

3-7-78

Form 10-300  
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <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) Comments

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

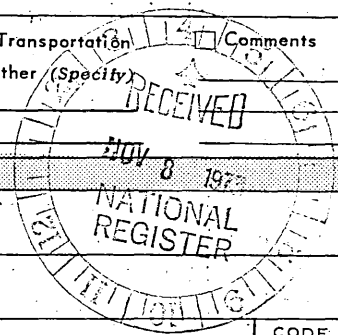
DATE OF SURVEY: 1973  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:  
Vermont Division of Historic Sites

STREET AND NUMBER:  
Pavilion Building

CITY OR TOWN: Montpelier STATE: Vermont CODE: 50

SEE INSTRUCTIONS



STATE: Vermont

COUNTY: Franklin

ENTRY NUMBER: JAN 21 1974

DATE: FOR NPS USE ONLY

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
	(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.

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES  
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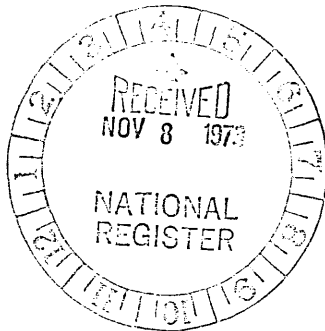
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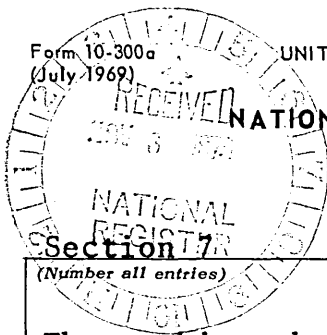
Section 6

(Continuation Sheet)

(Number all entries)

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





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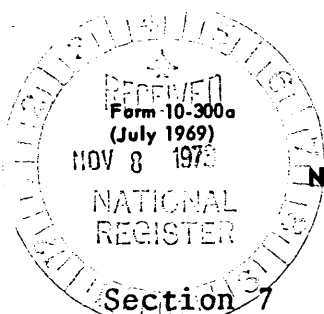
STATE	
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The machine shops are housed in two brick buildings facing Lake Street opposite the main tracks from the general office. The larger of the two shops (4) has been given (historically) to the repair and fabrication of locomotives, and presently comprises the major repair facility for rolling stock. The foundry smokestacks are intact, but a major northern portion of the structure has been removed.<sup>1</sup> 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.<sup>2</sup> 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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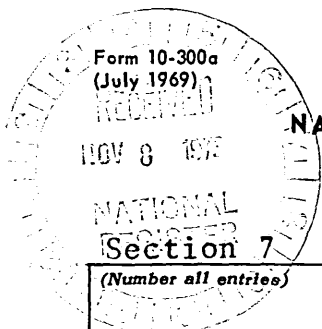
(Number all entries)

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 foundary 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.

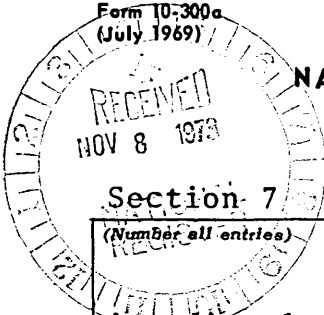
The freight station (7) is a balloon frame, 2½ story structure situated on the east side of the main roadbed about mid-point between Lake and Welden Streets. The station has an eight-bay main (west) facade with an appended platform to the south. A medium-pitch gable roof covers the station. An additional,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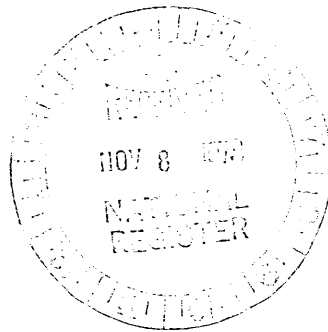
STATE Vermont	
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Section 7

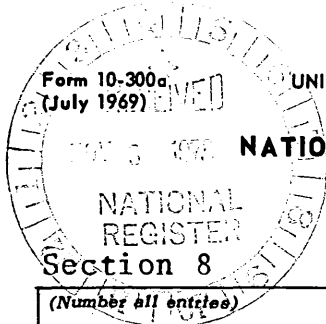
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Although the Central Vermont has eliminated a number of its former operations at St. Albans, the railroad headquarters facilities remain a potentially valuable historic resource for the community. Undoubtedly, the railroad will continue to utilize 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.







