United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: White River Junction Historic District
Other names/site number: _____
Name of related multiple property listing**:**
_____
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: North Main Street, South Main Street, Bridge Street, Gates Street, Currier Street, Maple Street
City or town: Hartford State: Vermont County: Windsor
Not For Publication ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

__national __statewide __local
Applicable National Register Criteria:

X A __B X C __D

_____

Signature of certifying official/Title: **Date**

_____

State or Federal agency/bureau or Tribal Government

White River Junction Historic District (Update) Windsor, Vermont
Name of Property County and State

In my opinion, the property _meets _does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

__entered in the National Register

__determined eligible for the National Register

__determined not eligible for the National Register

__removed from the National Register

__other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	X
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	
District	X
Site	

White River Junction Historic District (Update) | Windsor, Vermont
Name of Property | County and State

Structure ☐

Object ☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
70	27	buildings
		sites
1		structures
1		objects
72	27	Total

Number of contributing resources previously listed in the National Register 2

6. Function or Use
Historic Functions
(Enter categories from instructions.)

Domestic/multiple dwelling
Domestic/secondary structure
Domestic /hotel
Commerce/Trade/business
Commerce/Trade/professional
Commerce/Trade financial institution
Commerce/Trade/specialty store
Commerce/Trade/department store
Commerce/Trade restaurant
Commerce/Trade warehouse
Social/ meeting hall
Government/city hall
Government/ fire station
Government/post office
Education/school
Education/library
Recreation and Culture theater
Recreation and Culture auditorium

Agriculture/Subsistence animal facility
Industry/manufacturing facility
Industry/industrial storage
Landscape/parking lot
Landscape/park
Transportation/rail-related

Current Functions
(Enter categories from instructions.)

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

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7. Description

Architectural Classification
(Enter categories from instructions.)

LATE VICTORIAN: Italianate
LATE VICTORIAN: Romanesque
LATE VICTORIAN: Second Empire
LATE VICTORIAN: Stick Style
LATE VICTORIAN: High Victorian Gothic
LATE 19th and 20th CENTURY REVIVALS: Colonial Revival
LATE 19th and 20th CENTURY REVIVALS: Late Gothic Revival
LATE 19th and 20th CENTURY REVIVALS: Neo-Classical Revival
MODERN MOVEMENT: Art Deco
MODERN MOVEMENT: American International Style.

Materials: (enter categories from instructions.)

Principal exterior materials of the property: brick, slate, brick, weatherboard, concrete. asphalt-shingle

Narrative Description

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

Summary Paragraph

This National Register nomination reflects a resurvey to the White River Junction Historic District, originally listed on the National Register of Historic Places in 1980. In 1995, a contributing building and object were individually listed to the National Register of Historic Places. It was then revised in 2002 with a boundary increase. This update combines and renumbers the resources in the area previously documented in the 1980, 1995, and 2002 nominations. Resources documented in the previous nominations that are no longer extant are not numbered or included in this document.

The original nomination included twenty-nine resources in the business core of White River Junction. In 2002, twenty-six of the original twenty-nine remained standing and the district expanded to seventy-two total contributing buildings, structures and objects. Between the 1980 nomination and the 2002 update, three resources on Railroad Row were demolished, one resource lost its contributing status due to alterations, and one non-contributing resource became contributing due to being over fifty years of age. Since the 2002 update, five resources have been demolished. Three buildings - Polka Dot (#15), Guarino Office Building (#7), Coolidge Apartments (#79) - have since become eligible due to date of construction. One building, St. Anthony's Rectory (#85), will achieve contributing status in 2018. The boundary includes South Main Street, North Main Street, Currier Street, Gates Street, Bridge Street and Maple Street. The boundary includes residential, educational, transportation and industrial resources, and reflects the rich and diverse architecture and streetscapes of White River Junction. All of the individual property descriptions from the original nomination and 2002 update have been renumbered and rewritten.

The White River Junction Historic District is located in the center of the village of White River Junction in the Town of Hartford in Windsor County in Eastern Vermont. The Village of White River Junction, with a community of 2,286 people (2010 Census), is one of five villages in the Town of Hartford. The entire village contains approximately 1.7 miles of land with most of the development following North and South Main Street the main route through the village. The White River Junction Historic District is a unique, densely settled historic district composed of diverse streetscapes, and is the cultural, political and

commercial center of the Town of Hartford. The district contains a high concentration of properties that reflect the economic, commercial, and architectural development of the community. The irregularly shaped historic district is located on a flat terrace on the south bank of the White River, and six resources are located on the opposite bank of the White River. The historic district includes North Main Street as far north as the Route 5/Route 4 bridge over the White River, much of South Main Street, all of Bridge Street, two bridges that span the White River, Gates Street between the railroad tracks and Church Street, all of Currier Street, all of Railroad Row, all of Church Street and a small section of Maple Street. The historic district is primarily commercial in character, but the seventy-two primary resources also include a mix of domestic, industrial, civic, fraternal, transportation and ecclesiastical buildings, plus domestic buildings that have been converted to commercial uses. The historic building types include: hotel, store and office building, bank and office building, department store, post office, office/warehouse/factory, saloon/restaurant, theater and office building.

The historic district is composed of mainly 2 story and 3 story, commercial and residential buildings, dating from the late nineteenth through the early twentieth centuries. There are attached buildings with storefronts in the core of the historic district and detached buildings elsewhere. There are large 3 story buildings in the core of the historic district and 1 and 2 story, modestly-sized buildings elsewhere. There are brick, flat-roofed buildings in the core with gabled, wood frame buildings elsewhere. There are a rich variety of historic architectural styles from the late nineteenth- century and first half of the twentieth- century, including Italianate, Second Empire, Queen Anne, Stick Style, High Victorian Gothic, Romanesque, Colonial Revival, Neo-Classical Revival, Late-Gothic Revival, Art Deco and American International Style. There are also good examples of historic storefront commercial and industrial buildings. The masonry commercial buildings in the district showcase ornate cornices, decorative brickwork, stepped corbelling, decorative brackets, and an array of trim details, most of which remain fully or partially intact.

The buildings and structures contributing to the historic district are diverse in height, historic use, and date. The diversity of the historic district also includes the mixed uses, architectural styles and construction dates of the buildings throughout the district. The streetscape of the district resembles that of a typical late nineteenth-early twentieth century commercial center. Visual continuity in the historic district includes uniform setbacks along each street (either no setback or a small setback), sidewalks lining both sides of the streets. There are some gaps in the street wall due to demolition, but they do not interrupt the rhythm of the district. There are surface parking lots along South Main Street and Gates Street. Prior to the creation of the South Main Street parking lot, the east side of south Main Street was an open park and then it contained two diners and a filling station.

Seventy-two of the primary resources contribute to the historic district's significance. The contributing buildings have a fair to high level of architectural integrity and each is significant within the district and the village’s growth. Most of the historic resources in the

White River Junction Historic District are in very good to excellent condition and retain their historic appearance. Many of the buildings in the historic district have been altered in various degrees, reflecting the changing needs of commerce and related enterprises. The most common alterations to buildings within the historic district are modernized storefronts in which frame plate glass windows and aluminum frame plate glass doors replaced the original wood-frame entryways and display windows. The storefronts are not always compatible with the historic character of the buildings. Windows at the upper stories of the buildings have often been replaced by modern sash that are installed in the original openings. In some cases, the window openings have been completely filled in or covered over. Buildings dating to the period of significance contribute to the historic district if they retain their overall historic character including height, building facing and cladding materials. The historic structures and streetscapes sufficiently depict the historic appearance of the historic district, which retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

Non-contributing resources that were constructed during the period of significance (1848-1967) have alterations including the addition of synthetic siding, the loss of front porch, alterations to window and door openings, and replacement of windows and doors.

The presence and integrity of the buildings in the historic district demonstrates the significance that commerce has played in the success and survival of the village. Along with the commercial core of the village, surrounding churches, factories, train depot, and historic residences tell the story of growth in the Village of White River Junction and the role it took as the commercial center with the surrounding communities. While White River Junction experienced both economic and population losses during the twentieth century, it has maintained its role as a transportation, commercial and manufacturing community, as well as sustaining many commercial ventures.

Narrative Description

Description

The White River Junction Historic District is located 335 feet above sea level, on the White River near its confluence with the Connecticut River, midway up the Connecticut River's coast in Vermont. The White River traverses Windsor County and enters the Town of Hartford in its northwest corner, then flows southeast toward its confluence with the Connecticut River. The Connecticut River is the eastern boundary of the Town of Hartford and White River Junction. The Town has five villages: White River Junction, Hartford, Wilder, Quechee and West Hartford. The historic district boundary follows the outer perimeter property lines of the parcels that lie adjacent to the streets in the historic district.

The core of the historic district, where Bridge Street, Gates Street and North Main Street meet South Main Street, is dominated by nineteenth- and early twentieth-century large

attached commercial structures and a parking lot between South Main Street and the railroad tracks. Most of the non-commercial buildings are outside the commercial core, and are detached buildings that create a lower density than the commercial core. The northern boundary of the historic district crosses North Main Street at one of the gateways to the village, and the southern boundary crosses South Main Street at the southern gateway to the village. The northeast boundary crosses Maple Street to include three buildings. Otherwise, the boundaries are the White River, the train tracks, or a sharp change in topography. The western boundary of the historic district is a steep bank, and the railroad tracks that traverse the historic district as they follow the south bank of the White River also serve as part of the eastern boundary. The properties on the north side of the White River have been included in the historic district due to their significance and historical association with the rest of the historic district. The boundaries are also defined by large distinct buildings such as the Excelsior Carriage Company on North Main Street, St. Anthony's Church (#83) on Church Street, the Railroad Depot, and the High School (#57) on Bridge Street.

North and South Main Streets form the spine of the historic district and generally follow the curve of the White River and the railroad tracks. The railroad tracks also visually split the historic industrial and railyard section of the village from the rest of the village. North Main Street leads to Route 5, and South Main Street follows the Connecticut River as it leaves the historic district. Bridge Street runs northeast from the intersection of North and South Main Streets, crosses under a railroad bridge, crosses the White River, and ends at Maple Street, one of the boundaries of the historic district. At the east edge of the historic district, a set of railroad tracks splits off from the previously mentioned tracks and crosses the White River via a bridge, to "The Point," which is the section of the village bounded by Bridge Street, Maple Street, the White River, and the Connecticut River. Railroad Row runs parallel to and in between the railroad tracks and the White River; it begins at Bridge Street and dead-ends at the Union Station (#67). The rest of the streets in the historic district form a grid west of North and South Main Streets. Gates Street begins at the railroad tracks and runs west, crossing South Main Street and terminating at Church Street. Both Church and Currier Streets are short streets that connect North Main Street and Gates Street, and Currier Street is also an extension of Bridge Street.

Throughout its 1 hundred-and-fifty-year history, White River Junction has experienced growth and change, resulting in a diversity of architectural styles and building types. Most of the historic resources date from the 1880s to the 1930s, and are either of Victorian era styles or commercial and industrial styles. The oldest buildings in the historic district date to the 1870s, and the newest historic building dates from 1960. This diversity is one of the most important features of the historic district and instead of creating a disjointed appearance, the village maintains visual continuity with its densely-settled rows of buildings with similar setbacks, and clusters of similar buildings. This continuity in addition to the architectural diversity gives the historic district its special sense of place.

North Main Street is the most diverse street in the historic district, with a mix of attached commercial buildings with no setback in the commercial core, a large industrial complex just outside the core, and farther away from the core, detached buildings that are a mix of residential, commercial and civic uses with small setbacks. South Main Street is more consistent with uniform setbacks and closely spaced buildings, mostly commercial with upper story residences. Single-family homes on South Main Street are clustered together on the same side of the street near the south end of the historic district. Gates Street is also diverse but has a row of late nineteenth-century single-family homes with regular spacing and setbacks. The Freight House (#35) remains a visual reminder of White River Junction's industrial and transportation history, and the two railroad bridges are also reminders of the village's transportation history.

Most of the historic commercial and public buildings are of masonry construction, have flat roofs, and range from one to four stories in height. These include a mix of brick and rock-faced concrete block structures. All of the single-family homes are of wood frame construction, have open-eave overhanging roofs, and are either 1½ or 2½ story front-gable structures. These have mostly clapboard siding and vinyl siding that resembles clapboard siding.

The historic and current focal point of the historic district is the central parking lot that is surrounded by intact historic resources, including the Gates Block (#16), Hotel Coolidge (#17), Post Office (#18), Locomotive #494(#68), Union Station (#67), and the Cross-Abbott Grocery (#69). Important streetscapes include facing south from the Polka Dot Diner (#15) toward the historically intact South Main Street streetscape that includes the Gates Block(#16), Hotel Coolidge(#17), Post Office (#18), First National Bank of White River Junction(#70) and Greenough Block(#71); facing north from lower South Main Street toward the same buildings; facing west toward the Hotel Coolidge and the Gates Block from the railroad depot; and facing west from the corner of Gates and Currier Street toward the Methodist Church(#74) and row of late nineteenth-century homes on the south side of Gates Street. Other important and visible landmarks include St. Anthony's Church, the Hartford High School (#57) and the Vermont Baking Company (#6). All of these landmarks are well maintained and historically intact. Important building details that help define the character of the historic district and make it visible from its "gateways" include the spires of the two churches, the towers of the Hotel Coolidge, the firehouse tower, and the cupola of the Union Station (#67).

The White River Junction historic district has intact examples of every type of historic resource generally found in Vermont villages of its size, including a post office, schoolhouse, hotel, commercial storefront building, telephone service building, industrial building, warehouse, multi-unit apartment building, barn, multi-bay garage, single-family home, railroad station, church, bank, fire house, library, and railroad bridge.

The variety of architectural styles includes the Italianate Cross-Abbott Block(#69), a Second Empire house on Gates Street (#81), a Stick Style house on Bridge Street(#59), the

High Victorian Gothic St. Anthony's Church (#83), the Romanesque First National Bank(#70), the Colonial Revival Gates Block (#16), the Neo-Classical Revival Post Office(#18), the Late-Gothic Revival Gates Memorial Library (#9), the Art Deco Colodny's Surprise Department Store(#22), and the American International Style Fonda's Dress Shop (#13). There are also good examples of historic commercial buildings such as the Barnes Building (#14) and the Daley/Powers Block (#51), and historic industrial buildings such as the Freight House (#35) and Vermont Baking Company (#6).

Historic details that enrich the character of the historic district include decorative brick and stone on commercial buildings such as the Vermont Baking Company (#6), Barnes Building (#14), Gates Block (#16), Post Office (#18), Hartford High School (#57), and Daley/Powers Block (#51). Bracketed cornices decorate the rooflines of some commercial structures such as the Hotel Coolidge (#17) and the Cross-Abbott Grocery (#69). False front parapets are found on the Carlo/Saia Fruit Store (#21) and the Parker Commercial Block (#25). Good examples of early twentieth-century rock-faced concrete block buildings include the Progressive Market (#32), the Tisi House (#49) and the Windsor County Farmers' Exchange (#34). Historic porches are found on residential buildings including the Barnes/Leonard Apartment House (#5), the Butman House (#33), the Daley House (#76), the Lyon/Currier House (#80), the Morse House (#58), and the Williams House (#59). Commercial buildings with intact or rehabilitated storefronts include the Vermont Baking Company (#6), Barnes Block (#14), Colodny's Surprise Department Store (#22), and Daley/Powers Block (#51).

