving in Vermont. It is a unique district containing passenger facilities, freight stations, shops for repairing and fabricating rolling stock, and the general offices of the Central Vermont system. Although the operations of the railroad have been severely reduced in recent years, the physical environment remains essentially intact. The complex is additionally significant because it was the headquarters of the major rail carrier in Vermont, a road which contributed greatly to the development of several Vermont communities.

The Central Vermont Headquarters in St. Albans was constructed between 1863 and 1867, following the consolidation of several shorter lines into a through system from Boston to Montreal.¹ The Central Vermont system was created primarily through the merger of the Vermont and Canada and the Vermont Central lines in 1860, after the latter was forced into receivership for extensive over-capitalization and defaulting on rent payments. The headquarters of the consolidated system was moved from Northfield, Vermont to St. Albans, the administrative center of the old Vermont and Canada line. Supposedly, St. Albans was chosen by J. Gregory Smith, a former official of the Vermont and Canada line, a native of that town, and President of the new Central Vermont Corporation.² The Central Vermont system was planned primarily as a trunk route. In bypassing most large New England cities the line provided efficient access from Vermont towns to major seaports. The Central Vermont provided the first all-weather through service from Boston to Montreal, and, prior to the construction of a line west of Lake Champlain, the Central Vermont provided a link in the major connection between Montreal and New York City.

The original Vermont and Canada facilities at St. Albans were built in the 1850's and were replaced by the Central Vermont following consolidation of the roads. At first the old headquarters were remodeled for use by the larger system, but in 1862 additional land was acquired and a machine shop, round-houses, and car shops were begun. These structures were

9. MAJOR BIBLIOGRAPHICAL REFERENCES

(See Attached)

CD NE 18/651390 NW 18/651060
 4964040 4964030
 SE 18/651400
 4963120
 SW 18/651060
 4963110

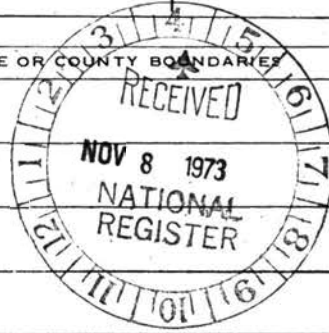
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	44° 48' 55"	73° 05' 22"			
NE	44° 48' 55"	73° 05' 07"			
SE	44° 48' 26"	73° 05' 07"			
SW	44° 48' 26"	73° 05' 22"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 51

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

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: **Stephen Raiche, Historic Sites Surveyor**

ORGANIZATION: **Vermont Division of Historic Sites** DATE: **10/10/73**

STREET AND NUMBER: **Pavilion Building**

CITY OR TOWN: **Montpelier** STATE: **Vermont** CODE: **50**

12. STATE LIAISON OFFICER CERTIFICATION

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

National State Local

Name William B. Timney

Title **Director of Historic Sites
 State Historic Preservation
 Officer**

Date **11/5/73**

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

A. R. Mortensen
 Chief, Office of Archeology and Historic Preservation

Date 1/21/74

ATTEST: W. G. [Signature]
 Keeper of the National Register

Date Jan. 21, 1974



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occupied during the fall of 1863. A passenger car manufactory and two engine houses, with capacity for 38 locomotives, were erected in 1865. The general offices and depot were begun in 1866 and occupied in June, 1867.³

A contemporary newspaper account described the Central Vermont Headquarters as "the most extensive and complete railroad shops, and the most handsomely fitted, conveniently arranged, and sumptuously furnished depot and railroad office in New England."⁴ In 1867, the main shops consisted of two 600-foot brick buildings situated opposite each other on Lake Street. Both survive today relatively intact. One shop was given to the manufacture and repair of locomotives and freight cars. The other was used for the production of passenger cars. The railroad maintained facilities for the entire process of car production at St. Albans. The railroad produced six new locomotives and ten passenger cars per year at St. Albans. Freight cars were built at the rate of one-and-one-half per day. The Central Vermont, in addition to producing all its own rolling stock, maintained complete bridge construction and roadway repair facilities at the headquarters. Similarly, the wood shops produced finished passenger coaches, sleepers and other passenger conveniences which the Central Vermont fabricated to finished work from rough logs. In separate adjoining buildings, the line operated a paint shop, blacksmith shop, rail-welding facility, brass foundry, and boiler shop. Originally, the railroad operated two roundhouses at St. Albans with combined capacity for thirty-six locomotives. These roundhouses were replaced, however, by one newer structure in 1923.

The depot and general offices were praised as the finest in New England. The depot (removed in 1963) included a restaurant, ticket, and baggage facilities. The depot was a brick, vaulted-arch roof structure measuring 70x22 feet, and included four station tracks. The demolition of this building represents a major detraction from the historical integrity of the headquarters. The general office building was primarily an administrative facility, but the first floor served as a customs house for passengers crossing the Canadian border. The line also operated a printing shop in this building. It is noteworthy that the Central Vermont office building, constructed in 1867, was equipped with a hot-air, central heating system and indoor plumbing. Water storage tanks and tin-lined lead pipes distributed water to lavatories in each of twenty office suites.

By 1871, the Central Vermont system had assumed control of a major line through Connecticut to New London and was operating trains from Montreal to Boston and New York. The Central Vermont had become the major rail carrier in Vermont and owned or leased

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513 miles of track. By 1902, the line employed 3,000 men; 1,700 at St. Albans. Fifty trains were dispatched from St. Albans each day, providing the distinction that the line operated "the largest modern freight yard east of Chicago."⁵ During the years of peak activity, the yards, station, and shops occupied 135 acres, including 28 miles of track, and accommodated 4,400 freight cars. The Central Vermont had become the first system to exploit the "Boston to the Lakes" route by providing a rail and water connection from Boston and New England to the iron and grain producing areas of the upper midwest. Prior to the turn of the century, the Central Vermont system possessed a nearly complete control of rail mileage in Vermont, either by direct ownership or through lease arrangements.

During recent years, especially since the end of the second World War, railroad activity on the Central Vermont has decreased in proportion to national trends. However, the headquarters complex remains the primary shops, offices and repair facility for the Central Vermont system. In addition, the only passenger service presently available in Vermont is operated on Central Vermont track. Although much of the St. Albans complex has been sold to private industry for factory and retail space, the structures remain in place and most are in an adequate state of maintenance.

1. George P. Baker, The Foundation of the New England Railroad Systems, Cambridge, Mass: Harvard University Press, 1937, p. 226.

2. Edward Hungerford, Vermont Central - Central Vermont, Boston: Railway & Locomotive Historical Society, 1942, pl. 25.

3. Burlington (Vt.) Free Press, May 10, 1867, Hungerford, 1942, p. 49.

4. Burlington (Vt.) Free Press, May 10, 1867.

5. Hungerford, 1942, p. 29-30.



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Album of Central Vermont Railroad Scenery, (NP), 1897.

Atlas of Franklin and Grand Isle Counties, Vermont, New York:
F. W. Beers, Inc., 1871.

Baker, George Pierce, The Formation of the New England Railroad System, Cambridge, Mass: Harvard University Press, 1937.

Burlington (Vt.) Free Press, May 10, 1867.

Forbes, Charles, "Vermont Central - Central Vermont", Vermonter, Vol. XXXVII, 1932.

Hungerford, Edward, Vermont Central - Central Vermont, Boston: Railway and Locomotive Historical Society, 1942.

Miscellaneous photographs, Vermont Historical Society, Montpelier, Vermont, file: "St. Albans," "Central Vermont Railroad."

"Modern St. Albans," Vermonter, Vol. VIII, Sept., 1902.

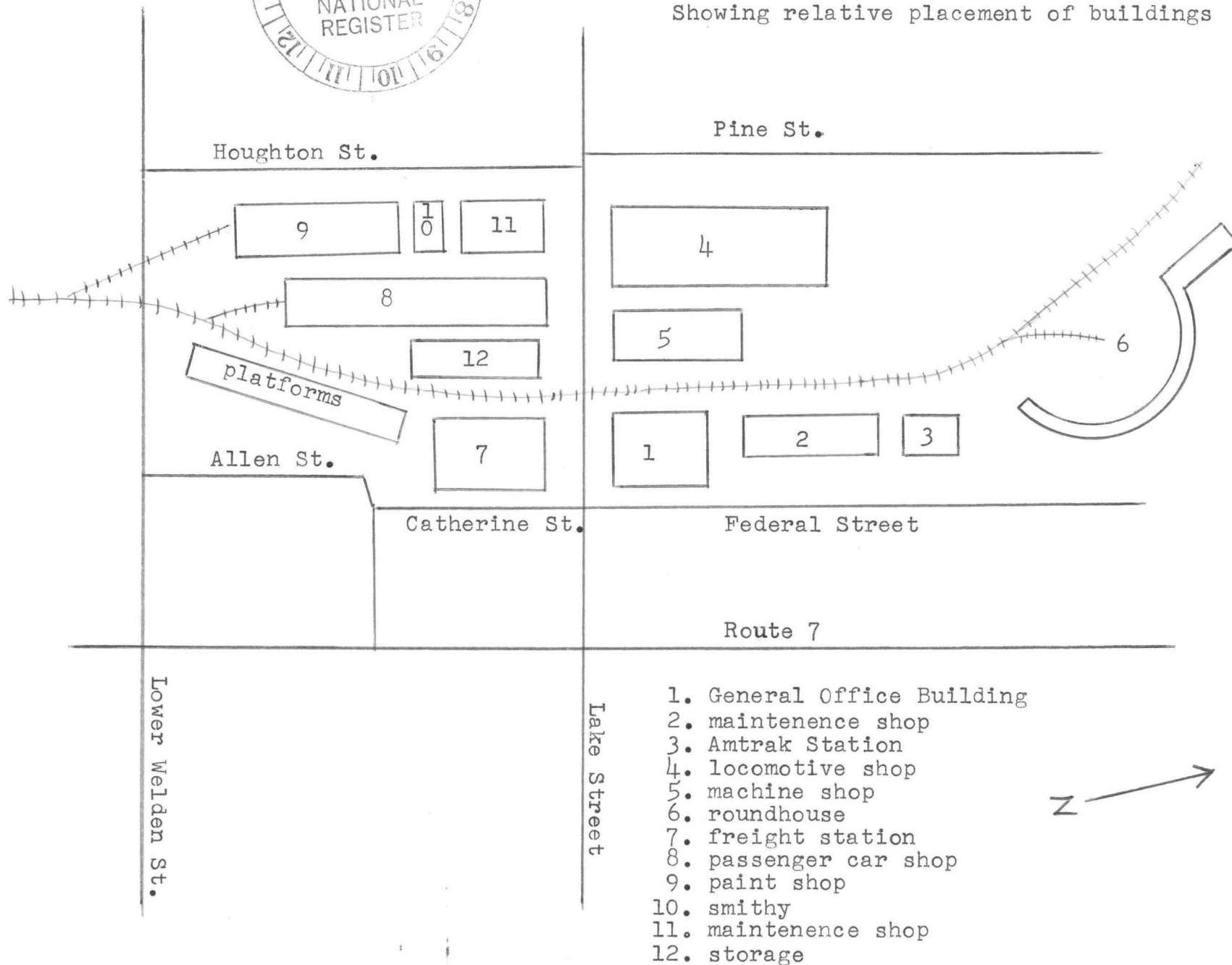




Central Vermont Railroad Headquarters

Sketch of Site Plan

Showing relative placement of buildings



1. General Office Building
2. maintenance shop
3. Amtrak Station
4. locomotive shop
5. machine shop
6. roundhouse
7. freight station
8. passenger car shop
9. paint shop
10. smithy
11. maintenance shop
12. storage



VERMONT DIVISION OF HISTORIC SITES

COUNTY FRANKLIN TOWN ST ALBANSFORM 10-301 A
(6/72)

#1

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
Central Vermont Railroad Headquarters		JAN 21 1974
2. LOCATION		
STATE	COUNTY	TOWN
Vermont	Franklin	St. Albans
STREET AND NUMBER		
For boundary description see Section 7		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
S. J. Raiche Vermont Division of Historic Sites	Aug. 30, 1973	Vermont Division of Historic Sites
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		

Rear (north) elevation of general office building showing maintenance shop (2) and Amtrak station (3) in foreground; view south.

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GPO 932-009

PROPERTY OF THE NATIONAL REGISTER



VERMONT DIVISION OF HISTORIC SITES

FRANKLIN ST. ALBANS

FORM 10-301 A
(6/72)

#2

UNITED STATES DEPARTMENT OF THE INTERIOR
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PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
Central Vermont Railroad Headquarters		JAN 21 1974
2. LOCATION		
STATE	COUNTY	TOWN
Vermont	Franklin	St. Albans
STREET AND NUMBER		
For boundary description see Section 7		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
S. J. Raiche Vermont Division of Historic Sites	Aug. 30, 1973	Vermont Division of Historic Sites
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		

Central office building (1) showing main (south) and west elevations;
view northeast.

2 of 5

GPO 932-009

PROPERTY OF THE NATIONAL REGISTER

NE

6



VERMONT DIVISION OF HISTORIC SITES

COUNTY FRANKLIN TOWN ST. ALBANS

FORM 10-301 A
(6/72)

#3

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
Central Vermont Railroad Headquarters		JAN 21 1974
2. LOCATION		
STATE	COUNTY	TOWN
Vermont	Franklin	St. Albans
STREET AND NUMBER		
For boundary description see Section NOV 8 1973		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
S. J. Raiche Vermont Division of Historic Sites	Aug. 30, 1973	Vermont Division of Historic Sites
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		

Locomotive shop (4) showing main (south) facade; view northwest.

3 of 5

GPO 932-009

PROPERTY OF THE NATIONAL REGISTER



ISI

INTERNATIONAL
STRUCTURES INC.

3

52

VERMONT DIVISION OF HISTORIC SITES
 COUNTY FRANKLIN TOWN ST ALBANS
 VERMONT

FORM 10-301 A
 (6/72)

4

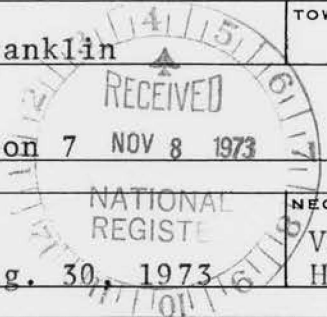
UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
 PROPERTY PHOTOGRAPH FORM**

(Type all entries - attach to or enclose with photograph)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
Central Vermont Railroad Headquarters		
2. LOCATION		
STATE	COUNTY	TOWN
Vermont	Franklin	St. Albans
STREET AND NUMBER		
For boundary description see Section 7		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
S. J. Raiche Vermont Division of Historic Sites	Aug. 30, 1973	Vermont Division of Historic Sites
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		

JAN 21 1974



Passenger car shop (8) showing north (main) and east elevations;
 view southwest.

#4 of 5

PROPERTY OF THE NATIONAL REGISTER



VERMONT DIVISION OF HISTORIC SITES

COUNTY FRANKLIN TOWN ST. ALBANSSUBJECT CENTRAL VT RR HDQ73-A-25FORM 10-301 A
(6/72)

#5

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

1. NAME

COMMON

Central Vermont
Railroad Headquarters

AND/OR HISTORIC

NUMERIC CODE (Assigned by NPS)

JAN 21 1974

2. LOCATION

STATE

Vermont

COUNTY

Franklin

TOWN

St. Albans

STREET AND NUMBER

For boundary description see Section

3. PHOTO REFERENCE

PHOTO CREDIT

S. J. Raiche
Vermont Division of
Historic Sites

DATE

Aug. 30 1973

NEGATIVE FILED AT

Vermont Division of
Historic Sites

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Maintenance shops (5) adjacent to locomotive shop on west; view
northwest.