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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.<sup>3</sup>

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."<sup>4</sup> 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 detracton 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

**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

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.<sup>1</sup> 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.<sup>2</sup> 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

SEE INSTRUCTIONS

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Attached)

CD - NE 18/651590 4969040 NW 18/651060 4964080  
 SE 18/651400 4963120 SW 18/651060 4963110

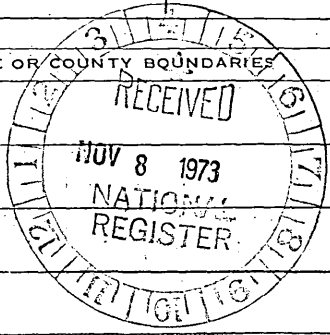
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	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	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 NATIONAL REGISTER VERIFICATION

<p>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:</p> <p>National <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name: <u>William B. Cimney</u></p> <p>Title: <u>Director of Historic Sites State Historic Preservation Officer</u></p> <p>Date: <u>11/5/73</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><u>A. R. Mortensen</u>              Chief, Office of Archeology and Historic Preservation</p> <p>Date: <u>11/7/74</u></p> <p>ATTEST:</p> <p><u>W. G. ...</u>              Keeper of The National Register</p> <p>Date: <u>Jan. 21, 1974</u></p>
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Section 8

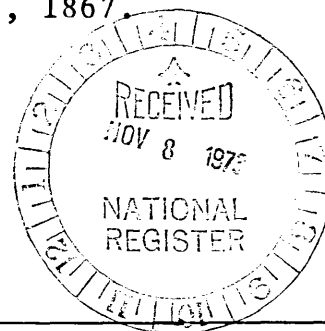
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513 miles of track. By 1902, the line employed 3,000 men; 1,700 at St. Albans. Fifty trains were dispatched from St. Albans each day, providing the distinction that the line operated "the largest modern freight yard east of Chicago."<sup>5</sup> During 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, p. 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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Section 9

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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.

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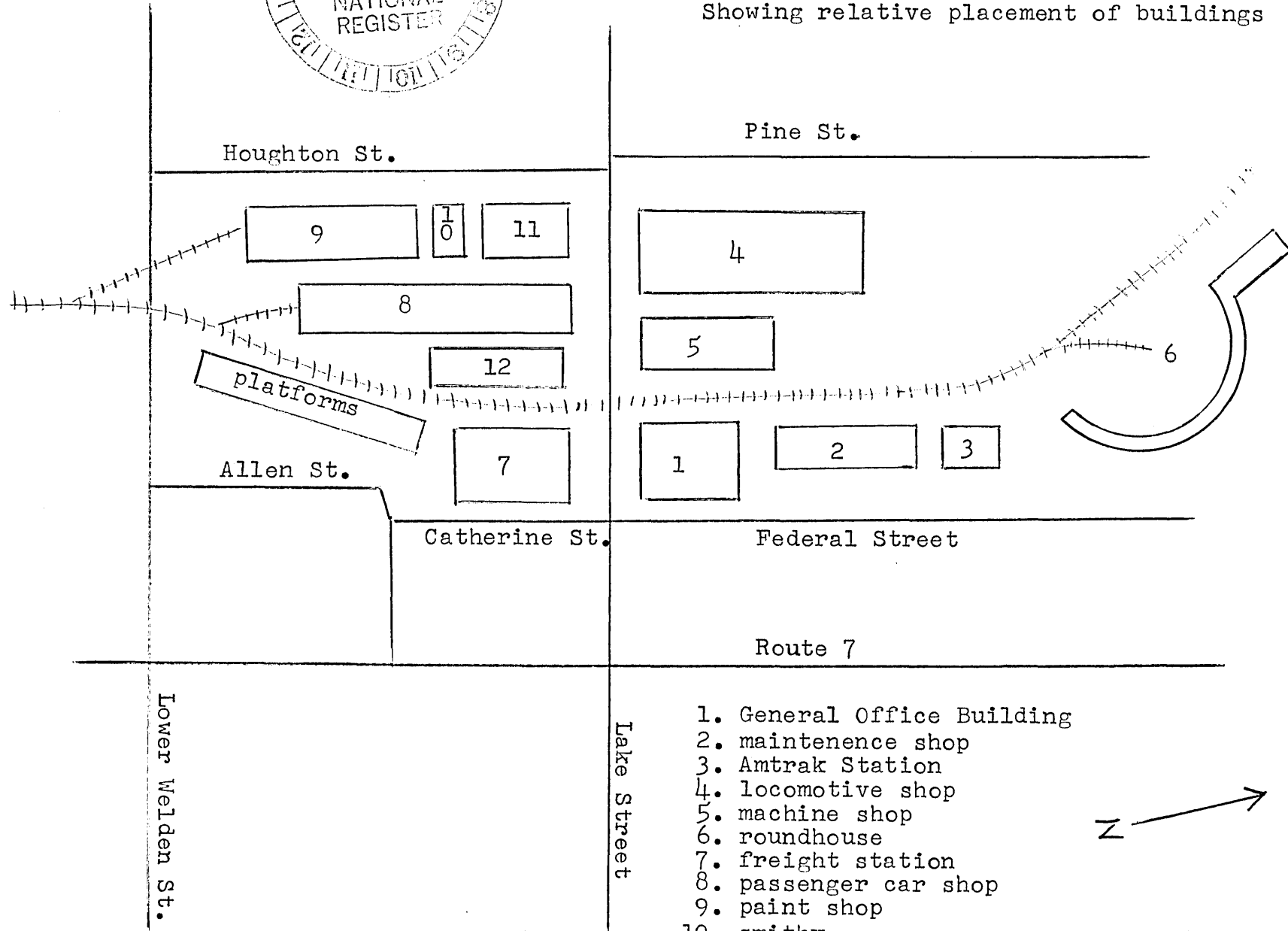




Central Vermont Railroad Headquarters

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