The urban nature of the village is enforced by the absence of street trees and green space. The only public green space in the historic district is the front lawn of the Hartford High School (#57), now the Municipal Canter, and the public park to its rear, and the Fred Briggs Park, a pocket park at the intersection of North and South Main Streets. This is all that remains of the park that is now the parking lot across from the Gates Block (#16). Private green space is limited to the small yards on North Main Street, Gates Street and Church Street. Trees are limited to the street trees on Gates Street, the yards of homes on Gates Street, and the north end of Main Street behind the St. Anthony's Church (#83) property. Trees also form a backdrop on the cliff that forms the western boundary of the historic district. The historic district is also characterized but not overpowered by parking lots, the most visible ones being in the triangle at the heart of the historic district, between the Windsor County District Courthouse (#66) and the Union Station (#67), on North Main Street, on South Main Street and at the corner of Church and Gates Streets. While these parking lots do not contribute to the historic significance of the historic district, they are to be expected in a commercial area and are necessary for the economic vitality of the village.

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

This large wood frame building is located on a large lot on the east side of North Main Street at the northern end of the historic district. The building sits back from the street and faces south, and is surrounded by pavement. The 3 x 8 bay main block is oriented

perpendicular to the street and has a brick foundation, clapboard siding, a standing seam metal side-gabled roof, and regularly spaced 1/1 windows, one window per bay. Architectural trim includes molded raking and horizontal cornices and cornice returns, cornerboards, and flat-stock window casings with molded cornices. Spanning the south elevation is a 1 story, one bay deep shed-roofed projection with an off-center entry porch. The projection is shallower to the right of the porch than the left. The projection has a poured concrete foundation, clapboard siding, and regularly spaced paired 1/1 windows. Architectural trim includes flat-stock cornerboards, cornices, and flat-stock window casings with molded cornices. The entry porch has paired square columns and a front-gable roof. Leading to the south elevation entry porch is a switchback pressure-treated wood ramp. There is also a synthetic modern door centered on the first floor of the west gable wall of the main block.

Projecting from the left end of the rear (north) elevation of the main block is a four bay wide ell. It has the same appearance as the main block, but does not have a window in every bay, and has two shed-roofed dormers in the west roof slope. Spanning the right half of the west elevation and the left two bays of the rear elevation of the main block is a 1 story shed-roofed porch with standing-seam metal roofing, and pressure-treated posts and railings. At the left end of the east elevation of the ell is a covered loading dock leading to a pair of modern veneer doors. The ell is connected via an enclosed second story walkway to the Annex (A).

The main block of this building was constructed in 1895 as the Excelsior Carriage Company. It originally faced the street (west) and the front gable wall had a full-facade porch with a shed roof supported by knee braces, and a large paneled double door flanked by large four-pane display windows. The windows were originally 2/2 units, and the roof was originally slate. The ell is not original but was added fairly quickly as it appears on the 1901 Sanborn insurance map. This map identifies the main block as the sales rooms and repository area for carriages and sleighs, and the ell was also a repository. At this time, a small stable projected from the north gable wall of the ell. The stable was removed c. 1930. The original front porch roof was removed c. 1950. The building appears to have undergone a comprehensive rehabilitation c. 1990, which is probably when the siding and windows were replaced, and when the front projection was constructed. Although many historic materials have been replaced and the front entry has been moved, the building retains to a large degree its historic appearance and integrity and is one of the only remaining wood frame, industrial buildings in the historic district.

A. Annex, c. 1900, non-contributing

This 2 story, wood frame building is located just northwest of the main building and has a rectangular footprint set at a forty-five-degree angle to the main building and a large setback from the street. It has a poured concrete foundation, clapboard siding, a low-sloped side-gable standing-seam metal roof, and regularly spaced 1/1 windows, except two sets windows flanking the front entry, which are paired. The

building is set into a bank and the full basement is exposed in the rear. The rear of the second story has a garrison overhang. Architectural trim includes narrow molded cornices, and flat-stock corner boards and window casings. The off-center front (west) entry has a modern veneer door. There is also entry to the basement in the south gable wall with a modern veneer door. Both entries have gable-roofed porches. There is a pressure-treated wood fire escape at the north gable wall. The building is connected to the ell of the main building via an enclosed second story walkway.

This building was constructed c. 1900 by the Excelsior Carriage Company for storage and sat directly adjacent to North Main Street (the street was later moved, not the building). It was originally one story, but was soon raised to two stories and around 1905 converted to an automobile sales building. At this point it also had a 1 story projection at the south gable wall, large hinged doors at the west elevation, and completely different fenestration. The extant footprint appears to be longer, also. For most of its history, the building has been used as storage, and was probably not converted to finished space until around 1990, when the building appears to have undergone a comprehensive rehabilitation. This is probably when the siding was replaced, the footprint was expanded north, the window and door openings were created, and the walkway was constructed. The building now serves as offices. Although the building retains its historic roofline and to a degree it's massing, most of its historic integrity has been lost, and it is therefore not a contributing resource due to alterations.

In 1889, the Excelsior Carriage Company of Watertown, New York hired local agent Henry R. Miller to establish a branch carriage dealership in White River Junction. Miller was considered "one of White River Junction's most prominent men of affairs and esteemed by all of those sterling traits of character that win and hold public respect and appreciation."[1] Born in North Hartland, Vermont, Miller attended commercial school in Manchester, New Hampshire and then operated his own general store in North Hartland. He eventually became involved in the carriage business as a travelling agent for the Watertown Spring Wagon Company. At this time, carriages became his primary commercial focus, prompting him to sell his general store. In 1899, he became an agent for the Excelsior Carriage Company, of Watertown, New York. During this time, he set up a booth at the annual Brattleboro Valley Fair in which he placed on display pneumatic air buggies as well as "two sleighs and two top carriages with bicycle wheels."[2] By 1895, "as the railroads became increasingly dominant, the company opted to move the branch to White River Junction, a hub of activity."[3] Realizing that the business was increasing significantly and there was

[1] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[2] *The Vermont Phoenix*, Brattleboro, Vermont, September 29, 1899.
[3] Reimann, Liisa and Julie Weisberger, *Terraces Historic District National Register Nomination*, National Park Service, 2011.

great opportunity in the business, Miller became an exclusive agent for the company and relocated to White River Junction. Miller bought a vacant lot from E.H. Bagley and the extant building was completed in 1895. Miller, his wife Hattie Louise and son Herbert already lived in White River Junction and would later move to #2 Fairview Terrace in the adjacent Terraces Historic District. At this point, North Main Street ran directly in front of the building.

Miller's sons Herbert and Garfield eventually joined the firm. In 1907, the Millers established the Miller Automobile Company on Gates Street, and continued to use the carriage buildings for storage. In 1908, the *Burlington Free Press* announced that "a change in the management of the local branch of the Excelsior Carriage Company … is due to the retirement Henry R. Miller, who is now to devote himself exclusively to the automobile trade."[4] At this time, the company sold both new and used automobiles. The building transferred to Norman C. Powers, furniture maker and undertaker, in 1913. Powers maintained a shop on Currier Street and lived in West Lebanon, New Hampshire. At the time of the purchase, Powers "while not stating any definite plans, says that it is probable that a new industry will be located there at some early date."[5] In 1920, the property was sold to the Shepard Corporation, wholesale plumbers and heating jobbers. Burton M. Shepard was president and manager, and William G. Menut was vice president. Shepard, born in Lawrenceville, New York, moved to South Royalton, Vermont as a youth.[6] After studying engineering at Norwich University, he worked on the construction of the Bethel Railroad and a dry goods company in St. Johnsbury before moving to White River Junction. Born in St. Johnsbury of Quebecoise parents, Menut boarded with the Farrington family on Maplewood Terrace. In the 1960s, the c. 1880s Nathaniel P. Wheeler House was demolished by the Shepard Corporation to create a parking lot. This was a 2½ story, wood frame, front-gable, Italianate house. Major Nathaniel P. Wheeler (1863-1930) owned a livery on Gates Street with Lyman Gibbs and the two men also purchased the Junction House in 1901. His daughter Rachel married D.A. Gordon and members of the Gordon family lived in the house until its demise in the 1960s. In 1981, the New England Digital Company purchased the subject property, which then sold it to the current owner in 1993. Since then, the Upper Valley Food Coop has occupied it.

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

This vernacular Italianate building is located on the east side of North Main Street and has a moderate setback from the street. It has a small front lawn and green strip on the north side but otherwise is surrounded by paved parking areas. A detached former barn sits just

[4] *Burlington Free Press,* October 8, 1908.
[5] *Burlington Free Press*, December 2, 1913.
[6] Ellis, William Arba. *Norwich University, 1819-1911; Her History, Her Graduates, Her Roll of Honor, Volume 3*. Capital City Press: Montpelier, Vermont, 1911.

southeast of the house. The house faces west and has a front-gable side-hall plan main block, rear wing, and side addition. The wood frame structure has a brick foundation, vinyl siding and open-eave overhanging slate roofs with a brick chimney emerging from the center of each roof ridge. At the right end of the south elevation of the main block is a 2 story bay window with an overhanging closed gabled roof. Spanning the south elevation of the main block between the front elevation and the bay window is a 1 story shed-roofed addition. Spanning the south elevation of the 2 story, rear wing is a 2 story porch with an enclosed second story. The house has regularly-spaced, 1/1 replacement windows. The front entry has a modern door and brick steps. The first story of the porch has square posts and a ribbon of 1/1 storm windows spans the second story of the porch.

The house was constructed c. 1888 and has been extensively altered. It originally had a 1 story full-facade front porch. The siding dates to about the 1960s and conceals all of the wood trim as well as the original siding. The side addition dates to about 1960. The house has had a 2 story porch since the 1890s, but it would have originally had a completely different appearance. The windows also date to the late twentieth-century. The non-contributing status of this resource is due to these obtrusive alterations.

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

This wood frame, former barn is located southeast of the house and faces west. It has a rectangular footprint oriented perpendicular to the street, vinyl siding, and an open-eave overhanging front-gable slate roof. It has irregularly-spaced 1/1 windows and an off-center front entry with a hollow-core metal door. The structure is probably original to the c. 1888 house and was originally a barn. It was converted to an automobile garage c. 1920, then into an office building, its present use, c.1970. It was extensively altered when converted to office space. None of the window and door openings are historic, the carriage door has been removed, and the barn probably originally had clapboard siding. The non-contributing status of this resource is due to these obtrusive alterations.

In 1888, Henry H. Hanchett sold this lot to Curtis A. Kibling. Hanchett was born in Hartland, Vermont and previously lived on a farm in Plainfield, New Hampshire. After his arrival in White River Junction, he did not resume his life as a farmer and became a carpenter, contractor and builder. In 1880s, he built the Hanchett and Alexander Hall in the village. He also built the Ladd hardware store on South Main Street, which is no longer standing. He was also a select board member, town lister, clerk of the First Universalist Society, Vice President of the White River Savings Bank (#24) and delegate to the Republican State Convention. The house was probably built the same year for Kibling and his wife Katherine. Kibling attended Phillips Exeter Academy and then Dartmouth College. Following his 1880 graduation from Dartmouth, Kibling moved to the Dakota Territory where he served as principal for the school in Elk Point, Dakota. Kibling returned to his hometown of Strafford in 1886 where he served as the town's Superintendent of Schools. During his time in White

River Junction, Curtis Kibling served with Henry Hanchett on the board of the White River Savings Bank. After the death of Kibling in 1890, the house remained in the family as Mary and Charles L. Brown occupied the house by 1896. Mary Brown, an artist, was Curtis Kibling's sister. Charles Brown was born in Canada and then moved to Boston where he was employed as a tin worker. After the death of his first wife, Brown married Mary Kibling in 1888. Brown was a clerk in the railroad freight office. The 1901 Sanborn Insurance Map labels the house "Rubber Goods." By the printing of the next Sanborn map in 1906, the building had reverted back to a residence. In 1902, the property officially transferred from the estate of Katherine Kibling to the Browns. In 1920, the Browns as well as Mary's mother Rosebell Kibling lived at the house. The house was converted to office space and apartments around 1960. Jean M. Holzinger purchased the property in 1979 and then DETS LLC purchased the building in 1995.

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

This multi-section, wood frame house sits on a small lot at the southwest corner of North Main and Church Streets. It is two houses that have been connected: one house faces North Main Street and has a small setback and the other faces Church Street and has no setback. The North Main Street house is a 2 story, tri-gable ell, and the Church Street house is a 2 story vernacular Italianate. The house has a parged foundation, composition siding, gabled slate roofs, and one brick chimney. The houses are connected by a 1½ story ell that has a standing-seam metal roof. The North Main Street house has a dominant front gable and two side gables and a 1½ story rear ell that connects to the previously mentioned ell. It also has a shed-roofed entry porch with chamfered posts, in the corner formed by the front and south gables. There are two entries to the house off this porch, one into the front gable section and the other into the south gable section. These entries contain modern hollow-core doors. The Church Street house has a front-gable orientation and a sidehall plan. It has a small 1 story perpendicularly attached rear shed that is barely connected to the southwest corner of the house. This house also has a front square-cornered bay window and a projection spanning the west elevation that is an open porch at the left half and enclosed living space at the right half. The porch has square posts and a square balustrade railing. A small flat roof supported by large scrolled brackets protects the main entry, which has a modern hollow-core door. Spanning the north elevation of the ell that connects the two houses is a deep shed-roofed porch with clapboard half-wall and square posts, and a pediment entry bay at the left end. Wooden stairs on the northeast side and a handicap switchback ramp on the northwest side access the porch. Architectural trim is limited to molded horizontal and raking cornices and narrow cornice returns. The North Main Street House has open eaves. The complex has a mix of windows. The first story of the front gable has a picture window. The rest of the North Main Street house has mostly wood 2/2 windows, and two 1/1 replacement windows and one ribbon of casement windows in the rear. The two rear ells have 1/1 replacement windows and sliding windows. The Church Street house has wood 2/2 windows, and 1/1 windows in the bay window.

The North Main Street house was constructed c. 1872. It is possible the Church Street house dates to that time also and was originally a barn. The houses originally had clapboard siding, and the North Main Street porch had a hipped roof. The first time this section of town is included on a Sanborn insurance map is 1901. By this time the property consisted of two connected houses and the connecting ell was spanned on both sides by a porch. The North Main Street house had corner pilasters and entablatures at the eaves. By 1906, the porch and enclosed living space had been added to the Church Street house. By 1955, two 2/2 windows were replaced by the extant picture window. The composition siding dates to the late twentieth-century. Except for the composition siding and replacement windows, the house retains its historic integrity and is a good example of a vernacular Italianate residence.

Prominent local businessman George W. Gates may have owned all the land west of Bridge and Currier Streets on the south side of the White River. Gates first worked as a baggage master for the Passumpsic Railroad in St. Johnsbury in 1850. He eventually became a conductor, a position he held for many years. When he relocated to White River Junction in the 1860s Gates was the superintendent of the Vermont and New Hampshire telegraph lines. He was also the superintendent of construction and repairs of the Western Union Telegraph Company and was instrumental in the development of the village. Gates was active in local politics and also served as the Democratic nominee for Vermont's Lieutenant Governor in the 1880 election. Following his retirement, he maintained ownership interest. of the railroad. Upon his death in 1887, Gates was described as a "genial and companionable man and held in high esteem, especially by the men under his supervision."[7] This house was probably constructed soon thereafter around 1871.

In 1871, William Huntoon purchased this property from Gates. Huntoon (born 1835) was manager of the Western Union telegraph office and agent for the U.S. and Canada Express Company. When he first came to work for the telegraph office in 1858, he and an assistant ran the business. Twenty years later, he managed the place with six assistants.[8] He lived at the house with his wife Martha and three daughters. In 1885, Huntoon served as a collector for the schoolboard.[9] After fifty years of service, Huntoon retired in 1903. The property remained in the Huntoon family until 1948, when it was sold to Ethel Gardner Nichols. Nichols lived next door at 36 Church Street at the time and the subject property was identified as a double tenement. In 1967, the property was purchased by Eugene and Jenifer Clerkin, who sold it in 1981 to Dr. Thomas Terry. The North Main Street house has served as an office for at least fifty years and was the home of the Watson & West Insurance Agency in 1955 and then the office for Dr. Terry from 1981 to the present day. The Church Street house has remained in residential use.

