

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED JUL 1 1980
DATE ENTERED AUG 22 1980

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME White River Junction Historic District
HISTORIC
AND/OR COMMON Railroad Row, Main Avenue, Bridge and Aster Sts.
White River Junction Historic District

2 LOCATION Along North Main Street, South Main Street, Bridge Street, Currier Street, Gates Street, Railroad Row, and the tracks of the Central Vermont Railroad (C.V.R.R.).
STREET & NUMBER
CITY, TOWN Hartford VICINITY OF Vermont
STATE Vermont CODE 50 COUNTY Windsor CODE 025
NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

3 CLASSIFICATION

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

4 OWNER OF PROPERTY
NAME Multiple Ownership (see continuation sheets 4-1 and 4-2)
STREET & NUMBER
CITY, TOWN VICINITY OF STATE

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC. Office of the Town Clerk of Hartford
STREET & NUMBER
Municipal Building
CITY, TOWN White River Junction STATE Vermont

6 REPRESENTATION IN EXISTING SURVEYS
TITLE Vermont Historic Sites and Structures Survey
DATE 1974 FEDERAL STATE COUNTY LOCAL
DEPOSITORY FOR SURVEY RECORDS Vermont Division for Historic Preservation
CITY, TOWN Montpelier STATE Vermont

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The White River Junction Historic District centers around a large, roughly triangular open space which is bounded on the south and west sides by a pair of "legs", and on the northeast side by a slightly convex "hypotenuse". This open space, originally a shallow swamp and later a tree-covered park, is presently a treeless parking lot.

The gentle curve of the "hypotenuse" is defined by the tracks of the Central Vermont Railroad (C.V.R.R.). The C.V.R.R. tracks follow the south bank of the White River as it flows in a southeasterly direction into the more southerly course of the Connecticut. Connecting with the tracks of the Boston and Maine Railway which cross the White and Connecticut rivers from the north and east, respectively, the main trunk of the C.V.R.R. curves around to the south along the west bank of the Connecticut. Besides defining the northeast side of the triangular parking lot, the tracks more importantly form a visual boundary between the railroad yard and warehouses along the river and the village's central business district.

The south and west "legs" of the triangle are, respectively, Gates and South Main Streets. Gates Street jogs across South Main and dead ends into the tracks of the C.V.R.R. at its east end. Directly across the tracks, but slightly off-center to the street, stands the Boston and Maine Railway depot (#1). A Colonial Revival style building crowned by a cupola and a copper weathervane in the form of a steam locomotive, the depot acts as a terminal focal point at the head of the street. Partially obscured behind the high chain link fence which separates the central business district from the railroad yard, the depot is reached through an underground tunnel beneath the tracks.

The intersection of South Main and Gates Streets is dominated on each corner by a large, multi-story commercial block. On the northwest corner stands the Coolidge Hotel (#12) with its paired clock towers; on the northeast corner, the Colonial Revival style former U.S. Post Office building (#13); on the southeast corner, the Richardsonian Romanesque style First National Bank Building (#5); and on the southwest corner, the Greenough Block (#11). Originally, the northeast corner of the intersection opened directly onto the triangular open space but was visually closed off in 1934 with the construction of the post office building.

South of Gates Street, South Main Street remains commercial in character. The historic district continues down the east side of the street only to include six commercial buildings directly behind the First National Bank building (#5). The historic district also continues west along Gates Street to the corner of Currier Street but includes only the rear wing of the Coolidge Hotel (#12) on the north side of the street with its numerous storefronts.

North of Gates, and immediately beyond the post office building, South Main opens out onto the triangular parking lot. To avoid dead ending into the tracks of the C.V.R.R., the street makes a sharp left-hand turn to the northwest and becomes North Main Street.

6 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The White River Junction Historic District represents a unique example of a village community which developed around river and rail transportation. Centered around a major transportation facility which has recently been revitalized by Amtrak, the historic district includes within its boundaries a significant grouping of historic resources which reflect the urban architectural trends of the late nineteenth century through the first half of the twentieth.

Because of its commanding location at the junction of the Connecticut and White rivers, the site, which before 1847 was occupied by nothing more than a farmhouse, was destined to develop into a thriving, nineteenth century commercial center. On the other hand, because of its dependence on the railroads, the village's commercial prosperity was also subject, traditionally, to the economic vicissitudes of the railroad industry, especially following the First World War. With increased competition from trucking, and with the completion in 1969 of interstate highways I-89 and I-91 less than one mile to the south and west, respectively, the village has suffered a severe commercial decline in recent years.

The intersection of the White River with the Connecticut, and the heavy river traffic which these two rivers supported; the construction of a bridge in 1803 by Elias Lyman across the Connecticut River from the north bank of the White River to West Lebanon, New Hampshire, and the construction of another bridge in 1815 across the White River approximately two and one-half miles further west at Hartford Village (the White River Junction bridge across the White River was not opened until 1868); and the construction of five railroads between 1847 and 1863, all of which joined together on the banks of the two rivers adjacent to Samuel Nutt's farmhouse - the Vermont Central Railway in 1847, the Connecticut River Railroad in 1847, the Connecticut and Passumpsic Rivers Railroad in 1848, the Northern New Hampshire Railroad in 1849, and the Woodstock Railroad in 1863, were the determining factors in establishing the future site of White River Junction as a commercial and transportation center. Samuel Nutt, in 1847, was the first person to recognize the site's potential and to develop it. A postcard distributed by the Green Mountain Card Company in the early 1900's (see accompanying photograph No. 5) suggests that White River Junction's potential was still being promoted and exploited fifty years later.

In 1817, Samuel Nutt purchased from Elias Lyman, one of the town's original founders, a forty acre tract of land on the south bank of the White River at the point where it joins with the Connecticut. The following year, he built a farmhouse. In 1847 when the tracks of the Vermont Central Railway were laid along the river banks adjacent to his farm, Nutt recognized the future need for a hotel and decided to build one.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- St. Croix, John. 1761-1963 Pictorial History of the Town of Hartford, Vermont.
 [Private Publication] Hartford, Vermont: 1963.
- St. Croix, John. An Album of the Town of Hartford, Vermont 1761-1969. [Private
 Publication] Hartford, Vermont: 1969.
- Tucker, William Howard. History of Hartford, Vermont. The Free Press Association;
 Burlington, Vermont: 1889.

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 12 acres, plus or minus

QUADRANGLE NAME Hanover 7.5 minute

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 1,8 | 7,1,6 | 1,3,0 | 4,8 | 3,6 | 3,2,8

D 1,8 | 7,1,6 | 0,0,5 | 4,8 | 3,6 | 0,0,0

ZONE EASTING

NORTHING

ZONE EASTING

NORTHING

C 1,8 | 7,1,6 | 3,0,0 | 4,8 | 3,5 | 8,2,2

B 1,8 | 7,1,6 | 4,0,5 | 4,8 | 3,6 | 1,4,2

E | | | | |

F | | | | |

G | | | | |

H | | | | |

VERBAL BOUNDARY DESCRIPTION

See Continuation Sheets 10-1 and 10-2.

Boundary Justification is on continuation sheet 8-2

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

Courtney Fisher, Preservation Planner (Contractual Consultant)

ORGANIZATION

Vermont Division for Historic Preservation

DATE

May 1980

STREET & NUMBER

Pavilion Building

TELEPHONE

802-828-3226

CITY OR TOWN

Montpelier

STATE

Vermont

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

William B. Timney

TITLE

Deputy State Historic Preservation Officer

DATE

6-24-80

FOR NPS USE ONLY

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

DATE

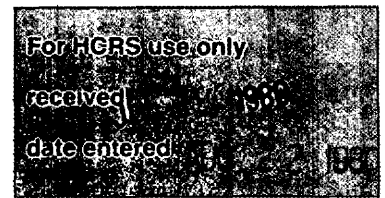
8/22/86

ATTEST: *Sally G. Olob*
 CHIEF OF REGISTRATION

DATE

8/8/80

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Heritage Conservation and Recreation Service
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Continuation sheet 4-1

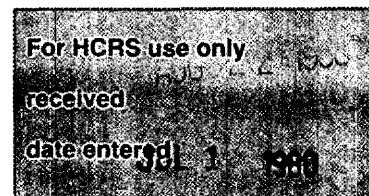
Item number 4

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- | | |
|--|---|
| 1. Boston and Maine Railway
Boston, MA 02110 | 14. Frederick Briggs
White River Jct., VT 05001 |
| 2. White River Paper Company
1 Gates Street
White River Jct., VT 05001 | 15. Robert Boakes
Box 546
Hanover, NH 03755 |
| 3. Alfred Wright
6 Gates Street
White River Jct., VT 05001 | 16. Greydon Freeman
9 Spencer St.
Hanover, NH 03755 |
| 4. First Inter-State Bank
10 Gates Street
White River Jct., VT 05001 | 17. New England Telephone
185 Franklin Street
Boston, MA 02107 |
| 5. First Inter-State Bank
10 Gates Street
White River Jct., VT 05001 | 18. Trustees of the Gates Memorial Library
White River Jct., VT 05001 |
| 6. First Inter-State Bank
10 Gates Street
White River Jct., VT 05001 | 19. Twin State Realty Company
20 Hanover Street
White River Jct., VT 05001 |
| 7. Rose Bresky
30 South Main St.
White River Jct., VT 05001 | 20. Polka Dot Restaurant
c/o Stebbins
20 Hanover Street
White River Jct., VT 05001 |
| 8. William D'Antonio
Box 88
Plainfield, NH 03781 | 21. Central Vermont Railroad
St. Albans, VT 05478 |
| 9. Clayton Parker
Fairview Terrace
White River Jct., VT 05001 | 22. Inter-State Tire Company
c/o Franklin Crowe
West Lebanon, NH 03784 |
| 10. Joseph Realty
Box 247
Hartford, VT 05047 | 23. Town of Hartford
Municipal Building
White River Jct., VT 05001 |
| 11. Robert McCoy
Box 247
Hartford, VT 05047 | 24. Twin State Fruit Company
Railroad Row
White River Jct., VT 05001 |
| 12. Southern Realty Corporation
17 South Main St.
White River Jct., VT 05001 | 25. Twin State Fruit Company
Railroad Row
White River Jct., VT 05001 |
| 13. Robert Guernsey
Sykes Avenue
White River Jct., VT 05001 | 26. White River Paper Company
1 Gates Street
White River Jct., VT 05001 |

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- 27. Twin State Fruit Company
Railroad Row
White River Jct., VT 05001

- 28. Renehan and Akers Company
Railroad Row
White River Jct., VT 05001

- 29. Joseph Realty
Box 247
Hartford, VT 05047

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As if to mark the turn, across the tracks and behind the high chain link fence, a high warehouse false front emblazoned with "Twin State Fruit Company" visually terminates the street. The inside of this corner is dominated by one continuous, multi-story commercial building, the Gates Block (#14), which runs from the Coolidge Hotel (#12) around the corner to the intersection of Currier and Bridge Streets.

West of this intersection, North Main Street becomes visually less cohesive and changes in character from commercial to a mixture of uses and building types. The historic district continues down the south side of the street only to include the Neo-Gothic Revival style Gates Memorial Library (#18).

North Main and Bridge Streets are the principal vehicular routes into and out of the village. Bridge Street descends beneath the tracks of the C.V.R.R. through a narrow, stone-walled underpass, and continues out to and across the White River. Acting as a kind of gateway to the village, the hose-towered, former White River Junction Fire House (#23) stands on the river-bank on the west side of the street. On the east side, between the C.V.R.R. tracks and the river, is a collection of warehouses of various types and dates of construction. These are serviced by Railroad Row which also serves as the principal access to the C.V.R.R. depot (#1).