#5 of 5

GPO 932-009

PROPERTY OF THE NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

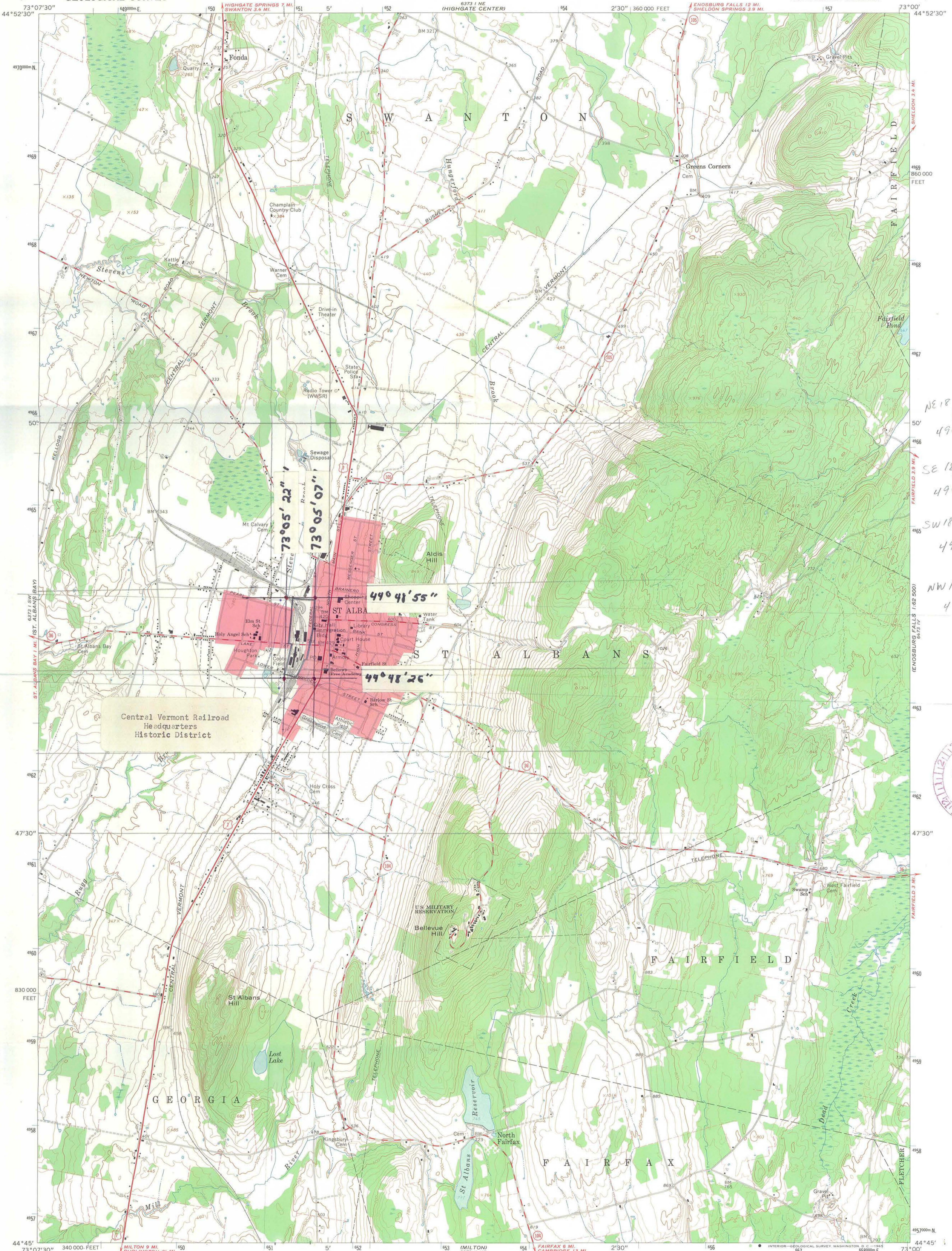
(Type all entries - attach to or enclose with map)

STATE	
Vermont	
COUNTY	
Franklin	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JAN 21 1974

SEE INSTRUCTIONS

1. NAME			
COMMON: Central Vermont Railroad Headquarters			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
For boundary description see Section 7			
CITY OR TOWN:			
St. Albans			
STATE:	CODE	COUNTY:	CODE
Vermont	50	Franklin	011
3. MAP REFERENCE			
SOURCE:			
U.S.G.S. 7.5' Quadrangle - St. Albans			
SCALE: 1:24,000			
DATE: 1964			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			





Central Vermont Railroad
Headquarters
Historic District

NE 18/651390
4964040
SE 18/651400
4963120
SW 18/651060
4963110
NW 18/651060
4964030
00



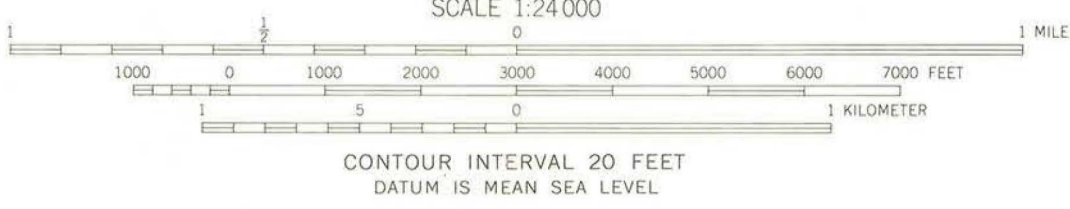
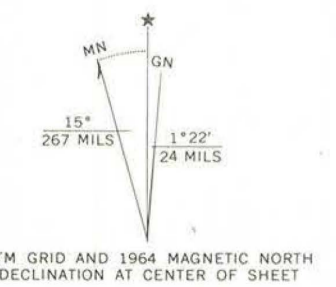
Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and USCE

Topography by photogrammetric methods from aerial photographs
taken 1962. Field checked 1964

Polyconic projection. 1927 North American datum
10,000-foot grid based on Vermont coordinate system
1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue

Fine red dashed lines indicate selected fence and field lines
where generally visible on aerial photographs. This information is
unchecked

Red tint indicates areas in which only landmark buildings
are shown



CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	Slate Route



ST. ALBANS, VT.
SE/4 ST. ALBANS 15' QUADRANGLE
N4445—W7300/7.5

1964
AMS 6373 1 SE—SERIES V813

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON 25, D. C.
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

National Register of Historic Places

Note to the record

Additional Documentation: 2014

74000211

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Central Vermont Railroad Headquarters (2014 Amendment)

Other names/site number: _____

Name of related multiple property listing: N/A

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



2. Location

Street & number: Federal Street, Lake Street, Lower Welden Street, Hoyt Street, Houghton Street

City or town: St. Albans State: Vermont County: Franklin

Not For Publication: N/A Vicinity: N/A

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 at the following level(s) of significance:

X national ___ statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

<u>Laura J. Reschman</u>	<u>7/2/2014</u>
Signature of certifying official/Title:	Date
<u>STATE HISTORIC PRESERVATION OFFICER</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

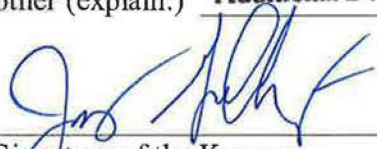
Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) Additional Documentation Approved


Signature of the Keeper

9-18-2014
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

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Mid-19th Century
French Second Empire
Other: Flemish

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

<u>Brick</u>
<u>Stone</u>
<u>Concrete</u>
<u>Slate</u>
<u>Wood</u>
<u>Metal</u>
<u>Asphalt</u>

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Amendment

This Amendment to the Central Vermont Railroad Headquarters nomination updates the number, documentation, and description of properties presently included in the historic district and also provides new documentation for resources that were left out originally or that have been constructed since 1974. As originally listed in 1974, the roughly 51-acre complex included the 12 remaining buildings built by the Central Vermont Railroad, or its predecessors Vermont & Canada Railroad and Vermont Central Railroad between 1861 and 1923. All 12 buildings were considered contributing when listed. The boundaries for the historic district in 2014 are the same as those in 1974.

The amendment updates the resource count and documentation to reflect the demolition, alteration and new construction within the historic district since 1974. Some original descriptions and dates were erroneous and are also being corrected and updated. Five of the original resources have been demolished. A small section of one resource has also been removed. Nine new buildings have been constructed. One resource, HD #6 – the Roundhouse – is more accurately counted as three buildings and two structures and includes a contributing resource built in 1946 by the successor company to Central Vermont – the Canadian National Railway. The total amended resource count is 20. This includes 9 contributing buildings and 2 contributing

Central Vermont Railroad Headquarters
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structures as well as 9 non-contributing buildings. The contributing resources of the complex, although compromised in setting by the non-contributing elements, still retain integrity of location, design, materials, workmanship, feeling and association.

Narrative Description

The inventory of resources from the 1974 nomination description is provided below with demolition noted where appropriate:

“General Description

The Central Vermont Railroad Headquarters consists of twelve major structures situated along the main line and yard tracks at St. Albans. Included in the complex are the general offices of the railroad, a freight station and platforms, a passenger depot, roundhouse, various maintenance shops and repair sheds. These facilities are aligned along two primary axes: the Central Vermont main track and Lake Street. In addition to the buildings, large sections of yard track and signal and switch apparatus are in place in the St. Albans complex, intact from the years of peak railroad activity. The surviving structures were constructed between 1865 and 1923, and provided complete facilities for the operation of the railroad. Although each building was constructed for a specialized function, and during various decades, a certain visual continuity exists which unites the complex into a rapidly identifiable district. A commonality of structural forms and materials, a general similarity of building uses, and the orientation of buildings to common arteries reinforces the cohesive quality of the complex. The shops are architecturally similar to one other and are compatible with the general office building and other major structures.

The general office building (1) is the dominant structure, primarily because of its greater height and breadth and the two appended 3 ½-story towers. The dominance of the building is reinforced by its relatively central position within the complex and its location at the junction of the main line of railroad and Lake Street. North of the general office building is a brick maintenance shop (2) [demolished] and a brick switch house (3) which today is used as the passenger depot.

The machine shops are housed in two brick buildings facing Lake Street opposite the main tracks from the general office. The larger of the two shops (4) [demolished] has been given (historically) to the repair and fabrication of locomotives, and presently comprises the major repair facility for rolling stock. The foundry smokestacks are intact, but a major northern portion of the structure has been removed. The smaller shop (5) was apparently a storage facility or was used for the repair of more portable equipment. There are no yard tracks into the smaller shop. A crescent-shaped roundhouse (6), located at the extreme northern limit of the yards, is also a maintenance facility for locomotives. Built in 1923, it is the newest structure in the complex. South of Lake Street, the Central Vermont complex includes a freight station and platforms (7) [demolished], the length of which suggests the volume of merchandise that was handled at St. Albans. At present these facilities are not used. Another shop (8) is situated across Lake Street from the locomotive shops (4 & 5). This building was given to the manufacture of passenger

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cars. This shop retains its original character and 600-foot length although today the railroad does not occupy a major portion of the building. According to historical accounts, the southern portions of the shop were used for passenger car repair, and the central and northern sections housed a carpenter shop and stores. A paint and repair shop (9) is located immediately west of the passenger car manufactory. It was used primarily to paint and finish new rolling stock. A smithy (10) [demolished] was located north of the paint shop adjacent to Houghton Street. Two additional buildings, a smaller maintenance shop (11) and storage shed (12) [demolished], flank the passenger car shop on either side. A strong architectural relationship exists, especially between the general office building (1) and the major shops (4 & 8), suggesting that these three structures at least were planned to form the nucleus of a master complex. The most significant alterations to the integrity of the complex occurred with the removal of the depot and train shed adjacent to the general office building, the destruction, about 1900, of a tower on the shop immediately north of the general office, and the dismantling, about 1968, of the smokestack and power plant in the locomotive shop (8).”

Description of Individual Buildings:

1: General Office Building (Headquarters) 2 Federal Street, 1865-67, contributing (New England Central Railroad since 1995)

“The general office building (1) is a rectangular-plan, 2-story structure, with basement, set upon a low cut-stone foundation. The main (south) facade includes two flanking, three-story, 2 ½-bay, corner towers projected at each end of the facade. The building is constructed of brick, load-bearing masonry, and includes a tin-sheathed mansard roof, with slate-covered bellcast mansard roofs on both towers. Rosettes, or ornamentation, on the tower roofs have been removed. The tower facades are decorated with four regularly spaced brick belt courses which also bracket the window arches. A single belt course occurs below second story fenestration in the central portion of the south facade. A denticulated cornice appears on all facades. Windows on the south, north, and east facades are rounded-arch, double-hung sash type, and occur in pairs. Fenestration is two-over-two light in the towers on north and south facades, and four-over-two light in central portions of each facade. Windows are rectangular on the west facade. Hooded dormers are located on all sides of the roofs. Old views indicate that three chimneys were at one time placed on the roof slope between the dormers above the south facade. These have been removed.”

The French Second Empire style general office building still matches the original description and remains well-preserved. According to Jim Murphy, a Central Vermont Railroad historian, the chimneys (originally there were four on the south roof slope, six on the north roof slope and each tower had one on the north and one on the south slopes) were removed c. 1916. Photographs from the 1940s show the building without them. The mansard roofs of the main block now have asphalt shingles instead of tin sheathing. The tower roofs still appear to have slate shingles.

See Figs. 1, 4, 5, 7, 17, & 18. Photos 1, 2, 11, 13 -15, 17, & 19 -25.

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2. Maintenance Shop, c. 1870 (Part of train shed and passenger station), demolished in c. 1977

“The maintenance shop (2) appears to have been constructed about 1870. It is a single story, elongated, rectangular-plan building having a low cut-stone foundation. The structure is of brick construction, load-bearing masonry, with denticulated cornice on the south and west facades (not continuous). The west wall projects above the roof level and the roof is flat. Fenestration occurs on the east and west facades only. The east facade includes regularly-spaced, full-story, double-hung, segmented-arch, sash windows, framed by decorative brick detailing projected to the water table. The facade is interspersed by two rounded-arch doorways in utility widths. The east facade is pierced by an irregularly spaced series of rounded-arch and segmental-arched doorways of random placement. A two-story mansard-roofed tower, appended to the north end of this building, was removed about 1900. This tower occupied the northern three bays of the structure and was replaced by a single-story continuation of the present building.” [Note: this structure, HD #2, has been demolished]

See Figs. 4 & 5.

3. Passenger Depot (Yard office and Customs office), 40 Federal Street, 1916, contributing

“The passenger depot (3) was constructed as a yard office about 1900. It is a two-story, rectangular-plan structure set upon a low-cut stone foundation. The main (east) and west facades are of six-bay width. Wall construction is brick, load-bearing masonry and is unembellished. The building includes a medium pitch gable roof. Fenestration is double-hung sash type, six over six lights throughout.”

According to Jim Murphy, a Central Vermont Railroad historian, this was not originally a “yard office” but rather a customs office and immigration building with railroad engineering offices upstairs. It was not pictured on the 1912 Sanborn map but is shown on a 1917 Central Vermont Railroad map as well as on the 1920 Sanborn map. In the 1982 comprehensive history of the Central Vermont Railway by Robert C. Jones, a U.S. Immigration Office and Central Vermont accounting department building of a similar dimension was built in 1916-1917¹. Accordingly, the 1917 Central Vermont map listed it as a “Customs House” and the Sanborn map labeled it “Immigration Office.” The Sanborn shows a narrow section of platform extending from the train shed/passenger station in front of this building. It was taken over by Amtrak in 1972 and has

¹ Jones, Robert C. *The Central Vermont Railway: A Yankee Tradition*. Silverton, Colo.: Sundance Publications, 1981 (Vols. 1-6) & 1995 (Vol. 7), p.94 of Volume 3. Note: “Central Vermont Railway” was the name of the company that succeeded Central Vermont Railroad in 1929 after bankruptcy following the losses of the 1927 flood. Central Vermont Railway was immediately sold to the Canadian National Railway which owned the line from 1929 to 1995.

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been used as the passenger depot since the demolition of the maintenance building/passenger station (HD#2) in c. 1977. There appear to be some apartment units in the building as well.

The description above is largely still accurate but the building has a hipped not a gable roof which is sheathed in asphalt shingles and has two brick ridge chimneys.

Photos 1, 13, 26, & 27.

4. Locomotive Shop, c. 1862-63, demolished in 1978-79 (tower remained until c. 1983)

“The locomotive fabrication and repair shop (4) was constructed between 1863 and 1865. It is a single-story building having a two-story tower appended to the southeast corner. The plan of the structure is irregular, but basically rectangular, with an added frame appendage at the center of the west facade to accommodate a foundry and smokestack. The wall construction is of brick, load bearing masonry set upon a low cut-stone foundation. Exterior walls are richly corbelled and retailed on all facades. Decorated end gables (front and rear) project above the roof line in stair-step fashion. The occurrence of a decorated end gable at midpoint in the structure indicates that northern appendages are later additions. Brick buttresses, placed to correspond to the location of the roof trusses, form the major components of the structural system. Fenestration in the east and west facades is placed between the buttresses and provides an infill. These windows are segmented-arch, double-hung sash type throughout and are recessed in the side (east and west) facades. The large windows, flanked by brick buttresses, form pronounced bay divisions. Overhead doors in the main (south) facade are replacements, probably for rounded-arch engine passages. The roof is a truss-supported, low-pitch gable with an elongated cupola.” [Note: this structure, HD #4, has been demolished, and like HD #8 was actually comprised of separate, connected but offset sections] A new, non-contributing structure (HD#18 is located on the site)

The date ascribed in the 1974 nomination appears to be slightly off, according to Jones' 1982 history of the Central Vermont Railway which reported that this and the Car Shop (HD #8) were started in 1862 and completed by the end of 1863². Another source – the testimony given by a railroad executive at an 1875 hearing examining the operations of the Vermont Central Railroad – indicates that the “south shop [HD#8] was” built at the same time as the depot (1865) but that “the north shop [HD #4] was built sometime before.”³

See Figs. 1 - 3, 9, & 17.

5. Maintenance Shop (Storage), 95 Lake Street, 1900, c. 1981-2, c. 2010, contributing

² Jones, Vol. 1, p.56

³ Testimony of Mr. Merrill on August 5th, St. Albans from *Vermont Central R.R. Accounting 1875: Testimony Before the Special Masters; Report of the Masters*. St. Albans, VT: Advertiser Print, 1877, p.187.

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“The maintenance shop (5) adjacent to the locomotive shop was also constructed between 1863 and 1865. It is a single-story, rectangular-plan structure set upon a low cut-stone foundation. The main (south) facade is three bays in width. Walls are constructed of brick, load-bearing masonry with stair-step corbelling and recessed decorative panels on the south, east and west facades. The roof is a medium-pitch gable type, shingled in asbestos. Fenestration is segmented-arch, double-hung sash type throughout. Windows are centrally located in each bay, excepting more recent additional windows on east and west facades.”

The construction date from the 1974 nomination appears to be in error as it is contradicted by the Sanborn map evidence. This structure does not appear until the 1901 map and was not on the 1896 map. In 1901 it is listed as “Storage Supplies” and it had a platform along its eastern façade which abutted the western track. Accordingly, a construction date of 1900 is supported by Jones’ history which lists construction of a brick storage building in 1900 of similar dimension⁴. The roof material is slate not “asbestos” as previously described and this appears to be the original roofing material. There are original cornice returns embellished by small hipped roofs. There is one new brick chimney and one cooking hood ventilator stack on the east roof slope. There are two more cooking hood ventilator stacks on the west slope. The windows have been replaced with square top sashes and there is a filler panel in the segmental arched openings. The building is now used as a restaurant and has a modern interior.

See Fig. 17. Photos 15, 16, & 28 – 30.