[7] *St. Johnsbury Caledonian*, November 24, 1887
[8] *Republican Observer*, April 27, 1878
[9] *The Vermont Observer*, April 4, 1885.

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

This modern 1 story bank is located on the west side of North Main Street and has a large setback from the street behind a lawn. A driveway parallels each side of the building and the building backs up to a large parking lot. The building has a rectangular footprint oriented parallel to the street, and a flat-roofed carport at the south elevation. The bank is a concrete block structure sheathed in vertical barnboard and has a flat roof. Off-center on the front (east) elevation is a shallow, flat roofed entry vestibule with vertical barnboard siding and a hollow core door. At the right end of the east elevation and left end of the north elevation are paired full-height plate glass windows. At the left end of the east elevation are a 2/2 window and a fixed pane window. The north elevation features six fixed pane windows. Centered on the west elevation is a double glass door protected by a flat roof overhang. There is a shed roof addition with two hollow core modern extending from the north elevation. A 1 x 3 bay addition extends from the southeast corner. There is an offset door and a mixture of windows on this addition.

This building was constructed sometime between 1925 and 1941 as an automobile service station. It was built in the Moderne style and was sheathed in white sheet metal panels and a full-height storefront windows at the right bay and two garage doors in the left and middle bays. In 1972, the building was completely remodeled as the Randolph National Bank. The only original features remaining of the service station are the massing and the storefront windows. In the 1980s, the front vestibule was added under the cantilevered roof over the front entry. In 1993, the Randolph National Bank was closed and the building was sold in 1994 to the Alice Peck Day Memorial Hospital. In 2010, the Gifford Medical Center purchased the property and continued to use the building for medical purposes. Because the current appearance of the building dates to 1972, it is not a contributing resource.

This site was the location of a large 3 story c. 1880 Second Empire house constructed for George W. Smith. It was one of the grandest homes in the White River Junction Historic District, and Smith was one of the most prominent businessmen in the history of White River Junction. He owned the Smith Cracker Factory, the White River Paper Company (#14) and the Vermont Baking Company (#6), and was the first president of the First National Bank of White River Junction (#70). According to a 1918 Vermonter article, "Mr. Smith was skilled in the art of business getting by contact. Genial, shrewd and unerring in judgement he came to be relied upon in all matters of moment."[10] George's son Robert (1869-1917) inherited the house and took over the cracker factory after his death; after Robert's death, the house was converted to a boarding house known as the Smith House. It was then demolished to make way for the service station.

[10] Cummings, Charles, "A Bank of Courtesy," *The Vermonter, Volume 23, No. 1.* White River Junction: Charles S. Cummings, 1918.

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

This wood frame, apartment house sits on a narrow lot on the west side of North Main Street and it is set back slightly from the street behind a small lawn. The 2½ story structure has a 2 x 10 bay, rectangular footprint oriented perpendicular to the street, a brick foundation, composition siding, and an open-eave standing-seam metal front-gable roof. Centered on the north roof slope is a shed dormer with two small 6/6 windows. Architectural trim is limited to flat window and door casings. At the right end of the front (east) elevation is a bay window. Spanning the front elevation to the left of the bay window is a 1 story, hipped-roof porch with turned columns and railing. Centered on the south elevation is a bay window with a two bay, hipped-roof porch and another bay window to the left. Centered on the right half of the south elevation is a one bay hipped-roof porch. The porches all have turned columns and railings with square balusters and lead to apartment entries. The front porch and bay window have asphalt-shingle roofs and the side porches and bay window have standing-seam metal roofs. The building has irregularly-spaced 1/1 windows, except for a square window with diamond-pattern panes at the right end of the south elevation, marking the location of the front staircase. Leading from the front gable window to the roof of the front porch is a modern wood fire escape covered with a trellis-pattern screen. There is a single 1/1 window in each of the gable peaks.

This building was constructed sometime between the printings of the 1894 and 1901 Sanborn Insurance maps, and has always been used as an apartment house. It was originally three units and around 1961 was divided into six units. A member of the Barnes family, who sold it to Charles Leonard in 1907, probably constructed it. At the time, it was constructed, there was a great deal of economic growth in White River Junction, resulting in a demand for worker housing. The building originally had clapboard siding and a shingled front gable. The historic siding may be concealed beneath the existing siding, which was installed sometime in the last half of the twentieth-century. Except for the composition siding and fire escape, this building has retained its historic integrity and is a good example of turn-of-the-century worker housing. The building remained in the Leonard family until 1961, who also lived there. The current owner and principal of the Hartford High School (#57), Nelson Fogg, bought the property in 1982.

Teddy's Diner once stood parallel to the north elevation of this building. This diner dated to about the 1920s, and started as a tiny diner car called Teddy's Pullman Diner, which was first located just south of the Polka Dot. Teddy Theriault owned this establishment as well as several other restaurants in the area. Theriault "was a very good tap dancer, and so was his son. They would perform in various shows. He did shows occasionally in the barn at Hartford. When he opened a new diner, he ran a contest to name it…"[11] The building had sheet metal siding, ribbons of square awning windows, and a Quonset-hut roof. It was enlarged around 1935 with another Quonset-hut-roofed structure with shingled siding and

[11] "Memories of Growing Up in Hartford Village." *Hartford Historical Society Newsletter.* Volume 26, Number 1, September-October 2013.

multi-pane casement windows. Around 1937 both sections were moved to next to the apartment house and by 1940, the entire structure was sheathed in sheet-metal siding and the casement windows replaced with single-pane windows. It was later called Dick's Diner, and stood on the site until around the 1970s.

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

This large brick complex is located on a large lot on the east side of North Main Street. It has no setback from the sidewalk and consists of several sections built over the years. The symmetrical main block is a large, 2 story, five bay building with a flat roof and deep overhanging front cornice supported by large knee braces. Between the braces is a "frieze" of grey header bricks forming a continuous row of diamonds. The front elevation has three large square openings flanked by large segmental-arched openings. The center opening has a recessed entry with a full-height plate glass window flanked by angled glass doors. The other openings contain metal-framed, plate glass windows. These openings have three horizontal bottom windows and upper transoms. The square openings have a single horizontal window in between the lower and upper windows and the arched openings have three vertical windows in between the lower and upper windows. At the second story are five regularly-spaced, 1/1 windows. The windows have arched brick lintels and brick sills with engaged drop pendants. In between each of these windows is small white circle over a vertical pattern of grey header bricks. The side elevations, where not concealed by additions, have irregularly-spaced, 1/1 windows. These windows have arched brick lintels and brick sills.

Spanning both the north and south elevations of the main block are 1 story flat-roofed additions. The front elevation of the south addition has an overhanging cornice supported by knee braces, and two arched openings that match those of the main block, to the left of a large, 6 x 12 panel garage door. The left opening has a metal-framed glass door and vertical full-height window and the right opening has two vertical full-height windows. Both openings have arched transom windows. The south elevation of this addition has three metal-framed industrial windows, a metal garage door, and a window opening that matches the opening of the industrial windows but contains two vertical windows. The left industrial window is a single plate glass and the remaining two have twenty panes. Clad with metal siding, there is a shed roof structure on roof of this south addition. The left half of the north elevation of the north addition is concrete block clad with metal. The right half of the front elevation is brick. The right half is a full-height metal-framed window, which wrap around the front elevation. The concrete block section has large recessed openings containing metal-framed glass windows and doors. The front brick elevation has a metal-framed glass door and transom. There is a shed roof structure on the southeast corner of the roof of the northern addition.

Spanning the rear of, and projecting north and south of these buildings, is a 2 story flat-roofed building built in stages. Directly behind the south addition to the main block, this

rear section is plain and lacks fenestration. Where it projects south of the rest of the building, it has a heavy corbeled cornice. The south and east elevations of this south projection have regularly-spaced 2/2 windows. Spanning the west elevation of this south projection is 1 story concrete-block shed-roofed loading dock. It has a corrugated metal roof supported from above by suspension cables, and two paneled garage doors and a single panel pedestrian door in the west elevation and a double-leaf vertical-board door in the south elevation. The north end of this rear section has square metal-framed industrial windows, a modern paneled garage door at the first story of the north elevation and a historic paneled garage door at the second story. Three tall, brick chimneys rise from the rear section. In the corners formed by the main block and rear sections are small square wood-framed second story sheds with composition siding their roofs project above the rest of the building.

The front of the main block of the building was constructed in 1910 for the Vermont Baking Company. The front elevation of the main block is essentially unaltered except for the second story windows, which were originally 8/8 windows, and the left bay was originally the location of the front door. The rear forty-foot section of the main block was constructed in 1913. The rear section with the corbeled cornice predates the Vermont Baking Company and was originally a c. 1880s stable for the adjacent Smith Cracker Factory. In fact, the stable closely resembles the former cracker factory. In front of this stable was a 1½ story wood frame house with a rear ell connected to the stable. Sometime between 1925 and 1941, the house was removed, and the south and rear sections were added to the main block, connecting the stable to the rest of the complex. By the 1960s, the first story openings of the front elevation of the main block had been partially infilled with brick walls and smaller windows, and the second story windows had been replaced with windows of five horizontally-stacked panes. The brick section of the north addition was added by the late 1960s as well as a large metal-sided garage which was attached to the north elevation of this addition. During a 2002 rehabilitation, the garage was removed, the original first story front openings were reopened, and the concrete block and metal-framed north additions were constructed. The Vermont Baking Company complex retains its historic integrity and is an excellent example of an early twentieth-century brick industrial building. The company also made an important contribution to White River Junction's economic prosperity during the first half of the twentieth century.

The Vermont Baking Company was established in 1898 by a group of White River Junction businessmen and bought out by George W. Smith in 1899. Smith was already the proprietor of the Smith Cracker Factory next door and the White River Paper Company (#14) and was the president of the First National Bank of White River Junction (#70). The baking company was first located on Bridge Street but soon outgrew this building and started sharing space with Smith's cracker and candy factory. The 1910 building was constructed with the purpose of housing the Vermont Baking Company. Smith retired in 1923 and George C. West, who had been manager since 1899, bought the company. In 1924, *The Landmark* (local newspaper) reported that the Vermont Baking Company was the largest bakery in Northern New England. In 1945, the Ward Baking Company purchased the complex.

Following the sale, the company erected a 100-ton flour tower in the 2 story production facility at 85 North Main Street. In the following years:

> "through annexation, renovation, and the steady influence of transforming existing structure as an alternative to the high costs of razing and new construction, the Ward Baking Co. facility grew to encompass the former Smith & Sons buildings. During this time, the building became known as the Tip Top Building, named after the company's Tip Top Bread. On the eastern face of this building Ward painted their advertisement of a girl unwrapping a loaf of Ward's Tip-Top Bread, with the slogan "It's like opening the door to a bakery."[12]

The Ward Baking Company closed in 1974. During the ensuing years, the building housed various "sundry businesses ranging from Tip Top Tire to a convenience store, a taxi cab service to various artists seeking studio lofts.[13] Harold and Melvin Tobin purchased the building in 1986. In 2000, Matt Bucy, former engineer with New England Digital and Yale trained architect, purchased the complex. Today, it is known as the Tip Top Building and current tenants include professional offices, ballet studio, artists' studios and a publishing company.

Two wood frame houses once stood in the parking lot north of the complex; they were both demolished in the early 1960s to make way for parking. The L.S. Grover House stood directly north of the complex. It was a c. 1865 2½ story front-gable house with a 1½ story side ell, composition siding, a wraparound porch, paneled corner pilasters, and a rear ell and attached rear barn. It had been in the Grover family during its entire existence. The George W. Barnes House stood across from Church Street and was a c. 1865 2½ story front-gable house with a large rear wing, clapboard siding, a full facade front porch, paneled corner pilasters, and a pointed arch window in the front gable. Barnes (born 1829) was a conductor on the Northern New Hampshire Railroad. The house was constructed for Barnes and his wife Helen and remained in the Barnes family until the 1920s, possibly later.

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

This small brick veneer building is located on a small lot on the west side of North Main Street. It sits behind a small lawn that extends along the south side of the building, and along the north side is a parking lot. This symmetrical 1 story building has a rectangular footprint oriented perpendicular to the street, a poured concrete foundation, and a hipped asphalt-shingle roof with a clipped gable. The roof extends in the center of the front elevation to form a shallow entry porch with wrought-iron posts and accessed by concrete steps. Centered on the front elevation is a pair of doors. The building has regularly-spaced

[12] Norman, Dave, "After the Empire: White River Junction Seen Through the Windows of the Tip Top Building - Part 2 of 2." *Hartford Historical Society Newsletter, Volume 18, Number 3,* January-February, 2006.
[13] Ibid.

vertical window openings that each contain a stack of three horizontal wood-frame panes. The bottom panes are awnings.

Alfred A. Guarino, local attorney and Judge of the Hartford Municipal Court, built this building in 1960. He maintained his office in the building and rented out the other half to other businesses. The building was constructed in the location of an 1850s Greek Revival house, that could have been the M.F. Bartholomew House identified on the 1869 Beers Map. It was a 1½ story, wood frame, gable-front building that was later used as the T. Dwight Bugbee dentist office. A native of Pomfret, Vermont, Bugbee attended the Pennsylvania College of Dental Surgery. He initially practiced in northern Vermont, before opening an office in White River Junction in 1901. His first practice was located in the Gates Block (#16) prior to this site.[14] Guarino had the house moved to the rear of the lot in 1959, where it was used as an apartment building, and later sold it to the New England Telephone Company, which demolished it.

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

This building is located on a small paved lot on the east side of North Main Street. It has a slight setback from the street and a square footprint. The building has a poured concrete foundation, rough vertical board siding, and a side-gable roof. The front third of the building has a slightly lower roofline than the rear 2 thirds. The front roof is asphalt-shingled and the rear roof is standing-seam metal. The building has two modern front doors and irregularly-spaced square and horizontal single-pane windows.

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

9. Good Neighbor Health Clinics/Gates Memorial Library, 70 North Main Street, 1907, 2001, contributing

This brick Late-Gothic Revival building is located on the west side of North Main Street on a small lot. It sits on a small knoll and has a moderate setback behind a lawn, and narrow green strips at the sides. The building is 1 story over a raised basement, and has brick bearing walls and a cross-gable main block and rear ell. The main block has a dominant front gable and side gable wing to the north, soldier brick water table, and a slate roof with

[14] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.

gables capped with granite parapets with decorative footstones. The east elevation projects slightly from the front gable. The east slope of the roof extends past the parapet to meet this elevation. An open entry vestibule is attached to the north elevation of this projection. It has a standing-seam metal roof with a front gable capped with a granite parapet with decorative footstones, a Tudor-arch opening, and a stairway of cut granite steps with granite-capped stringers. The main entry also has a Tudor arch.

There is a rectangular, flat roof addition off of the east elevation. The flat roof intersects the gable of the east elevation. The recessed entry has granite sills and is centered on the north end of the addition. The entry has metal-framed glass window and a glass door and is capped by an arched transom light and arched brick lintel. The rear ell spans the rear elevation of the main block and has a rear-gable standing-seam metal roof.