The buildings and structures included in the White River Junction Historic District are as follows (numbers refer to enclosed sketch map):

1. Boston and Maine Railway Passenger Depot, Railroad Row; Colonial Revival Style, 1937. The building is of load-bearing, brick masonry construction, and is composed of a two and one-half story central section with a gable roof and two flanking, one-story, flat-roofed wings. All of the windows are double-hung, eight-over-twelves on the first floor and eight-over-eights on the second, with flat arches and flared voussoirs. The central section has two principal facades, each three bays across and each with a gable pediment punctuated by a bull's-eye window. The roof is covered in standing-seam copper and continues around and across the bottom of each pediment at the cornice level. The northeast facade facing the Boston and Maine Railway tracks has a transomed doorway enframed by a classical architrave and pediment, and a paired window on the second floor. The southwest facade facing the Central Vermont Railroad tracks has a central-arched recess two stories in height enframing a transomed doorway and a fan window on the second floor. On this facade, cast stone panels are located between the ground and second floor windows, and wrought-iron "carriage lights" are mounted on the corners of the building. A cast stone belt course at sill height defines the second floor level on both facades and is continuous with the cast stone cap on the two flanking wings.

Both wings are irregular in plan with corners truncated on a roughly 45° angle. The southeast wing, facing the intersection of the Boston and Maine Railway and Central Vermont Railroad tracks, serves as a waiting room and is approximately one-quarter the size of the northwest wing which serves as a baggage facility. On the waiting room wing, each truncated corner contains a transomed doorway with a flat-arched lintel identical

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to the windows. On the baggage wing, two round-arched wall panels and a transomed doorway enframed by classical architrave and pediment are located next to the southwest facade of the central section. These wall panels are stuccoed and contain a window and doorway, and relate visually to the round-arched recess on the main facade.

The central section is crowned by an octagonal, domed cupola with six-over-nine windows and classical cornice. The dome is sheathed in copper and supports an octagonal bird house with arched openings, spire and weathervane ball. The ball, in turn, is surmounted by a beaten copper vane in the form of a nineteenth century 4-6-2 steam locomotive with tender.

Alterations: An open, leanto shed has been attached to the northeast side of the baggage wing. A free-standing platform canopy has been constructed between the tracks immediately to the south of the waiting room wing.

2. White River Paper Company (originally Cross-Abbott Wholesale Grocery), 1 Gates Street; Italianate Revival style, 1895. The building is two stories in height with a flat roof, and is of wood frame construction with clapboards. The facade is three bays across at the second-story level with double-hung windows grouped two/three/two respectively. Quoins define the corners and support a denticulated entablature across the storefront and a bracketed entablature at the roof. The original storefront is three-quarters obscured behind a shed-roofed loading dock. Two, four-pane, fixed-sash display windows are extant on the right-hand side of the storefront.

3. Commercial block, 6 Gates Street; vernacular Greek Revival style, circa 1875. The building is two and one-half stories in height with a gable roof and pedimented front gable elevation, and is of wood frame construction with asphalt siding in imitation of brick covering the original clapboards. On the ground floor, large-scale, four-pane, fixed-sash display windows flank a double-door entrance protected by a bracket-supported canopy. On the second floor, a bay window projects out over the canopy. A wide overhanging cornice defines the roof and gable pediment.

Alterations: The building was originally located on the corner of Gates Street and South Main Street on the site of the Inter-State Bank, No. 5.

4. Inter-State Bank (originally First National Bank of White River), 10 Gates Street; Richardsonian Romanesque style, 1912. The building is actually an addition to No. 5, is three stories in height with a flat roof, and is of load-bearing, brick masonry construction with a cut granite block foundation above grade. The facade is three bays across. The ground floor is punctuated by three round-arched windows. The brick is stepped backed around each window to give a pier effect in-between. The arches are five courses of soldier, two recessed and three flush, with two additional projecting courses forming a decorative hood-mold. Sills and impost blocks are of cut granite and are continuous between openings, the sills actually curving out to form a convex water-table. The second and third floors are separated into bays by projecting piers. Stylized granite "shields" at the top of each pier support a thin granite cornice and granite capped parapet. The windows are paired casements with paired transoms. The lintels are keystoneed with flared ends on the second floor and shoulders on the third.

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5. Inter-State Bank (originally First National Bank of White River), 10 Gates Street; Richardsonian Romanesque style, 1892. The building is two stories in height with a flat roof, and is of load-bearing, brick masonry construction with a cut granite block foundation above grade. The Gates Street and South Main Street facades are each three bays across. All of the fenestration is round-arched. On the ground floor, the brick is stepped back around each opening to give a pier effect in-between. The arches are five courses of soldier, two recessed and three flush, with two additional projecting courses forming a decorative hood-mold. Sills and impost blocks are of cut granite and are continuous between openings, the sills actually curving out to form a convex water-table. On the second floor, the arches are three courses of soldier with two additional projecting courses forming a hood-mold. Sills are of cut granite but are set into a continuous brick belt-course. Impost blocks are also brick and continuous.

On the Gates Street facade, fenestration is one/one/one on the ground floor, and one/three/one on the second. The main entrance is located on this facade and projects from the facade as a one-story, flat-roofed vestibule. The vestibule has a denticulated cornice and is reached by a flight of three cut granite steps.

On the South Main Street facade, the fenestration is two/two/two on the ground floor, and four/four/four on the second. However, in-between the second and third bays (left to right) and the third bay and the corner, an additional opening has been inserted where there should be a solid pier as between the first and second bays. On the ground floor, these additional openings are doorways.

The building is capped by an elaborate entablature with denticulated architrave and corbelled cornice. The frieze is punctuated by a line of recessed bull's-eyes, one over each window and each with a Greek cross.

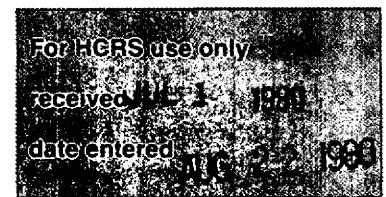
Alterations: The original entrance doors have been replaced with aluminum. A revolving time/temperature clock has been affixed to the building at the second floor between the first and second bays.

6. Inter-State Bank (originally White River Savings Bank), 26 South Main Street; Colonial Revival style, 1912; Louis Newton Sheldon, Architect. The building is three stories in height with a flat roof, and is of load-bearing, brick masonry construction. The facade is three bays across with a storefront on the ground floor. The storefront is composed of four piers with granite capitals which support a sign band entablature and enframe a plate glass window in the center and transomed doorways on the sides. On the second floor, a recessed round-arched panel defines the center bay and enframes a Palladian window. Granite wall panels are located between the second and third floor windows on the outside bays. Second and third floor windows are six-over-six double-hung sash with granite sills and lintels. The lintels are detailed with keystones, flared ends and ears. The facade is capped with a denticulated entablature and paneled parapet.

7. Colodny Block, 30 South Main Street; 1920's Commercial style, circa 1925. The building is three stories in height with a flat roof, and is of load-bearing, brick masonry construction with a cream-colored facade. A plate glass and bronze frame storefront with

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marble skirts and a continuous prism glass transom spans the width of the ground floor and wraps around the southeast corner of the building. The storefront is enframed by a cast stone pier on the left side and a cast stone entablature with a wave design in the cornice. The facade is four bays across on the second and third floors with four paired double hung windows on each floor. On the second floor, the windows are enframed in a cast stone architrave molding. On the third floor, cast stone crosses mark the top of the wall between each window. A cast stone belt course rests on the crosses and defines the bottom of the parapet. The parapet is broken by three pediment-like battlements and capped in cast stone. A plaque bearing the inscription "Colodny Building" is located in the center battlement.

8. Commercial block, 38 South Main Street; circa 1890. The building is three stories in height with a shallow gable roof, and is of wood frame construction with aluminum clapboard siding covering asphalt siding in imitation of brick. The facade is composed of a storefront with separate recessed doorway and display windows, an oriel window projecting out over the storefront entrance on the second floor, and four six-over-six double-hung windows on the third. A wide overhanging cornice defines the roof.

9. Commercial block, 42 South Main Street; circa 1890. The building is two stories in height with a shallow gable roof masked behind a false front parapet, and is of wood frame construction with aluminum clapboard siding across the facade and asphalt siding in imitation of brick on the sides and rear. The facade is composed of a storefront with separate doorway and Art Deco style rounded display windows, and four double-hung windows on the second floor.

10. Commercial block, 46 South Main Street; circa 1890. The building is two stories in height with a shallow gable roof, and is of wood frame construction with vertical aluminum siding across the facade and asphalt siding in imitation of brick on the sides and rear. The facade is composed of a storefront with separate recessed doorway and display windows, and two oriel windows on the second floor which are visually tied together behind the aluminum siding.

11. Greenough Block, southwest corner of Gates Street and South Main Street; circa 1910. The building is three stories in height with a flat roof, and is of load-bearing, brick masonry construction. The South Main Street facade is composed of a storefront with separate recessed center doorway and flanking plate glass display windows. The facade is three bays across on the second and third floors with double-hung windows grouped two/two/one from left to right. The storefront is faced to the second floor sill line with vertical tongue-and-groove siding. The Gates Street facade is five bays across with double-hung windows on the second and third floors grouped one/two/three/three/two from left to right. On the ground floor, the storefront siding wraps around the corner to cover the left bay. The four remaining bays are recessed between piers with long, transom-like windows at ceiling height located in the three center bays. A denticulated brick belt course defines the second floor at the sill line. All of the windows are detailed with flat, soldier course lintels. Both facades are capped by a frieze of vertically laid common bond brick and a denticulated, stamped sheet metal cornice. Bronze letters spelling "Greenough" are attached to the South Main Street frieze.

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12. Coolidge Hotel (originally Junction House Hotel), northwest corner of Gates Street and South Main Street; 1924. The building is three stories in height with a flat roof, and is of wood frame construction with a brick veneer across the South Main Street facade and partway down the Gates Street facade. The Gates Street facade is covered with a brick veneer on the ground floor and aluminum clapboard siding on the second and third floors. The rear elevations are covered with aluminum clapboard siding. In plan, the building is roughly in the shape of a lopsided U with a square, two-story, flat-roofed tower on each of the two corners fronting South Main Street. The tower on the corner of Gates Street and South Main Street houses a triple-face clock with colored glass faces set in bronze and Roman numerals. The roof of both the building and the towers is defined by an overhanging, bracketed wood cornice.

The ground floor of both facades is composed of a series of storefronts. On the Gates Street facade, there are seven storefronts with separate plate glass display windows and doorways. The doorways are enframed by fluted pilasters and broken colonial style pediments with decorative acorn. On the South Main Street facade, a plate glass and bronze frame storefront with marble skirt is located on the Gates Street corner. The rest of the ground floor is punctuated by randomly alternating plate glass display windows and transomed doorways. The double-door entrance to the hotel lobby is located near the right end and is distinguished by a canvas sidewalk canopy and a pair of wall-mounted flagpoles.

The second and third floor windows are all six-over-one double-hung sash but are randomly positioned across both facades. Where the walls are faced with a brick veneer, the windows are detailed with soldier course lintels. On the Gates Street facade, smaller bathroom windows are randomly positioned in-between. On the South Main Street facade, three triple section windows define the end and center "bays" on the third floor, as well as the fourth floor of each tower.