6. Roundhouse, 67 Hoyt Street, 1923, contributing

“The roundhouse (6) was built in [1923]⁵ ... and is situated at the northern limit of the yard. It is a crescent-shaped structure with a rectangular-plan shop building appended at right angles to the northern end. The roundhouse is a single-story structure with truss-supported roof. The appended shop is also a single story building having a high-vaulted truss -supported roof. Both structures are set upon cement foundations. A turntable [see 6a below] is situated at the center of the crescent formed by the roundhouse and is used to direct locomotives into various service bays. There are sixteen such bays in the roundhouse, each with a service track leading from the turntable. An additional track leads to the appended shop. Walls are constructed of brick; the

⁴ Jones, Vol. 2, p.66

⁵ Note that the nomination incorrectly lists the date as 1933 but the building has a date stone reading “1923.” Based on the Sanborn maps, the 1923 roundhouse replaced an earlier one that appeared to date to c. 1870 (on the 1871 Beers map) when it was one of two round houses constructed by Central Vermont Railroad. The other round house was located to the west of the tracks and was partly removed in 1901 and completely gone by 1907 according to the Sanborn maps. According to Jones’ history, the older turntable was replaced in 1903 by a 70’ diameter one and the old one was sent to White River Junction. (Jones, Vol. 2, p 89). See Jones, Vol. 3, pp.143 & 148 for an account of the 1923 roundhouse and turntable.

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structural system is load-bearing masonry. Fenestration is casement type, and service doorways are double-hung and horizontal folding.”

This is Central Vermont Railroad’s 3rd roundhouse in St. Albans and it presides over the northern end of Central Vermont Railroad’s “North Yard,” which extends from Lake Street to Elm Street. The first two roundhouses were located just a bit further south; one on either side (east and west) of the main tracks. By 1907 only the eastern roundhouse remained and was removed in 1923 after the present one was built.

The roundhouse complex consists of the curving “Engine House” of originally 22 bays; an attached 4-bay “machine shop” at the northern end of the crescent; an attached “maintenance of way” shop at the south end [HD #6]; the turntable at the center of the engine house crescent [HD # 6a]; a detached office building next to the machine shop [HD #6b]; and some other miscellaneous detached structures and sheds. Currently there appear to be only 8 remaining service tracks leading to 8 bays in the engine house that can still take a car. The others have been infilled with brick and wood walls with smaller doors and windows. In addition to the 8 service tracks are the two spurs leading on and off the siding. The “rectangular-plan shop” or machine shop noted in the original description is not actually rectangular but instead tapers from four bays on the northern end in which the center two bays are two-story height while the side bays are one story height to only the two center bays on the southern end where the engines enter from the turntable. This service and repair shop was listed on the plans and construction report as the “machine shop.”⁶ It is also known to Central Vermont Railroad and New England Central Railway personnel as the “back shop” according to Jim Murphy, a Central Vermont Railroad historian. It extends northward nine bays in depth beyond the depth of the roundhouse. This complex was designed and may have also been built by The Arnold Company (Engineers, Constructors: Electrical, Civil, and Mechanical) of Chicago⁷.

On the four-bay north principle elevation, the machine shop building has two vehicle-sized openings in the center two bays and above these there is a pair of 30-light steel windows in each bay. Each 30-light sash has an 8-light pivoting panel near the center. The wall is topped with a brick stepped parapet capped in terra cotta tiles and has a concrete date stone centered above the bays inscribed “1923.” There is only one operable overhead door in the western bay while the other vehicle bay opening is infilled with “T-111” type vertical wood paneling. This center two bay section rises like a clerestory above the outer bays but has solid metal siding and no windows. The outer two bays of this elevation are a story lower than the center and have stepped brick parapets framing the central section. The outer bays have brick openings the same height as the center two vehicle bays but these are infilled with frame sections. On each of these bays, there is a wood beam about half way up the infill section framing what may have been a window above. The slightly recessed infill section is presently sheathed above and below the beam with vertical wood paneling with a concrete water table at the bottom continuing the same height as

⁶ Plans and construction reports of The Arnold Company, of Chicago, 1923 (copies from collection of Laz Scangas)

⁷ Ibid

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the water table on the brick sections. The infill looks old and may be original. The exterior cladding of these and other infill sections is vertical (“T-111” type) wood exterior siding.

The machine shop’s western elevation has a five bay wall perpendicular to the north elevation and a four bay angled section tapering to the southern end. These bays are defined by brick pilasters, topped with angled concrete caps and with a concrete water table along the entire elevation including the recessed bays between the pilasters. The bays are infilled with horizontal beams matching those on the northern façade outer bays. Above and below the beams are vertical wood paneling and a concrete water table. A small pair of modern windows is centered in each of the nine bays on this elevation.

The eastern elevation of the machine shop building is partially attached to the end of the roundhouse and has five bays extending north beyond it. There is also a one story addition tucked into the corner of roundhouse and machine shop, covering the lower half of two bays. It appears on the 1926 Sanborn map and thus is likely original. The bays of this elevation are defined with the same brick and concrete pilasters of the rest of the building. The tops of the two bays showing above the addition are infilled with concrete block. The other three bays are fully glazed with steel sash and have a horizontal mullion bar at the same height as the beam of the northern and western elevation bays. The upper portion of each bay has two vertical mullions as well dividing it into three unequal sash sections of 12 lights, 15 lights, and 12 lights, each with a pivoting 8-light panel. The lower portions have sash sections of 16 lights, 20 lights, and 16 lights except the second bay from the northern end which has a door centered in the middle sash. There are steel ladders permanently attached to the east elevations of the outer bay and the center bay. The roof is flat on the outer bays and a very shallow gable on the upper or center bays.

On the southern end of the roundhouse the last curving bay was used as the “maintenance of way” shop and has a west façade along the tracks with four bays – the center two higher than the side bays. Like the other 1923 structures in the district (HD#9 and HD#6b) which were also designed by The Arnold Company⁸, this building has brick pilasters accented with concrete bases and angled caps. According to Murphy, the outer walls have frame sections between piers of brick so that they can “break away” in case of a runaway engine without destroying the building. Today some of these break-away frame sections have overhead door openings while others have irregular combinations of windows and a few doors.

See Figs. 12-17, & 19. Photos 11, 12, 18, & 31 – 44.

⁸ Ibid

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6a. Turntable (structure), 1923, contributing

An 89'⁹ diameter operating turntable is located at the center of the roundhouse inner yard. A siding track leads from the main line to the turntable which is a lined, round pit bisected by a raised (at grade) wood and steel platform carrying a track section. The platform pivots on circular rails inside the pit to direct the car or engine on it to the proper service bay. There is a large steel truss over the turntable platform that supports a universal jointed overhead electrical connection.

The platform also has a steel handrail along both sides and a small frame shack adjacent to the track on one side. The shed roofed shack has plywood sides with plain trim, a modern steel paneled door on the track side, and windows on the front and rear sides. Track segments radiate from the turntable leading primarily to the northern large shop building (two tracks into two tall bays) but also to 6 other bays in the roundhouse itself. In addition to the 8 service tracks are the two spurs leading on and off the siding. The turntable is used to turn engines around as well as to bring them in for service and repair. It is still in daily use by New England Central Railroad.

According to the company records reviewed by Jim Murphy, a Central Vermont Railroad historian, the turntable was constructed by the American Bridge Company out of steel brought to the site. Murphy says it was installed in 1923 by contractor Pat E. Sullivan who solved the problem of lowering the 89' diameter assembly exactly into the prepared pit by using blocks of ice from the adjacent ice wholesaler. He prepared the pit, filled it with blocks of ice and slid the turntable onto it. Then he used a steam locomotive engine to melt the ice while the turntable slowly sank into the pit¹⁰.

See Figs. 12-14, 17, & 19. Photos 43 & 44.

6b. Oil House & Office Building, 1923, contributing

Brick, two-story, flat roofed building with terra cotta tile-capped parapets, engaged pilasters with concrete angled caps, concrete foundation and concrete window sills. The parapets are decoratively raised slightly above each pilaster. All windows and doors except for one on the second floor are infilled with wood panels. There are two sections of the building – north and south. The 6-by-4 bay north section is narrower and was the “Oil House” according to the 1926 Sanborn map. The 5-by-4 bay southern section is slightly taller and slightly wider and was the “office” according to the same map. This building, like the Engine House and turntable, was designed by The Arnold Company of Chicago.

⁹ Central Vermont Railroad historian, Jim Murphy reported that the turntable was 89' in diameter while Jones in his 1982 history listed the new turntable of 1923 as 85' in diameter. (Jones, Vol. 3, pp.143 & 148)

¹⁰ Murphy heard the story long ago directly from a railroad employee who saw this operation.

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The office section has doors on the west, east, and south facades with transoms above. The east and west façades have two windows on either side of the central door and four across the second floor. The east façade of the office section has end pilasters and there is a metal stair leading from the concrete loading dock up to one of the windows of the second floor. The south façade has three windows and one door on the first floor and four windows across the second.

The west façade of the oil house section has six window bays across the high first floor above the basement level which is a half floor above grade. The main floor level is between the first and second levels of the office section. The east and west façades of the oil house each have three pilasters (one at each end and one in the center.) The east façade of the oil house has four very large window or door openings on the south end and two smaller window openings on the north end (all of which are boarded now). A covered concrete loading dock lines up to two of these large former openings. The north façade of the oil house has no openings and three pilasters.

See Figs. 12 & 19. Photos 12, & 45-46.

6c. Fuel Oil Pump House, c.1946 and overhead fueling frame, contributing

Concrete block structure with flat roof that projects slightly on three sides and a parapet on the fourth (east) side. The small building has two-over-two light windows on at least the east and north facades (one each). It serves as a diesel fuel pump house and feeds the steel overhead filler apparatus to deliver diesel to the top of the engine. It was built when the railroad line was switched to diesel in 1946¹¹.

Photos 45, 47, & 48.

6d. Electrical sheds, c. 2000, non-contributing

Two modern metal temporary style enclosures for electrical equipment.

Photo 47.

6e: Sand Tower, c. 1950, contributing

Steel tower with narrow round tank at the top and a filler pipe leading from the tank to just above the level of the top of an engine. It is used to supply sand to the engines. The engines keep a supply of sand to spray ahead onto the tracks to gain traction on steep sections especially in wet weather with fall leaves. It was erected after the switch to diesel engines in 1946.¹²

¹¹ According to Central Vermont Railroad historian, Jim Murphy, this was done by the Canadian National Railway.

¹² Ibid

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Photos 45 & 48.

7. Freight Station and platforms, c. 1870, demolished between 1974 and 1978

“The freight station (7) is a balloon frame, 2 ½- story structure situated on the east side of the main roadbed about mid-point between Lake and Welden Streets. The station has an eight-bay main (west) facade with an appended platform to the south. A medium-pitch gable roof covers the station. An additional, narrower, covered platform extends south from the station to Welden Street, and a companion platform structure is situated immediately to the east. The two platforms are bisected by a loading track. The freight station and platforms are abandoned and appear to have been closed for several years.” [Note: these structures (HD #7, freight station and platforms) have been demolished]

See Figs. 8 & 17.

8. Passenger Car Shop, 110 Lake Street, 1865-1890, contributing

HD #8 was described as follows in the 1974 nomination:

“The passenger car shop (8) is a companion structure to the locomotive shop. The two shops are situated opposite one another on Lake Street and were probably constructed coincidentally.

The front (street side) portions of both shops are of similar architectural styles although the tower does not appear on the car shop. The passenger car shop housed woodworking facilities and did not include a forge. The car shop was constructed in four segments arranged linearly in a north-south alignment. The northern most segment appears to be the original structure, and other sections were appended in sequential order as the railroad required additional space. The truss and buttressing arrangement of the oldest section is identical to that of the locomotive shop as are the fenestration and decorative features. However, in an attempt to maintain architectural consistency most gable ends of the appended portions simulate those of the original structure although the various sections are not perfectly aligned. Although the structure is currently used by a private company as a warehousing facility, much of the integrity remains from its use as a rail shop. The major violation, however, was the removal of the brick smoke stack and steam power plant about 1968. Two rounded brick, keystone arches, forming the car entrances, remain intact in the main (north) façade although they have been bricked in.”

The original “Passenger Car Shop” – HD #8 may have been built between 1862 and 1863 instead of the 1865-1870 dates given in the 1974 nomination. According to Jones’ 1982 history of the Central Vermont Railway, this building and the Machine Shop (HD #4) were started in 1862 and completed by the end of 1863¹³. However, according to testimony given by railroad executives in

¹³ Jones, Vol. 1, p.56

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1875, the car shop had a fire on July 4, 1865 and so was likely rebuilt or repaired after that time¹⁴. It was very likely designed by architect Levi Newcomb, who was working for the Vermont and Canada (one of the predecessor companies to Central Vermont Railroad) and designed the St. Albans Depot and likely the headquarters [HD #1] in 1865 and 1866¹⁵. The Passenger Car Shop is actually made up of three, connected, gable roofed, 60' by 200' brick sections (now known as "C-1," "C-2," & "C-3"). The center section ("C-2"), which was the main block, is offset about 10-15' east of the two end wing sections and has cross gabled projecting pavilions centered on its east and west elevations. All the exposed ends of these sections and cross gables are embellished by Flemish style parapets. In c. 1890, a fourth, 200' gable-roofed section this time in heavy timber frame construction was added to the south end of "C-3."

[Note that no mention was made in the nomination that a section was of frame construction but this southernmost section, known as "C-4," was documented and then demolished in 2012 and a new, non-contributing building, HD#8a was constructed on the site.]

Originally, HD #4 ("Locomotive Shop") including two northern sections of it that were gone by the 1974 nomination but which created the same footprint as HD#8 with an offset center section, the original train shed which was demolished in 1963, and HD #8 all were embellished by elaborate Flemish style brick parapets adding a heavily molded wood cornice of swoops, curves and corners to the rake profiles of the gable elevations¹⁶. HD #8 is now the only building in the district that has this decorative feature which is its most striking architectural characteristic though it was not fully described in the original nomination text above. The shaped parapet is further embellished by a corbelled blind arcade accentuating the irregular lines of the parapet and generally following the rake of gables. The eave walls are topped by a projecting stringcourse under a cornice of corbelled brick dentils. Other notable architectural features of these brick sections are the battered brick buttresses between each large arched window opening. The buttresses divide the elevations into many recessed bays giving the effect of high relief and visual interest to the long side elevations. All the arched window openings as well as the arched train doors on the front façade have been infilled with recessed panels of brick. Many of the original exterior walls have been enclosed within more modern additions.

"C-1," "C-2" and "C-3" were built together and were described in an 1867 newspaper account referencing a "600' long car shop." The building was depicted on the 1871 Beers map and on the 1884 Sanborn Fire Insurance map, "C-1" was labeled "Passenger Car Mfg.;" "C-2," offset to the east by at least 10-12' was labeled "Cutting up Shop or Sawing & Planing Room" and had small 1 story, cross gable, appendages on the east (labeled "Upholstery") and west (labeled "Eng" with a chimney stack); and "C-3," offset back to the west in line with "C-1," was labeled "Freight Car Mfg." Two tracks are shown entering at the north and south ends but may not have connected due to the offset of "C-2." All three sections had "windows all around." The 1889

¹⁴ Testimony of Mr. Merrill on August 5th, St. Albans from *Vermont Central R.R. Accounting 1875: Testimony Before the Special Masters; Report of the Master*, p.178.

¹⁵ *Ibid*, p. 186.

¹⁶ Several of these can be seen in a c. 1870 historic panorama view in the St. Albans Historical Society. (Section 8, fig. 1)

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Sanborn map shows the same labeling. On the 1895/1896 Sanborn map, the new, c.1890 frame section, "C-4," had been added. It was labeled "Freight Car Repair'g" and "iron clad" indicating that it was originally frame and metal sided. It had no windows indicated, and was not as wide as the "C-1" through "C-3" sections. The 1895 map shows "C-1" labeled "Pass'ng'r Car Repair Shop," "C-2" labeled "Cutting Up Shop, Saw'g & Plan'g Rm," and "C-3" labeled "Freight Car Repair Shop."

In 1971, the building was leased or sold to International Structures Inc. (ISI) which manufactured modular homes and components there. Bertek, a local labeling company that produced transdermal patches, took over the building in the early 1980s and was sold to Mylan Technologies Inc. in 1993, which has operated the facility and continued making transdermal pharmaceutical products there ever since. Bertek and then Mylan renovated C-1 through C-3 over the last 30 years to adaptively re-use them as modern, manufacturing facilities. The brick exteriors were preserved and repaired though the window openings were infilled with recessed brick panels. Many additions have been added to extend the interiors by filling in the odd spaces created by the offsetting of the original brick sections. The interiors are presently largely modern with new finishes and ceilings but there are still visual remnants of the exterior battered brick buttresses and brick walls in a few certain locations where they could be left exposed. The roofs were replaced on the various sections between 2001 and 2004. There are no more tracks or track remnants in any of these buildings.

The southernmost frame section, C-4, was demolished in 2012 and HD#8a has been built in its place. The frame C-4 section was approximately 200 x 50 feet in dimension and had a medium-sloped gable roof. It had heavy timber & iron rod trusses spaced at 12 feet 6 inches on center supported by timber columns. The elevation of the bottom of the trusses was approximately 17 feet 6 inches above the floor. The siding was corrugated metal and the roofing was also corrugated metal. There were large openings cut into the walls (interior finish was horizontal wood boards) that were covered on the exterior with metal siding and a few sections of corrugated fiberglass panels for light. It had a fire at some point and was heavily renovated after 1972 and again lightly in the last several years.

See Figs. 1, 2, 8, & 17. Photos 3, 5, 7, 8, 14, 16, 49 -56, 65,

8a. Manufacturing Facility, 110 Lake Street, 2012, non-contributing

This new, metal framed manufacturing facility was constructed in 2012 on the site of two previous structures: the southern section of HD#8 known as C-4 and a non-historic metal building added by Mylan in the 1980s as a machine shop. The new structure is meant to fill the irregular space between three historic and non-historic buildings and is therefore adjacent to HD #9 (Building H), HD #8 (Building C-3), and HD #13 (non-historic Building F). It has brick cladding on the first floor with vertical flush metal panels on the two floors above. Its doors and

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windows are irregularly placed in a utilitarian fashion but are consistent in size along the top floor.