The front gable has a Tudor-arch opening with a tripartite, wood frame, Gothic window with leaded, diamond-paned colored glass. The front and side elevations of the ell have one flat-arched window opening. The front opening of the ell has a tripartite casement window with multi-pane transom windows, and the side window has a quartet window with multi-pane transom windows. The side elevations of the ell have regularly-spaced paired 1/1 windows with multi-pane transom windows. There is also a mix of 1/1 and six-pane horizontal basement windows.

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

This was the first and only separate library building in White River Junction's history. Previous to its construction, library rooms were available over the years in the freight depot, in a private schoolhouse near the Episcopal Church, and the upper story of Smith's bakery. In 1891, the Loyal Club was established and offered to operate a library. The club also organized other community events such as the Spanish War Lawn Party during the summer of 1898.[15] In 1900, a library was established in the Junction House Annex. In 1906, Amos Barnes donated a plot of land and had the extant library erected in 1907. Barnes was a resident of White River Junction and Boston, Massachusetts. He was President of the Connecticut and Passumpsic River Railroad, proprietor of the Brunswick Hotel in Boston and incorporator of the Vermont Trust Company.[16] It was built as a memorial to the late

[15] "The Loyal Club—2nd Installment." *Hartford Historical Society Newsletter, Volume 24, Number 5,* May-June 2012.
[16] Vermont Board of Library Commissioners. *Biennial Report of the Board of Library Commissioners of Vermont, Volumes 4-9*. 1902.

George W. Gates and his family. George Gates (1824-1887) was the superintendent of construction and repairs of the Western Union Telegraph Company and was instrumental in the development of the village. Gates was active in local politics and also served as the Democratic nominee for Vermont's Lieutenant Governor in the 1880 election. In 2000, the library closed after 93 years of continuous service, due to lack of funds for its maintenance. The building is now owned by Good Neighbor Health Clinics.

10. Wave Reviews, 59 North Main Street, 1949, contributing

This building is located on the east side of North Main Street and is attached to 57 North Main Street. It has a slight setback from the street behind a parking lot and is a 2 story, brick veneer commercial block with a flat roof and a corbeled brick cornice. Above the second story windows is a course of soldier bricks. The building has a rectangular footprint oriented perpendicular to the street and a slight projection at the left end of the north elevation. Its south wall serves as the party wall with #53 North Main Street. The first story of the north and west elevations is spanned by full-height metal-framed storefronts with vertical siding transoms (except for the projection). Above the storefronts is a wraparound asphalt-shingle pent roof supported by pipe columns. The off-center angled recessed front entry has a modern hollow-core door. At the right end of the front elevation is a wood door with three upper horizontal lights. The regularly-spaced window openings contain 2/2 (horizontal pane) wood window units.

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

This building was constructed on the site of the Smith Cracker factory, one of White River Junction's most important businesses for over fifty years. E.K. Smith established a cracker and candy business in Hanover, New Hampshire, in 1837, and moved it to White River Junction in 1871, when he built a brick building at the north corner of North Main and Bridge Streets.[17] It was one of the earliest non-railroad related businesses in White River Junction. This Italianate, 5 x 3 bay, 2 story, flat roofed building had a prominent corbeled cornice and regularly-spaced 6/6 windows with window hoods. Smith died in 1877 and the business was taken over by his son, George W. Smith (1842-1905). George Smith was also the president of the White River Paper Company (#14), which was organized in 1881 and located in the basement of the Smith Cracker factory. In 1881, the building suffered a fire. The local newspaper, *The Landmark*, reported: "We are sorry to chronicle the fact that Smith's bakery, with all its contents, together with Cummings's job printing office, was burned Thursday forenoon. Farman has moved into the basement and as he has been burned out in business three times and his house once, all inside of six years, it is safe to

[17] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.

say the bakery 'must go' sometime."[18] The newspaper article proved to be prophetic as the building burnt in 1884, with only the brick walls survived. It was rebuilt with three extra bays at the north end, a mansard roof, commercial storefronts in the original block, and a three story, brick annex in the rear. In 1886, the First National Bank of White River (#70) was established on the second floor of the Smith block, and George Smith was its first president. Bogle's Jewelry was also established in the Smith block. From 1900 to 1910, the Vermont Baking Company (#6) also had space in this building. George Smith's son Robert E. joined the firm in 1892, and the name of the cracker and candy firm was changed to George W. Smith and Son. George Smith died in 1905, and the firm was taken over by Robert, who left it to his sons George and Robert upon his death in 1917. They changed the name of the firm to Smith & Sons, Inc. The business was closed in 1934 due to loss of sales, and the building was razed in 1942.

11. Dreamland Building, 58 North Main Street, 1973, c. 2009, non-contributing

This building is located on a small lot on the west side of North Main Street. It has a small setback behind a lawn and is in close proximity to both adjacent buildings. The symmetrical 2½ story building has a square footprint, rainscreen siding, and a front-gable standing-seam metal roof. Centered on the first floor of the front (north) façade is recessed entry. It is flanked by metal storefront windows. There is a metal-edged cantilever running along the front façade. The second story of the front elevation is a combination of single and paired plate glass windows with wide muntins. There is a saltbox extension from the west elevation. There is a recessed entry on the northwest corner. The east and west elevations feature irregularly space 1/1 windows. It is a non-contributing resource due to its age.

This building was constructed in 1973 on the site of the 1924 Lyric Theatre. The Lyric had a front-gable brick auditorium space behind a 2 story, front-gable, stuccoed pavilion. The pavilion was flanked by 1 story flat-roofed brick wings. Hosting live entertainment and motion pictures, the theater was built by Allard Graves, who had purchased the property from Nathaniel Wheeler, the owner of the Junction House. Graves was also the owner of the Crown Theatre (demolished in 2005), which closed when the Lyric opened. The Graves Theatres Corporation eventually owned about fifteen area theatres. In the 1940s, Interstate Theaters of Boston operated the theater. The Lanco Corporation, established by a group of local businessmen, purchased the theater in 1965 but at this point the theatre was already experiencing decreased attendance due to parking problems and competition from new area theaters, which ironically included a drive-in theatre opened by Graves in 1952. The Lyric closed in 1970 and was demolished in 1973 to make way for the extant building. The building underwent extensive alterations c. 2009, removing its 1973 detailing. It is now the Dreamland Building, which houses several different commercial enterprises.

12. Main Street Furniture, 57 North Main Street, 1949, contributing

[18] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.

This building is located on the east side of North Main Street and is attached to 53 and 59 North Main Street (#10 and 13). It is very similar in appearance to 59 North Main Street. It has a slight setback from the street behind a parking lot and is a 2 story, brick veneer commercial block with a flat roof. Above the second story windows is a course of soldier bricks. The building has a rectangular footprint oriented perpendicular to the street. The first story of the front (west) elevation is spanned by a storefront with metal-framed single-pane storefront windows and an off-center recessed angled doorway. Under the windows is a flat wood skirt, and above the storefront is a flat wood signboard. The main entry has a wood door with a large vertical light, under a transom that is now occupied by an air conditioning unit. At the right end of the front elevation is a hollow core metal door. The regularly-spaced second-story window openings contain 1/1 replacement windows.

The building was constructed in 1949 on the site of the Smith Cracker factory. The storefront appears to date to the 1980s, but the building remains a good example of a mid-twentieth-century commercial block. It was constructed for Lawrence Falzarano as Falzarano's Restaurant. Lawrence Falzarano grew up in the Italian neighborhood in the south end of town, living in the tenement house at 320a South Main Street (# 47). Main Street Furniture occupied the building between 1989 and the present. The building is still owned by a member of the Falzarano family.

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

This American International Style building is located on the north corner of North Main and Bridge Streets and faces North Main Street. It is a 1 story brick-veneer flat-roofed structure and has a slight setback from both streets, and occupies almost the entire building lot. There is a small lawn in front of the building and a dry stone retaining wall between the lawn and Bridge Street. It shares a party wall with 57 North Main Street and has a rectangular footprint oriented perpendicular to North Main Street and a poured concrete foundation. Its storefront is set at an angle, facing the street corner. A metal-edged cantilever wraps around the bottom edge of the brick walls that overhang the recess created by the storefront. At this corner, a metal pipe column supports the overhang. The storefront has metal-frame full-height display windows. The basement is exposed along Bridge Street. The building has squat 1/1 windows at the first story of the Bridge Street elevation, and picture windows and 2/2 horizontal-pane windows and a doorway at the basement. The building is a good example of the American International Style.

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

14. Barnes Building/White River Paper Company, 42 North Main Street, c. 1905, contributing

This 3 story, Neo-Classical Revival, brick, commercial building is located on the southwest corner of North Main and Currier Streets. It faces North Main Street and has no setback from either street. It has a rectangular footprint oriented perpendicular to North Main Street, brick masonry foundation and walls, and a flat roof. The first story of the front (east) elevation is spanned by a storefront that wraps around to the side elevations. The front elevation is three bays wide and the corners of second story are defined by brick quoins that support a continuous third story brick sill course. The second story windows have granite sills and are beneath recessed round-arched panels with granite impost blocks and keystones. A brick rectangular panel is above each second story window. The third story windows have brick architrave moldings. The cast iron storefront has a deeply recessed centered angled entry with three doors, two leading to the first story and the third leading to the upper stories. The storefront has brick corner piers and two, square cast iron columns in the center supporting a stamped, sheet metal cornice. The storefront windows each consist of one large single-pane window with square and rectangular margin panes. There are also storefront windows at the side elevations. The front doorways contain wood-frame glass doors and large transom windows. The second story windows are 6/1wood units, and the third story windows are paired triangle-paned casement windows. The four bay, Currier Street elevation has recessed bay windows with granite sills. Spanning the rear of the building is a 3 story, brick addition with a rear entry to the building. A 1 story brick garage is attached to the rear of this addition. The building is a good example of a turn-of-the-twentieth-century commercial block.

The Barnes Block was constructed sometime between the printing of the 1901 and 1906 Sanborn Insurance Maps, when Currier Street had not yet been created. The original storefront was altered by the 1950s, and in 1997, it was rehabilitated. The building originally had a corbeled bracketed brick cornice that was removed at an unknown time. The building was named the Barnes Block for an unknown reason. It may have been named after George W. Barnes, a prominent local businessman, or a member of his family. The 1906 Sanborn map labels it as the White River Paper Company building, with the Masonic Hall on the third story. The White River Paper Company opened in 1881 in the freight depot, and manufactured books and stationery. The first directors of the White River Paper Company were George W. Smith, Alma C. Farman and Samuel Farman. Samuel Farman came to White River Junction in 1879 and "brought a sound knowledge of the paper industry, having worked in book publishing for 30 years …and ran a small paper products business — the forerunner of the White River Paper Co."[19] The freight depot burned in 1888, and the company moved into the basement of the Smith block across the street from the location of the Barnes Block. After Smith's death in 1905, Mr. Farman became sole

[19] Sanders, Seiche, "Distributor Pioneers: The 10 Oldest Jan/San Distributors." Clean Link, July 1, 2005. Accessed December 27, 2016.

director. In 1906, the firm moved into the Barnes Building. When Mr. Farman died in 1911, J. Pratt Kimball and George Gates Nichols bought the firm. Nichols lived at 35 Church Street in the district. After the deaths of these men, Robert Whitney and Nichols' son, Lawrence, purchased the firm. In 1947, Greydon Freeman purchased the retail arm of the firm and sold office supplies there until about 1987. In 1957, the manufacturing arm of the company moved into the Cross-Abbott building (#69) on Gates Street. In 1996, Greydon Freeman, then known as Magee Greydon Freeman, moved to Lebanon, New Hampshire. The newest owner is Provisions International, a specialty food distributor to restaurants, food cooperatives, independent grocers and specialty food stores. This company rehabilitated the building in 1997.

15. Polka Dot Diner, 7 North Main Street, c. 1925, c. 1940, c. 1960s, contributing

This small 1 story, wood frame structure is located at the intersection of North and South Main Streets. Its two sections follow the bend in the road, creating an irregular footprint. Below the window sills, the walls are faced with brick veneer, and above the sills the walls are faced with vertical barnboard. The walls are capped with a molded wood cornice. Spanning most of the front (south) elevation is a pent roof and ribbon of square window openings flanking a central doorway. The windows have single-pane fixed sash beneath multi-pane transom windows. The west elevation is a solid concrete wall. The brick veneer/window/barnboard combination continues on the east elevation.

The west section of the diner was constructed c. 1925 and had a different appearance, with a ribbon of large vertical windows. Around 1940 it was expanded to its extant footprint. A 1954 photograph shows the extant building with horizontal wood siding and a sheet metal Moderne cornice. The current appearance (new siding and lack of sheet metal cornice) dates to the 1960s. The building is non-contributing due to these alterations. George Adams, who owned the hotel next door, established the diner. Around the 1940s, it was named Walt's Diner, and became the Polka Dot Diner in 1960. The Polka Dot closed in 2015.

16. Gates Block, 5 South Main Street, 1890, contributing

This large 3 story, Colonial-Revival, brick, commercial building is located at the intersection of North and South Main Streets and extends from this intersection west to Currier Street. It is one of the largest historic buildings in the historic district. It has no setback from any street, a flat roof, and its North and South Main Street elevations are spanned by storefronts. It has an irregular footprint roughly in the shape of an L and at the North Main Street/South Main Street corner, the corner of the building is clipped at a 45-degree angle. This angled corner is crowned by gable-peaked parapet. Mounted in the gable is a sandstone block inscribed with "1890" above "Gates Block."

The South Main Street and North Main Street elevations are six bays each. Each bay is defined by a brick pilaster that supports a flat frieze under a corbeled and denticulated brick cornice.

The South Main Street elevation has four different modern storefronts; three are one bay wide and one is three bays wide. They generally have metal-framed storefront windows topped by a flat signboard. All but the sixth bay of the second story of the South Main Street elevation has a recessed bay, oriel window within a segmental-arched opening. These bay windows are flanked by vertical window openings. The vertical window openings, including the center unit of each bay window, each contain a 6/6 replacement window. The side units of the bay windows are 4/4 replacement windows. A triangle-pane transom window tops each window unit in the bay windows. The sixth bay has a pair of 6/6 replacement windows.

The sixth bay has three vertical window openings. All but the third bay of the third story of the South Main Street elevation has three vertical window openings. The third bay has one window opening. These window openings contain 6/6 replacement windows with arched trim.

The North Main Street elevation has five different modern storefronts. Each storefront is one bay wide except for one that is two bays wide. They generally have metal-framed storefront windows. The second bay has no storefront, but has two, 2/2 windows and a doorway. Above the storefronts of the North Main Street elevation there is a 2 story high, second story, which reflects the interior auditorium space. All of the bays except for the first bay of this second story have two, tall round-arched window openings. These are partially infilled and have modern aluminum awning windows. The first bay of this elevation has a recessed bay window and vertical window openings similar to the South Main Street elevation.

The angled corner has an entry at the first story and a recessed oriel bay window at the second and third stories. Each window opening has a Vermont redstone window sill. Two brick pilasters accented by a tooth pattern border the angled corner. The building is in very good condition.

The Gates Block was constructed in 1890. Alterations include c. 1950s awning windows, c. 1990s double hung windows and replacement storefronts approximately from the 1950s to the 1980s. The storefronts originally had cast iron columns, stamped sheet metal cornices, and single-pane storefront windows with four-pane transom windows. The windows were originally 2/2 wood units in the vertical openings and 1/1 wood units in the oriel windows.

This building was constructed in 1890 for Mae Gates (1860-1900). Mae was the daughter of George W. Gates (1824-1887), a prominent local businessman. He settled in White River Junction in the 1860s, and owned most of the land in the historic district west of Bridge and

Currier Streets on the south side of the White River. Gates was active in local politics and also served as the Democratic nominee for Vermont's Lieutenant Governor in the 1880 election.