13. Vermont District Court building (originally U.S. Post Office), northeast corner of Gates Street and South Main Street; Colonial Revival style, 1934. The building is two stories in height with a flat roof, and is of load-bearing, brick masonry construction with a cut granite block foundation above grade and polished marble, classical detailing. The three principal facades are each five bays across, and are detailed with water-table, quoins, entablature and roof parapet. On the two side elevations, window sills are marble and lintels are brick with flared ends and marble keystones. Marble panels are located between the ground and second floor windows. The South Main Street facade is more elaborate with a projecting, three-bay, center pavilion which is distinguished by four fluted Corinthian pilasters supporting the entablature and an open balustrade in the parapet. "United States Post Office" is inscribed across the entablature. The pilasters enframe round-arched windows with marble keystones on the ground floor and flat-arched windows with a continuous marble sill and keystones on the second. A deeply recessed doorway enframed by architrave molding and broken pediment is superimposed over the center round-arched window which acts as a fanlight behind the entrance. The flanking round-arched windows sit on pedestals. The two end bays of this facade are identical in detail to the side elevations.

A receiving room, three bays wide with transomed windows, is attached to the rear elevation.

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14. Gates Block, corner of South Main Street and North Main Street; Colonial Revival style, 1890. The building is three stories in height with a flat roof, and is of load-bearing, brick masonry construction. In plan, the building is roughly in the shape of an L with the corner truncated on a 45° angle and crowned by a gable peak in the parapet. Mounted in the gable is a sandstone block inscribed with "1890" above "Gates Block". The ground floor of both facades is composed of a series of storefronts. Only one of the storefronts, on the South Main Street facade, is original with cast iron columns and stamped, sheet metal entablature. One other storefront, on the North Main Street facade, is an original, although later, J.J. Newberry Co. Art Deco style design in red, black and cream-colored Carrara glass. The remaining storefronts represent a random collection of 1950's, 1960's and 1970's remodellings.

On the second and third floors, both facades are divided into six bays by projecting piers which support an entablature with denticulated stamped, sheet metal cornice. On the South Main Street facade, second floor fenestration is typically two flat-arched, six-over-six double-hung windows with sandstone sills and lintels flanking a wood frame oriel window with transoms which is recessed into the wall beneath a segmental arch of three courses of soldier. Third floor fenestration is segmental arched, six-over-six double-hung windows with sandstone sills and arches of two courses of soldier. On the North Main Street facade, the left-hand bay has fenestration similar to the South Main Street facade. The remaining five bays are punctuated by pairs of round-arched openings which have been closed down to hold smaller aluminum sash, awning type windows. The truncated corner between the two facades is also enframed by piers and punctuated by a recessed oriel window on each floor.

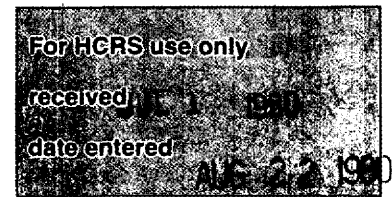
15. Powers Block, Currier Street; circa 1915. The building is three stories in height with a flat roof, and is of load-bearing, brick masonry construction with a cast iron storefront. The storefront is composed of four, square cast iron columns supporting a stamped, sheet metal cornice. The store entrance is deeply recessed between the two center columns. A second entrance to the upper floor is located on the right-hand corner, which also opens to the side. Stairs and entrance platforms are of cut granite with the line of the platform continuing down the sides of the building as a cut granite water-table.

The second floor of the facade is punched by two oriel windows which are recessed into the wall. The windows are enframed by quoins of cream-colored brick and denticulated entablatures. The entablatures are supported in center span by window mullions in the form of slender columns. Directly above each bay window, on the third floor, are two groups of three double-hung windows. A continuous cast stone sill runs the width of the facade, and each group is tied together by a continuous cast stone lintel with shoulders. The roof cornice is corbelled. Windows on the side elevations are a combination of double-hung and casement, each with cast stone sills and lintels.

16. Greydon-Freeman Block (originally White River Paper Company), southwest corner of Currier Street and North Main Street; circa 1895. The building is three stories in height with a flat roof, and is of load-bearing, brick masonry construction with a cast iron storefront. The storefront is composed of end piers and two, square cast iron columns in the center supporting a stamped, sheet metal cornice. Separate plate glass

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display windows with granite sills and stamped, sheet metal cornices are located behind the corner pier on each side elevation. Storefront and upper floor entrances are deeply recessed between the cast iron columns.

On the ground floor of the Currier Street elevation, four bay windows with granite sills are recessed into the wall beneath segmental arches. The North Main Street facade is three bays across. On the second floor, the corners of the building are defined by brick, quoins which support a continuous third floor sill course. Second floor fenestration is six-over-one double-hung windows with granite sills beneath a recessed round arched panel with granite impost blocks and keystones. A brick panel is located directly above each window. Third floor fenestration is paired triangle-paned casement windows enframed by brick architrave moldings. On the side elevations, paired casements alternate with single.

17. New England Telephone Company, North Main Street; 1968; non-contributing intrusion because of architectural configuration and date of construction. The building is two and one-half stories in height with a gable roof and front gable elevation, and is of wood frame construction with aluminum clapboard siding and trim. The facade has a recessed ground floor porch running the width of the building. The rear wall of the porch is covered with a brick veneer and punctuated with colonial style bow front windows and pedimented doorway. Second floor windows are paired and detailed with aluminum shutters.

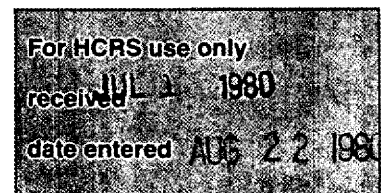
18. Gates Memorial Library, North Main Street; Neo-Gothic Revival style, 1907. The building is one-story in height with a gable roof, is elevated on a raised foundation with water-table, and is of load-bearing, brick masonry construction. The facade of the building is dominated by a steep, granite-capped gable parapet with decorative footstones, and a tripartite, Tudor-arched, Gothic window with leaded, diamond-paned colored glass. Between the window and the sill, a marble plaque is inscribed with "Gates Memorial Library". To the right, and perpendicular to the main gable, projects a gable roofed wing with a matching granite-capped parapet and decorative footstones. The front and side elevations of the wing are punched by tripartite casement windows with flat arches and six-paned transoms. Along the left side, a shed-roofed wing runs the length of the building but projects beyond the main gable facade to form an open, gable-roofed vestibule. The gable also has a matching granite-capped parapet with decorative footstones. The vestibule is reached by a flight of six cut granite steps with granite-capped stringers, and is entered through a Tudor-arched opening. The main doorway is also Tudor arched.

19. Commercial block, northeast corner of Bridge Street and North Main Street; 1950; non-contributing because of architectural configuration and date of construction. The building is one-story in height with a flat roof, and is of load-bearing, concrete block construction with a brick facade. The facade is composed of six storefronts with separate plate glass display windows and recessed center doorways.

20. Polka Dot Restaurant, North Main Street; circa 1955; non-contributing because of architectural configuration and date of construction. The building is one story in height with a flat roof, and is of wood frame construction. The facade is composed of a row of diner type aluminum windows flanking a center doorway, and is faced in a

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brick veneer to the sill line with vertical barn board above. A continuous shed-roofed canopy runs across the top of the windows.

21. Central Vermont Railway bridge, Bridge Street; circa 1910. Abutments: cut granite, quarry-faced blocks laid in random ashlar, and reinforced concrete. Deck: multiple, built-up, rivetted I-beams. Center pier: I-beams and boxed, open-web columns set in a reinforced concrete foot.

22. Inter-State Tire Company (originally Vermont Baking Company), Bridge Street; vernacular Greek Revival style, circa 1880. The building is three and one-half stories in height with a gable roof and a front gable elevation, and is of wood frame construction with asphalt siding in imitation of brick. On the ground floor, a plate glass and wood frame storefront with deeply recessed center doorway and sign band entablature wraps around the northwest corner of the building. Cut-out letters mounted on the entablature spell out "Recapping", "Inter-State Tire Company", and "Vulcanizing". On the second, third and fourth floors of the gable facade, fenestration is four/three/one respectively. A baked enamel Firestone sign is centered on the facade between the second and third floor.

23. Old White River Junction Fire House, Bridge Street; circa 1890. The building is two stories in height with a flat roof, and is of wood frame construction with asphalt siding in imitation of brick. The building is dominated by a wide overhanging cornice, and a four story hose drying tower with pyramid roof which projects from the northwest corner. Fenestration is random. A large, overhead garage door with a double row of lights is located on the left side of the facade. An enclosed, overhanging porch supported on large brackets is located on the second floor on the side elevation overlooking the river.

24. Warehouse, Railroad Row; circa 1960; non-contributing because of architectural configuration and date of construction. The building is two stories in height with a shallow gable roof, and is of steel frame and concrete block construction with corrugated steel siding.

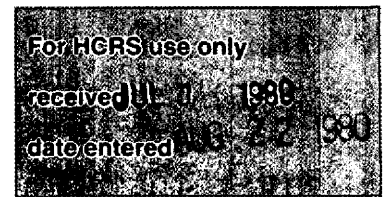
25. Twin State Fruit Company, Railroad Row; circa 1890. The building is two stories in height with a shallow gable roof and a front gable elevation, and is of wood frame construction with sheet metal siding. The roof is detailed with a wide overhanging cornice, and crowned with two decorative ventilators on the ridge. A false-front parapet emblazoned with "Twin State Fruit Corp." is located across the rear elevation facing the head of South Main Street at the intersection of North Main Street.

26. Warehouse, Railroad Row; circa 1900. The building is two stories in height with a shallow gable roof and a front gable elevation, and is of wood frame construction with clapboards. Fenestration is random. The building is in a severely deteriorated state.

27. Warehouse/Garage, Railroad Row; circa 1965; non-contributing because of architectural configuration and date of construction. The building is one story in height with a shallow gable roof and a front gable elevation, and is of steel frame construction with corrugated steel siding. Four overhead garage doors are located on the facade.

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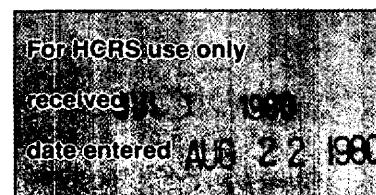
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28. Renehan and Akers Lumber Company (originally Henry Perkins Company, dealers in hides, skins and raw furs), Railroad Row; vernacular Greek Revival style, 1896. The building is two and one-half stories in height with a gable roof and a front gable elevation, and is of wood frame construction with clapboards and sheet metal siding. The roof is detailed with a wide overhanging cornice, and the gable facade is punched by ground and second floor loading doors. Shed-roofed wings are attached along the side and rear elevations.

29. Commercial block, 50 South Main Street; vernacular Greek Revival style, circa 1880. The building is two and one-half stories in height with a gable roof and a front gable elevation, and is of wood frame construction with asbestos shingle siding. The facade is composed of a plate glass and wood frame storefront with recessed center doorway which wraps around the corners of the building, four two-over-two double-hung windows on the second floor, and one two-over-two double-hung window in the gable. A wide overhanging cornice defines the roof.

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In 1849, Nutt bought the Grafton House hotel in Enfield, New Hampshire. Over the next year, he had the building dismantled and moved to his farm where it was re-erected and renamed the Junction House. This hotel was the first of three which would ultimately occupy the site, the third one being the present Coolidge Hotel (#12) constructed in 1924. The first of four railroad depots was also erected in 1849 directly opposite the hotel on the other side of the railroad tracks.