A one-bay wide section of the front (south) façade of the new building is recessed from the front façade of Building H/HD #9 by four feet. This recessed bay is approximately 14' wide and has large overhead delivery doors at every level. The front (southeast) corner of "Building H" is thus preserved intact and distinct and the recessed bay with its vertical line of large doors provides some visual separation between the two. After this recessed bay, the front wall jogs back out to the south – in line with the front wall of HD#9 (Building H) for another bay and then angles slightly. The building has a flat roof and its walls are capped with a simple metal edge detail. The new building has a tall (27') brick-clad first floor that coordinates closely to the 30' height of adjoining "Building H." The brick wall has "bays" delineated by modern style brick pilasters echoing those on "Building H." The door surrounds within the brick section are outlined in a simple projecting brick flat frieze detail echoing the simple formality of the "Building H" façade. There are two vehicular doors for trucks (of different sizes) in the fourth and sixth bays. There is a large overhead door opening above the truck door in the fourth bay and there is a high small window in the third and fifth bays. The south façade has no windows on the second floor and six paired modern fixed light windows at the third floor (all on the eastern half).

On the eastern elevation which parallels the railroad tracks, there are no windows in the brick first or metal second floors and two pairs of fixed windows on the third floor near the southeast corner. The third floor also has two large, screened, ventilation openings. The brick wall bays of the first floor are delineated by decorative brick pilasters like on the south façade.

The western façade is only visible at the metal-clad second and third floor levels above the roof of HD #9 (Building H) and has no windows or openings. Similarly the north elevation is only partly visible at the second and third floor metal-clad levels and above the roof of buildings HD#8 and HD#13. There are two paired windows at the third floor level as well as a screened ventilation opening.

Photos 6, 7, 9, 10, 52, 53, 57 - 61, 70, & 71.

9. Car Paint Shop, 110 Lake Street, 1923, contributing

The "Car Paint Shop," or "Paint Shop" in the nomination, was described as follows in the 1974 nomination:

"The paint shop (9) is a rectangular-plan brick building having buttressed brick wall construction and fenestration similar to the roundhouse. Like the roundhouse, the paint shop was also constructed in 1923. It is sixteen bays wide on the side (east and west) facades and includes four bays of double-hung, horizontal folding utility doors for passage of rail cars. This shop has a truss-supported flat roof pierced by eight equidistantly spaced skylights."

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This brick building, now known as “Building H,” is of a much more modern, 20th century character than the other 19th century brick railroad structures. It uses a vernacular Art Deco style. It is a utilitarian, high one-story, masonry shed and is the only railroad building south of Lake Street that is oriented primarily to the south. It is quite similar in style and design to the shop on one end of the 1923 roundhouse (HD #6) and like that structure, bears a date stone reading “1923”. Both the roundhouse complex and the Car Paint Shop were designed and possibly constructed by The Arnold Company of Chicago according to the 1923 plans and construction report. This building was labeled “Paint Shop” on the 1926 Sanborn map and was named “Car Paint Shop” on the 1923 plans and report. According to Jones’ history in 1923: “A new passenger car shop was also completed at St. Albans. This concrete and brick structure measured 97 by 320 feet.”¹⁷ This almost certainly refers to HD #9 as the large dimension and materials match despite the difference in the name.

It is architecturally distinguished by partial height brick pilasters capped by concrete coping delineating four bays within which are four large, square arched, openings where individual tracks originally brought cars into the building to be painted. The building has a concrete contrasting water table/foundation. The south (front) façade also has a stepped parapet. The pilasters articulate the sixteen bays of the side facades as well. The exterior masonry is in good condition and retains high historic integrity while the interior has been adapted into a modern pharmaceutical facility and offices. The interior tracks and ties have been removed and a new, modern concrete floor is in place. The windows and former train door openings have been infilled with concrete block infill panels that are colored and patterned to resemble brick. One large bay on the front has a large overhead garage style door for truck access. Another has a smaller, modern, glass, double leaf pedestrian access door installed within the infill panel as well as a fixed pane window for security and a projecting ventilation unit in the same bay.

Mylan purchased and renovated the building in 2004-5 and the interior now houses a state of the art manufacturing facility within the historic walls. Some mezzanine floors were added in the rear to provide some office spaces. In 2012, a new building (HD# 8a) has been built adjacent to the paint shop and envelops its eastern façade. The new building is slightly recessed from the front façade of the paint shop. The window bays of the eastern façade are still extant though now interior and a new doorway has been cut in one of them to allow internal circulation between the paint shop and the new building.

See Figs. 15 & 16. Photos 7, 9, & 59-64.

10. “Smithy,” (Lumber Shed), 110 Lake Street, demolished in 2012

The “Smithy” was described as follows in the 1974 nomination:

¹⁷ Jones, Vol. 3, pp. 143 & 148

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“The smithy (10) is a square-plan brick structure of relatively small proportions, having a medium pitch gable roof. The structure apparently was built as a blacksmith forge but has long since been used for other functions. It appears to have been constructed about 1880.” [This structure was documented and demolished in 2012]

This description is mistaken. This was really a c. 1910 frame “Lumber shed” erroneously described as a brick c. 1880 smithy (#10) in the nomination text quoted above. It first appears on the 1912 Sanborn map as a small, one-story, building labeled “Lumber Shed” and sandwiched between a small store house and carpentry shop. The building’s label changed from “Lumber shed” to “Bl. Smith” on the 1926 Sanborn – a change that may coincide with the 1923 construction of the paint shop (HD #9) which required the demolition of a small detached building that had been labeled “Bl. Smith” on earlier Sanborn maps. HD #10 was still called “Bl. Smith” on the 1946 map.

The “Smithy” (HD #10), became known as the “back shed,” and was described by a 2011 engineering report as being in very poor condition. It was only used in a very limited way for storage due to the poor condition. It was a simple, 1-story, gable roof, frame structure topped by a raised wooden ventilator/“penthouse.” The framing was largely light dimensional lumber with 2x4 walls and 2x8 rafters and many of the vertical members have been cut through and compromised structurally. There appeared to be no foundation. The lightly framed penthouse ventilator was a later addition, likely added in c. 1923, and was supported only on the roof rafters. The exterior was sheathed with a combination of vertical wood panel.–T-111-type siding (front/east gable & other small sections) as well as asphalt siding printed with brick pattern on the north, south, and west. The south façade had a one story shed addition. The 12/12 light windows were mostly in place though boarded and in poor condition.

It is not clear how much of this present building actually dated from c. 1910. The exterior included newer materials and the interior structure had been compromised and was sistered or buttressed with modern lumber to keep it from collapsing. It was no longer used even for non-critical storage and was padlocked for safety prior to its demolition in 2012.

Photos 8 & 65.

11. “Maintenance Shop,” (original Black Smith Shop/Foundry), 110 Lake Street, c. 1865, contributing

The “Maintenance” shop was described as follows in the 1974 nomination:

“An additional brick maintenance shop (11) is situated north of the smithy and passenger car shop. It is a rectangular-plan, brick structure with a medium pitch gable roof. Like shop (5), this building was probably used to service more portable railroad equipment. There are no service tracks into this structure.”

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In fact it appears that the brick HD #11 was one of the original black smith shops built in the St. Albans shop complex in the early 1860s and is labeled as such on the 1884 Sanborn map. Between the 1896 map and the 1901 map its label changed to “brass & iron foundry” which it continued to be labeled through the 1946 map. Perhaps by 1974 it had become a maintenance shop. According to Jones’ history, this shop was renovated into a foundry in 1900.¹⁸ Currently, HD #11 has been renovated on the interior to serve the Mylan manufacturing process and is now known as “C-5.” A connector has been built between “C-5” and “C-2.” A new incinerator building is housed in a small new brick structure built by Mylan in 2005 and is also connected internally to “C-5.” The utility plant is located north and east of the “C-5’s” north façade. “C-5” likely dates from the 1870-1880 period and has a brick gable front façade facing Lake Street and monitor roof penthouse that make it a small but notable remaining historic structure. Its profile is plain, unlike the Flemish gable parapets of the north façade of “C-1,” but it does have regular industrial window bays that are recessed along the side façade facing Houghton Street. These window openings have been infilled with brick like those on the other “C” buildings. Mylan replaced the roof between 2001 and 2004.

Photos 5, 7, 8, & 66 - 68

11a. 110 Lake Street, 2005, non-contributing due to context and age

This is a small new brick incinerator building built in 2003 and attached via connectors to both C-1 (HD #8) and to C-5 (HD #11). It was built in a compatible style and scale to the adjacent historic brick railroad buildings. This is located near the Lake Street facades of HD # 8 and HD # 11. The building has a flat roof accented by a modern, simple brick projecting frieze at the top of the facades. There are large, tall bay openings on the south and west facades which have segmentally arched openings infilled by square topped metal overhead garage doors. There is a brick connector on the east overlapping the roof slope of adjacent Building HD# 8 (C-1). On the south a one story connector links it to the north façade of HD#11.

Photos 4, 5, 49, & 69.

12. “Storage Building”, demolished between 1974 and 1978

This resource was listed on the map as a “Storage Building,” but was not described nor photographed in the 1974 nomination. A 1972 view of HD#8 from the south shows the structure in the distance. It was a gable roofed one story building.

See Fig. 17.

¹⁸ Jones, Vol. 2, p.81

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Free-standing Modern Structures

13. 110 Lake Street, 1986, non-contributing due to context and age

This is a 1986 industrial, pre-fabricated, metal-clad metal structured building along the railroad track extending Bertek/Mylan's use of the site. This large, tall, one story manufacturing facility is now known as "Building F" and was built adjacent to and connecting with HD #8 (C-2 and C-3). It has an irregular footprint to fit the space between the former railroad buildings and the tracks. It has a flat roof, vertical metal panel siding and no windows on the south or east facades. On the north and west facades there is a line of high square fixed windows at the top of those facades. There is a large, vehicular overhead door on the south façade and pedestrian access on the west façade where Building F flanks a courtyard near an employee parking lot. Another pedestrian door is located in a small, one story modern connector linking Building F to the east façade of Building C-2 (HD #8).

Photos 6, 52, & 70.

14. Shed, 110 Lake Street, c. 1994, non-contributing due to context and age

There is modern frame, open sided shed pavilion at the southeast corner of the property that houses hazardous materials. The 4 by 11 bay, metal frame is topped by a gable corrugated metal roof. Fencing surrounds the lower $\frac{3}{4}$ of the sides for security with a locked gate at the north end.

Photos 10, 71 & 72

15. & 15a. Guard Houses, 110 Lake Street, 2000s, non-contributing due to context and age

Two small one story guard house buildings were constructed by Mylan at the north (Lake Street) and south (Lower Welden) entrances to the fenced in complex.

15. Main Entrance Guard house, 2005

This small brick-clad booth has a door on the south façade, concrete pad base, and modern sliding window glazing on the upper half of the east, south and west sides. A large partially hipped metal roof tops the booth with deep overhangs on all sides. It is further protected by concrete and metal bollards placed near each corner. There are entrance and exit electrical gates on either side operated by the booth attendant.

Photos 3 & 73

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15a. Rear entrance Guard House, 2001

This small, metal sheathed, shed roofed booth has a large fixed window on the north and south facades and a door and a window on the east facades which faces the entry gate. There is a through the wall air condition on the north façade.

Photo 72

16. “Redwood Plaza” Shopping Center (Health Care Center), 108 Lake Street, 1978 & 2004, non-contributing due to context and age

This former shopping center is on the south side of Lake Street in the location of the demolished storage building, HD #12. It is accessed from and oriented to Lake Street just west of the railroad tracks. The one story “L” shaped frame building has the oversized mansard roof of many c. 1980 commercial buildings. The roof has asphalt shingles. The walls are clad in diagonal wood paneling and there are six “bays” along one leg of the “L” defined by six groups of windows and a door corresponding to units of the interior. The other leg has two “bays” with an extra window pair in the wall. The shorter leg has a modern shallow bay window on the north (street) façade. The west façade has an irregular roof profile with the front facing mansard ending abruptly in a broad shed roof that extends up to the east facing mansard. At the southern end an irregular roof structure creates an odd kind of “mansard” shed combination. The west façade has two fixed windows near the north end, a door sheltered under a gable canopy and another smaller window towards the south end. The southern façade faces a parking area for employees and has four doors sheltered by gable canopies and two doors that are unsheltered and no windows. This eave façade with a shallow pitched shed roof extending back to the front mansards is clad in vinyl clapboards. The eastern end of the long “L” has no windows and diagonal siding that alternates direction in large checkerboard blocks. The building appears to be built on a grade slab of concrete. Recently, Mylan Technologies bought this property and it currently houses their health and some administrative offices.

Photos 3, 4, 6, & 74-76.

17. “Switchyard” Shopping Center, 101 - 109 Lake Street, 1982, non-contributing due to context and age

This shopping center was built in 1982 (after four years of planning and regulatory processing that involved many Act 250 appeals of the initial decision to deny demolition of historic structures) within the original district boundaries. It is north of Lake Street in the location of the demolished Locomotive Shop, HD #4. It is a brick one story, sprawling structure of irregular

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footprint that houses a “Food City” supermarket and other stores. It is a very plain one story flat-roofed brick building but has some railroad and station architectural references in the long porch along its western side. This long shed roof is supported by wood posts and curved braces with decorative details and has three large sign parapets set back on the roof slope. The main one of these parapets has a peaked gable in the center of its flat roof and vertical wood paneling. The other two are flat roofed and also have vertical wood panel siding. There are modern store windows and glass doors along the façade under the porch roof. Under the peaked parapet the front façade extends out in a three-bay section with canted sides. There are no windows on the side or rear facades but there are truck bay doors and other pedestrian entrances. On the northern façade which is next to the east façade of HD #5, the brick wall is slightly distinguished by brick work at the tops of the wall delineating stepped brick arches. The building is surrounded by public parking lots on the west and truck service parking on the east and north.

Photos 1, 13, 15, 16, & 77 – 80.

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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.)

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Transportation
Architecture
Engineering

Period of Significance

1862 -1950

Significant Dates

1863
1865-67
c. 1890
1900
1916
1923
c.1946
c. 1950

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Levi Newcomb
Arnold Company, Chicago

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The original statement of significance summarizes that the complex in 1974 “*is the most completely intact 19th century railroad complex surviving in Vermont.*” Since then, it has lost three important components (HD #2: Maintenance Shop/Passenger Station; HD#4: Machine Shop; and HD #7: the Freight Depot & platforms). Despite compromised integrity due to demolitions and modern intrusions, however, the Central Vermont Railroad Headquarters remains a very important collection of railroad resources that continue to tell the story of “*the major rail carrier in Vermont, a road which contributed greatly to the development of several Vermont communities.*” The Central Vermont Railroad was the most comprehensive and important railroad system in the state’s history and the St. Albans shops, yards, and offices were critical to its operations from 1862 through 1927, when the company was re-organized and taken over by the Canadian National Railway. After that they still played an important role in the rebuilding of the state after the 1927 flood and remained very active through the mid-20th century as part of the Canadian National system. The extant resources, in particular the well-preserved headquarters building (HD #1) designed by architect Levi Newcomb and the active roundhouse complex (HD #6-6e) designed by the Arnold Company, both of which still serve the New England Central Railroad, continue to embody and convey the history of the railroad. The Central Vermont Railroad Headquarters historic district remains significant under criterion A for the reasons outlined above. It is also significant under criterion C for its architecture, as the individual resources remaining have good architectural integrity on the exterior and, in the case of the headquarters and roundhouse, on the interior as well. In the case of HD #1 and HD #8, the elaborate architectural detail represents the use of style to convey the importance of the railroad business and to unify the headquarters and other properties of the railroad. In the case of HD #5 and HD #6 through HD #6e, they embody the characteristics of important railroad resource types.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The 1974 nomination states:

“The Central Vermont Railroad Headquarters in St. Albans, Vermont is the most completely intact 19th century railroad complex surviving in Vermont. It is a unique district containing passenger facilities, freight stations, shops for repairing and fabricating rolling stock, and the general offices of the Central Vermont system. Although the operations of the railroad have been severely reduced in recent years, the physical environment remains essentially intact. The complex is additionally significant because it was the headquarters of the major

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rail carrier in Vermont, a road which contributed greatly to the development of several Vermont communities.

The Central Vermont Headquarters in St. Albans was constructed between 1863 and 1867, following the consolidation of several shorter lines into, a through system from Boston to Montreal¹⁹. The Central Vermont system was created primarily through the merger of the Vermont and Canada and the Vermont Central lines in 1860, after the latter was forced into receivership for extensive over-capitalization and defaulting on rent payments. The headquarters of the consolidated system was moved from Northfield, Vermont to St. Albans, the administrative center of the old Vermont and Canada line. Supposedly, St. Albans was chosen by J. Gregory Smith, a former official of the Vermont and Canada line, a native of that town, and President of the new Central Vermont Corporation²⁰. The Central Vermont system was planned primarily as a trunk route. In bypassing most large New England cities the line provided efficient access from Vermont towns to major seaports. The Central Vermont provided the first all-weather through service from Boston to Montreal, and, prior to the construction of a line west of Lake Champlain, the Central Vermont provided a link in the major connection between Montreal and New York City.

The original Vermont and Canada facilities at St. Albans were built in the 1850's and were replaced by the Central Vermont following consolidation of the roads. At first the old headquarters were remodeled for use by the larger system, but in 1862 additional land was acquired and a machine shop, roundhouses, and car shops were begun. These structures were occupied during the fall of 1863. A passenger car manufactory and two engine houses, with capacity for 38 locomotives, were erected in 1865. The general offices and depot were begun in 1866 and occupied in June, 1867²¹.

A contemporary newspaper account described the Central Vermont Headquarters as "the most extensive and complete railroad shops, and the most handsomely fitted, conveniently arranged, and sumptuously furnished depot and railroad office in New England²². In 1867, the main shops consisted of two 600-foot brick

¹⁹ George P. Baker, *The Foundation of the New England Railroad Systems*, Cambridge, Mass: Harvard University Press, 1937, p. 226.

²⁰ Edward Hungerford, *Vermont Central - Central Vermont*, Boston: Railway & Locomotive Historical Society, 1942, p. 25.

²¹ Burlington (Vt.) Free Press, May 10, 1867, Hungerford, 1942, p. 49.

²² Burlington (Vt.) Free Press, May 10, 1867.