After the death of George Gates in 1887 and his wife, Mary, in 1889, Mae inherited the estate, which included the property in the location of the Gates Block. This property included the family homestead, which was the c. 1830 Colonel Nutt house. It was a 2½ story wood frame, front-gable, side-hall plan, Greek Revival house with clapboard siding, a front pediment, corner pilasters, a Greek Revival entry with a tall entablature, and regularly-spaced windows. George Gates had purchased the house in 1866, and in 1890, Mae had the house moved from this location to the lot just east of the Methodist Church (#74). The house was eventually sold to the Miller Automobile Company, and sometime after 1975, it was demolished to create a parking lot for used cars.

One of the first institutions to move into the Gates Block was the post office. It was also originally the location of the Gates Opera House, which served as performance space and for civic and recreational events until the 1950s. In 1892, the Wheeler Brothers men's clothing store opened in the Gates Block. The 1894 Sanborn Insurance Map labels it as the Hotel St. George and the Gates Opera House. In 1900, additional businesses in the Gates Block included the Hartford Hardware Store, the Hartford Rubber and Truss Company, and Bogle Brothers' Jewelry Store. Brothers Byron and Clarence Clinton Bogle were born to a farming family in Dover, Vermont. Initially laboring on their father's farm, they eventually came to run one of the most successful wholesale jewelry enterprises in the region. Clarence Bogle, the elder brother, left the farm to become a public-school teacher, transitioned to employment as a store clerk and, later, as a traveling salesman for an earlier family company in Brattleboro, before establishing a business of his own in West Lebanon.[20] His younger brother, Byron Leslie Bogle, joined the business in 1883. In 1884, they moved the operation to White River Junction. During this time, they spent a lot of their time as travelling salesmen. In 1889, they formed a formal partnership, and by 1890, they ceased the traveling portion of their business and established Bogle Brothers on North Main Street. They specialized in diamonds, cut glass, watches and watch repair and also employed an optician on the premises. An extensive catalog and the reach of the railroads allowed them to distribute nationally - reportedly as far as the pacific coast. The two brothers also appear to have married into the same family. Byron Leslie Bogle married Flora Isadore Thyng while Clarence wed Sarah Imogene Thyng. Although the two women's exact relationship is not clear, the uniqueness of their last name would suggest that they were related in some manner.[21]

[20] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[21] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination*, National Park Service, 2011.

The 1920 census reveals that this building also included tenement space. At this time, five families were living there. In 1938, the building was renovated to accommodate the Newberry Stores. In 1952, Miriam Abramson of Brookline, Massachusetts, purchased the building. The same year, the Briggs and Phillips men's clothing store moved into the block. Phillips sold his share of the company to Briggs in 1962 and Briggs Ltd. was an occupant of the building until 2002. In 1972, Frederick and Margaret Briggs purchased the building and undertook a renovation. This included the conversion of the second and third floors to offices, the installation of an elevator, and the replacement of some of the storefronts. The Opera House was reopened by the Briggs' in the early 1980s as theater space and was used off and on until 1997. Since then, it has been used full time for theatrical performances.

17. Hotel Coolidge, 39 South Main Street, 1925-26, 1970, contributing

This 3 story, flat roofed, Italianate building is located at the northwest corner of South Main and Gates Street and is one of the largest historic buildings in the historic district. It has a reverse-J shaped footprint with the stem of the J fronting Gates Street. It is a wood frame building faced with brick veneer at the front section, aluminum siding above a brick veneer, first story along Gates Street, and all aluminum siding elsewhere. The east elevation serves as the front elevation. The front section of the building has large square, flat roofed. corner towers. The South Main Street and Gates Street elevations are spanned by storefronts and the upper stories have mostly individual, regularly-spaced, 6/1windows. The front elevation has triplets of windows in the towers and at each end and in the middle of the second story. These window units have 6/1 replacement windows. Architectural ornamentation is limited to overhanging molded wood cornices supported by small scrolled brackets. The front elevation has an assortment of different-sized, single-pane storefront windows alternating with transomed doorways. The entrance to the hotel lobby is near the right end of this elevation. The Gates Street storefronts are more consistent, with large individual single-pane, wood-frame storefront windows and Colonial Revival doorways repeated across the elevation. The doorways have fluted pilasters and broken pediments with decorative acorn. The south tower has a clock in the west, north and east sides. The clocks have colored glass faces set in bronze and Roman numerals.

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

The hotel was constructed on the foundation of the 1879 Hotel Coolidge, a Second Empire style wood frame structure with similar massing as the 1925 hotel, a full-facade front

porch, individual 2/2 windows, a bracketed cornice, hipped-roof dormers, and corner towers with steep pyramidal roofs.

Proprietors of the 1879 hotel, which was originally called the Junction House, included Ballard & Andrews, Van Ness Spaulding, and Lavender & Eddy. In 1901, it was purchased by Lyman Gibbs and Major Nathaniel P. Wheeler (1863-1930), who owned a livery around the corner on Gates Street. Wheeler was born on a farm in Norwich, Vermont. After attending local schools, he worked in various dry goods and hardware stores. He eventually moved to White River Junction and started the general store with E.C. Gilbert. In 1905, Wheeler and Gilbert sold the grocery business to Frank Greenough, of the Greenough Block (#71). The sale of the grocery business removed "from the local merchants of White River Junction two who have been long identified with the business interests in the village. N.P. Wheeler, the senior partner, has been in the grocery trade for twenty years and E.C. Gilbert, as clerk and junior partner, for some twenty years."[22]

Gibbs also owned a butcher shop which he sold in 1885 to Edson and Shattuck from Bethel.[23]Gibbs sold his interest in the hotel to Wheeler in 1923, and shortly thereafter Wheeler changed the name to Hotel Coolidge in honor of his friend John Coolidge, father of President Calvin Coolidge. In 1903, "few hotels north of Boston surpass[ed] it in its volume of business."[24] The hotel had 200 rooms which were "maintained in perfect order, and the hotel's cuisine, table, service and general accommodations are of a character that have won for the house a reputation throughout New England and the east."[25] The hotel boasted heating, lighting, a billiards room, barber shop, local and long distance telephones "and all else, but this does not mean that it has a bar for it has none, nor never has had under its present management."[26] The 1879 hotel burned down in 1925. This was the largest fire in White River Junction's history. It has always been used as a hotel, with its storefronts always serving commercial purposes. Census records indicate that Wheeler lived in the hotel with his family, and historically the hotel staff also lived on the premises. Wheeler also owned the 700-acre Hotel Coolidge Farm, which supplied the hotel with dairy products and produce. Over the years, other owners have included August Zollikofer, Phidias Dantos, and David Briggs.

The 1879 hotel was constructed in the location of the 1849 Junction House. The first railroad depot had opened in 1849 in the general vicinity of the extant railroad station. Local resident Samuel Nutt recognized the value of the location of his farm (in what is now the historic district) and in1849, moved the "old" Grafton House from Enfield, New Hampshire, to the location of the Hotel Coolidge, and opened it as the Junction House hotel. He was sole proprietor of the Junction House until it was sold in 1856 to Carlos S. Hamilton.

[22] *St. Johnsbury Caledonian*, April 5, 1905.
[23] *The Vermont Journal,* April 11, 1885.
[24] Ibid.
[25] Ibid.
[26] Ibid.

Hamilton sold one half interest to the Barrons, then by 1859 the Barron's had full ownership. The Barrons enlarged the hotel by moving the 1852 Southworth Hotel and attaching it to the Junction House. Historic photos show the original block of the Junction House as an eight bay wide, 3 story, side-gable, Greek Revival structure with a 2 story, full-façade, flat-roofed, Greek Revival porch and four front Gothic Revival dormers. In 1878, the Junction House was destroyed by fire. According to the *History of Hartford, Vermont* (1889), this was caused by the "unrestricted looseness" of the proprietors' methods of operating the establishment.[27]

18. Post Office, 46 South Main Street, 1934, contributing

This brick Neo-Classical Revival building is located at the northeast corner of North Main and Gates Street. It has no setback from either street and to its north and east is a parking lot. It has a main block and a rear wing. The 5 x 5 bay, 2 story, flat-roofed main block has a rectangular footprint oriented parallel to North Main Street, and the 1 story, flat-roofed wing spans the rear elevation of the main block. The brick masonry has a cut granite block foundation. The corners are defined by marble quoins, and the front elevation has a centered three bay pavilion with four fluted marble Corinthian pilasters and an open balustrade marble parapet. The main block is encircled with a bold, denticulated marble entablature topped with brick parapet. At the first story of the pavilion, there is a round-arched opening with a marble keystone in each bay. Projecting from the center opening is the front entry to the building, which contains a recessed doorway framed with marble architrave molding and a broken pediment. The round arched window acts as a fanlight above the entrance. The windows flanking the doorway sit on pedestals. Other architectural details include flat-arched window openings with marble keystones, marble window sills, and marble panels between the first and second story windows. The regularly-spaced vertical window openings contain 6/9 wood windows at the first story and 6/6 wood windows at the second story. At the pavilion entablature is the inscription, "United States Post Office." The rear wing has a marble foundation above grade and 6/9 wood windows with three- pane transom windows and marble sills. Projecting from the rear of the wing is a loading dock with a flat roof overhang. The building is an excellent example of a Neo-Classical Revival public building.

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

[27] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.

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

19. Planned Parenthood/Commercial Block, 79 South Main Street, 1931, non-contributing

This 1 story, flat-roofed, brick commercial block is located on the west side of South Main Street. It has a rectangular footprint oriented perpendicular to the street and is attached to the Greenough Block (#71). A narrow alley runs along the south elevation. Spanning the front elevation is a metal-framed storefront with six continuous large storefront windows at the left half and a wide-angled recessed entry at the right half with a metal-framed glass door. A ribbon of square windows tops the storefront windows. The front façade is accented by corner brick pilasters with decorative terra cotta capstones. The capstones have Corinthian details and a recessed pattern. The caps support a denticulated cornice and a soldier brick beltcourse. The below grade rear entry is centered on the south elevation and is protected by an asphalt roof pent roof. There are two modern plate glass windows on the south elevation.

It replaced a tiny, c. 1910, 1 story, brick structure that served as a lunch counter, which replaced a 2 story house that may have dated to the 1850s. The front elevation has been completely altered as the sheet metal siding and storefronts date to the late twentieth-century. The building is a non-contributing resource due to these alterations. This commercial block was constructed originally as a store. It was the site of Aubuchon Hardware in 2001 and is presently the offices for Planned Parenthood.

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

This 2 story, concrete block building is located behind 93 South Main Street (#24). It has a 2 x 4 bay, rectangular footprint oriented perpendicular to the street, rock-faced concrete block walls with concrete block quoins, and a shallow gabled roof with a molded wood cornice and vertical-board wood siding in the gables. The window and door openings have rock-faced concrete sills and lintels. The long elevations have regularly-spaced vertical window openings that have been blocked up with wood siding. Investigation suggests that there are 2/1 windows underneath of the wood siding. The eastern portion of the north long elevation has an engaged brick chimney and second floor entry. The west gable wall has a large door opening containing a double-leaf metal door, and a small sheet metal

projection with a double-leaf metal door and metal pent roof. The east gable wall has irregularly-spaced vertical window openings that have been blocked up with wood siding.

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

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

This 2 story, wood frame, commercial building is located on the west side of South Main Street. It has a rectangular footprint oriented perpendicular to the street and is flanked by narrow alleyways. It has a low-sloped roof that ascends from south to north, a falsefront parapet, and a molded wood cornice. The first story storefront projects slightly and has T-111 siding, the east and north elevations have vinyl siding, and the south elevation has composition shingle siding. At the north elevation is a first-floor entry and an exterior wood staircase accessing a second story entry. The centered recessed angled entry is flanked by two large, 1/1 windows, and there is a large display window at the north elevation of the storefront. The storefront is enframed with wide flat stock molding and capped with a molded wood cornice. The second story has regularly-spaced 1/1 windows. There is a 1½ story, gable roof addition with a shed roof projection extending from the rear of the building. The addition has an entry and 1/1 replacement window on the north side and a single 1/1 replacement window centered in the west gable peak.

This building was constructed sometime between 1906 and 1913. The projecting storefront was added in 1938, the composition siding may be original, and the T-111 and vinyl siding date to the late twentieth-century. The building was probably originally the Carlo Fruit Store, which was opened no later than 1913 by Charles Carlo and Mike Saia. These men were immigrants to White River Junction from Italy. Carlo and Saia operated the store along with Saia's brother Fred, and members of these families also lived above the store. In 1956, Michael Saia sold the building to the Little Fruit Store. It remained a fruit store until at least 1969. It was owned by the Hartford Housing Authority and then the White River Area Housing Development Authority between 2000 and 2007. It is now owned by Dana Pippin and first story is occupied by a beauty salon.

22. Colodny's Surprise Department Store, 92 South Main Street, c. 1929, contributing

This 3 story, brick Art Deco style, commercial building is located on the east side of South Main Street and is attached to the National Bank of White River Junction. It has no setback from the street and there is a narrow alley south of the building. The flat roof building has a rectangular footprint oriented perpendicular to the street, a storefront spanning the four bay, front elevation with cream-colored brick above. The front elevation has a parapet that

is broken by three pediment-like battlements and capped in cast stone. There is a cast stone beltcourse just below the parapet. Centered on the battlement is a plaque with the inscription, "Colodny Building." The second and third stories have regularly-spaced paired 1/1 windows. The second story windows have cast stone architrave molding and the third story windows have cast stone crosses between the soldier brick window lintels. All of the window openings have cast stone sills. The storefront is lined with bronze-framed, single - pane display windows over an Antique Verde, marble skirt quarried in Rochester, Vermont. The display windows form obtuse angles in the recessed entryway. The two centered doorways flank an octagonal bronze-framed display window with a marble skirt and flattened bell-shaped roof. The storefront is capped with a continuous prism glass transom, above the transom is a cast stone entablature with a wave design in its cornice. The building is in very good condition and is a good example of an Art Deco commercial building. It is the only Art Deco building in the historic district and also has the only bronze framed storefront in the historic district.

The building was constructed c. 1929 and does not appear to have had any major alterations except for the concealment (or possible removal) of the storefront transom. Colodny's Surprise Department Store was first opened in the Junction House in 1918 by Calman Colodny. Colodny immigrated to the United States from Russia in 1910. It remained the Surprise Store and under Colodny ownership until 1991, when it was sold to Vermont Housing Enterprises, which still owns the building today. The upper floors serve as senior housing. In recent years, the first floor has been occupied by the Center for Cartoon Studies.

This building replaced a c. 1890 3½ story, wood frame, front-gable, mixed-use building with a 2 story, front porch. Until its c. 1929 demise, it served as a restaurant, pool hall and boarding house.

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

This 2 story, flat-roofed commercial building is located on the west side of South Main Street. It has no setback from the street and has a narrow alley to the north and a driveway to the south. It has a rectangular footprint oriented perpendicular to the street and is of concrete block construction with a brick veneer front (east) elevation, concrete block north elevation and stucco south and west elevations. At each end of the front elevation there is a recessed doorway with double-leaf wood doors and paneled jambs. Between these doorways is a ribbon of vertical storefront windows with transoms and a paneled skirt. Above this assembly, the front elevation is spanned by a flat signboard and molded cornice. The second story of the front elevation has a quadruplet of 1/1 windows flanked by one individual 1/1 window. The first story of the south elevation has a 1/1 window and a multi-pane picture window. The second story of the south elevation has three paired 1/1 windows flanked by one individual 1/1 window. The building is a good example of a mid-twentieth-century commercial block.