The area immediately in-between these two buildings was a large, triangular-shaped swamp which was used as a dump. A footbridge traversed the swamp and connected the depot with the hotel. It was not until 1902, through the continuing efforts of numerous public spirited citizens and the Central Vermont Railroad, that the swamp was finally filled in and converted to a tree-covered park.

The early development of the village centered around the Junction House and the railroad depot, and the triangular area in-between (see accompanying photographs No. 2 and No. 3). Besides providing the obvious transportation facilities and services to the surrounding area, the railroads were also responsible for encouraging the development of a specialized commercial activity within the village - wholesaling. Numerous wholesale businesses, such as groceries, bakery goods and paper products, to name but a few, grew along with the village to take direct advantage of the convenient distribution potential the railroads provided. By the turn of the century when the swamp was finally filled in, the perimeter of the park was well defined by prosperous commercial blocks, and commercial development had spread out along the curve of the tracks, along South and North Main Streets.

The village's original configuration remains virtually unchanged, even today. Fires destroyed the Junction House in 1878 and again in 1924, and destroyed the railroad depot in 1862, 1880 and 1911, but these buildings were quickly rebuilt in the current architectural styles of the day. (Following the last railroad depot fire, a new depot, however, was not built until 1937.) Consequently, the architectural integrity of the village never changed significantly. To underscore, for example, the Junction House's continuing importance as the visual and commercial focal point of the village, the towers which first appeared on the 1878 Junction House were kept on the new, 1924 Junction House, renamed the Coolidge Hotel in 1926. The only drastic change to the original integrity of the village occurred in the mid-1920's when the park was converted into a parking lot.

The boundary line for the White River Junction Historic District was established so as to include all of those surviving historic resources which were integral ingredients in the historic development of this predominantly railroad oriented community. The district boundary was extended along Bridge Street on the north to include the former White River Junction fire house, the architectural focal point on the north, Vermont Route 5, entrance into the village. The district was extended along North Main Street on the west to include the Gates Memorial Library, the architectural focal point on the west, Vermont Route 5, entrance into the village. The district was extended to the south along the east side of South Main Street to include a significant grouping of commercial buildings. The west side of the street was not included because the existing commercial buildings are contemporary replacements of the original, historic resources. The rather irregular shape of the boundary outline also reflects, in part, an attempt to avoid, wherever possible, the inclusion of non-historic intrusions.

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Statement of Significance:

The White River Junction Historic District is located in the town of Hartford, Vermont at the confluence of the Connecticut and White Rivers. The Connecticut River serves as the border for the States of Vermont and New Hampshire and was an early north-south transportation - settlement route. The White River, one of the Connecticut's major branches, flows roughly northwest - southeast and also served as an early transportation - settlement route. The years 1847-1863 brought the site added importance and prosperity when five railroads were completed with terminal points at the site continuing its history as a junction for transportation and commercial activity. Even today Interstates 89 and 91 form an intersection at White River Junction continuing its long held position as the transportation center for eastern Vermont and western New Hampshire. It is this importance and history as a transportation center which makes White River Junction an especially unique example in Vermont village development.

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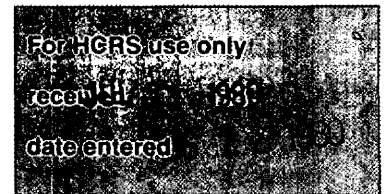
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The boundary of the White River Junction Historic District begins at a Point A at the intersection of the eastern-most edge of the traveled right-of-way of Bridge Street and the main waterline of the south bank of the White River; thence proceeding in a westerly direction along the mean waterline of the south bank of the White River to a Point B at the intersection of the west property line of the former White River Junction Fire Station property (#23); thence proceeding in a southerly direction along the west property line of the former White River Junction Fire Station property (#23) to a Point C at the southwest corner of the former White River Junction Fire Station property (#23); thence proceeding in an easterly direction along the south property line of the former White River Junction Fire Station property (#23) to a Point D at the intersection of the western-most edge of the traveled right-of-way of Bridge Street; thence proceeding in a southerly direction along the western-most edge of the traveled right-of-way of Bridge Street to a Point E at the intersection of an extension in a southerly direction of the western-most edge of the traveled right-of-way of Bridge Street and the center line of the pavement of North Main Street; thence proceeding in a westerly direction along the center line of the pavement of North Main Street to a Point F at the intersection of the center line of the pavement of North Main Street and an extension in a northerly direction of the west property line of the Gates Memorial Library property (#18); thence proceeding in a southerly direction along the west property line of the Gates Memorial Library property (#18) to a Point G at the southwest corner of the Gates Memorial Library property (#18); thence proceeding in an easterly direction along the south property line of the Gates Memorial Library property (#18) to a Point H at the intersection of an extension in an easterly direction of the south property line of the Gates Memorial Library property (#18) and the center line of the pavement of Currier Street; thence proceeding in a southerly direction along the center line of the pavement of Currier Street to a Point I at the intersection of the center line of the pavement of Gates Street; thence proceeding in an easterly direction along the center line of the pavement of Gates Street to a Point J at the intersection of the center line of the pavement of Gates Street and an extension in a northerly direction of the west property line of the Greenough Block property (#11); thence proceeding in a southerly direction along the west property line of the Greenough Block property (#11) to a Point K at the southwest corner of the Greenough Block property (#11); thence proceeding in an easterly direction along the south property line of the Greenough Block property (#11) to a Point L at the intersection of an extension in an easterly direction of the south property line of the Greenough Block property (#11) and the center line of the pavement of South Main Street; thence proceeding in a southerly direction along the center line of the pavement of South Main Street to a Point M at the intersection of the center line of the pavement of South Main Street and an extension in a westerly direction of the south property line of the 50 South Main Street property (#29); thence proceeding in an easterly direction along the south property line of the 50 South Main Street property (#29) to a Point N at the southeast corner of the 50 South Main Street property (#29); thence proceeding in a northerly direction along the east property lines of the 50, 46, 40, 38, and 30 South Main Street properties (#'s 29, 10, 9, 8, 7, respectively) to a Point O at the intersection of the east property line of the 30 South Main Street property (#7) and an extension in a westerly direction of a line parallel and tangent to the south elevation of the 1895, Italianate Revival style, two story, wood frame section of the 6 Gates Street property (#2); thence proceeding in an easterly direction along said line to a Point P at the intersection of an extension in an easterly direction of said line

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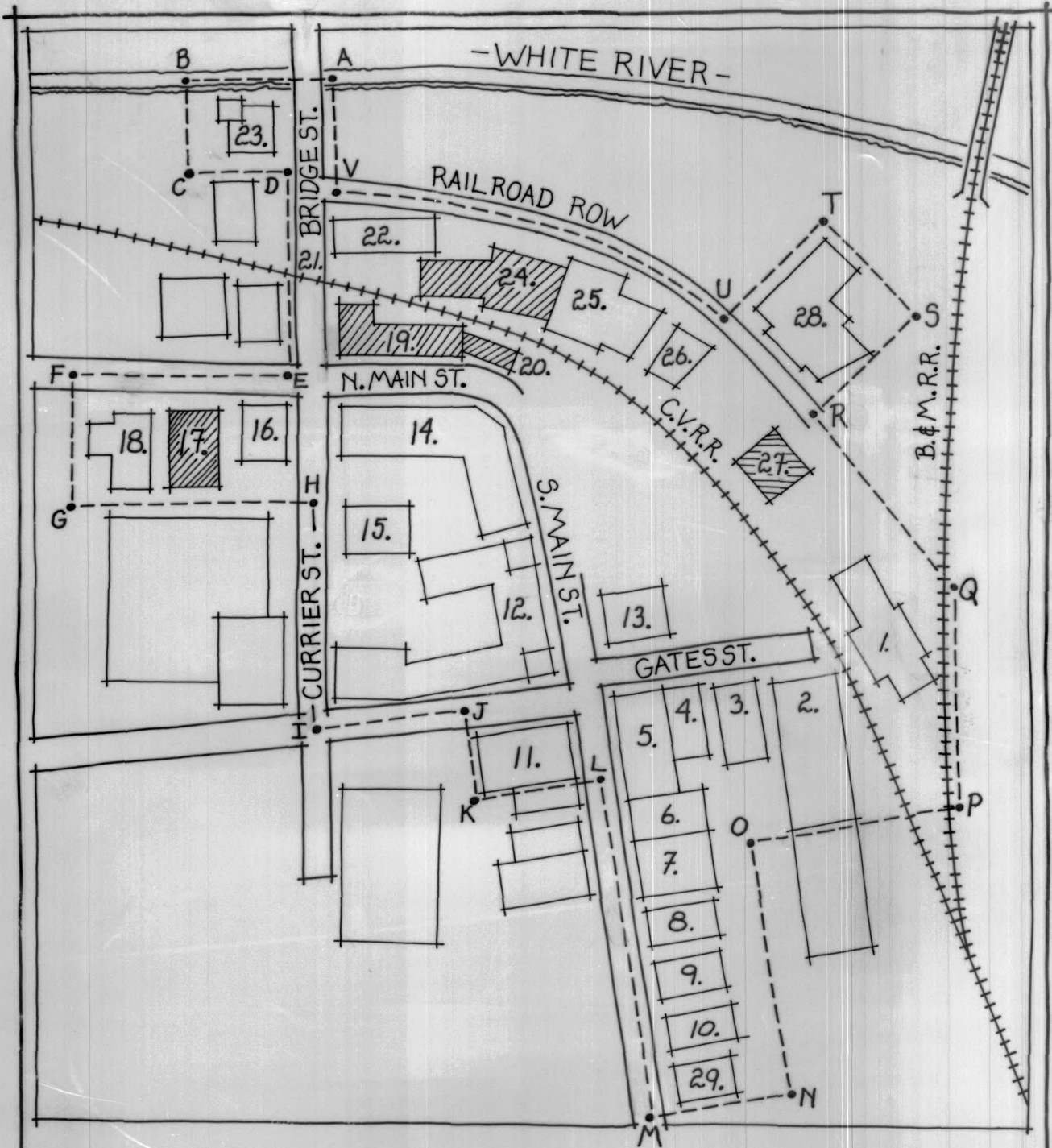


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and the western-most main-line track of the Boston and Maine Railway; thence proceeding in a northerly direction along the western-most main-line track of the Boston and Maine Railway to a Point Q at the intersection of the western-most main-line track of the Boston and Maine Railway and an extension in a southeasterly direction of the center line of the pavement of Railroad Row; thence proceeding in a northwesterly direction along an extension of the center line of the pavement of Railroad Row, then the center line of the pavement of Railroad Row to a Point R at the intersection of the center line of the pavement of Railroad Row and an extension in a southwesterly direction of the southeast property line of the Renehan and Akers Company main warehouse property (#28); thence proceeding in a northeasterly direction along the southeast property line of the Renehan and Akers Company main warehouse property (#28) to a Point S at the northeast corner of the Renehan and Akers Company main warehouse property (#28); thence proceeding in a northwesterly direction along the northeast property line of the Renehan and Akers Company main warehouse property (#28) to a Point T at the northwest corner of the Renehan and Akers Company main warehouse property (#28); thence proceeding in a southwesterly direction along the northwest property line of the Renehan and Akers Company main warehouse property (#28) to a Point U at the intersection of an extension in a southwesterly direction of the northwest property line of the Renehan and Akers Company main warehouse property (#28) and the center line of the pavement of Railroad Row; thence proceeding in a northwesterly direction along the center line of the pavement of Railroad Row to a Point V at the intersection of the center line of the pavement of Railroad Row and an extension in a southerly direction of the eastern-most edge of the traveled right-of-way of Bridge Street; thence proceeding in a northerly direction along the eastern-most edge of the traveled right-of-way of Bridge Street to the point of origin, Point A.