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buildings situated opposite each other on Lake Street. Both survive today relatively intact. One shop was given to the manufacture and repair of locomotives and freight cars. The other was used for the production of passenger cars. The railroad maintained facilities for the entire process of car production at St. Albans. The railroad produced six new locomotives and ten passenger cars per year at St. Albans. Freight cars were built at the rate of one and-one-half per day. The Central Vermont, in addition to producing all its own rolling stock, maintained complete bridge construction and roadway repair facilities at the headquarters. Similarly, the wood shops produced finished passenger coaches, sleepers and other passenger conveniences which the Central Vermont fabricated to finished work from rough logs. In separate adjoining buildings, the line operated a paint shop, blacksmith shop, rail-welding facility, brass foundry, and boiler shop. Originally, the railroad operated two roundhouses at St. Albans with combined capacity for thirty-six locomotives. These roundhouses were replaced, however, by one newer structure in 1923.

The depot and general offices were praised as the finest in New England. The depot (removed in 1963) included a restaurant, ticket, and baggage facilities. The depot was a brick, vaulted arch roof structure measuring 70 x 22 feet, and included four station tracks. The demolition of this building represents a major detraction from the historical integrity of the headquarters. The general office building was primarily an administrative facility, but the first floor served as a customs house for passengers crossing the Canadian border. The line also operated a printing shop in this building. It is noteworthy that the Central Vermont office building, constructed in 1867, was equipped with a hot-air, central heating system and indoor plumbing. Water storage tanks and tin-lined lead pipes distributed water to lavatories in each of twenty office suites.

By 1871, the Central Vermont system had assumed control of a major line through Connecticut to New London and was operating trains from Montreal to Boston and New York. The Central Vermont had become the major rail carrier in Vermont and owned or leased 513 miles of track. By 1902, the line employed 3,000 men; 1,700 at St. Albans. Fifty trains were dispatched from St. Albans each day, providing the distinction that the line operated "the largest modern freight yard east of Chicago."²³ During the years of peak activity, the yards, station, and shops occupied 135 acres, including 28 miles of track, and accommodated 4,400 freight cars. The Central Vermont had become the first system to exploit the "Boston to the Lakes" route by providing a rail and water connection from Boston and New England to the iron and grain producing areas of the upper mid-west. Prior to the turn of the century, the Central Vermont system possessed a nearly

²³ Hungerford, 1942, p. 29-30.

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complete control of rail mileage in Vermont, either by direct ownership or through lease arrangements.

During recent years, especially since the end of the second World War; railroad activity on the Central Vermont has decreased in proportion to national trends. However, the headquarters complex remains the primary shops, offices and repair facility for the Central Vermont system. In addition, the only passenger service presently available in Vermont is operated on Central Vermont track. Although much of the St. Albans complex has been sold to private industry for factory and retail space, the structures remain in place and most are in an adequate state of maintenance.”

The original statement of significance summarizes that the complex in 1974 “*is the most completely intact 19th century railroad complex surviving in Vermont.*” Since then, it has lost three important components (HD #2: Maintenance Shop/Passenger Station; HD#4: Machine Shop; and HD #7: the Freight Depot & platforms). Despite compromised integrity due to demolitions and modern intrusions, however, the Central Vermont Railroad Headquarters remains a very important collection of railroad resources that continue to tell the story of “*the major rail carrier in Vermont, a road which contributed greatly to the development of several Vermont communities.*” The Central Vermont Railroad was the most comprehensive and important railroad system in the state’s history and the St. Albans shops, yards, and offices were critical to its operations from 1860 through 1927, when the company was taken over by the Canadian National Railway. After that they still played an important role in the rebuilding of the state after the 1927 flood and remained very active through the mid-20th century as part of the Canadian National system. The extant resources, in particular the well-preserved headquarters building (HD #1) and the active roundhouse complex (HD #6-6e) which both still serve the New England Central Railroad, continue to embody and convey the history of the railroad. The Central Vermont Railroad Headquarters historic district remains significant under criterion A for the reasons outlined above. It is also significant under criterion C for its architecture, as the individual resources remaining have good architectural integrity on the exterior and, in the case of the headquarters and roundhouse, on the interior as well. In the case of HD #1 and HD #8, very likely designed by architect Levi Newcomb, the elaborate architectural detail represents the use of style to convey the importance of the railroad business and to unify the headquarters and other properties of the railroad. In the case of HD #5, HD #6 through HD #6e, and HD# 11, they embody the characteristics of important railroad resource types. In addition, HD #s 6, 6a, 6b, 6c, and 9 represent the restrained Art Deco 1923 design of The Arnold Company of Chicago, an important engineering company in rail history.

Additional History

The following additional information and notes on significance come from an interview and subsequent email-exchange in 2012 between the author (L. Papazian) and Jim Murphy, of the Central Vermont Railway Historical Society, as well as the extensive seven volume history published in 1982 (and 1995 for the final volume): *The Central Vermont Railway: A Yankee*

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Tradition by Robert C. Jones. Other resources used include the plans and construction report of The Arnold Company documenting the Roundhouse complex (HD #s 6- 6d) and the Paint Shop (HD #9) and the 1875 transcript and report of the Investigation of Vermont Central railroad by the Special Masters.

The 1875 transcript²⁴ includes the testimony of former governor J. Gregory Smith and other railroad executives of the Vermont Central and Vermont and Canada railroads – the two predecessor companies to the Central Vermont Railroad. During the questioning of expenditures, the architect of the St. Albans, Burlington, and Essex Junction Depots was identified as Levi Newcomb, who was on an annual salary of \$2500 during 1865 and 1866. At this time the St. Albans depot (demolished) and the Headquarters building [HD#1] were constructed and the southern car shop [HD#8] repaired and rebuilt after an 1865 fire. It seems quite likely that he was responsible for the design of these buildings as he was in the employ of the railroad. The elaborate Flemish parapet design that distinguished the St. Albans, Burlington, and Essex Junction Depots [see figs. 5, 7, 10, & 11] was also a hallmark of the earlier northern machine shop [HD#4] as well as the southern car shop [HD#8] which further suggests that Newcomb was likely the designer of these as well. Newcomb is known to have designed the 1865 Welden Hotel in St. Albans which, according to the testimony, was financed in large part by the railroad. According to the testimony, other hotels financed by the railroad at the time included one in Waterbury and one on Mt. Mansfield. J. Gregory Smith described how in 1858-1860 the roads (Vermont Central and Vermont & Canada) were in “horrible condition, the buildings and stations greatly depreciated.”²⁵ He argued that when they took over control in 1861 the roads and infrastructure from the 1850s was in poor condition and that their investments in 1862 through 1867 increased the value of the properties considerably. The investigator for the trustees in the hearing, on the other hand, argued that the depots, shops and other infrastructure, such as the original, 1850 St. Albans and Burlington stations, were just fine and the investments in new buildings were extravagant.²⁶

Much of the history of the Vermont Central, Vermont & Canada and subsequent Central Vermont Railroad companies is described in detail in Jones’ *The Central Vermont Railway: A Yankee Tradition*. Although in a few instances the details in the 1875 transcript provide more specific information.

According to Jones, in 1896 the Grand Trunk Railroad of Canada, which owned a majority share of Central Vermont Railroad and leased its roads, took it in receivership after the Central

²⁴ *Vermont Central R.R. Accounting 1875: Testimony before the Special Masters; Report of the Masters*. St. Albans, VT: Advertiser Print, 1877, p.186-187.

²⁵ *Ibid*, Smith’s testimony on p.454-465 as well as Exhibit on p.538: “Stockholder Meeting April 22 1867” in which it was stated: “...that large and permanent additions and improvement have been made to and upon the property of this railroad at Burlington and St. Albans to the amount of \$250,000 consisting of docks, depots, engine houses, and repair shops at said places by reason and on account of which both the cost and value of the property of this company have been largely increased.”

²⁶ *Ibid*, p.

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Vermont collapsed financially. Jim Murphy summarized some of the important subsequent 20th century chronology of the Central Vermont:

“The Canadian National came to be in 1923 and when they did they also got the Grand Trunk Railroad which was running the Central Vermont Railroad but did not own it. After the 1927 flood the Canadian National had sent many of their people and equipment down from Canada to rebuild the Central Vermont and when finished rebuilding to make it short they billed the Central Vermont for the work and the railroad went up for a foreclosure sale. The Canadian National paid \$22 million for the railroad about 1929 [after its re-organization as Central Vermont *Railway*] and had owned it until Feb 3 1995 when it was sold to Railtex in San Antonio Texas and the railroad became the New England Central Railroad.” New England Central Railroad continues to operate the road today.

Jones provides the following detailed account of the early construction history of the St. Albans facilities which generally agrees with J. Gregory Smith’s testimony in 1875:

In 1861...“*The decision to move the Vermont Central’s shops from Northfield to St Albans was an important event in the history of the shire town of Franklin County as it marked the beginning of a period of great growth and prosperity for the community. However, with St Albans functioning as headquarters for both the Vermont Central and Vermont & Canada, office space soon became in short supply. The old building [Fig. 3] was remodeled and additions were made, but it was obvious that within a few years an entirely new structure would have to be built.*

Early in 1862, the officials purchased additional land for new shop buildings just west of the depot. Construction on the machine shop, roundhouses, and the necessary auxiliary buildings was started immediately. By the summer and early fall of 1863, all were completed and ready for service. Included in the complex were a machine shop [HD #4] and blacksmith shop [either part of HD #4 or HD #11], a passenger car house [HD #8], and two round houses containing 38 stalls. The machine shop and blacksmith shop consisted of a main building 200 feet long and 78 feet wide, with two wings, each 200 feet long and 62 feet wide. The passenger car house was 400 feet long and 29 feet wide. One engine house measured 350 feet in length, while the other was 250 feet long. Both were 62 feet wide.

All of these new buildings were solidly constructed of brick. Some of them, fortunately, still stand today. In addition to these brick structures, the company built a wood frame freight depot. The main building measured 232 feet long and 30 feet wide. To this building a 120 by 30 foot wing was attached. Nearby a frame paint shop 132 feet long and 50 feet wide was also constructed at this time. By the early 1860s these facilities required a payroll of 360 persons – and the railroad became St. Albans’ largest employer, a situation that was to remain in effect for the next one hundred years.

The new shop complex served to point out how inadequate the passenger depot and main office facilities had become. The Smiths decided that a new, larger structure would have to be built, and work was started in the summer of 1866. A year later St. Albans boasted a very impressive three-story brick building that was 120 feet long and 70 feet wide that housed the general offices [HD #1]. Attached to it was a brick structure [HD #2] 263 feet long and 27 feet

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wide containing a waiting room, baggage room, ticket, express, and telegraph offices, and other facilities. The entire building contained 46,000 square feet of floor space, more than twice the office space of the original building.

In addition, a 350-foot long, covered train shed ran the length of these buildings, through which trains ran on four through tracks. The main building still serves as the headquarters of the Central Vermont Railway²⁷ although, unfortunately, the massive train shed was razed in 1963. It seems eminently fitting that this structure still serves the railroad today, as it thereby continues as a living memorial to the three generations of Smiths and the contributions they made to their home town. Occupancy of these buildings took place in the fall of 1867, and the management decisions of the railroad have been made here continuously in the ensuing 114 years.”²⁸ (See Figs. 1, 2, 4 -9)

In c. 1870 historic photographs printed in Jones' book, it appears that the Burlington [Fig. 10] and Essex Junction [Fig. 11] stations constructed about the same time as those in St. Albans, shared the distinctive Flemish style parapets and other architectural features. Although Jones' book had not included the names of the designers and contractors, the testimony and Masters' Report of 1875 identified the designer as architect, Levi Newcomb. The major construction wave of 1861-1867 was a clear visual departure from the classical revival or vernacular style first generation of stations and buildings from the 1850s throughout Vermont's new rail systems. The more flamboyant architectural style chosen in the St. Albans structures of the 1860s seemed to celebrate and embody the new era of the consolidated operations (later reorganized as the Central Vermont Railroad) formed of the Vermont Central and Vermont & Canada railroads. The new look also refreshed St. Albans and crowned it as the new headquarters of the larger railroad. This new era was ushered into St. Albans by J. Gregory Smith, son of founder John Smith, who had died in 1858 before the two railroads merged.

Levi Newcomb (1822-1898) was an architect practicing in northern New England and Boston. He was included as an architect living in the St. Albans area on a list of professional licensees printed in the Vermont Transcript dated July 21, 1865. He is known to have designed the Welden Hotel as well as the Vermont Central and Vermont and Canada shops and depots in St. Albans, Burlington, and Essex Junction while employed by the railroad in 1865 and 1866. He designed the 1867 Italianate style North School in Portland, Maine which has paired and single narrow round-headed windows similar to those on the Central Vermont Railroad Headquarters building [HD#1]. By 1869, he was listed in a Boston directory under the firm name L. Newcomb and Son, having gone into business with his architect son, Edgar Allen Poe Newcomb. Among the firm's notable commissions was the 1873 Second Empire style Boston & Lowell Railroad Station on Causeway Street in Boston and the 1876 Gothic Revival Dobson Building in Boston (later the

²⁷ “Central Vermont Railway” was the name of the Central Vermont Railroad company after its re-organization in 1929 but it was immediately sold to Canadian National Railway which owned it from 1929 to 1995. It was still known locally as Central Vermont Railway throughout most of the 20th century.

²⁸ Jones, Robert C. *The Central Vermont Railway: A Yankee Tradition*. Silverton, Colo.: Sundance Publications, 1981 (Vols. 1-6) & 1995 (Vol. 7), p.56 of Volume 1.

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Modern Theater). According to Levi Newcomb's obituary he also designed the First Universalist Church presumably of Boston, and dormitories for Tufts and Dartmouth Colleges.

Later developments in the St. Albans rail complex are detailed by Jones in Volume 2 of his history, and included the 1893 construction of the large new freight terminal and classification yard at St. Albans. This facility covered 25 acres on the north edge of town and contained nearly eight miles of track built on a grade of 40 feet per mile. The longest tracks were a full mile in length, and the yard was designed to handle 1500 cars per day. He writes: "'Italy Yard,' as it soon became known, was one of the most extensive and modern facilities of its kind in New England. This facility functions today much as it did when built nearly 90 years ago – a credit to its designers and builders."²⁹

In 1900, Jones writes, "the company erected a 40 by 130 foot brick general stores building [HD # 5] at St. Albans."³⁰ The history details that during 1901 and 1902 "...the paint shop³¹ at St. Albans was enlarged and improved during the year. ... The foundry facilities [HD#11] at St. Albans were improved to the point where all car and engine journal brasses needed by the road could be manufactured there."³²

In Volume 3, Jones writes of improvements in 1912-1913 including new sidings at the south end of the St. Albans yard as well as the installation of electric motors "in the vast St. Albans Shop complex and this greatly improved the efficiency of these operations. In addition, a large new turret lathe and boring mill were put into service in the machine shop [HD #4], and this new equipment was quickly put to work making major repairs on many of the road's locomotives. A modern 100-ton steam wrecking crane was purchased and placed in service and the car shop [HD #8] built four passenger cars, one milk car, and five flat cars."³³ Jones also noted that during the same year extensive repairs were made to engine houses including the one at St. Albans³⁴ and a new 100-ton track scales was installed at St. Albans. In 1916-1917, Jones reports that "a new building [HD #3] was built at St. Albans to accommodate the US immigration Service as well as part of the company's audit staff. A 300-ton capacity ice house was also built at St. Albans."³⁵ In 1918 a portion of the freight house [HD #7] at St. Albans was destroyed by fire but rebuilt.³⁶ Although the train shed was demolished in 1963, it is interesting to note that Jones reports that in

²⁹ Jones, Vol. 2, p.43.

³⁰ Ibid, Vol. 2, p.66.

³¹ In 1896, according to the Sanborn map, the "paint shop" was north of Lake Street and west of the machine shops (HD #4) near Pine Street. It was the paint shop on the 1871 Beers map as well. It was not an extant building when the district was listed in 1974.

³² Ibid, Vol. 2, p.81.

³³ Ibid, Vol. 3, p36.

³⁴ This was the engine house associated with the earlier, c. 1900 roundhouse and is not extant.

³⁵ Jones, Vol.3, p.94.

³⁶ Ibid, Vol. 3, p.94.

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1920 it received new concrete platforms replacing wooden ones and a new concrete conduit was built for steam drawn from the engine house³⁷ to heat the station and standing passenger cars.³⁸ Despite financial difficulties, the St. Albans shops were an important component of the Grand Trunk system. Many of the company's freight cars and others were rebuilt in St. Albans. When in 1922, the several Canadian railroads³⁹ were merged and nationalized into the Canadian National Railway, the St. Albans yards and shops were important enough to warrant substantial investment. Jones writes of 1923:

“With business increasing dramatically, a number of improvements were required, and the company’s officials spent over \$1,154,000 on such improvements during the year. New engine terminal facilities were built at St Albans. They consisted principally of a new 22-stall brick and concrete roundhouse [HD #6], with its 100-foot stalls served by an 85-foot steel turntable [HD #6a]. Possession of the roundhouse was taken on February 8, 1924. A new machine shop [part of HD #6] was also built, and it was equipped with machinery necessary for making light repairs at that location rather than transferring engines to the shops for this work. Operating expenses for this new facility decreased over 32 percent during the first year it was in operation.