This building was constructed in 1946 as a commercial block. The 1957 Sanborn Insurance map labels it as a store on the first story and a club on the second story. All of the original windows have been replaced. At the storefront, there originally was a multipaned storefront window. At the second story, the individual windows had 6/6 sash, and the center window opening of the front elevation had a multi-pane picture window. The extant appearance of the doorways, which does not appear to be original, was in place by the 1960s.

This building was built for Lawrence and Alfonse Falzarano. Three years later, Lawrence constructed a restaurant on North Main Street. Lawrence and Alphonse grew up in the Italian neighborhood on the south end of White River Junction, living in the tenement house at 320a South Main Street (#47). Another member of the Falzarano family, Ralph, purchased the Progressive Market (#32) on South Main Street in 1946. The property then passed to Richard W. Lawrence in 1986 and then Donald Nalette in 2001. This building replaced a small, wood frame building that may have dated to the 1850s and was always used as a shoe store and/or cobbler.

24. White River Savings Bank/Edson Grocery, 104 South Main Street, c. 1880 and c. 1900, contributing

This 3 story, wood frame, commercial building is located on the east side of South Main Street and has no setback from the street. It has a rectangular footprint oriented perpendicular to the street, a narrow alley to the north, and a driveway to the south. The building has a concrete foundation, aluminum siding except for the storefront, which has false brick siding, and a shallow open-eave overhanging front-gable roof. The storefront has an off-center metal-framed glass door flanked by single-pane display windows. At the right end of the storefront is a hollow-core metal door. Off-center at the second story of the front elevation there is a large oriel window with five replacement casement windows and hipped standing-seam metal roof, next to a modern replacement window. At the third story of the front elevation there are four regularly spaced 1/1 replacement windows.

This building was constructed c. 1880 as a 2 story building. It originally had clapboard siding, a full-facade flat-roofed porch, first story display windows, and 6/6 windows. Between the 1894 and 1901 printings of the Sanborn Insurance maps, the building was raised and a first story added. The oriel window was added in the 1930s, and replaced a window pattern that matched that of the third story. The siding dates to the late twentieth-century. Although some of the building's integrity has been lost due to the siding and window replacement, it retains enough historic features to be a contributing resource.

The earliest known business in the building was the White River Savings Bank, which was established in 1886. In addition, the basement had a meat market, the first story had drugstore, and the second story was the bank and a photography studio. From the late nineteenth-century until about the 1940s, the Edson Grocery was located there, operated

for many years by G.S. Edson. From 1953 to 1973, the American Legion owned the building. Nelson Fogg owned the building in 1993. Execusuite LLC presently owns it.

25. Parker Commercial Block, 112 South Main Street, c. 1930, contributing

This 2 story, wood frame, commercial block is located on the east side of South Main Street and has no setback from the street. There is a paved driveway to the north and an alley to the south. The building has a modified rectangular footprint oriented perpendicular to the street, vinyl siding, and a shallow front-gabled open-eave overhanging roof concealed at the front by a false front parapet. Spanning the right half of the north elevation is a 1 story, shed-roofed addition with a falsefront parapet fronting the street. A covered wood staircase at the eastern portion of the north elevation leads to an enclosed second story vestibule. The front (west) elevation has an off-center recessed paneled doorway with upper lights, flanked by paired 1/1 windows. A 1/1 window flanks each side of the door within the recess. At the left end of the front elevation is a paneled wood doorway with upper lights. There is also a front door to the side addition. The second story of the front elevation has four 1/1 windows. The side elevations have irregularly-spaced 1/1 windows.

This building was constructed sometime between 1925, when the previous building on the site appears in a photograph with the 1879 Hotel Coolidge (#17), which burned down in 1925, and 1934, when the extant building appears in a photograph taken before the 1934 Post Office (#18) was constructed. The vinyl siding and first story front fenestration date to the late twentieth-century and the paired windows were originally one single pane window. Although some of the building's integrity has been lost due to the siding and window replacement, it retains enough historic features to be a contributing resource.

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

This building replaced a c. 1890, 2½ story, wood frame building with the same footprint as the extant building, as well as the same side projection and staircase. It had clapboard siding, a side-gable roof with a large front cross gable infilled with stickwork. It was the location of the J. O'Neill & Company shop, which sold dry goods, groceries, boots, shoes and men's clothing. It is unknown why this building was replaced.

26. Number Four Building, 129 South Main Street, 1967, 1983 and 2012, non-contributing due to alterations

This 2 story building is located on the west side of South Main Street and has a small setback from the street. North and south of the building are paved driveways and west of

the building is a large paved parking lot. The building has a rectangular footprint oriented parallel to the street, metal walls, and a flat roof. There are two off-center entries on the first floor. They are protected by cantilever roofs supported wire. There are glass storefront windows along the first floor. The second floor of all four elevations features a collection of ten modern windows that have alternating muntin arrangements.

This used to be American International Style commercial building. The building housed the American Legion Post 26 until 2012, and was constructed after the Legion outgrew its headquarters across the street. The building was constructed in the location of three nineteenth-century wood frame buildings. The northernmost building was the c. 1872 Village Hall, a 2½ story, front-gable structure with a 2 story, flat-roofed, side wing and a 1 story, full-facade porch. Until 1890, the second story served as the town hall and community center. After 1882, the first story was the dry goods store of W.H. Laird & Co., and was later the Brockway Hardware Store and the Lang Hardware Store. The next building to the south was a c. 1880 furniture factory and store. It was a large, 3 story, side-gable building with a 1 story, full-façade porch. It was also later associated with the Lang Hardware Store. Lang sold both properties to the American Legion in 1964. The southernmost building was the c. 1880 Brouillette House, a 2½ story front-gable house with a full-facade porch. Alexander Brouillette emigrated from Quebec in 1878 and was a dry goods merchant. The house remained in the Brouillette family until at least the 1940s, when Brouillette's daughter Della Coutermarsh lived there. The last owner of the house, Warren Carpenter, sold the property to the American Legion in 1982. All three buildings were in very deteriorated condition when demolished. In 2012, the building underwent significant alterations resulting in the loss of its International Style details. After these renovations, the building housed commercial spaces and residential apartments.

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

This 2½ story, wood frame, Italianate house is located on the west side of South Main Street and has a small setback from the street. It has a driveway to the north and is in close proximity to the building to the south. The front-gable side-hall plan, main block has a rectangular footprint oriented perpendicular to the street, a parged foundation, vinyl siding, and an open-eave overhanging asphalt-shingle roof. At the left end of the front (east) elevation is an entry porch with a gabled roof with a segmental-arched ceiling, molded cornices and cornice returns, and square posts. The entry has a hollow core metal door. The regularly-spaced window openings have 1/1 replacement window units. Projecting from the left half of the south elevation of the main block is a small 1 story ell. It has vinyl siding, a side-gable rolled asphalt roof, and a triplet of 2/2 windows and an entry in the front elevation. The entry has a hollow-core metal door and a shallow roof overhang supported by square posts. The main block is in good condition and the ell is in fair condition.

This house appears on an 1889 drawing of the village and judging by its style could date to as early as the 1870s. It probably originally had clapboard siding and 2/2 windows. The porch, siding, doors and windows date to the late twentieth-century. Although the building has been altered, it retains enough integrity to be a contributing resource. The building has always been a residence.

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

This wood frame, mixed use building is located on the west side of South Main Street. It has no setback from the street and is in close proximity to the adjacent buildings. It has a 2 story, flat-roofed L-shaped front section and a 1½ story, front-gable rear section. The L spans the front (east) elevation and part of the south elevation of the rear section and conceals most of the front gable wall of the rear section. The front section has a former storefront that is now sheathed in T-111 siding and the rest of this section has aluminum siding. The rear section has a brick foundation, aluminum siding and a metal roof with two shed-roofed dormers in the south roof slope. To the left of the east-west section of the L is a 1 story porch. The front elevation has a deeply recessed angled entryway with a hollow-core metal door. Paired 1/1 windows flank the entryway. The rest of the building has irregularly-spaced 1/1 windows, except for the casement window in the front gable of the rear section.

The rear section of the building appears on an 1889 drawing of the village and judging by its style could date to as early as the 1870s. It probably originally had clapboard siding and 2/2 windows and was a residence. The front section was added sometime between the printings of the 1917 and 1925 Sanborn Insurance maps. The original appearance of the storefront is unknown. The siding and windows date to the late twentieth-century. Although the building has been altered, it retains just enough integrity to be a contributing resource.

It is possible the front section was added in 1917 or 1918, as the building was occupied by this point by the Talbert Bakery and Fong's Chinese Laundry. Frank Talbert, "an entrepreneur, for whom Talbert Street appears to have been named", operated the bakery.[28] After operating the bakery, he started Talbert Automobile in the early part of the twentieth century."[29] Charlie Fong, who had moved to Vermont from California, opened the laundry before 1917. Fong also lived in the building. This was one of several buildings on the west side of South Main Street that Robert E. Smith's estate sold in 1920. Smith was the owner of the George W. Smith and Son cracker and candy factory. Jennie and Dominic Izzo,

[28] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination*, National Park Service, 2011.
[29] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination*, National Park Service, 2011.

who lived here until 1959, purchased it in 1920. The Maryland Real Estate LLC purchased the property in 1998.

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

This multi-section industrial building is located on the east side of South Main Street and has no setback from the street. It has a gravel parking lot to its north and a narrow yard to its south. It is comprised of a 2 story, brick, main block that is set back from the street, a brick 1 story front section that spans the front (west) elevation of the main block, a 1 story, brick section that spans the north elevation of the front section and half the north elevation of the main block, a 1 story, brick side section spanning the south elevation of the main block, and a 1 story, metal-sided section spanning the rear elevation of the main block.

The flat-roofed, main block has a rectangular footprint oriented perpendicular to the street, a corbeled brick cornice at the front (west) elevation, and segmental-arched window openings. The first story of the main block is mostly concealed by additions with the left half of the north elevation exposed with a rolling metal garage door and a metal pedestrian door. The second story of the front elevation has a centered pair of 3/1 wood windows flanked on each side by one 3/1 window (the three-pane sash have vertical panes). At the right end of the north elevation are two window openings: one has been partially blocked and has a 1/1 window and the other has a 3/1 window. Atop the main block is a small, wood frame, windowless room sheathed in vertical-board siding; the front third has a flat roof and the rear two- thirds have a pyramidal roof.

The front section is a deep addition to the main block and has a flat roof. The front elevation has two truck bays partially infilled with plywood, concrete block, two hollow-core metal doors, and awning windows. At the left end of the front elevation is a 1/1 window with a cast-stone lintel and a metal door with a transom window. At the right end of the south elevation is a metal door. The flat-roofed north addition to this front section is one bay wide. Its north elevation has a corbeled brick beltcourse, cast-stone window lintels, segmental-arches above regularly-spaced rectangular window openings, and fixed single-pane vertical windows. The front elevation of the addition has a 1/1 window with a cast stone lintel. The flat-roofed side addition has a large door opening that has been blocked up, and two small square windows. The metal-sided rear section has a rectangular footprint oriented perpendicular to the street, a shed roof, two rolling metal garage doors and a metal pedestrian door in the south elevation, and a metal pedestrian door in the north elevation. It is connected to the main block via a 1 story brick addition to the main block. The complex is in good condition and is a good example of a site that has been adapted for various industrial uses. Although the original block is partially concealed, most of the front addition is probably at least fifty years of age and is compatible with the historic appearance of the property. The rear section is a modern addition but because of its rear location, it is not obtrusive.

The main block was constructed in 1908 and the first story of the front elevation had similar fenestration as the second story. At the front cornice was a "Swift & Company" sign. The rooftop room is original and its roof may have originally been a skylight. Behind this room was a tall, wide, shallow structure of unknown use that brandished a secondary "Swift & Company" sign. At the left end of the north elevation was a 1 story brick wing. Wrapping around the rear elevations of the brick sections and the north elevation of the wing were 1 story, wood frame, grain-storage sheds and a livestock yard was south of the complex. The front and south sections were added sometime between the printing of the 1941 Sanborn Insurance map and when they appear in a 1955 photograph. The brick wing and wood sheds were removed sometime between the printings of the 1957 and 1964 Sanborn Insurance maps. The north addition was constructed in 1991 and the rear section was constructed in 1993.

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

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

This 1½ story, wood frame building is located behind and in close proximity to 153 South Main Street. To its west is a large paved parking lot. It has a rectangular footprint oriented perpendicular to the street, a raised rusticated concrete block foundation, an open-eave overhanging asphalt-shingle front gable roof, and paired and individual 1/1 windows. The first floor has T-111 siding on the north, east and south elevations and rusticated concrete block on the west elevation. It has vinyl siding on all four second story elevations.

This building was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps and was originally an automobile garage. It was converted to a residence sometime after the printing of the 1964 Sanborn Insurance map. It originally had a c1 story section attached to the west gable wall which may have been the presently detached, c. 1930 garage located to the south of the building. Because the subject building is not recognizable as a garage, it does not qualify as a contributing resource.

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

This 2 story, wood frame house is located on the west side of South Main Street and has a slight setback from the street. Behind and detached from the house is a small automobile garage. The house has a front-gable main block and two square sections that project from

the west ends of the side elevations. The south section is 1 story and the north section is 2 stories. Spanning the south elevation of the main block is a shallow 1 story, shed-roofed brick veneer addition. The house has a brick foundation, vinyl siding, and an open-eave metal roof. The building is accessed by an entry at the left end of the south elevation and an entry in the front (east) elevation of the north projection. A small shed-roofed porch protects the north entry. The house has regularly-spaced 1/1 replacement windows, except for the second story of the front elevation of the north projection, which has paired 1/1 windows.

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

This tiny wood frame garage is located behind (west of) the house on top of a bank. It faces the parking lot to the west. It has a rectangular footprint oriented east-west, clapboard siding, and a front-gable open-eave overhanging asphalt-shingle roof. In the west gable wall is a vertical-board double-leaf hinged door and a small hay door. Centered on the south elevation is a 1/1 wood window.
The garage appears to have been constructed about 1930 and may have originally been attached to the west elevation of the adjacent building. It does not appear in its extant location on any Sanborn Insurance maps. It is historically intact but because it was moved within the past fifty years, and is not of exceptional significance, it does not qualify as a contributing resource.

The building appears on an 1889 drawing of the village and judging by its appearance in a historic photograph, it could date to as early as the 1870s. It has always been a housing duplex. It originally had clapboard siding, 2/2 windows that were narrower and taller than the extant windows, and a gable window. By the 1960s, composition siding had been added and the current siding and window openings date to about 1980. The brick addition appears to date to 1980. Due to the alterations that have changed the massing, siding, and window size of the building, it does not qualify as a contributing resource.

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

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

This building is located on a small lot on the west side of South Main Street and has no setback from the street. It is in close proximity to the adjacent buildings and consists of a rock-faced concrete block, symmetrical main block and rear ell, and wood frame, rear wings. The 2 story, flat-roofed, main block has a rectangular footprint oriented parallel to

the street and a storefront at the first story. The 1 story, concrete block ell projects west from the west end of the main block and has a contiguous north wall with the main block. Spanning the rear elevation of the main block and enclosing the south and west walls of the ell is a 2 story, rear wing with a steep front-gable, asphalt-shingle roof that projects slightly above the roof of the main block. Spanning the rear elevation of this wing is a 1 story shed that projects south of the building. It has a shed roof that slopes away from the rest of the building. The wood frame sections have clapboard siding and asbestos shingle roofing. Most of the front (east) elevation is spanned by a storefront that includes a centered, recessed entry flanked by large storefront window openings. The left opening has a single-pane storefront window and the right opening has been partially infilled with wood sheathing and has a single-pane window. Above the storefront is a molded cornice. The second floor of the main block has regularly-spaced, 1/1 windows. The angled front entry includes a paneled wood door with a square upper light and a transom now infilled with an air conditioning unit. The wood frame sections have 1/1 windows and wood doors.