White River Junction, Vt.



BUILDING: \square 4-5
 BOUNDARY LINE: - - - • E
 INTRUSION: \square (with diagonal lines)

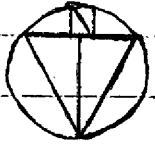
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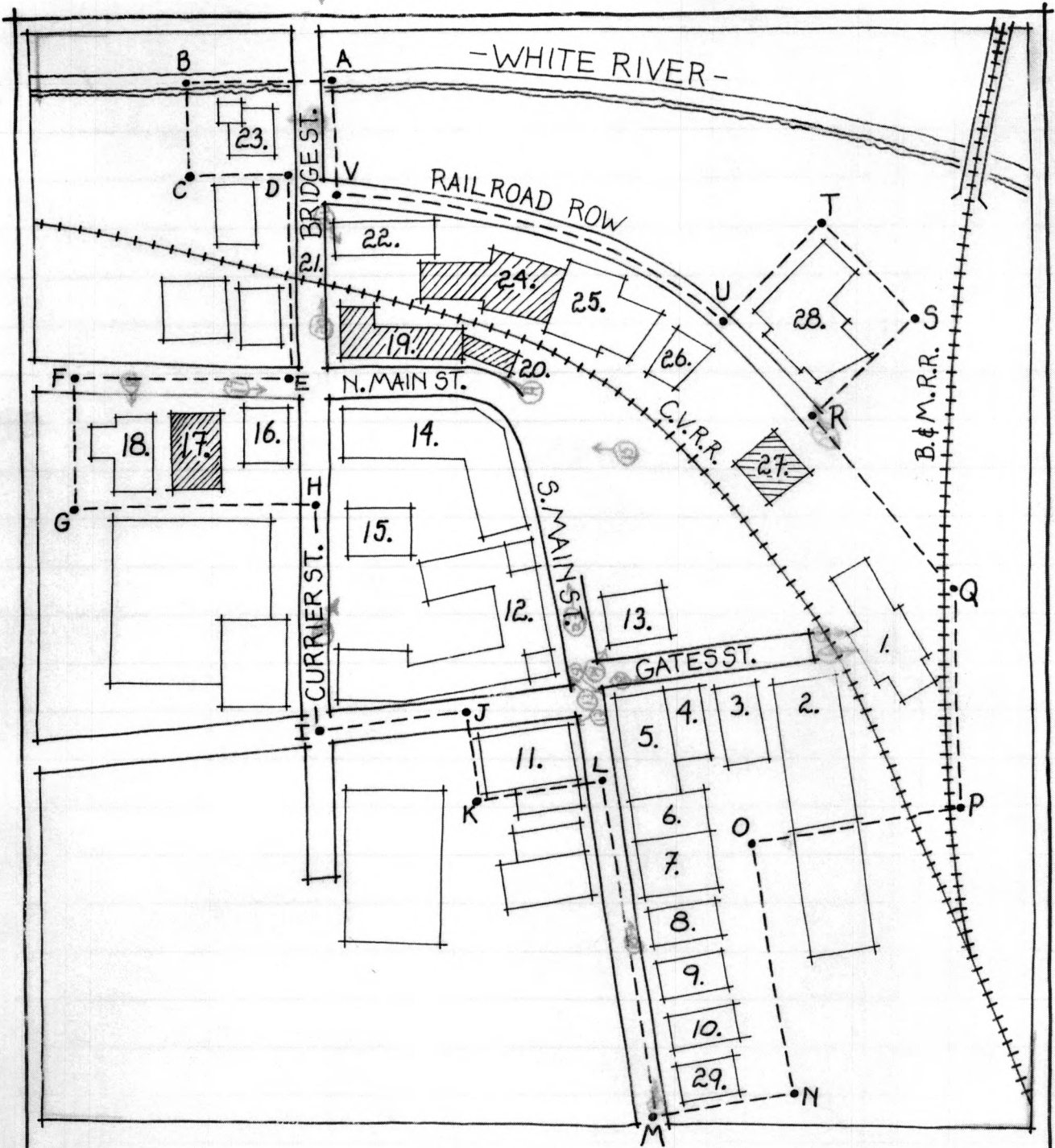
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White River Junction Historic District
Windsor County, VT.

Photo Key.




Place over district transparency





White River Junction, Vt.



BUILDING:  5
 BOUNDARY LINE:  E
 INTRUSION: 

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Place over district map

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ADDITIONAL DOCUMENTATION APPROVED

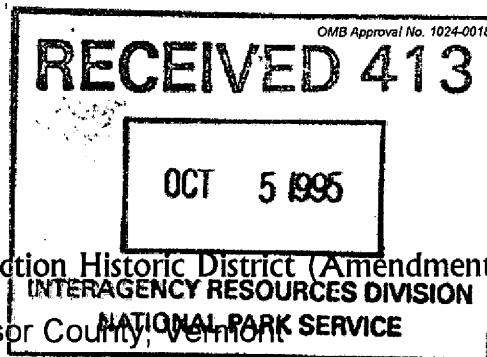
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White River Junction Historic District (Amendment)
Hartford, Windsor County, Vermont



This is an amendment to the White River Junction Historic District, which was listed in the National Register of Historic Places on August 22, 1980. At that time, the Boston and Maine Railroad Locomotive No. 494 and Caboose No. 104610 were displayed on a site outside the boundary of the historic district. In 1984 they were moved to a different site within the historic district and then in 1993 were moved again to their present site within the district. This additional documentation relating to the historic district is being submitted to document the individual significance of a type of resource--railroad rolling stock--that was not included in the original nomination.

The following information is additional information for the historic district.

5. Classification

Number of Resources within Property:

23 contributing buildings	5 non contributing buildings
2 contributing structures	

25 contributing resources	5 non contributing resources
---------------------------	------------------------------

6. Function or Use

Historic Functions	Current Functions
Transportation/rail-related	Work in Progress

8. Statement of Significance

Areas of Significance:	Transportation
Significant Dates:	1892, 1921, 1939
Architect/Builder	Manchester Locomotive Works Laconia Car Company

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White River Junction Historic District (Amendment)
Hartford, Windsor County, Vermont

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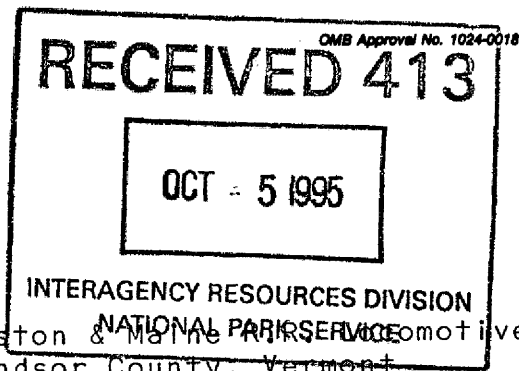
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination amendment meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. I recommend that this property be considered significant nationally, statewide, and locally.

Eloa Gilbertson National Register Specialist September 29, 1995
Signature of certifying official/Title Date

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Boston & Maine Railroad Locomotive #494
Windsor County, Vermont

DESCRIPTION

28.
The inoperative Boston and Maine Railroad Locomotive No. 494 together with its tender and Boston and Maine Railroad Caboose No. 104610 are placed on static display next to the White River Junction passenger station at the east edge of the business district. The American type, coal-fired steam locomotive has a 4-4-0 wheel arrangement with 66-inch drivers and a total wheel base of 23 feet 7 inches; it extends about 33 feet in overall length from the inclined wood pilot to the rear of the cab and weighs 51 tons (excluding the tender). The locomotive has two 18-by-24-inch cylinders and a wagon-top cylindrical boiler 58 inches in inside diameter with a sheet-steel jacket. A box headlight, cylindrical smokestack, brass bell, sand dome, and steam dome are mounted atop the boiler from front to rear. The rectangular wood cab with sliding side windows encloses the backhead with various controls and the door of the 35-by-77-inch firebox. The 19-foot-long tender contains the open-topped coal pocket in the forward half and the enclosed water cistern in the rear with capacities of 6 tons and 3100 gallons respectively. Sheathed with sheet steel above its cast-iron underframe, the tender incorporates wood components especially in the four-wheel, arch-bar trucks. Caboose No. 104610 extends about 33.5 feet in overall length, 9.5 feet in width, and 13.5 feet in height. Above its steel underframe and four-wheel, side-frame trucks, it has a wood-framed carbody sheathed with vertical narrow V-joint boards and single-light windows near the corners. A mostly glazed center cupola surmounts the shallow vaulted main roof. The interior of the caboose contains office and crew quarters finished in narrow flush or V-joint boards. Built originally in 1892 and later modified, Locomotive No. 494 was rebuilt in 1939 to emulate its original appearance for public display. The physical condition of the locomotive and especially its tender has deteriorated in recent decades but it retains integrity of design, materials, workmanship, feeling, and association blending both original and later historic fabric. Built in 1921, the caboose retains to a greater extent integrity of its original design, materials, workmanship, feeling, and association.

Locomotive No. 494 stands a short distance northwest of the White River Junction passenger station along the north edge of the station platform. (The Colonial Revival style, two-and-one-half-story, gable-roofed, brick station was listed in the National

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Register on August 22, 1980 as part of the White River Junction Historic District.) The asphalt-paved platform surrounding the station tapers to its northwest apex next to the south side of the locomotive. A metal lamp pole stands adjacent to the locomotive's tender. The timber-framed, flat-roofed canopy that formerly sheltered this part of the platform has been removed (a remnant survives south of the station).

The steam locomotive, its tender, and Caboose No. 104610 are coupled together on a 125-foot section of display track isolated from the adjacent active tracks. Constructed of used materials, the display track incorporates jointed 105-pound rail spiked without tie plates onto hardwood ties. It follows the alignment of the through track that formerly flanked the north side of the station, linking the Central Vermont Railway's line to Montreal and the Boston and Maine Railroad's line to Boston through New Hampshire. This track was removed after the Boston and Maine abandoned passenger service on the Boston line during the 1960s.

An active line of the Boston and Maine passes the east facade of the station, leading northward along the Connecticut River valley. Used only for freight service, this line crosses the grade of the former Boston line at the northeast corner of the station platform, behind the caboose coupled to Locomotive No. 494. It is not known whether the locomotive or the caboose ever traveled these lines to White River Junction during their periods of active service on the Boston and Maine.

The main line of the Central Vermont Railway curves along the south side of the display track and the west facade of the station. Daily freight and passenger trains use this line en route between Montreal and New London, Connecticut (freight) or Washington, D.C. (passenger). The latter trains belong to Amtrak (the national rail passenger system) and are operated under contract by the Central Vermont. While stopped at the station, these trains stand across the narrow platform from No. 494; their contemporary diesel locomotives and stainless-steel cars provide marked technological contrast to the historic rolling stock.

The locomotive faces westward away from the station and toward the business district of White River Junction. The left sides of the rolling stock, therefore, are oriented southward and the right sides northward. Technically the caboose is bidirectional; its sides are left or right depending on the direction of travel.

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Adjoining the north side of the display track, the paved parking lot for the adjacent Vermont District Courthouse detracts from the railroad setting. This two-story, brick courthouse was constructed c. 1992 after the removal of a group of wood-framed, railroad-related warehouses to clear the area for redevelopment.