A new passenger car shop was also completed at St. Albans. This concrete and brick structure measured 97 by 320 feet [HD #9]. Also an office and stores building [HD # 6b] measuring 32 by 100 feet was built as an integral part of this project. This building housed accommodations for the roundhouse foreman and his clerical staff, as well as restrooms, showers and toilet facilities for engineers and firemen. Both the 30 by 32 foot storeroom and the other facilities were built in close proximity to the new roundhouse.”⁴⁰ (See Figs. 12 -14, 19)

Copies of some of the plans of the 1923 improvements and the construction reports are in the collection of Laz Scangas of St. Albans. These plans and reports identify The Arnold Company of Chicago as the designer and possibly the builder. The company letterhead on the February 15, 1924, final report reads: “The Arnold Company: Engineers – Constructors; Electrical – Civil – Mechanical; 105 South LaSalle Street, Chicago.” The photographs and captions as well as the plans identify HD # 9 as a “Car Paint Shop,” despite Jones’ reference to it as a “passenger car shop.” According to the company records reviewed by historian Jim Murphy, the turntable was constructed by the American Bridge Company out of steel brought to the site. Murphy reported that the materials cost about \$19,500 and that American Bridge was paid about \$10,500 for the assembly work. The records show that approximately \$450,000 was spent on the 1923 project with all the buildings and infrastructure.⁴¹ (See Figs. 15 & 16)

³⁷ This was the former engine house/roundhouse located just north of the Lake Street train shed and demolished in 1923.

³⁸ Jones, vol. 3, p.121.

³⁹ Grand Trunk (including its holding, Central Vermont), Canadian Northern, and Intercolonial Lines were combined into Canadian National Railway. (Jones, Vol. 3, p. 135)

⁴⁰ Jones, Vol. 3, pp.143 & 148.

⁴¹ Email communication on April 9, 2014 from Jim Murphy to author

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The Arnold Company was started by prominent electrical engineer Bion J. Arnold (1861 – 1942) who developed the third rail technique for electrifying railroads. He worked on subway, street car, and rail systems in major cities of the US from the late 1890s through World War I, a time when many systems were converting from steam to electricity. He is responsible for electrifying Grand Central Terminal in New York. Arnold's patents, such as for the Arnold Magnetic Clutch, an automatic speed control device, led him to start several companies. He started The Arnold Company in 1905. He was joined in this company, which became Arnold Engineering in 1924, by his son Robert M. Arnold. The company still exists today as Arnold Magnetic Technologies. The 1923 structures built by The Arnold Company included the roundhouse complex with turntable [HD #s 6, 6a and 6b] and the Car Paint Shop [HD #9].

The American Bridge Company, started in 1902 and still in operation in 2014, is one of the major bridge and steel construction companies in the country. It was a subsidiary of U.S. Steel and its projects of the 1920s, 1930s, and 1940s included some of the major spans in the U.S. such as the San Francisco – Oakland Bay Bridge and Bayonne Bridge of New Jersey as well as skyscrapers like the Empire State and Chrysler buildings. In Vermont, there are many examples of American Bridge steel truss spans serving both roads and rail. Some pre-date the 1927 flood and notably survived it and many were built after the flood in 1928 replacing spans that were destroyed.

In 1924, Jones writes “A major yard improvement was made at St. Albans when the new main line was added from the north switch of Italy Yard to Elm Street, a distance of about $\frac{3}{4}$ mile. The old double-track main line was converted into yard tracks.... During 1924, the old passenger car repair shop [HD #8] at St Albans was remodeled into a storage building for supplies. Offices for the purchasing agent and stores department were built here also.”⁴²

⁴² Ibid, vol. 3, p. 158.

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Historic views of the Central Vermont Railroad resources.



Fig. 1 (above) c. 1870 view of newly constructed Central Vermont Railroad facilities in St. Albans, looking north with (l. to r.) HD #8, HD #4, train shed, and HD #1 [Courtesy collection of Jim Murphy]

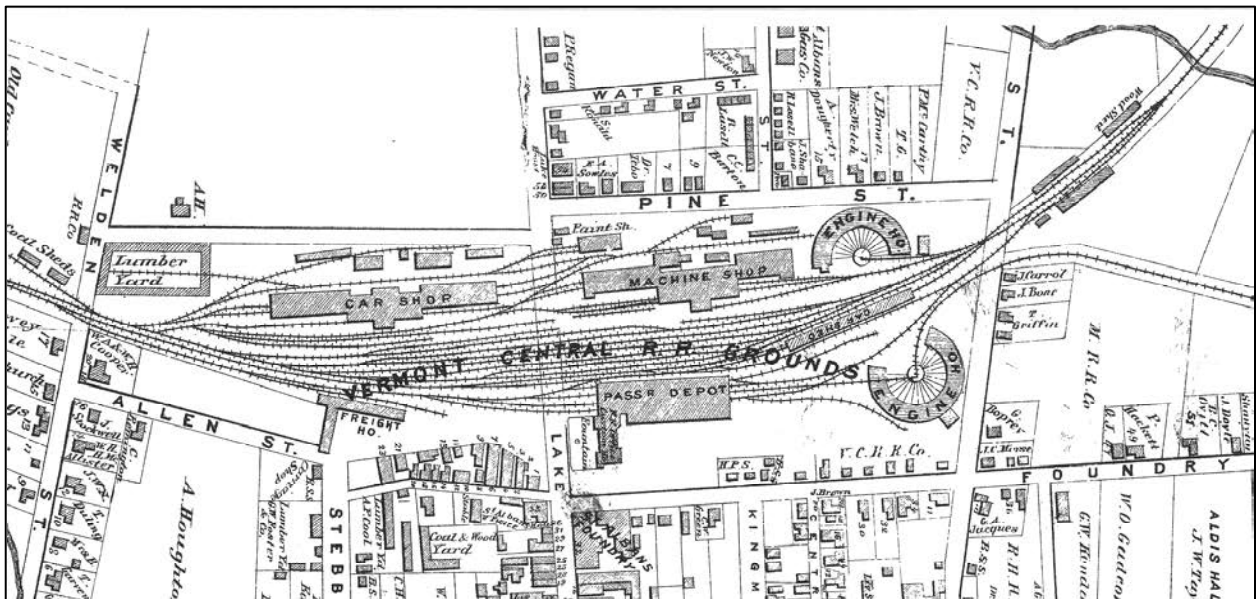


Fig. 2 Detail of 1871 Beers map of St. Albans showing the railroad facilities

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Fig. 3 c. 1863 view of first St. Albans station with new Machine Shop (HD # 4) in background. This structure was replaced with the larger train shed in 1865-1867. [Courtesy Collection of Jim Murphy]

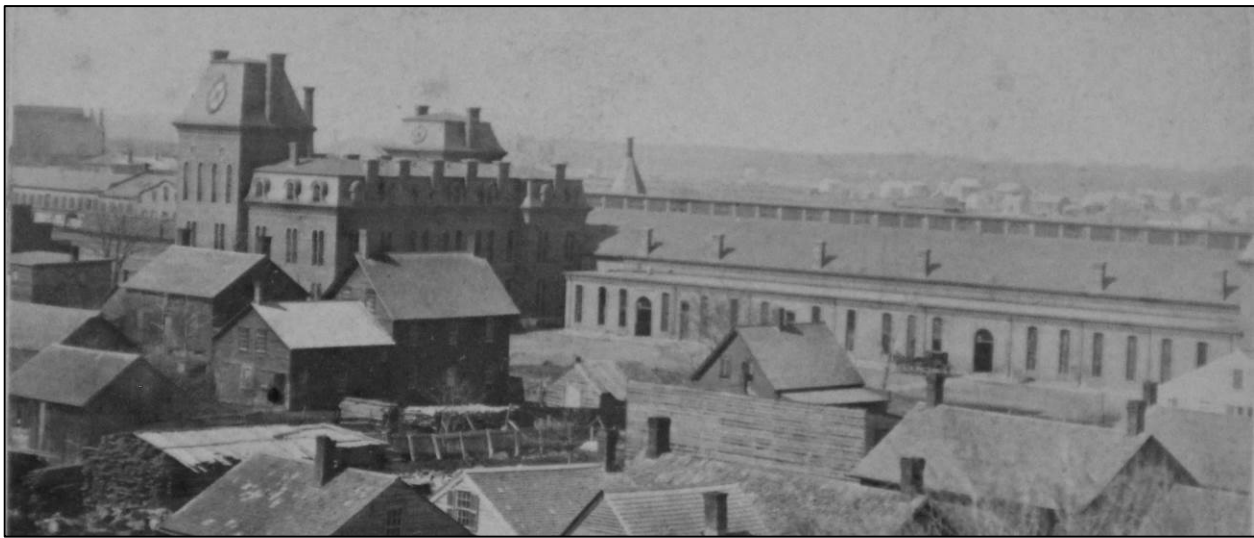


Fig. 4 c. 1880 photograph of office (HD #1) and passenger station (HD #2), view looking southwest [Courtesy Collection of Jim Murphy]

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Fig. 5 c. 1870 stereopticon photograph labeled “New Depot, St. Albans” showing (l to r) train shed, office (HD #1) and passenger station (HD #2), view looking northwest [Courtesy Collection of Jim Murphy]

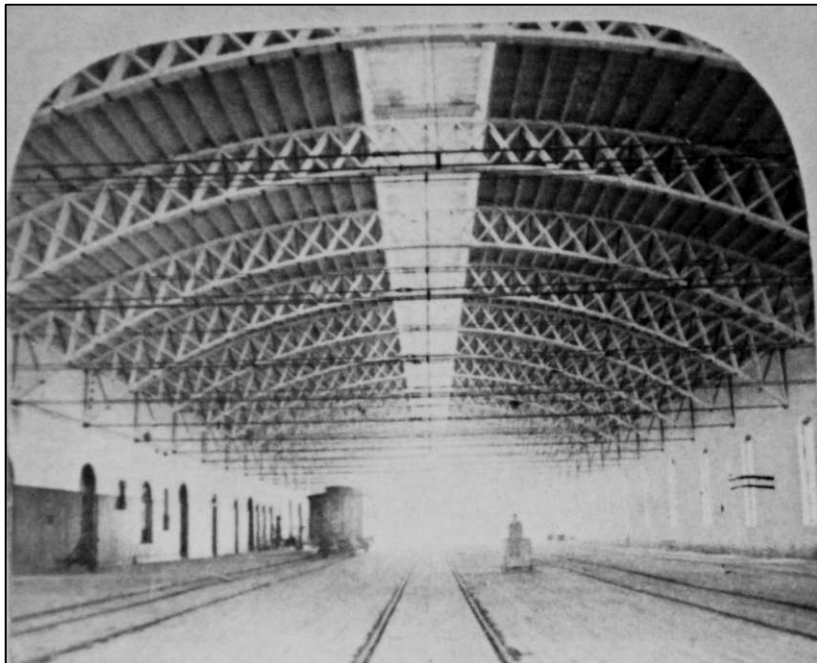


Fig. 6 c. 1870 stereopticon photograph labeled “New Depot, St. Albans” showing interior of train shed [Courtesy Collection of Jim Murphy]

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County and State

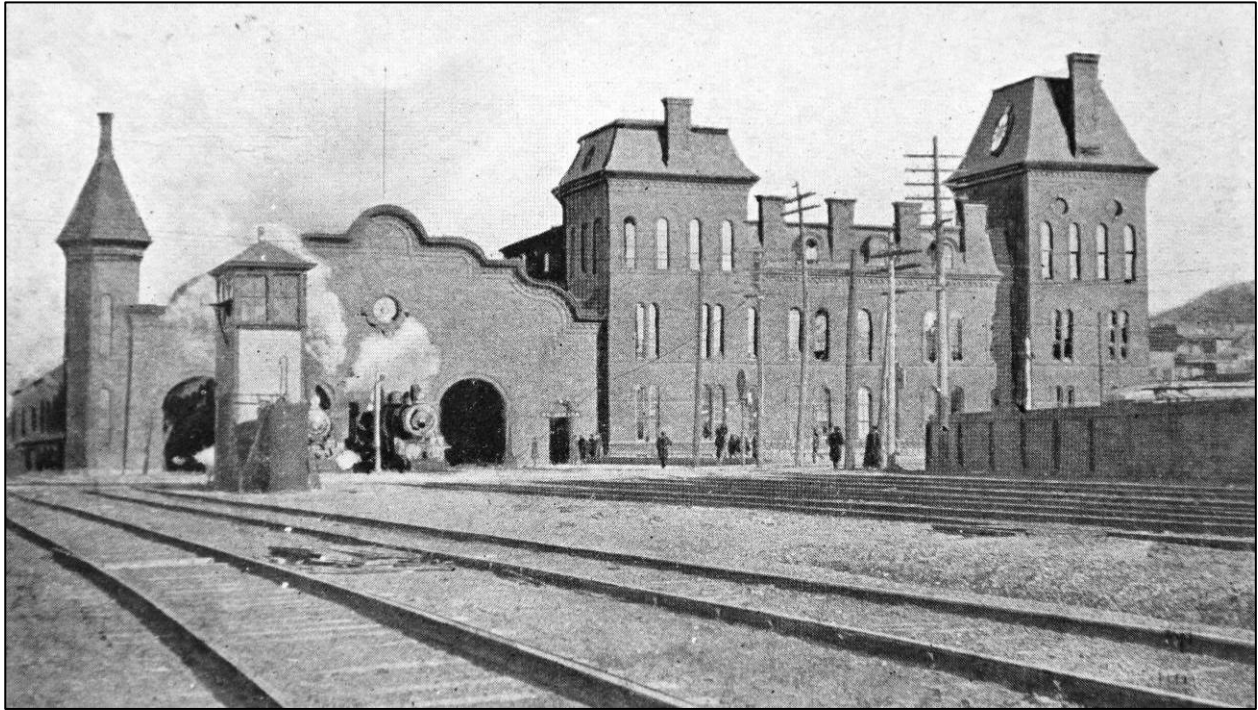


Fig. 7 c. 1900 view looking north across Lake Street showing (l to r) train shed and office (HD #1) [Courtesy Collection of Jim Murphy]



Fig. 8 c. 1880 view looking southwest from Lake Street showing (l to r) freight depot (HD #7) and Car Shop (HD #8) [Courtesy Collection of Jim Murphy]

Central Vermont Railroad Headquarters

Franklin, Vermont

Name of Property

County and State

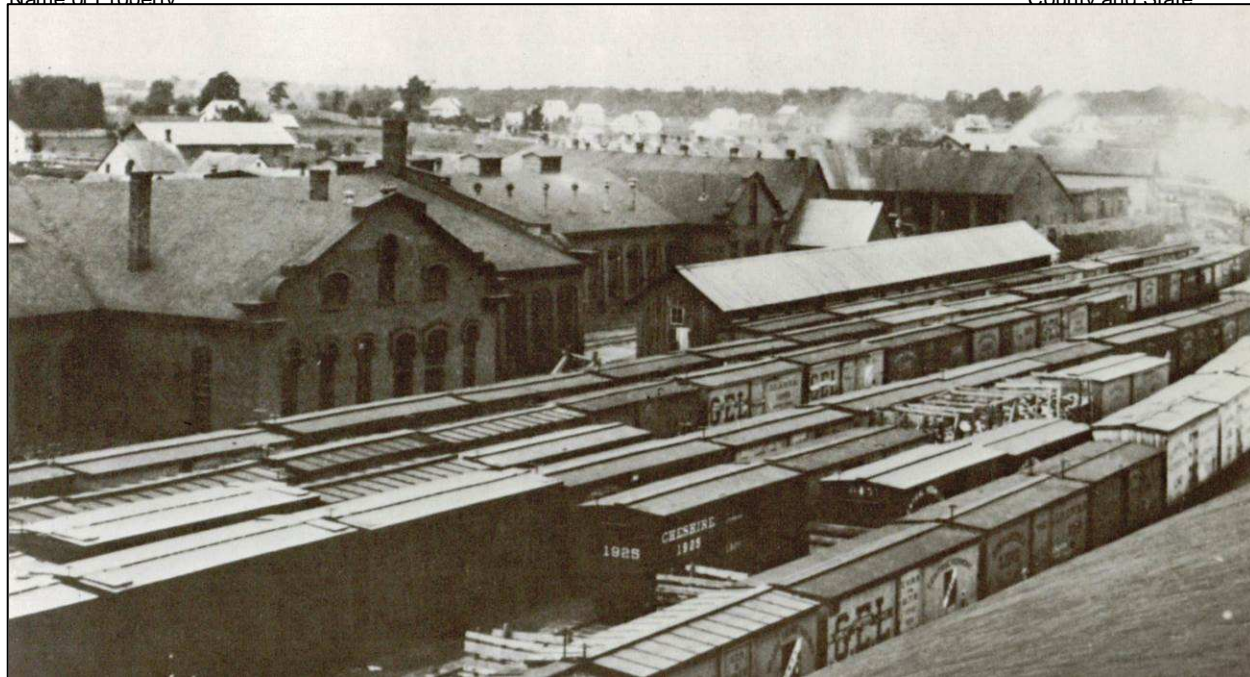


Fig. 9 c. 1880 view looking northwest from Lake Street showing Machine Shop (HD #4) [Courtesy Collection of Jim Murphy]



Fig. 10 1870 view looking southwest showing Vermont Central's yard and union passenger depot in Burlington with Flemish parapet. [From Jones, Vol. 1, p. 60, Collection of Jim Shaughnessy, from The Rutland Road]