The main block was constructed c. 1922 and was built with blocks from the Hartford Pressed Stone Company, owned by 1885 Dartmouth graduate Arthur G. Bourlet. The main block replaced the front half of a dwelling. The 2 story, wood frame section is the remnants of this front-gable dwelling. The shed was associated with this dwelling and both were constructed no later than 1889. The concrete block rear ell is not original to the main block and was added sometime between 1925 and 1941.

Giachino Romano may have opened a grocery in the dwelling as early as 1918. In 1922, he purchased the property, which was identified in the warranty deed as the Pratt House No. 2. He then sold the property to Raffaele and Virginia Guarino and subsequently moved to Italy, so it is unclear who constructed the concrete block structure. The Guarinos and their daughter Amelia and her husband Clement Terino operated Guarino's Market, a meat and grocery store. This was one of many family-operated Italian businesses, which dominated South Main Street from 1890 to World War II. In 1946, Ralph Falzarano and Frederick Gobeille purchased the property, and Falzarano continued to operate it as a meat and grocery store until his death in 1994. Until about 2001, his son Ralph, who called it "Falzarano's Progressive Market, Italian Deli and Specialties", operated the store. The market is an excellent example of the result of the influx of Italians into White River Junction around the turn-of-the-twentieth-century, particularly on South Main Street, and of an early twentieth-century rock-faced concrete block structure.

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

This 1½ story, wood frame, vernacular Italianate house is located on the west side of South Main Street. It has a slight setback from the street and is in close proximity to the adjacent buildings. The house has a rectangular footprint oriented perpendicular to the street, a brick foundation, clapboard siding, a steep open-eave overhanging front-gable asphalt-shingle roof, a full-facade 1 story porch, and a 1 story, rear shed. Centered on the south roof slope is a shed-roofed wall dormer. The house has flat-stock cornerboards, gables rakes,

cornices and window casings. The porch has a flared wood shingle half wall, four square posts supporting a flat-stock frieze and molded cornice, and a hipped roof. The house has irregularly-spaced 1/1 wood windows. The house is a good example of an early twentieth-century vernacular residence.

The house was constructed sometime between the printings of the 1901 and 1906 Sanborn Insurance maps. This was one of several buildings on the west side of South Main Street that Robert E. Smith's estate sold in 1920. Smith was the owner of the George W. Smith and Son cracker and candy factory. The Butman House, as it was called in the 1920 deed, was purchased in 1931 by Mary Coochier, a hotel kitchen worker who had started renting the house no later than 1915. Between 1941 and 1980, the owners were George Robue, Frank Fucci, Louis Sagalini, Joseph Laplaca and Victor Kaplan. Mathew Dunne purchased the building in 2008.

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

This 1 story, concrete block. commercial building is located on the east side of South Main Street and has a moderate setback from the street. It is in close proximity to the building to the north and has a large paved parking lot to the south. The building has a square footprint, rock-faced concrete block walls, a shallow-pitched gable roof, and stepped falsefront parapets at the front (west) and rear elevations. Spanning the south elevation is a shed-roofed porch with a gambrel roof central pavilion, square posts and simple balustrade. The pavilion has a metal-framed, glass vestibule with metal-framed, glass doors. The porch has two bays that wrap around the front elevation, where it meets a modern deck. The porch floor extends uncovered along most of the rest of the front elevation. At the front, the porches and this walkway have a lattice skirt. Centered in the front porch is a metal-framed glass door. At the left end of the front elevation is a paneled wood garage door, and between this door and the porch are vertical openings, one that contains a wood paneled door with upper lights, and four that have casement windows.

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

This building, as well as the Progressive Market building (#32), was likely built using blocks from the Hartford Pressed Stone Company. The Windsor County Farmers' Exchange was established in 1917, and was the first occupant of the building. The exchange sold feed, and farm supplies and equipment. By the 1970s it was purchased by Agway, which also sold these items. In 2000, Post & Pans occupied the building. In 2013, Execusuite LLC purchased the building. In 2017, it is a restaurant.

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

This 1 story, brick industrial building is located on the east side of South Main Street behind the buildings that front the street. It has a long rectangular footprint oriented parallel to the street, a poured concrete foundation, and stepped-parapet end walls, each with three steps that rise from west to east. The north third of the building has a different appearance than the rest of the building and the two sections are separated by brick pilasters. The east and west elevations of the north section have a centered brick pilaster with concrete capstone, regularly-spaced vertical window openings with concrete sills, and a pedestrian door in the third bay of the west elevation that contains a wood paneled door with a large upper light. The windows are boarded up with plywood. Concrete plaques in the north and south elevations read, "1930," and above the north plaque is a sign that reads, "Central Vermont RY Inc., Boston and Maine RR, Freight Office." The west elevation of the south section of the building has eight regularly-spaced truck bays with rolling metal doors leading to a wood loading dock. Most of the west elevation of the south section is spanned by a deep flat overhang supported by steel beams and steel knee braces. The east elevation of the south section is spanned by rolling metal doors and a ribbon of multi-pane transom windows that have been boarded up with plywood. Slightly off-center on the south elevation is a large truck bay with a rolling metal door. The building is in good condition but the transom windows are in poor condition.

The freight house was constructed in 1930. The north section was an office and the south section served as a freight area. The north section had metal-framed industrial pivot windows which possibly survive behind the plywood. The building does not appear to have had any major alterations and is an excellent example of an early twentieth-century railroad/industrial building. By the 1970s, the building was leased by the adjacent Agway (#37). It presently houses restaurants and small businesses.

The freight house is in the location of an 1873 engine roundhouse. This large brick structure had a three quarter, donut-shaped footprint with a central turntable and was built for the Vermont Central Railroad. The northwest quadrant was removed sometime between the printings of the 1917 and 1925 Sanborn Insurance maps, and the rest of the building was removed to make way for the freight house.

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

In 1885, Joseph Mace erected a grist mill in this vicinity. Mace's enterprise was short lived as the business "proved to be too heavy an undertaking for Mr. Mace to carry through with

success. The heavy expense of building and running a first class mill in the face of competition, and other drawbacks, led to a temporary aberration of his mind, and caused his withdrawal from the business."[30] Byron Tilden and Fred Grover took over the grist mill but closed their operation after only a year of operation.

36. Gallo House, 191 South Main Street, c. 1880, contributing

This 1½ story, wood frame, vernacular Italianate house is located on the west side of South Main Street and has a slight setback from the street. It is in close proximity to the house to the north and there is a small vacant lot to the south. A picket fence runs along the east and south edges of the property. The house has a front-gable, sidehall plan, main block and a 1½ story, front-gable, rear ell that spans the rear elevation of the main block and projects south of the main block. A detached garage sits near the left end of the south elevation of the rear ell of the house. The main block has a rectangular footprint oriented perpendicular to the street and the ell has a rectangular footprint oriented parallel to the street. The house has a stone foundation, vinyl siding, and open-eave overhanging asphalt-shingle roofs. At the rear of both roof slopes of the main block are shed-roofed wall dormers. Protecting the front entry is a shed-roofed overhang supported by square posts. The house has regularly-spaced 1/1 windows and each dormer has two windows. The front entry has a wood veneer door.

The building appears in an 1889 drawing of the village and judging by its appearance, it could date to as early as 1880. It has always been a single-family home. The vinyl siding probably conceals clapboard siding, and the windows probably originally had 2/2 units. The ell is historic as it appears on the 1894 Sanborn Insurance map.

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

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

The early occupants of this building are not known. The first documented owner was Pasty and Jenna Gallo, who lived at the house between at least 1920 and 1940. Gallo, born in Italy, arrived in the United States in 1910 and worked as a laborer for the Central Vermont Railroad Company. He later operated a filling station and restaurant on the road between White River Junction and Windsor. John Murphy owned the house in 1967.

[30] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.

37. 230 South Main Street, c. 2000, not contributing

This 2-story, commercial building is located on the east side of South Main Street between the Central Vermont Railway and the road. The building has a rectangular footprint oriented parallel to the road. There are paved/gravel driveways to the north, south, west and east. Clad in corrugated metal, the shallow pitched. gable roof building has two centered entries on the north gable end. The metal framed entry doors are protected by an awning. There are regularly spaced fixed glass windows on the second floor of the east and west eaves sides.

This building is in the location of an 1873 engine roundhouse. This large, brick structure had a three quarter donut-shaped footprint with a central turntable and was built for the Vermont Central Railroad. The northwest quadrant was removed sometime between the printings of the 1917 and 1925 Sanborn Insurance maps, and the rest of the building was removed to make way for the freight house.

38. 240 South Main Street, C. 1930, contributing

This 1 story, concrete block commercial building is located on the east side of South Main Street between the Central Vermont Railway and the road. It is in close proximity to the building to the north and has a large paved parking lot to the south. The building has a square footprint, rock-faced concrete block walls, metal cornice and flat roof. The main entry is centered on the street facing (west) elevation. The entry is encased in an entry vestibule with half walls and horizontal fixed windows. The left side of the west elevation has two garage bays and a 12 glass, fixed window. To the left of the front entry are three sets of paired casement windows with stone lintels. The north elevation has a series of casement windows. The south elevation has a garage bay, three entry doors and irregularly spaced replacement windows.

Noah Safford, a local attorney, originally owned much of the land in this area of South Main Street. Safford was originally from Springfield, Vermont where he taught school. After a brief period of teaching in Pennsylvania, he attended Harvard law school. Following his graduation, he studied under Henry Closson, in Springfield, and then Judge Collamer in Woodstock. After completing his studies, he joined Gov. Cooledge of Windsor as junior partner. He married Caroline Hinckley Latham, and they moved to White River Junction where he worked for of his father-in-law's business, Arthur Latham and Son Iron Works.[31] Safford also ran a farm where he grew sorghum, maintained a cattle herd and raised sheep. He was Vermont State Agricultural Society and Wool Growers' Association. Between 1844 and 1846, he represented the town of Hartford in the Legislature, and Windsor County in the Senate in 1862. In 1878, he was nominated "by his friends in this and neighboring

[31] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.

towns as candidate for Lieutenant Governor …and met with a hearty response. Had it been made earlier, it might have been successful. Hardly a better selection could have been made[32]

In 1861, a disastrous fire destroyed most of the buildings in White River Junction on the south side of the White River, including all of the Latham buildings and the railyard buildings. Following the fire, Safford sold off much of the land on South Main Street. In 1864, Safford sold some of this land to Grover and Blodgett. Two years later, the land transferred to Gunther and Pease. In 1872, Noah Safford sold other portions of the land to the Vermont Central Railway. In 1917, this area was primarily used for the railroad companies. There was a small road, Railroad Place, immediately to the south. The road was flanked by two small, 1 ½ story buildings on each side. At the end of the road, there were two storage sheds, one for coal and one for sand.

39. Twin State Electrical Building, 241 South Main Street, c. 1960, not contributing

This 2-story, commercial building is located on the west side of South Main Street with very little setback from the street. The building has a rectangular footprint with concrete walls. There is a 3-story, metal siding block on the north end of the building. A full length shed roof projection spans the entire roof. The off-center entry on the street facing (east) side has a gable roof with bracket supports. There are two paired, 1/1 replacement windows on the left side of the entry and there 1/1 windows on the right side. There are three window openings on the second story of the street facing elevation. The northern portion of the main concrete block is slightly taller than the remainder of the concrete section. An entry is centered on the east elevation of this section.

A. c. 1920, garage. contributing

This 1 story, square plan garage is located on the west side of South Main Street between a steep incline and the road. It is surrounded by gravel driveways on the south, east and north sides; and steep wooded hill to the west. The garage has finished stone walls, and an asphalt shingle hipped roof with open eaves. There is a four-section wood paneled door located off center on the east elevation. The garage was associated with the buildings that existed prior to the extant building.

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[32] *Republican Observer*, May 25, 1878

where he worked for of his father-in-law's business, Arthur Latham and Son Iron Works.[33] Safford also ran a farm where he grew sorghum, maintained a cattle herd and raised sheep. He was Vermont State Agricultural Society and Wool Growers' Association. Between 1844 and 1846, he represented the town of Hartford in the Legislature, and Windsor County in the Senate in 1862. In 1878, he was nominated "by his friends in this and neighboring towns as candidate for Lieutenant Governor …and met with a hearty response. Had it been made earlier, it might have been successful. Hardly a better selection could have been made[34]

In 1861, a disastrous fire destroyed most of the buildings in White River Junction on the south side of the White River, including all of the Latham buildings and the railyard buildings. Following the fire, Safford sold off much of the land on South Main Street. In 1891, he sold the land to John McLaughlin who operated a blacksmith shop and livery on the premises "nearly opposite the roundhouse."[35] Frederick Farrington took ownership of the property in 1912 and continued to operate a blacksmith shop. Farrington sold the property Carl and Frances Covell in 1938. Carl Covell was originally employed as a painter and a caster. In 1945, the Covells sold the "Farrington or McLaughlin Blacksmith shop property" to Twin State Electrical Supply. The Covells then owned and operated a painting supply company on Taft Avenue. Twin State Electrical built the extant building c. 1960. In 1970, Twin State Electrical sold the property to Arrow Electronics. Arrow Electronics transferred the property to Earl Heath in 1985. It is presently owned by Aqua Street LLC

40. Fucci Home, 253 South Main Street, c. 1920, not contributing

This 1½ story, wood frame, Cape style house is located on the west side of South Main Street between a steep hill and the road. It is in close proximity to the house to the north and there is a parking lot to the south. It is a rectangular saltbox plan situated parallel to the street. It has vinyl siding, metal roof and a shed roof entry on the south side on the front (east) elevation. The north side of the front elevation has an oriel window. There are shed dormers with two 1/1 replacement windows on the east and west roof lines. There is a shed roof on the south side. The addition has a combination of barn board siding and asphalt shingle siding.

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[33] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.
[34] *Republican Observer*, May 25, 1878
[35] Town of Hartford Land Records

where he worked for of his father-in-law's business, Arthur Latham and Son Iron Works.[36] Safford also ran a farm where he grew sorghum, maintained a cattle herd and raised sheep. He was Vermont State Agricultural Society and Wool Growers' Association. Between 1844 and 1846, he represented the town of Hartford in the Legislature, and Windsor County in the Senate in 1862. In 1878, he was nominated "by his friends in this and neighboring towns as candidate for Lieutenant Governor …and met with a hearty response. Had it been made earlier, it might have been successful. Hardly a better selection could have been made[37]

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41. Lang House, 261 South Main Street, c. 1905, not contributing

This 1½ story, wood frame, vernacular house is located on the west side of South Main Street between a steep hill and the road. It has a rectangular plan situated parallel to the main road. Paved parking areas surround the house on the east, south and north sides and steep wooded incline is directly to the west. It has vinyl siding and a hipped roof with boxed eaves. A 1 story, full length shed roofed closed-in porch spans the front (east) elevation. Centered on the porch are three 1/1 replacement windows flanked by taller 1/1 replacement windows. There are five 1/1 replacement windows spanning the second story of the east elevation. A single 1/1 window is located off center on the second story of the north and south elevations. The 1906 Sanborn Insurance Map indicates that there was a 1 story addition abutting the southwest corner of the building.