The present appearance of Locomotive No. 494 and its tender resulted from extensive alterations made in 1939 at the Boston and Maine Railroad shops in Billerica, Massachusetts. The intent at that time was to recreate the original appearance of the locomotive for public exhibition at the New York World's Fair of 1939. Previously during its nearly half-century period of active use, the locomotive had been given various contemporary improvements such as a steel cab and an electric headlight in order to extend its serviceability. The accurate original appearance of the locomotive remains uncertain as photographic records are not known to exist.

Locomotive No. 494; 1892, 1939

Locomotive No. 494 was built in 1892 by the Manchester Locomotive Works of Manchester, New Hampshire. It is a condensing (or non-superheated) steam locomotive of the American type with a 4-4-0 wheel arrangement, i.e., four pilot or pony wheels, four drive wheels, and no trailing wheels. The Boston and Maine Railroad assigned the class designation of A-39-b to this locomotive.

The locomotive (minus the tender) extends about 29.5 feet in length between the front of the pilot beam and the rear of the cab; the pilot itself projects about 3.5 feet forward of the pilot beam, giving an overall length of about 33 feet. The total wheel base between the lead pony wheel and the rear drive wheel measures 23 feet 7 inches while the rigid wheel base between the front and rear drive wheels measures 108 inches. The width of the locomotive varies along its length; at the pilot beam, it measures 8.5 feet. The locomotive itself weighs 51 tons; the total weight of the locomotive and tender with coal and water amounts to 83 tons. No. 494 exerts a tractive effort of 14,800 pounds in operating condition.

At the front of the locomotive, the inclined wood pilot was apparently built during the alterations in 1939 to replicate a 19th-century "cowcatcher;" it incorporates horizontal bars instead of the more usual vertical bars. The pilot is supported

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partly by the transverse wood pilot beam, now severely rotted. An iron pocket for a link-and-pin coupler is bolted to the center of the beam. Curved grab irons extend upward from the pilot beam to each side of the smokebox.

A circular hinged iron door provides entry to the front of the smokebox; a small circular plate with the painted number "494" is affixed to the door. (This temporary flat steel number plate replaced a much larger cast number plate that disappeared from the locomotive while on display.) The cylindrical smokebox receives smoke from the firetubes and directs it through the petticoat pipe (an inverted funnel) to the smokestack. The smokebox matches the diameter of the boiler; a circumferential line of rivets immediately aft of the smokestack marks the joint between the two sections. Atop the front of the smokebox, the large oil-burning box headlight is made of thin sheet metal except for the circular front glass. Rising from the rear of the smokebox, the cast-iron cylindrical "shotgun" smokestack barely exceeds the height of the vent chimney on the headlight.

The wagon-top boiler has a sheet-steel jacket now in severely rusted condition (the insulating material inside the jacket retains moisture to exacerbate rusting). The crown-bar-type boiler has an inside diameter of 58 inches. There are 244 longitudinal flues, each being 11 feet 9 inches in length and 2 inches in diameter. The normal operating pressure in the boiler was 150 pounds per square inch.

Bolted to each lower side of the boiler, a horizontal running board provides access from the cab. A complementary horizontal hand rail extends along each side of the boiler crest; it terminates in a decorative brass acorn knob at the base of the smokestack. Between the running board and the hand rail, a copper injector delivery pipe leads from the cab to a check valve below the sand dome; it has been bent into a curvilinear form.

The locomotive is equipped with a Westinghouse #A1 air brake system for the four drive wheels and all the tender wheels. Mounted on the boiler's right side forward of the cab, an 8-inch steam-driven compressor supplies the compressed air. The riveted main air reservoir is suspended under the forward end of the boiler, and an auxiliary tank with a triple valve is suspended under the left side of the cab. The drive wheel brakes have cam-type rigging mounted between the lead and rear wheels.

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Placed aft of the joint between the smokebox and the boiler, the brass bell is supported by a cast-iron horseshoe bracket atop the boiler that also supports the hand rail along the side of the boiler; the manually operated bell now lacks the cord leading to the cab. Next behind the bell, the sand dome surmounts the joint where the boiler angles upward above the firebox; the cast-iron dome is topped by a small finial. A vertical tube delivers sand from the manually operated, gravity-feed dome to the rail surface immediately ahead of the lead driving wheel on each side of the locomotive. Atop the rear of the boiler, the steam dome incorporates a sheet-metal cylinder between a cast-iron base and cap; somewhat larger than the sand dome, it now lacks a finial. The throttle occupies most of the dome's interior. Attached to its exterior are two Ashton safety ("pop") valves on the left and rear sides and the three-chime brass whistle on the right side.

The present cab at the rear of the locomotive was apparently built during the backdating project of 1939. This cab emulates the angular boxy appearance of an 1890s counterpart, being made largely of wood (now somewhat deteriorated) and having a shallow-pitched roof. The left (fireman's) and right (engineer's) sides consist mostly of large two-light sliding sash; the sills are positioned to serve also as arm rests. A horizontal chamfered panel below the sash on each side bears the painted number "494." The cab's forward wall straddles the rear of the boiler; at each corner, a narrow hinged door with a half-length single light provides both forward visibility and access to the running board along each side of the boiler. The rear of the cab would not usually have fixed enclosure on an active locomotive; in this case of permanent display, the rear has been enclosed with Plexiglas to provide both security and visibility. The roof projects beyond the rear of the cab into a canopy for the deck where the fireman stands while shoveling coal from the tender into the firebox; the roof is laid longitudinally with narrow matched boards, and now covered with rubber membrane.

The interior of the cab contains the seatboxes for the engineer and fireman below the right- and left-side windows, respectively. Dominating the interior, the curved backhead of the boiler occupies most of the space forward of the seatboxes. Various controls are attached to the staybolt-studded backhead. The horizontal throttle bar projects from the upper center toward the right (engineer's) side. The G6 air-brake valve is positioned below the throttle bar on the right side. Mounted on the upper right and left sides of the boiler immediately forward of the

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backhead are a Sellers #7 Injector (engineer's) and a Sellers #6 Injector (fireman's) for supplying water to the boiler. Placed atop the backhead are a Nathan three-feed hydrostatic lubricator on the right and an Ashton steam pressure gauge in the center. A steam heat regulator for train heating is mounted on the left side. Positioned on the deck next to the engineer's seatbox is the manual reverse lever or Johnson bar. Some small parts such as the water glass and several control handles are now missing.

Surmounted by a rack for oil cans, the side-hinged firebox door enters the bottom of the backhead. The original firebox was replaced in 1909 by the present one of the keyhole type, having a curved iron crown (top) sheet and flared waist (side) sheets. It has inside dimensions of 77 inches in length by 35 inches in width. The grate area at the bottom covers 18.5 square feet. The crown and waist sheets together with the 244 flues heat the water in the boiler to produce steam; the total heating surface amounts to 1630 square feet.

The front of the locomotive rides on a two-axle, four-wheel, unbraked lead or pony truck that also serves to guide the locomotive through curves and switches. The small spoked wheels bear the following information cast on individual spokes: "MSCo, Phila, 1917," presumably the manufacturer, place, and year. Narrow fenders are mounted directly above the wheels. The truck has semielliptical leaf springs.

Directly above the pony truck on each side of the locomotive, the cast-iron steam cylinder contains the piston that moves the main and connecting rods to rotate the drive wheels. The cylinder has a bore of 18 inches, and the piston a stroke of 24 inches. Each cylinder is cast integrally with one-half of the smokebox saddle that carries the front of the locomotive; the halves are mated and bolted together under the smokebox. Atop the cylinder, the rectangular cast-iron valve chest contains the "D"-type slide valves that control steam admission and exhaust timing.

Bolted to the rear of the cylinder casing, the four-bar-type crosshead assembly provides linkage between the piston rod and the main drive rod. The locomotive is equipped with Stephenson valve gear; eccentrics mounted inside on the lead drive axle move rods and lifting links connected ultimately to the valve rods. The main rod to the lead drive wheel has a smooth surface and wedge bearing adjustments while the connecting rod between the lead and rear drivers is fluted and has split brass bushings that

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are not adjustable. The spoked drive wheels have a diameter of 66 inches, and are fitted with square counterweights and unusual bolted-on tires rather than the common shrink-fit. A narrow curved fender is mounted directly above each drive wheel.

The appearance of Locomotive No. 494 differed markedly prior to the 1939 alterations. Even its number differed; the original number, 494, was changed to 905 in 1911 and ultimately restored in 1939. A photograph of then-No. 905 taken about 1931 shows some of the changes that had been made to the locomotive during the early 20th century. The most substantial was the steel cab with a shallow arched roof. Atop the boiler, a steam-operated electric turbo-generator was mounted between the sand and steam domes. The front of the locomotive carried an electric headlight centered on the smokebox door, a knuckle coupler, and a steel pilot with foot boards of the road-switcher type. The lead truck was fitted with solid wheels. The tender rode on contemporary cast-steel, side-frame trucks, and the sides of the coal pocket had been raised to increase its capacity.

Locomotive No. 494 Tender; c. 1892, 1939

The tender is semi-permanently coupled to the rear of the locomotive, serving to carry both the fuel (coal) and water required for steam power. The tender extends about 19 feet in length over the end beams (excluding the rear coupler, now removed and in storage) and 8 feet in width. It has a capacity of 6 tons of coal and 3100 gallons of water. The coal pocket occupies the open-topped forward half of the interior and the water cistern the enclosed rear half.

Being open to the weather, the tender has deteriorated to the extent that it is now considered in poor condition. Both its body and its trucks incorporate wood members, and these are largely rotted or missing. Similarly the sheet metal fabric has rusted severely, and numerous holes penetrate especially the cistern. Some parts have been removed for storage or are entirely missing.

The tender possesses a cast-iron underframe with some wrought-iron braces. The name "Phoenix" is cast into the exposed surfaces of the sills along the sides of the body. At both the front and rear ends, transverse wood beams are bolted onto the frame. The front beam has largely rotted while the rear beam has

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been replaced temporarily with an undersized substitute timber. A layer of wood planks spaced about one foot apart originally rested on the iron frame underlying both the coal pocket and cistern, intended to reduce abrasion of their floors; most of these planks are rotted or missing where exposed to the weather, especially on the front deck of the coal pocket.

The tender body displays uniform appearance and rectangular form along its entire length despite the contrasting interior functions. It is sheathed with riveted sheet steel; along the top edge, a rim flares outward around the two sides and the rear end. The railroad name, "Boston & Maine," is painted in a single line of block letters centered on each side.

Opening toward the front end opposite the locomotive cab, the coal pocket has a width of 4 feet at the front deck and a uniform depth of about 4.5 feet along its length of about 8 feet. Its sheet-steel sides, however, taper in straight lines to a width of only 3 feet at the curved rear end. Wood plank "coal boards" are fitted in vertical slots at the curved front corners to close most of the opening while allowing a shovel to pass underneath and reach coal at the deck level.

The tapered sides of the coal pocket reflect the existence of water legs, the enclosed spaces on both sides of the coal pocket that are forward extensions of the cistern. Valves at the rounded front ends of the water legs connect to hoses that deliver water to the boiler through the injectors. Next to the left end, an iron hand-brake wheel is mounted horizontally on a vertical bar. Aft of the coal pocket's curved apex, the short cylindrical filler pipe for the cistern rises from the upper deck surface. The interior of the cistern has wrought-iron cross braces rather than the more usual baffles.