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

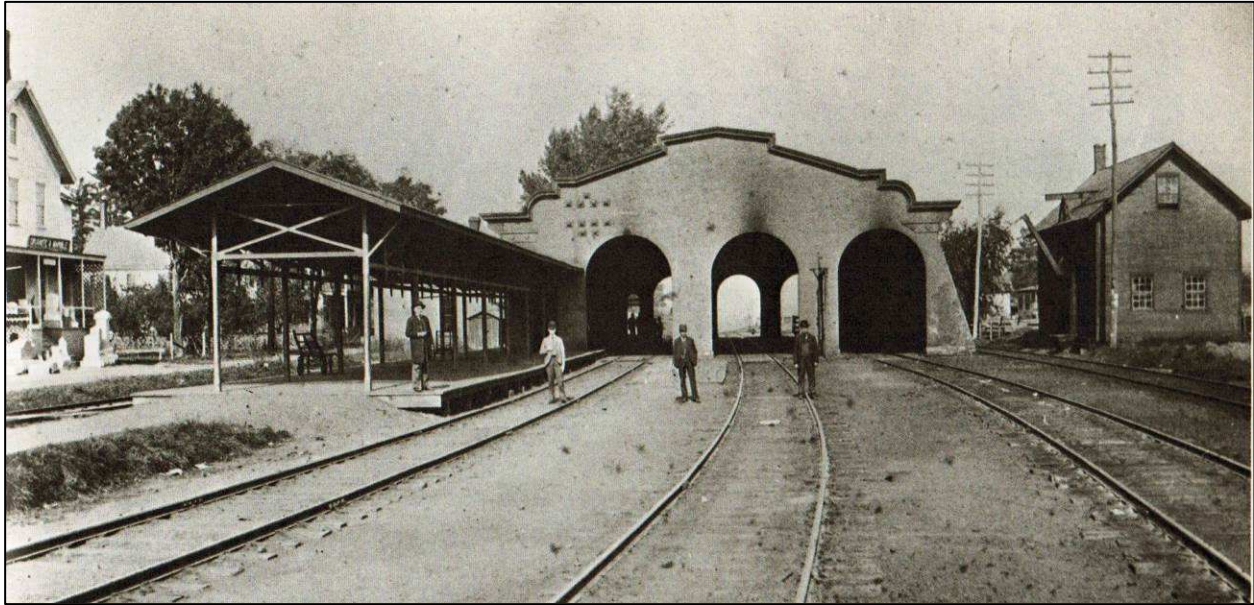


Fig. 11 1870s view of Vermont Central's covered train shed in Essex Junction with Flemish parapet. [From Jones, Vol. 1, p. 93, Collection of Jim Shaughnessy]



Fig. 12 c. 1925 view of new roundhouse and turntable facilities (HD # 6, 6a, & 6b), looking northeast [Courtesy Collection of Jim Murphy]

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

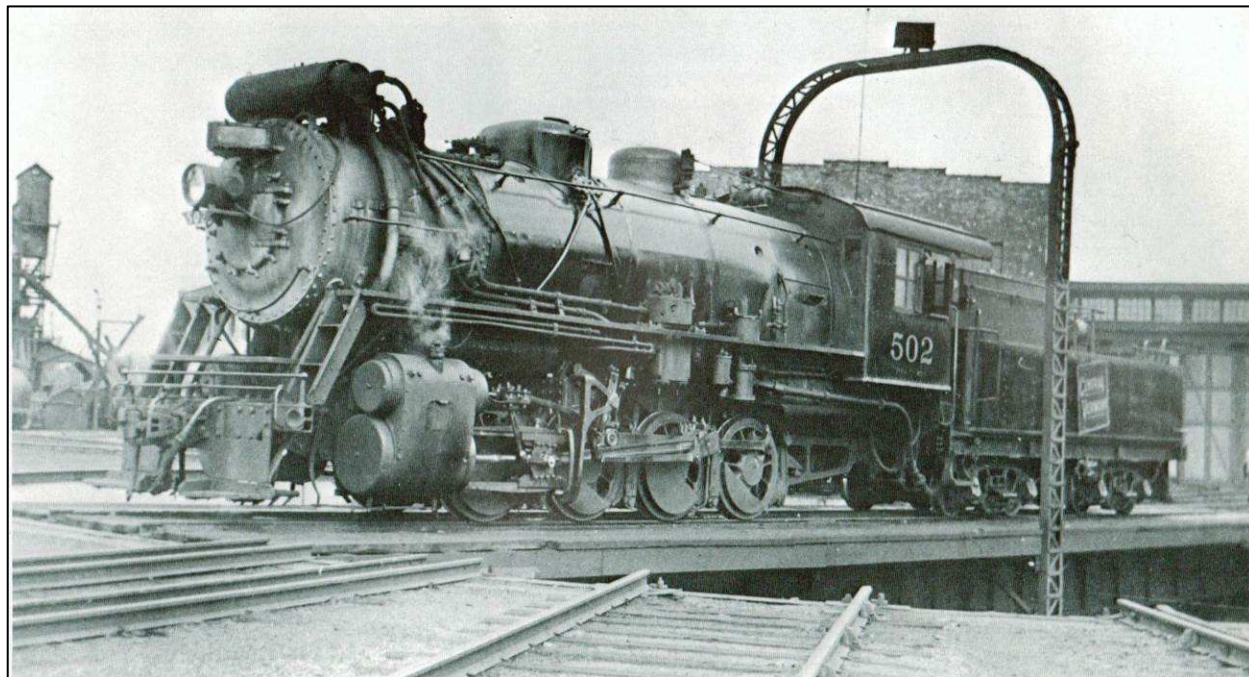


Fig. 13 1930s view of Vermont Central's engine 502 being turned at the St. Albans roundhouse (HD # 6a and 6) [From Jones, Vol. 4, p. 61, Collection of J. Emmons Lancaster]

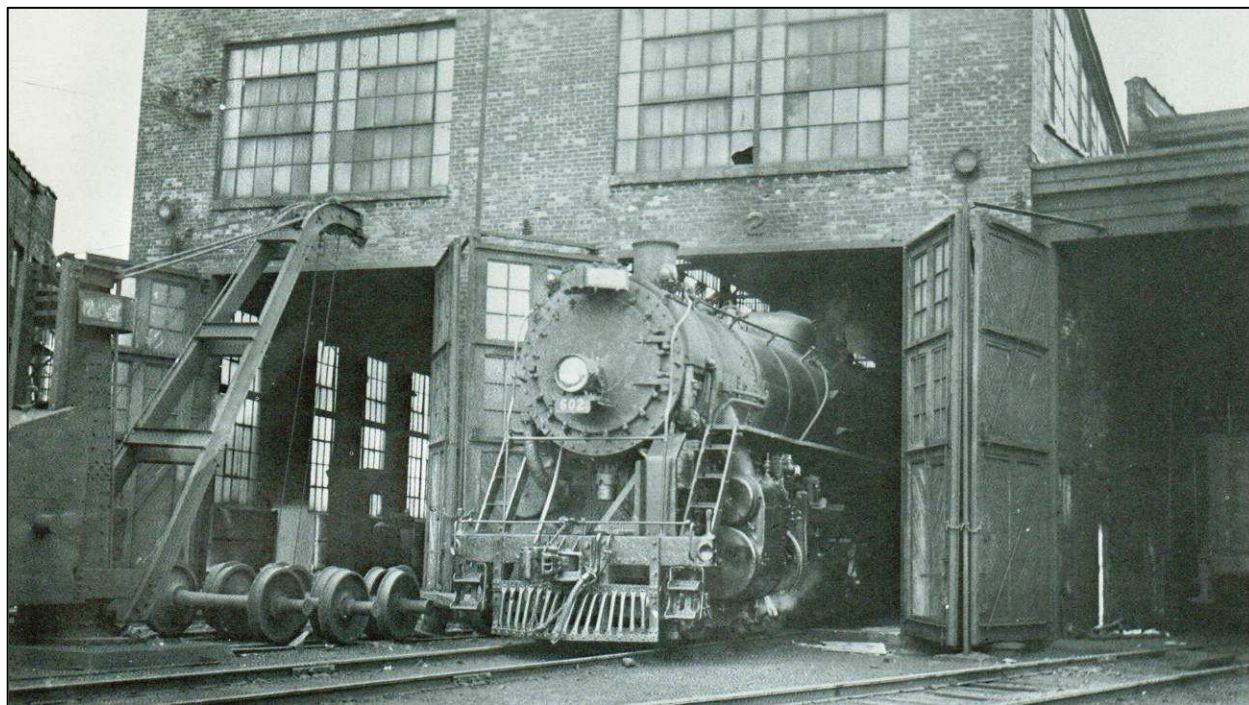


Fig. 14 c. 1940 view of Vermont Central's engine 602 at the locomotive shop adjacent to the St. Albans roundhouse (HD # 6) [From Jones, Vol. 4, p. 174, Collection of Robert C. Jones]

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

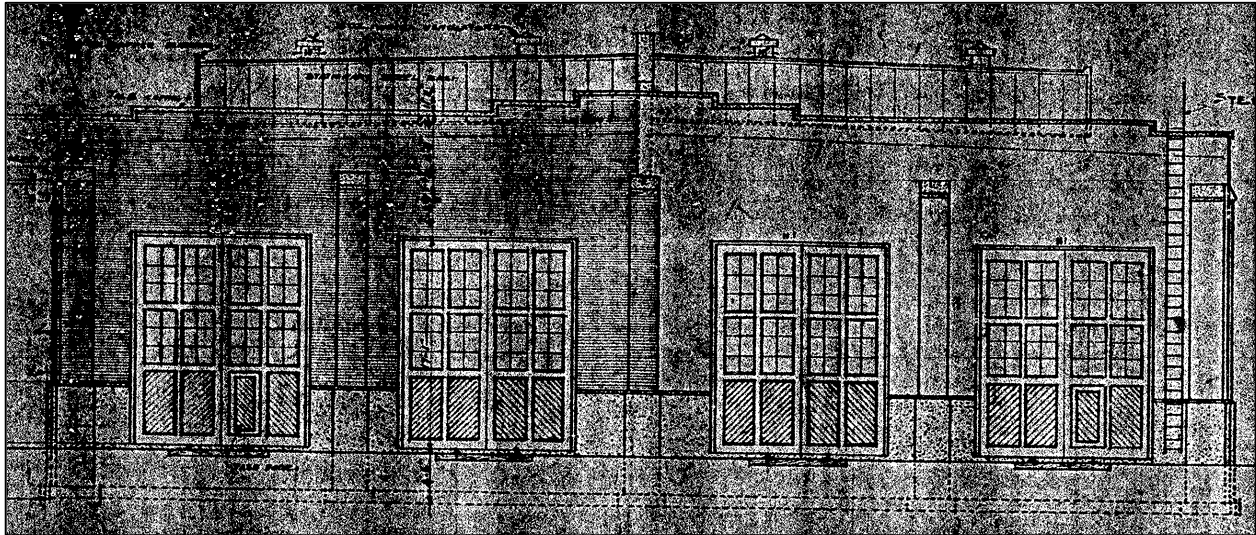


Fig. 15 Plan detail of Car Paint Shop – south elevation, by The Arnold Company, 1923 (Courtesy L. Scangas)

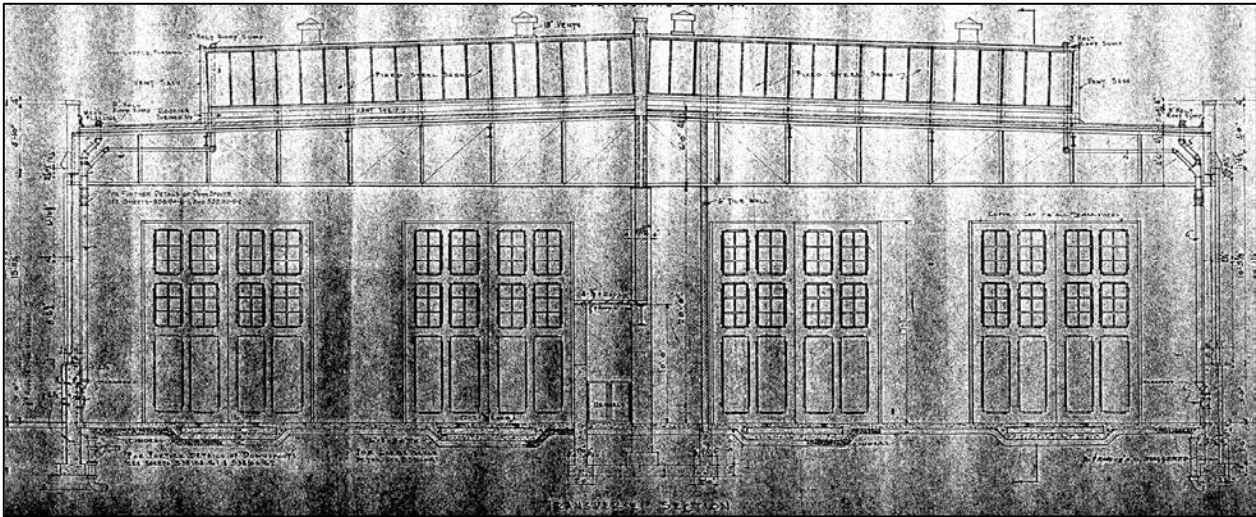


Fig. 16 Plan detail of Car Paint Shop – Transverse Section, by The Arnold Company, 1923 (Courtesy L. Scangas)

Note saw tooth skylight on roof and original train bay doors

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State



Fig. 17 1940 view looking north of Vermont Central's St. Albans complex with (l. to r.) Car Shop (HD #8) and Storage building (HD #12) in foreground on left, Machine Shop in background (HD #4), Maintenance Shop (HD #5), roundhouse complex in far background (HD #6), Yard Office (HD #3), train shed, headquarters office building (HD #1) and in foreground the freight house and platforms (HD #7) Note: corner tower gone from train shed and chimneys gone from office building [From Jones, Vol. 4, p. 170, Collection of Jim Murphy]

Central Vermont Railroad Headquarters
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Fig. 18 A clearer postcard view c. 1940 of train shed without corner tower, and office building (HD #1) without chimneys [Courtesy Collection of Jim Murphy]



Fig. 19 2013 Google Earth image of St. Albans Round house complex (HD #6 – 6e)

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Original 1974 Bibliography:

Album of Central Vermont Railroad Scenery, (NP), 1897.

Atlas of Franklin and Grand Isle Counties, Vermont. New York: F. W. Beers, Inc., 1871.

Baker, George Pierce. *The Formation of the New England Railroad System*. Cambridge, Mass: Harvard University Press, 1937.

Burlington (Vt.) Free Press, May 10, 1867.

Forbes, Charles, "Vermont Central - Central Vermont", *Vermont*, Vol. XXXVII, 1932.

Hungerford, Edward. *Vermont Central - Central Vermont*. Boston: Railway and Locomotive Historical Society, 1942.

Miscellaneous photographs, Vermont Historical Society, Montpelier, Vermont, file: "St. Albans," "Central Vermont Railroad."

"Modern St. Albans," *Vermont*, Vol. VIII, Sept., 1902.

Additional Bibliography:

Ainsworth, Dave of Mylan Technologies. Email exchange Sept. 2012

American Architect and Building News, Vol. LXII – No. 1189, October 8, 1898

The Arnold Company. Copies of plans and reports dated 1923-1924 for the Roundhouse and Car Paint Shop of the Central Vermont R.R., St. Albans, Vt. From the collection of Laz Scangas of St. Albans

The Boston Directory, Embracing the City Record, a General Directory of the Citizens and a Business Directory. No. LXV, for the year commencing July 1, 1869. Boston: Sampson, Davenport & Co.

Jones, Robert C. *The Central Vermont Railway: A Yankee Tradition*. Silverton, Colo.: Sundance Publications, 1981 (Vols. 1-6) & 1995 (Vol. 7)

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

Murphy, Jim. Interview on October 12, 2012 and email exchange in Nov. 2012, by author

Southworth, Susan and Michael. *The Boston Society of Architects' AIA Guide to Boston*, 2nd ed., Chester, CT: Globe Pequot Press, 1992/2008.

Vermont Central R.R. Accounting 1875: Testimony Before the Special Masters; Report of the Masters. St. Albans, VT: Advertiser Print, 1877

The Vermont Transcript, July 21 1865

Unpublished files, letters, and newspaper clippings in the collection of the Vermont Division for Historic Preservation

Internet sources:

<http://www.historicbostonblog.org/2010/07/genesis-of-revival-suffolk-universitys.html#.UsrWYPRDuuJ>

Links to excerpts from *Boston's Depots and Terminals*, Richard C. Barrett.

<http://wc.rootsweb.ancestry.com/cgi-bin/igm.cgi?op=GET&db=rkwest&id=I107864>

link to American Institute of Electrical Engineers. Memorial Resolution for Bion J. Arnold, 1942

http://en.wikipedia.org/wiki/Bion_J._Arnold

<http://www.arnoldmagnetics.com/History.aspx>

<http://railvermont.org/rail-information/the-vermont-rail-network/operating-companies/new-england-central-railroad.html>

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 # VT-12

recorded by Historic American Landscape Survey # _____

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

Primary location of additional data:

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

Name of repository: Collections of Jim Murphy and Laz Scangas, both of St. Albans, VT
Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreege of Property 51 +/- acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|----------------------|
| 1. Latitude: 44.815800 | Longitude: 73.089958 |
| 2. Latitude: 44.815558 | Longitude: 73.085383 |
| 3. Latitude: 44.807253 | Longitude: 73.086731 |
| 4. Latitude: 44.807872 | Longitude: 73.090103 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

Verbal Boundary Description (Describe the boundaries of the property.)

The roughly 51-acre property boundaries are described in the 1974 nomination as follows:

“The Central Vermont Railroad Headquarters in St. Albans, Vermont is bounded on the south by Lower Welden Street from Allen Street to Houghton Street. It is bounded on the east by Allen Street, Catherine Street, and Federal Street, from Lower Welden Street to a point on Federal Street 1550 feet north of the junction of Lake Street. The west boundary is formed by Houghton Street between Lower Welden and Lake Streets and by the line of Pine Street projected to a point 1550 feet north of the junction of Lake Street. The north boundary connects the northern points of the east and west boundaries.”

Boundary Justification (Explain why the boundaries were selected.)

These boundaries still include all the contributing properties and only those non-contributing properties that lie between contributing resources. It is still an appropriate boundary and reflects the historic boundaries of the main shops and offices and roundhouse of the Central Vermont Railroad.