The tender rides on two two-axle, four-wheel trucks of the arch-bar type. The trucks incorporate elliptical leaf springs and wood transom beams; one of the latter is more than 75 per cent missing. In this now rare 19th-century design, the elliptical springs rest atop the truck side frames and directly support the tender's iron side sills; the weight of the tender is not supported by the truck bolsters. Journal boxes with hinged covers of various designs enclose the friction bearings at the ends of the axles. The solid wheels are steel replacements; the original wheels probably were spoked and made of iron. The

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brakes are mounted on transverse wood beams supported by iron hangers from the underside of the carbody.

Boston and Maine Railroad Caboose No. 104610; 1921

Caboose No. 104610 was built in 1921 by the Laconia Car Co. of Laconia, New Hampshire. It continued in active service on the Boston and Maine Railroad until about 1956. Usually coupled to the rear of a freight train, the caboose served to provide both living and working quarters primarily for the train's conductor and rear brakeman. The colloquial term of "buggy" was used by Boston and Maine employees to refer to a caboose.

Caboose No. 104610 measures about 24 feet in length over the carbody sheathing (excluding the vestibule platform at each end) and 29 feet 9 inches over the end beams. The couplers project nearly two additional feet at each end, giving an overall length of about 33.5 feet. The width of the carbody is about 9.5 feet between the exterior wall surfaces, and it rises about 13.5 feet from the rail to the cupola roof. The caboose has a light weight of about 42,000 pounds.

The caboose possesses a steel underframe and a wood-sheathed carbody. The underframe incorporates a 12-inch center sill and a 6-inch side sill exposed along each side of the car. Above the sill level, the walls are probably wood-framed, and are sheathed with narrow tongue-and-groove, V-joint boards hung vertically. The vertical post at each corner of the carbody has a rounded profile. Atop each sidewall, the vertical sheathing is stopped by a continuous horizontal plank (the letterboard) along the eaves. The ends of these planks project beyond the corners of the carbody and taper upward to support the overhang of the roof that shelters the open platform at each end of the caboose.

The identical three-bay end elevations of the caboose are arranged symmetrically; each has a central entrance flanked by single vertical windows. Enframed by rounded jambs, the slightly recessed door is lighted by a one-over-one sash (now protected by a sheet of Plexiglas) above a single lower panel. The flanking windows consist of single-light fixed sash, each protected by twin horizontal iron bars. Below each window, a right-angle grab iron (handrail) is bolted to the wall surface.

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The open vestibule platform (or porch) at each end of the carbody projects 2 feet 9 inches from the wall, its deck laid with tongue-and-groove boards. Steel-framed steps with plank treads and risers are recessed into each (left and right) side of the platform. An iron balustrade protects the outer edge of the platform; a cast-steel hand-brake wheel is mounted on an angle steel post in an off-central position. The vertical iron ladder leading to the roof has been removed from each platform; twin brackets projecting from the center of the curved eaves mark their former positions. Below the platform, the steel knuckle coupler and rubber air hose project from the coupler pocket.

The side elevations of the carbody contrast with the ends by being mostly blind. The right elevation is fenestrated near each corner by a small single-light sliding sash sheltered by a metal hood. A curved grab iron is bolted to each lower corner. The left elevation differs only by the omission of the window at one corner, indicating the position of the stove on the interior.

The caboose now entirely lacks lettering or other kind of graphic identification, apparently as the result of being repainted while on display. The historic appearance of the caboose included the railroad name, Boston and Maine, painted on the letterboard and the Minuteman insignia centered on each side of the carbody.

The roof takes the form of a shallow barrel vault. The longitudinal narrow tongue-and-groove roof boards are covered with a layer of asphalt-impregnated canvas (the original exterior surface) that has been overlaid with inappropriate asphalt shingles. A stove chimney emerges from the left rear quadrant of the roof; the vertical cylindrical metal pipe is capped by a short horizontal section that forms a "T." The longitudinal roof walk has been removed.

Rising from the center of the main roof, the rectangular cupola carries a roof of similar curvature. A continuous grab iron supported by short iron brackets (now detached) encircles the perimeter of the roof. Reflecting its purpose of providing visibility in all directions, the cupola's four faces are fitted with a single-light sash at each corner plus a central sash on both faces looking along the track. The sliding sash on the left and right sides are protected by metal gutters along the eaves.

Suspended from the left side of the caboose's underframe between the trucks are components of the air-brake system, primarily the

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triple valve and the pressure reservoir. The steel-framed, wood-sided rectangular tool locker is mounted flush with the right side of the carbody.

The caboose rides on two two-axle, four-wheel steel trucks of the built-up side frame type. The 33-inch wheels are spaced 6 feet apart, and the truck centers are 16 feet 8 inches apart. Each truck is stamped on the top bar with the identifying number B&M 584-L-4, indicating that it was made in the Boston and Maine Railroad shops. The trucks are equipped with both transverse elliptical leaf springs and coil springs. Symington journal boxes with top-hinged covers enclose the friction bearings at the ends of the axles.

The interior surfaces of the caboose are finished almost entirely with narrow tongue-and-groove boards. The floor and ceiling boards have flush joints and are laid longitudinally. The ceiling boards are supported by shallow-curved exposed rafters with chamfered corners. The walls are sheathed with V-joint boards like those used on the exterior but hung horizontally.

The interior plan is divided into three sections and bisected longitudinally by a central aisle. One end section contains a built-in wood bench with a hinged cover along each side of the aisle. The middle section is occupied on each side of the aisle by built-in closets with hinged doors that flank steps leading upward to the cupola; vertical grab irons are bolted on both sides of the steps. A facing pair of small built-in seats occupies each side of the cupola, providing visibility in both directions along the track.

The other end section of the interior combines the functions of kitchen and office. On one side, the conductor's hinged-top wood desk is attached to the end wall below the window, oriented for visibility along the track. The air brake pressure gauge is mounted above the desk next to the exterior door. Another wood bench with a hinged cover is built into the side wall near the conductor's desk. Across the aisle in the corner opposite the bench, the toilet compartment is enclosed with vertical V-joint boards. The source of heat (and cooking) for the caboose, a cast-iron pot-belly coal stove, stands next to the toilet compartment. Under the end window opposite the conductor's desk, a cast-iron sink bearing the name "Gem Sink" is mounted in a wood cabinet.

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STATEMENT OF SIGNIFICANCE

The Boston and Maine Railroad Locomotive No. 494 and tender hold significance for embodying the distinctive characteristics of a type and period of steam locomotive design, specifically a coal-fired American type with a 4-4-0 wheel arrangement constructed in 1892 by the Manchester Locomotive Works in New Hampshire. Now on permanent display, the locomotive ranks among the few examples of the American type - the most common on United States railroads during the 19th century - to have been preserved, and it is the only one known to exist in Vermont. Although the Boston and Maine Railroad owned many such locomotives, No. 494 may have become the last to survive from that railroad or the builder. The Boston and Maine Railroad Caboose No. 104610 holds significance for embodying the distinctive characteristics of a type and period of caboose design, specifically a steel-underframed, wood-bodied caboose with a cupola and four-wheel trucks built in 1921 by the Laconia Car Co. in New Hampshire. This type of caboose was common on United States railroads during the early 20th century. Only a few of the many owned by the Boston and Maine are known to survive. Both the locomotive and the caboose relate to the historic context of Railroad Transportation in Vermont, representing some of the equipment used in the state by the Boston and Maine and other railroad companies during the late 19th and early 20th centuries when railroads were the dominant form of transport.

The first steam locomotive of what became known as the American type was designed and patented by Henry R. Campbell in Pennsylvania during the 1830s. The prototype was completed in 1837 by the Philadelphia builder, James Brooks. The 4-4-0 type with its three-point suspension and relatively good adhesion was well suited for both passenger and freight service on the light and uneven track common to American railroads during the middle 19th century. The Baldwin Locomotive Works of Philadelphia acquired the patent rights for the 4-4-0 wheel arrangement in the 1840s and thereafter produced the locomotive in ever increasing numbers. Other builders followed suit, and the American type became the standard locomotive on nearly all United States railroads. Produced continuously until about 1900, more than 25,000 of these locomotives were built before they were supplanted by larger and more powerful types. The Boston and Maine Railroad owned more of the American type than any other steam locomotive.

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Located in its namesake city of Manchester, New Hampshire, the Manchester Locomotive Works ranked among the larger regional American companies engaged in building steam locomotives during the latter half of the 19th century. The firm existed between 1856 and 1901, producing about 1,800 locomotives during that period. These locomotives, according to the engineering historian Alfred Bruce, "were of light, conventional design with excellent finish and workmanship;" the majority of them were American types. The Boston and Maine Railroad served Manchester on its main north-south line through New Hampshire, and purchased many locomotives from the local works. In 1901, the Manchester firm and seven other locomotive builders were merged to form the American Locomotive Co. of Schenectady, New York. Locomotive production continued at the Manchester plant until 1913.

Locomotive No. 494 of the Boston and Maine Railroad was completed in July, 1892 at the Manchester Locomotive Works. Its construction number assigned by the builder was 1546, indicating the number of locomotives already outshopped by the Manchester works. No. 494 was one of a group of eight identical locomotives, numbered 491-498, of the American type with a 4-4-0 wheel arrangement that Manchester completed during July and August of that year for the Boston and Maine. The following year, the nearly new No. 494 gained national recognition by being sent to Chicago for exhibition at the World's Columbian Exposition of 1893. Apparently No. 494 was considered an outstanding example of contemporary steam locomotive design.

The Boston and Maine designated this group (Nos. 491-498) of locomotives as Class A-39-b. The letter "A" represented the American type while the number indicated that the locomotives were different in certain ways from previous models of the same type. These locomotives were designed primarily for pulling passenger trains, having large drive wheels for speed. Later in their careers, they were used for all kinds of service while more modern and powerful locomotives took over the faster and heavier trains of the early 20th century. In 1911, the Boston and Maine renumbered its entire fleet of locomotives; No. 494's number was changed to 905.

In June, 1920, the Boston and Maine placed an order for cabooses with another builder of railroad rolling stock in New Hampshire. Located in its namesake town, the Laconia Car Co. completed Caboose No. 104610 in 1921. The caboose represents the transition from wood to steel cars then underway on U. S.

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railroads; it possesses a steel underframe but its carbody is sheathed with wood. The caboose was assigned to service on the Southern Division of the railroad until being shifted to the Fitchburg Division in 1930.

By the 1920s, the American type locomotive was both physically and functionally obsolete. Many from the Boston and Maine's large roster were scrapped during that decade. Seven of the eight Class A-39-b engines were scrapped between 1924 and 1926. For unknown reasons, however, No. 905 not only remained in service but received major repairs and various improvements. The repairs included a Class 2 overhaul with extensive boiler work worth \$10,832 in 1927. Some of the improvements are visible in a photograph taken in Dover, New Hampshire about 1931.

The most obvious change was the replacement of the original angular wood cab by a steel cab with a shallow curved roof. A steam-operated electric turbo-generator was installed atop the boiler forward of the steam dome, enabling the shift from an oil-burning to an electric headlight and other lights. The original inclined "cowcatcher" at the front was replaced by a road-switcher type of angular steel pilot with a knuckle coupler. The tender's original presumably arch-bar trucks with wood components were replaced by contemporary side-frame steel trucks.

No. 905 continued in operation until the early 1930s, probably reprieved from the scrapyard by the economic collapse of the Great Depression when the Boston and Maine could not afford to purchase much new equipment. The locomotive was assigned to lower-speed, branch-line service. Ultimately it was relegated to a minor spur line in northern New Hampshire, hauling carloads of coal the few miles from the main line at Fabyans to the base station of the cog railway that ascends Mount Washington.

By the latter 1930s, economic conditions were improving and the Boston and Maine was intent on replacing its oldest locomotives. No. 905 was stored in the roundhouse at Portsmouth, New Hampshire; however, it was spared the fate of its classmates. A group of New England railroad preservationists, The Railroad Enthusiasts, Inc. formed in 1932, recognized its historic value and assumed responsibility for the locomotive in 1938. Their intent was to restore No. 905/494 to its original appearance for exhibit at the New York World's Fair in 1939, a decision undoubtedly influenced by the locomotive's display at the Chicago exposition nearly a half-century earlier.

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The restoration project was accomplished mostly by volunteer labor and donated materials. The locomotive was moved into the main Boston and Maine Railroad repair shops at Billerica, Massachusetts for the overhaul; some work, including the building of a new wood cab, was done at the Concord, New Hampshire shops. Craftsmen belonging to the System Federation No. 18, American Federation of Labor, and regularly employed at those shops contributed their time to work on the locomotive. The project ultimately involved about 200 persons who spent more than 2000 hours of evenings and weekends during the spring of 1939. The original number, 494, was also restored to the locomotive.

It is not known whether photographs or plans of the original or early appearance of either No. 494 or other Class A-39-b locomotives were available to guide the restoration. In any case, the various 20th-century improvements were removed from the locomotive, and counterparts of appropriate 19th-century design and materials were installed instead. Some of the parts were genuinely 19th-century, such as the Westinghouse air-brake compressor discovered in Concord. Others, such as the wood "cowcatcher," were newly crafted for the purpose.

The design of the recreated pilot suggests that the restoration may not have followed specific evidence about No. 494. Instead the intent may have been simply to represent the 19th-century appearance of American-type steam locomotives in general. Numerous photographs of these Boston and Maine locomotives are reproduced in a book by Harry A. Frye entitled Minuteman Steam. Not one of the locomotives has an inclined pilot with horizontal bars like that now mounted on No. 494; their pilots all have inclined bars, whatever the material.

Regardless of its specific authenticity, the restored No. 494 successfully conveyed the character of a late 19th-century American type locomotive. It traveled to New York the first week of May, 1939 as part of a freight train, not under its own power. Several newspapers along the Boston and Maine route across Massachusetts reported its passage. A Fitchburg article indicated that the locomotive had received only a cosmetic overhaul, stating that its "ancient boiler is not quite up to the standards of the I. C. C. [Interstate Commerce Commission]."

No. 494 was officially retired from service in June, 1940. The locomotive was stored for several years in Boston and Maine roundhouses at East Fitchburg and Middlesex, Massachusetts.

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During the latter 1940s and 1950s, the Boston and Maine underwent the radical technological change of conversion from steam to diesel locomotives, and corporate interest waned in the antique No. 494. The Railroad Enthusiasts decided in 1954 not to retain possession along with the responsibility for maintenance, and sought a new owner for the locomotive. In 1956, the Boston and Maine gave the locomotive another cosmetic overhaul at the Billerica shops to prepare it for the transfer.

The village of White River Junction in the town of Hartford, Vermont has been the hub of the railroad network in the upper Connecticut River valley since the middle 19th century. Boston and Maine routes historically converged on this hub from three directions - north and south in Vermont and southeast in New Hampshire. The Central Vermont Railway connected here with the Boston and Maine from the northwest in Vermont. It is not known whether No. 494 traveled to White River Junction while in active service. Nevertheless the century-long association between the Boston and Maine Railroad and White River Junction village provided an appropriate setting for permanent display of the locomotive.

In 1956, The Railroad Enthusiasts chose White River Junction as the place of that display. The locomotive and tender were hauled by freight train for winter storage at the Boston and Maine roundhouse in West Lebanon, New Hampshire across the Connecticut River. In the spring of 1957, they were moved to a display site between the Hartford Municipal Building and the Boston and Maine line northward along the Connecticut River valley. In April of the same year, the Hartford Chamber of Commerce acquired from the Boston and Maine the recently retired Caboose No. 104610 to accompany the locomotive. Given a special paint scheme (later overpainted) for display, the caboose represents the freight rolling stock contemporary to No. 494.

The locomotive and tender were dedicated at their first display site in Hartford during a day-long celebration on July 27, 1957. Then-U. S. Senator from Vermont, Ralph E. Flanders, was the featured orator substituting for the invited Governor, and the title to No. 494 was conveyed to the Hartford Historical Society. The caboose was added to the display somewhat later.

To the ensuing detriment of their physical condition, the locomotive and caboose were placed on a short section of track exposed to the elements and vandalism. The inevitable rusting

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and rotting of metal and wood would continue more or less unimpeded for nearly forty years. Some removable parts disappeared, notably the elaborate number plate attached to the front of the locomotive's smokebox (visible in photographs taken during the 1960s).

During the early 1980s, a concerted effort was undertaken to revive activity in the business district of White River Junction. The display train was moved on October 21, 1984 to a new site on the west side of the Central Vermont Railway tracks opposite the passenger station. The physical deterioration of the equipment, however, was not addressed.

The early 1990s brought the construction of a new Vermont District Courthouse in an area formerly occupied by railroad-related warehouses north of the passenger station. At the same time, a new grade crossing of the Central Vermont tracks was built to link the courthouse and the business district. Once again, on August 25, 1993, the display train was moved to a new site. For the first time, the display track actually occupies a section of the grade of a former Boston and Maine track. This track was removed after the Boston and Maine abandoned passenger service on the New Hampshire line to Boston during the 1960s.

The latest move of No. 494 made clear the deteriorated condition of the equipment. The tender, the most advanced case, has reached the point of collapse. The Town of Hartford through its Parks and Recreation Department responded by asserting possession and forming committees to deal with the technical and financial problems. The technical committee has begun to perform basic tasks to protect the equipment from further deterioration.

The short-term goal is to restore the physical integrity and cosmetic appearance of No. 494 and the caboose as they appeared in 1957 when placed on permanent display. A longer-term possibility is to restore No. 494 to operating condition. In any case, No. 494 and the caboose will remain on public display in White River Junction, and continue to represent the late 19th- and early 20th-century epoch of steam locomotives and wood cars on the Boston and Maine Railroad in Vermont.

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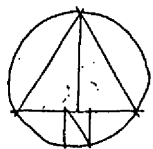
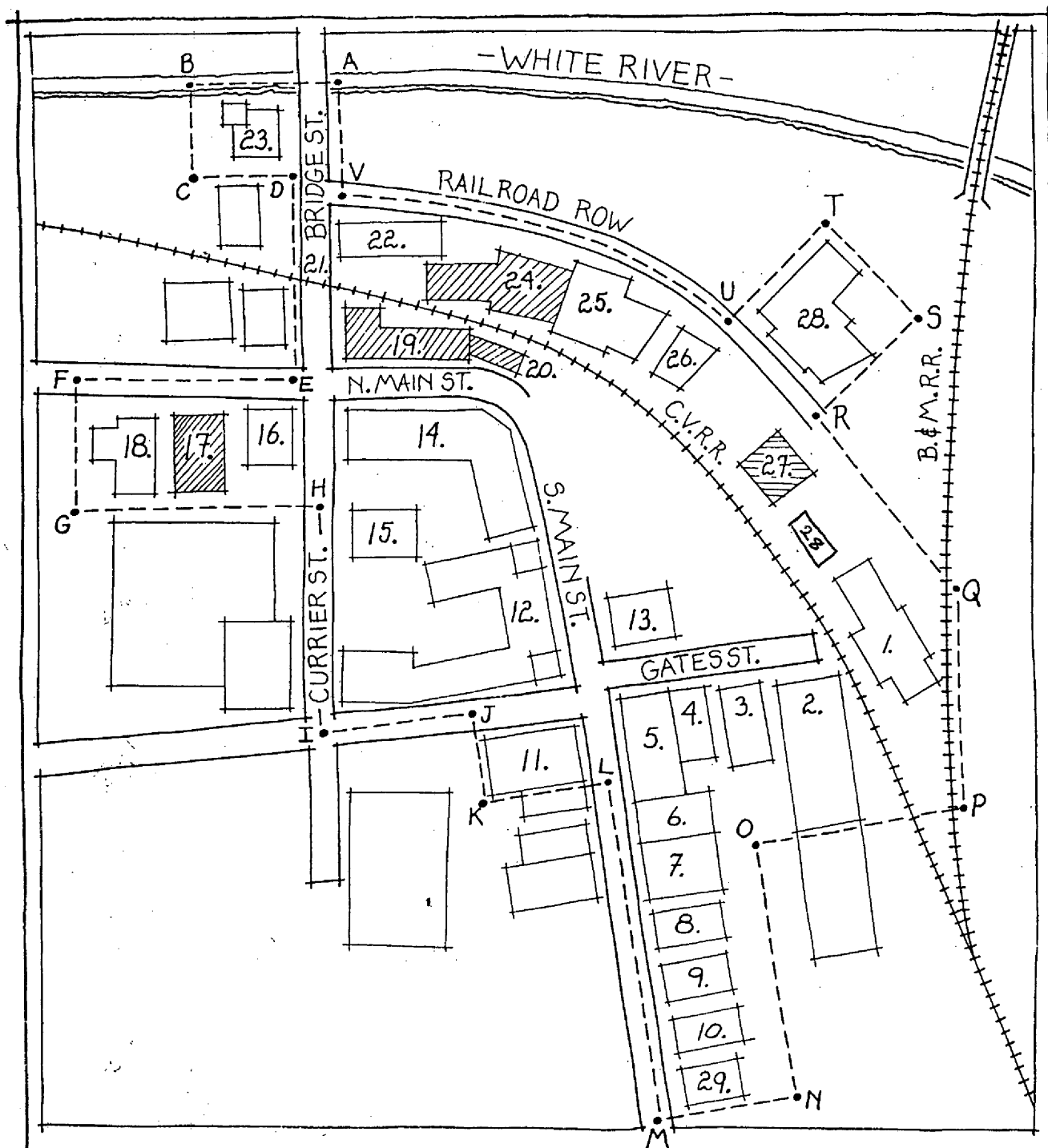
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Windsor County, Vermont

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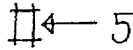
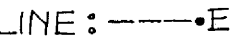

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White River Junction, Vt.

HISTORIC DISTRICT (AMENDMENT)

Hartford, Windsor County, Vermont

BUILDING:  5
 BOUNDARY LINE:  E
 INTRUSION: 

September 29, 1995

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PHOTOGRAPHS

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The following information applies to all photographs:

Boston and Maine Railroad Locomotive No. 494
Hartford, Windsor County, Vermont
Credit: Hugh H. Henry
Date: August 1994
Negative filed at Vermont Division for Historic Preservation

Photograph 1

Setting of locomotive adjacent to Central Vermont Railway tracks
and passenger station; view looking southeast.

Photograph 2

Locomotive, tender, and Boston and Maine Railroad Caboose No.
104610 on display track; view looking east.

Photograph 3

Front end of locomotive; view looking southeast.

Photograph 4

Left (fireman's) side of locomotive: view looking northeast.

Photograph 5

Interior of cab showing backhead of boiler; view looking
northwest.

Photograph 6

Tender - left side; view looking northeast.

Photograph 7

Boston and Maine Railroad Caboose No. 104610 - left side and rear
end; view looking north.