11. Form Prepared By

name/title: Lyssa Papazian, Historic Preservation Consultant
organization: _____
street & number: 13 Dusty Ridge Road
city or town: Putney state: Vermont zip code: 05346
e-mail papazian@gaw.com
telephone: (802)387-2878
date: March 25, 2014

Central Vermont Railroad Headquarters
Name of Property

Franklin, Vermont
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)
Photographs

Central Vermont Railroad Headquarters

Franklin, Vermont

Name of Property

County and State



Central Vermont Railroad Headquarters HD

St. Albans, Franklin Co., Vermont

Lat.	Long.
1. 44.815800	73.089958
2. 44.815558	73.085383
3. 44.807253	73.086731
4. 44.807872	73.090103

St. Albans USGS Quadrangle

Central Vermont Railroad Headquarters

Franklin, Vermont

Name of Property

County and State

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Central Vermont Railroad Headquarters Historic District

City or Vicinity: St. Albans

County: Franklin

State: Vermont

Photographer: Lyssa Papazian

Date Photographed: as listed for each image

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 80. CV/NECR tracks, looking south with (l. to r.) HD #3, HD #1, & HD #17 on right, (5/29/12)
- 2 of 80. Lake Street looking west with HD #1 on right, (5/29/12)
- 3 of 80. Lake Street looking south with (l. to r.) HD #16, HD # 15, & HD # 8, (6/19/13)
- 4 of 80. Lake Street looking east with (l. to r.) HD #16, HD #8, & HD #11a, (5/29/12)
- 5 of 80. Corner of Lake & Houghton Streets looking southwest with (l. to r.) HD #8, HD #11a, & HD # 11, (6/19/13)
- 6 of 80. Lake Street at crossing of CV/NECR tracks looking southeast with (l. to r.) HD #8a, HD #13, & HD # 16, (6/19/13)
- 7 of 80. Houghton Street looking southeast with (l. to r.) corner of HD #11, HD # 8, HD #8a, & HD # 9, (6/19/13)
- 8 of 80. Houghton Street looking northeast with (l. to r.) HD #11, HD # 8, & storage containers in location of former HD #10, (6/19/13)
- 9 of 80. Houghton Street looking northeast with (l. to r.) HD #9 & HD # 8a, (6/19/13)

Central Vermont Railroad Headquarters

Franklin, Vermont

Name of Property

County and State

- 10 of 80. Lower Welden Street at crossing of CV/NECR tracks looking north with (l. to r.) HD #14 & HD # 8a, (6/19/13)
- 11 of 80. Lake Street at crossing of CV/NECR tracks looking north with (l. to r.) HD #17, HD #6, & HD # 1, (5/29/12)
- 12 of 80. CV/NECR tracks looking north with (l. to r.) HD #6b, HD #6a, & HD # 6, (5/29/12)
- 13 of 80. Service parking lot of HD #17 looking southeast across CV/NECR tracks with (l. to r.) HD #3, HD #1, & corner of HD #17, (5/29/12)
- 14 of 80. Lake Street at corner of Pine Street looking east with (l. to r.) edge of HD #1, buildings out of HD, HD #16 (in location of former HD #12), & HD #8, (5/29/12)
- 15 of 80. Lake Street at corner of Pine Street looking northeast with (l. to r.) HD #17 (in location of former HD #4), HD #5 (behind trees), & HD #1, (5/29/12)
- 16 of 80. Grounds of shopping center (HD #17) looking south, with HD #5 on left and HD #8 in distance across Lake Street, (5/29/12)
- 17 of 80. Federal Street looking southwest with buildings out of HD on left and center and HD #1 on right, (5/29/12)
- 18 of 80 Federal Street at Hoyt Street intersection looking west with HD #6, (6/19/13)
- 19 of 80 HD #1, south and east elevations looking northwest, (5/29/12)
- 20 of 80 HD #1, east (front) and north elevations looking southwest, (5/29/12)
- 21 of 80 HD #1, west and south elevations looking northeast, (5/29/12)
- 22 of 80 HD #1, north elevation looking south, (5/29/12)
- 23 of 80 HD #1, detail of south elevation looking northeast, (5/29/12)
- 24 of 80 HD #1, detail of north elevation roofs and dormers looking south, (5/29/12)
- 25 of 80 HD #1, detail of north elevation cornice, trim, and windows looking south, (5/29/12)
- 26 of 80 HD #3, south and east elevations looking northwest, (4/3/08)

Central Vermont Railroad Headquarters

Franklin, Vermont

Name of Property

County and State

- 27 of 80 HD #3, west (front) and north elevations looking east from across CV/NECR tracks, (5/29/12)
- 28 of 80 HD #5, north and west elevations looking southeast, (5/29/12)
- 29 of 80 HD #5, north and west elevations looking southeast, (5/29/12)
- 30 of 80 HD #5, east and north elevations looking southwest, (5/29/12)
- 31 of 80 HD #6, westerly (inside curve) elevation with part of HD #6a and track siding on left looking north, (5/29/12)
- 32 of 80 HD #6, part of easterly (outside curve) elevation with east elevation of attached engine house in rear looking west, (5/29/12)
- 33 of 80 HD #6, part of easterly (outside curve) elevation looking southwest, (5/29/12)
- 34 of 80 HD #6, detail of outside, curving wall with brick firewall and pier and T-111 infill panels, (5/29/12)
- 35 of 80 HD #6, part of easterly (outside curve) elevation with east elevation of attached engine house in rear looking west, (5/29/12)
- 36 of 80 HD #6, detail of outside, curving wall, (5/29/12)
- 37 of 80 HD #6, detail of outside, curving wall, (5/29/12)
- 38 of 80 HD #6, detail of southwest corner with west elevation and easterly (outside curve) elevation looking northeast, (5/29/12)
- 39 of 80 HD #6, detail of westerly (inside curve) wall at southern end with brick pilaster looking northeast, (5/29/12)
- 40 of 80 HD #6, attached engine house on northwest end with north and west elevations looking southeast, (5/29/12)
- 41 of 80 HD #6, interior view of attached engine house looking south, (5/29/12)
- 42 of 80 HD #6, interior view of attached engine house looking southeast, (5/29/12)
- 43 of 80 HD #6a, turntable with HD #6 behind and siding tracks on right looking south, (5/29/12)

Central Vermont Railroad Headquarters

Franklin, Vermont

Name of Property

County and State

- 44 of 80 HD #6a, turntable with HD #6b and HD #6 engine house behind looking north, (5/29/12)
- 45 of 80 HD #6b, south and west elevations with part of diesel filler assembly (HD #6c) and sand tower/filler (HD #6e) in distance looking northeast, (5/29/12)
- 46 of 80 HD #6b, east and north elevations looking southwest, (5/29/12)
- 47 of 80 HD #6c, east and north elevations with diesel filler structure and HD #6d (two temporary sheds looking southeast, (5/29/12)
- 48 of 80 Part of diesel filler assembly HD #6c and sand tower/filler HD #6e beyond looking north, (5/29/12)
- 49 of 80 HD #8, north and west elevations, and HD #11a, north and west elevations looking southeast, (5/29/12)
- 50 of 80 HD #8, north and part of east elevations looking southwest, (6/19/13)
- 51 of 80 HD #8, part of east elevation with wall of HD #16 on left looking south, (6/19/13)
- 52 of 80 Parts of (l. to r) HD #13, HD #8a, and HD #8, eastern pavilion, looking south, (6/19/13)
- 53 of 80 HD #8, part of western pavilion, with HD #8a and part of HD #9 looking southeast, (6/19/13)
- 54 of 80 HD #8, detail of northeast corner with parapet and cornice details and battered side elevation wall, (5/29/12)
- 55 of 80 HD #8, detail of eastern pavilion decorative parapet,(6/19/13)
- 56 of 80 HD #8, detail or north façade decorative parapet from rear with gable roof, (5/29/12)
- 57 of 80 HD #8a, south and east elevations looking northwest from across CV/NECR tracks, (6/19/13)
- 58 of 80 HD #8a, east and north elevations with part of HD #13 looking southwest from across CV/NECR tracks, (6/19/13)
- 59 of 80 HD #9, south elevation and part of HD #8a looking northwest, (6/19/13)

Central Vermont Railroad Headquarters

Franklin, Vermont

Name of Property

County and State

- 60 of 80 HD #9, south elevation and HD #8a, part of south elevation looking north, (6/19/13)
- 61 of 80 HD #9, south (front) and west elevations, and HD #8a, west and south elevations, looking northeast, (6/19/13)
- 62 of 80 HD #9, west elevation looking northeast, (6/19/13)
- 63 of 80 HD #9, north and west elevations looking southeast, (6/19/13)
- 64 of 80 HD #9, north elevation looking south, (6/19/13)
- 65 of 80 Former location of HD #10, view showing HD #8 looking east, (6/19/13)
- 66 of 80 HD #11, north and west elevations looking southeast, (5/29/12)
- 67 of 80 HD #11, west and south elevations looking northeast, (5/29/12)
- 68 of 80 HD #11, south elevation looking north, (6/19/13)
- 69 of 80 HD #11a, north and west elevations with rear one-story connector to HD #11 looking southeast, (5/29/12)
- 70 of 80 HD #13, east and north elevations with HD #8a beyond looking southwest, (6/19/13)
- 71 of 80 HD #14, south and east elevations with HD #8a beyond looking northwest, (6/19/13)
- 72 of 80 HD #14, north elevation and HD #15a in background looking south, (5/29/12)
- 73 of 80 HD #15, west and south elevations looking northeast, (5/29/12)
- 74 of 80 HD #16, north (front) facade looking southwest, (6/19/13)
- 75 of 80 HD #16, part of north (front) facade and west elevation looking southeast, (6/19/13)
- 76 of 80 HD #16, south (rear) elevation looking north, (5/29/12)
- 77 of 80 HD #17, west (front) facade looking northeast, (5/29/12)
- 78 of 80 HD #17, south (front) facade looking southeast, (5/29/12)

Central Vermont Railroad Headquarters

Name of Property

Franklin, Vermont

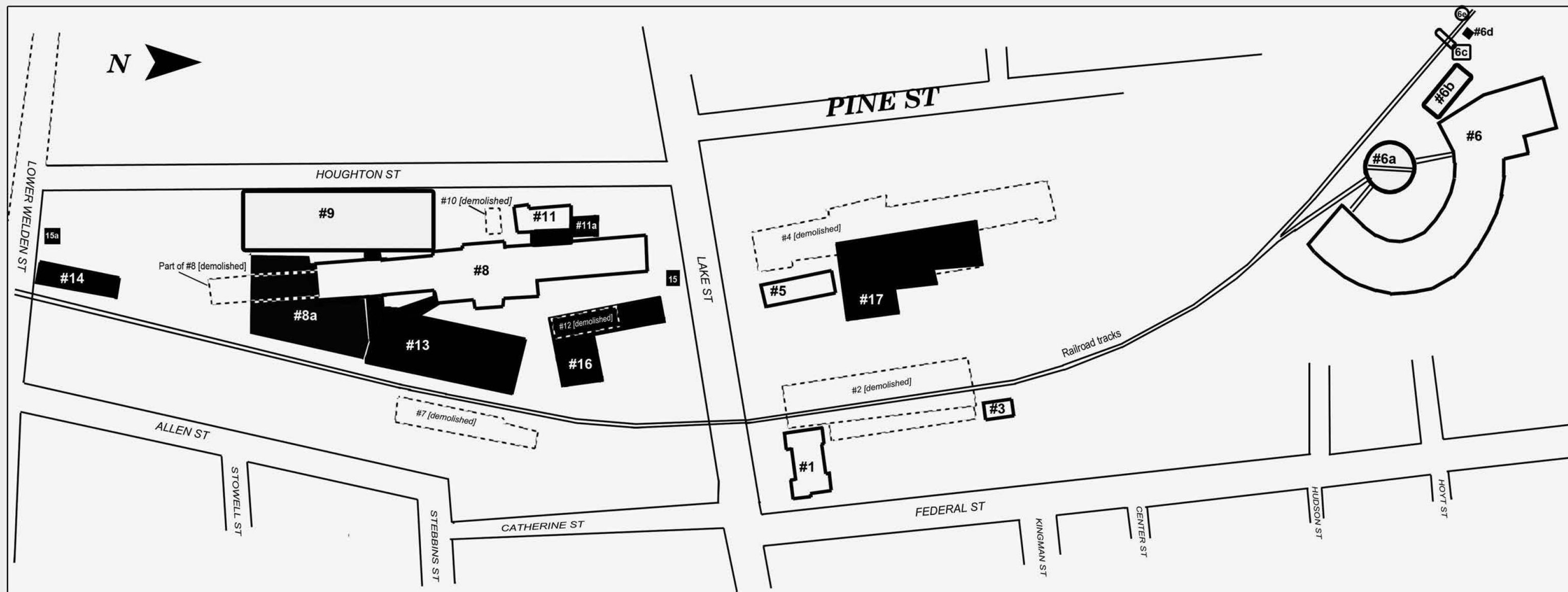
County and State

79 of 80 HD #17, east and north elevations looking southwest from across CV/NECR tracks, (5/29/12)

80 of 80 HD #17, detail of railroad reminiscent canopy, (5/29/12)

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Central Vermont Railroad Headquarters (Amendment)
 St. Albans, Franklin County, Vermont
 Sketch Map, Not to Scale
 February 2014









DEGLAND ST













































The Philadelphia Station

S. Khan



St. Albans, VT

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pepsi NOW OPEN on SAT 5.12











NECR





NOTICE
This building is a
National Historic Landmark
and is protected by the
National Historic Preservation Act.
Any damage to this building
is a violation of the law.



NECR



NO PARKING III
IN FRONT OF DOOR

NO
PARKING























1900

DANGER
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FROM EXHAUST

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MYLAN
INDUSTRIAL






MYLAN
TECHNOLOGIES INC.

OFFICE
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NO
PARKING



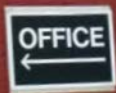








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TECHNOLOGIES INC.















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FOOD CITY

NOT A DRIVEWAY







National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

PROPERTY Central Vermont Railroad Headquarters STATE Vt.

WORKING NUMBER 11.8.73.3900

TECH REVIEW

PHOTOS 5

MAPS 1

Franklin

CONTROL REVIEW

dm
11.8.
73
OK

HISTORIAN

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST Totter It should be pointed out that the HAER has only inventoried ~~this~~ this complex and nothing else.

ACCEPT
ENB
1/3/73

REVIEW UNIT CHIEF good nomination.

Accept
Cole
12/17/73

BRANCH CHIEF

Accept
Cald
1-21-74

KEEPER

National Register Write-up 3-7-74 Send-back _____

Federal Register entry 3-5-74 Re-submit _____

Entered JAN 21 1974

ENTRIES IN THE NATIONAL REGISTER

STATE VERMONT

Date Entered JAN 21 1974

Name

Location

Depot Covered Bridge

Pittsford vicinity
Rutland County

Brown Covered Bridge

Shrewsbury vicinity
Rutland County

Central Vermont Railroad Headquarters

St. Albans
Franklin County

Hammond Covered Bridge

Pittsford vicinity
Rutland County

Also Notified

Hon. George D. Aiken
Hon. Robert T. Stafford
Hon. Richard W. Mallary

Director, North Atlantic Region

State Historic Preservation Officer
Mr. William B. Finney, Director
Vermont Division of Historic Sites
Pavilion Building
Montpelier, Vermont 05602

PR MMott 1/24/74

U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION

PHOTOGRAPHIC SPECIFICATIONS
FOR CONTRACT PHOTOGRAPHERS
(To be attached to and form
part of all requisitions and
purchase orders.)

Photographs made for this Office to record a historic structure must be produced according to the following criteria to be accepted. Contract photographers are requested to read the following carefully:

All photographs are to be made with view camera equipment, with full correction for perspective distortion using 5x7 inch format equipment. (If 5x7 is not available, 8x10 will be the next preferred format, and 4x5 the least preferred.) All photographs shall be black & white.

All photographs shall be composed to give primary consideration to the architecture and/or engineering features of the structure with aesthetic considerations necessary but secondary. No features (e.g. cupolas, spires, main entrances, etc) vital to the structure shall be cropped out or hidden by shrubbery unless this is absolutely unavoidable.

All photographs shall be in razor sharp focus and correctly exposed with deep shadow areas lighted as much as possible.

Films shall be processed for archival permanence, with full wash according to manufacturer's directions AND treatment in a hypo clearing bath such as PERMAWASH (Heico Co., Delaware Water Gap., Penna) for the recommended time.

The original negatives are to be delivered to this office as part of the contract with prints as specified on the purchase order, and within the deadline noted.

PHOTOGRAPHS IMPROPERLY EXPOSED, POORLY LIGHTED, NOT IN FOCUS OR OTHERWISE TECHNICALLY DEFICIENT ARE SUBJECT TO REJECTION.

Address questions regarding this order to:

Jack E. Boucher, Supervisor
Photography & Pictorial Records
Office of Archaeology &
Historic Preservation
National Park Service
U.S. Department of the Interior
WASHINGTON, D. C. 20240

Telephones: (Office) 202-523-5474
(Lab) 609-653-1776

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Central Vermont Railroad Headquarters

MULTIPLE NAME:

STATE & COUNTY: VERMONT, Franklin

DATE RECEIVED: 07/18/14 DATE OF PENDING LIST:
DATE OF 16th DAY: DATE OF 45th DAY: N/A

REFERENCE NUMBER: 74000211

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9-18-2014 ^{Really. 2014. Lay off, man.} DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITEREA Accept AD

REVIEWER J. Galt DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N Y

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

State of Vermont
Division for Historic Preservation
One National Life Drive, Floor 6
Montpelier, VT 05620-0501
www.HistoricVermont.org

[phone] 802-828-3211
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*Agency of Commerce and
Community Development*

July 2, 2014

J. Paul Loether
National Park Service
National Register of Historic Places
1201 Eye Street, NW 8th floor
Washington, DC 20005



**Re: Central Vermont Railroad Headquarters Historic District (2014 Amendment), City
of St. Albans, Franklin County, VT**

Dear Mr. Loether:

Enclosed please find the National Register amendment and supporting materials for the above-referenced property. This property is being submitted under the National Historic Preservation Act of 1966, as amended in 1980, for inclusion in the National Register of Historic Places.

The Vermont Advisory Council reviewed the draft amendment materials at their meeting on April 24, 2014. The Council voted unanimously that the amendment meets the National Register Criteria for Evaluation under Criteria A and C, and the Council recommends that the State Historic Preservation Officer approve the amendment.

If you have any questions concerning this nomination, please do not hesitate to contact me at (802) 828-3043 or devin.colman@state.vt.us.

Sincerely,
VERMONT DIVISION FOR HISTORIC PRESERVATION



Devin A. Colman
State Architectural Historian