The first documented owners were Robert and Mary Lang. Robert was a traveling salesman for a wholesale grocery company. The couple lived here as early as 1910. The property

[36] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.
[37] *Republican Observer*, May 25, 1878
[38] Town of Hartford Land Records

then passed to a sister-in-law, Ruth W. Lang. Ruth's husband, Windom Lang, was the proprietor of Lang Hardware in White River Junction. In 1918, Mr. Lang opened his hardware store in the c. 1872, Village Hall building (now demolished). In addition to basic hardware items, Lang's Hardware Store "was famous for its unlimited supply of old, useful and unusual items."[39] When movie director D.W. Griffith came to Hartford to film *Way Down East* in 1920, "he found Lang's Hardware Store his major source of supply for hard-to-get, much needed items."[40] In 1971, Stanley and Kathryne Wright took ownership of the property.

42. Texaco Lot, 264 South Main Street, c. 1930, contributing

This is 1 story, commercial building is located on the east side of South Main Street between the Central Vermont Railway railroad tracks and the road. It has a rectangular plan situated parallel to the main road. It has a minimal setback and there are gravel driveways to the northeast and south. It has pressed metal siding and a shallow pitched gable roof

42a. 264 South Main Street, c. 1930, contributing

This is a 1 story commercial building located on the east side of South Main Street between the Central Vermont Railway railroad tracks and the road. It has a rectangular plan situated parallel to the road. It has a moderate setback and there are paved areas to the north and south and a steep wooded incline to the west. The building has pressed metal siding and a shallow pitched metal roof. There is steep overhang on the street facing eaves sides creating a covered space supported by bracketed square posts. The north portion of this space is closed-in. There are 1/1 windows throughout the building.

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[39] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[40] Ibid.
[41] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.

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In 1861, a disastrous fire destroyed most of the buildings in White River Junction on the south side of the White River, including all of the Latham buildings and the railyard buildings. Following the fire, Safford sold off much of the land on South Main Street. In 1891, Safford sold the land to Orrin A. Randall. Randall then sold the land to Oscar G. Barron. In 1900, Enrico and Giovanni Toisigliere took ownership. By 1917, this area was primarily used for the railroad companies. There was a small road, Railroad Place, immediately to the north. The road was flanked by two small, 1½ story buildings on each side. At the end of the road, there were two storage sheds, one for coal and one for sand. In 1930, the Texas Company (Texaco) owned this large lot. The front building had four stalls while the rear building contained oil storage tanks.

43. Izzo House, 273 South Main Street, c. 1880, contributing

This 1½ story. wood frame, vernacular house is located on the west side of South Main Street between a steep hill and the road. It has a rectangular plan situated parallel to the main road. It has a moderate setback and there are paved areas to the north and south and a steep wooded incline to the west. Clad in asbestos siding, the building has an asphalt shingle roof with slightly overhanging open eaves. There is a closed-in porch spanning the first story of the front (east) eaves elevation. The pedimented porch entry is centered on the eaves side, flanked by a ribbon of fixed windows. The building has regularly spaced 2/2 wood windows with wood trim and hoods. Architectural features include corner boards and a slender brick chimney rising from the rear slope. The 1906 Sanborn Insurance Map indicates that there was a 1 story addition abutting the northwest corner of the building.

Dominic and Jennie Izzo were the first known owners of this building. Dominic and Jennie Izzo emigrated from Italy in 1903 and 1911, respectively. In 1920, Dominic Izzo worked for the railroad. By the 1940s, the Izzos lived at the Talbert Bakery/Fong's Chinese Laundry building (#28) and ran a grocery store on south Main Street. The Izzos sold the "dwelling house and buildings thereon" to Louis A. Fucci in 1915.[43] The Fuccis were related to the Izzos through marriage. Luigi and Theresa (Izzo) Fucci emigrated from Italy in 1902. The Fuccis and their three children lived at 253 South Main Street. The elder Fucci worked as a hostler with the railroad company. The Fucci's youngest son, Louis A. Fucci, was a graduate of Harvard University, Dartmouth College and Boston University Law School. At this time, Fucci and his son Louis III maintained a law practice in the Gates Block. Fucci sold the house to Anthony and Bridget Scelza in 1949.

44. Esposito House, 279 South Main Street, c. 1915, contributing

[42] *Republican Observer*, May 25, 1878
[43] Town of Hartford Deeds

This 1½ story, wood frame house is located on the west side of South Main Street between a steep hill and the road. The eaves front gable roof rectangular plan is situated parallel to the main road. It has a moderate setback and there are paved areas to the north and south and a steep wooded incline to the west. Clad in vinyl siding, the building has a concrete foundation and asphalt shingle roof with slightly overhanging open eaves. A shed roofed, wood porch with vinyl sided half walls spans four of the six bays on the eaves front. There are regularly spaced 1/1 replacement windows throughout the building. There is a shed dormer with paired 1/1 replacement windows on the eaves front.

A. Garage. C. 1925, contributing

This small front-gable garage is located south of the house. It has a rectangular footprint oriented perpendicular to the street, concrete block, and an open garage bay. The gable is clad in vertical siding

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[44] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.
[45] *Republican Observer*, May 25, 1878

least 1920. Born in Italy, Fortunato Esposito emigrated from Naples, Italy in 1905. He worked for the Central Vermont Railway. In 1960, the widowed Fortunato Esposito lived at this address with his six children, ages ranging between 27 and 43 years old. The children held various occupations in White River Junction including bartender at a social club, checker at the railroad office, laborer for the laundry, freight yard worker and laborers for the Twin State Fruit Company. In 1962, Harold and Margaret Gour took ownership of the land.

45. Regione House, 304 South Main Street, c. 1920, contributing

This 2½ story, wood frame, vernacular house is located on the east side of South Main Street between the Central Vermont Railway railroad tracks and the road. It has a moderate setback from the street behind green space, and a gravel driveways to the south and commercial yard to the north. It has a rectangular plan situated perpendicular to the main road. The house has a front-gable main block and a 2 story, front-gable rear ell that projects east of the main block. Clad in vinyl siding, the building has concrete foundation, slate roof and gable returns. There are 1/1 replacement windows throughout the building. Centered on the south eaves side, the main entry is flanked two 1/1 replacement windows. The main entries, which have two modern doors, is protected by a small hipped roof supported by turned posts. There is a closed in entry vestibule on the west gable end.

The Regione family was the first documented occupants of this house. In 1920, Carlo and Rafaela Regione lived in one half of the house with their son Alphonse. The other half was occupied by Michael Regione and his three children. Both heads of the household worked for the railroad. Carlo emigrated from Italy in 1893 and Michael followed in 1902. They rented the house, perhaps from Alfred A. Guarino, whose name is listed on an early deed. By 1930, Michael and Louisa Regione occupied the entire house and lived here with their seven children. By this time, Michael Regione, a native of Abaline, Italy, worked for the Boston and Maine Railroad Company. The children held various jobs in White River Junction including seamstress, laborer with Twin State Fruit Company and laborer with the Civilian Conservation Corps. Prior to moving into this South Main Street address, the family lived in a house that the 1930 census as an address of #4 Alley. In 1967, they sold the house to Robert J. McCoy. Born in Barton, Vermont in 1931, McCoy hitchhiked to White River Junction as a young man and worked at several places including as a bellboy at the Hotel Coolidge (#17). At the age of 17, he enlisted in the U.S. Army to serve in the Korean War. He was wounded while in Korea and received a Purple Heart as well as a Bronze Service Star. After his discharge, Mr. McCoy worked at the Ward Baking Company for 23 years, retiring in 1980. During this time, he purchased numerous rental properties and at one time owned over 140 units in White River Junction. He was a member of the Hartford Elks Lodge 1541, the Veterans of Foreign Wars Post 2571, and the American Legion Post 26.

46. Falzarano Tenement, 320 South Main Street, c. 1890, contributing

This 2½ story, wood frame, vernacular house is located on the east side of South Main Street between the Central Vermont Railway railroad tracks and the road. It has a rectangular plan situated parallel to the main road. It has a moderate setback from the street behind green space, and gravel driveways to the north and south. Clad in vinyl siding, the building has 1/1 replacement windows, asphalt roof, boxed eaves and gable returns. Centered on the west eaves side are two entry doors, flanked by two 1/1 replacement windows. The main entry, which has two modern doors, is protected by a small hipped roof supported by turned posts. The house features regularly spaced 1/1 replacement windows on the first and second stories. A wooden fire escape access windows on the south gable end. A 2 story, front-gable, rear ell projects east of the main block. A covered staircase accesses a square projection on the second story of the north side of the ell.

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In 1861, a disastrous fire destroyed most of the buildings in White River Junction on the south side of the White River, including all of the Latham buildings and the railyard buildings. Following the fire, Safford sold off much of the land on South Main Street. The property then transferred to Placid E. Adams, local builder and owner of the first St. Anthony's Parish (#50). Adams sold the property to Alphonse and Mary Tisi in 1912. The Tisis emigrated together from Italy in 1890. They initially lived in Brooklyn, New York where Alphonse worked in Real Estate. When they came to White River Junction, Alphonse became a building contractor. In 1916, the Tisis sold the buildings to Dominic and Mary Falzarano. In 1920, two families and a lodger loved at 320 South Main Street. The occupants included Eugene Morrissey and his housekeeper; Herbert and Sadie Stone and the lodger, George Hodet. Morrissey worked for the railroad; Stone was a veterinarian surgeon; and Hodet was a fireman for the railroad. In 1940, two families lived at this address – the Askey and Jandro families. Harold Askey was an attendant at the Veterans

[46] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.
[47] *Republican Observer*, May 25, 1878

Hospital and Francis Jandro worked at the woolen mill. The 1941 Sanborn Fire Insurance Map identified this property as a tenement. The property remained in the Falzarano family until 1965.

47. Falzarano House, 320a South Main Street, c. 1890, contributing

This 2 story, wood frame, vernacular house is located on the east side of South Main Street between the railroad tracks and the road. The rectangular plan building is situated perpendicular to the main road. It has a large setback from the street behind the Falzarano Tenement (#46), and gravel driveways to the north and south. Clad in vinyl siding, the building has regularly spaced, 1/1 replacement windows, concrete foundation and asphalt shingle roof. Centered on the west gable front are two entry doors flanked by a 1/1 replacement windows. The main entry, which has two modern paneled doors, is protected by a small gable roof supported by brackets and simple posts. There is Stick style detailing in the gable of the entry roof.

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[48] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.
[49] *Republican Observer*, May 25, 1878

Falzarano. Dominic emigrated from Italy and Mary emigrated from Germany, both arriving in the United States in 1896. By 1900, the couple lived in Northfield, Vermont with their son and two boarders. By 1910, Falzaranos family had increased to seven children and there were renting the extant building in 1910. At this time, Michael Falzarano worked as trucker. They purchased the two buildings in 1916. They lived in this building and rented the other one. The 1941 Sanborn Fire Insurance Map identified this property as a tenement. The property remained in the Falzarano family until 1965.

48. Schettino House, 332 South Main Street, c. 1890, contributing

This 2½ story, wood frame, vernacular house is located on the east side of South Main Street between the railroad tracks and the street. The rectangular plan building is situated parallel to the main road. It has a moderate setback from the street behind green space, and gravel driveways to the north and south. Clad in vinyl siding, the building has a concrete foundation, asphalt shingle roof, boxed eaves and gable returns. Centered on the west eaves side are two entry doors, flanked two 1/1 replacement windows. The main entry, which has two modern doors, is protected by a small hipped roof supported by brackets. There are 1/1 replacement windows throughout the building. A 2 story, front-gable rear ell projects east of the main block. There are three entries on the north side of the ell. These entries, which have modern hollow-core doors, are protected by a small pent roof. There is a 1 story, shed roof addition projecting from the east end of the ell.

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[51] *Republican Observer*, May 25, 1878

property then transferred to Placid E. Adams, local builder and owner of the first St. Anthony's Parish (#50). Adams sold the property to Alphonse and Mary Tisi in 1912. The Tisis emigrated together from Italy in 1890. They initially lived in Brooklyn, New York where Alphonse worked in Real Estate. When they came to White River Junction, Alphonse became a building contractor. The 1941 Sanborn Fire Insurance Map identified this property as a tenement. As the Tisis lived next door at 360 South Main Street (#49), this may have been an investment property for the Tisi family. The Tisis sold the property to Alexander and Rose Schettino in 1966. The Schettinos had been living in the house with their five daughters and two sons for the previous forty-six years. Rose and Alexander were born in Italy while the seven children were born in Vermont. Alexander Schettino worked for the Central Vermont Railway Company.

49. Tisi House, 360 South Main Street, c. 1922, contributing

This 1 story, square plan, house is located on the east side of South Main Street between the railroad tracks and the road. It has a moderate setback from the street behind green space, and gravel driveways to the north and south. It has a metal hipped roof, rusticated stone walls, stone quoins and boxed eaves. There are irregularly spaced and sized 1/1 replacement windows with stone sills and lintels. A closed-in front porch spans the west elevation. The porch has wood shingle siding and a ribbon of 6/1 replacement windows. There is a shed dormer on the north slope. A slender brick chimney rises from the rear (east) roof slope.

Noah Safford, a local attorney, originally owned much of the land in this area of South Main Street. Safford was originally from Springfield, Vermont where he taught school. After a brief period of teaching in Pennsylvania, he attended Harvard law school. Following his graduation, he studied under Henry Closson, in Springfield, and then Judge Collamer in Woodstock. After completing his studies, he joined Gov. Cooledge of Windsor as junior partner. He married Caroline Hinckley Latham, and they moved to White River Junction where he worked for of his father-in-law's business, Arthur Latham and Son Iron Works.[52] Safford also ran a farm where he grew sorghum, maintained a cattle herd and raised sheep. He was Vermont State Agricultural Society and Wool Growers' Association. Between 1844 and 1846, he represented the town of Hartford in the Legislature, and Windsor County in the Senate in 1862. In 1878, he was nominated "by his friends in this and neighboring towns as candidate for Lieutenant Governor …and met with a hearty response. Had it been made earlier, it might have been successful. Hardly a better selection could have been made[53]

In 1861, a disastrous fire destroyed most of the buildings in White River Junction on the south side of the White River, including all of the Latham buildings and the railyard

[52] Hubbard, Charles Horace and Justus Dartt. *History of the Town of Springfield, Vermont.* Springfield: G.H. Walker & Company, 1895.
[53] *Republican Observer*, May 25, 1878

buildings. Following the fire, Safford sold off much of the land on South Main Street. The property then transferred to Placid E. Adams, local builder and owner of the first St. Anthony's Parish (#50). Adams the sold the house to Alphonse and Mary Tisi in 1912. The Tisis emigrated together from Italy in 1890. They initially lived in Brooklyn, New York where Alphonse worked in Real Estate. When they came to White River Junction, Alphonse became a building contractor. In 1918, the Tisis sold the parcel to John and Veronica Doell, Lithuanian immigrants. John Doell worked as a machinist for the Central Vermont railroad company. The lived in the house with their three children. The Doells sold the house to Giachino and Louisa Romano in 1922 and then moved to Fairground Avenue. The Romanos arrived in the United States in the late twentieth- century. He was a butcher and grocer and in 1922, he opened the Progressive Market (#32). Seven years later, Angelo and Emma Arduini assumed ownership. The Arduinis were originally from Medesano, Italy who came to Woodstock, Vermont in 1929. In 1940, Arduini was a laborer for the Works Progress Administration. Leroy and Dorothy Hurst purchased the property in 1947. Leroy Hurst was a fireman for the Boston and Main Railroad. Hubert and Etta Foisy assumed ownership in 1948. Foisy was an operator the Lew A. Cummings Company, a printer/publisher in Concord, New Hampshire.

50. Old St. Anthony's Parish, 407 South Main Street, c. 1849, 1870, 1873, 1876, 1888, contributing

This is a 2½ story, gable front, building. It is located on the west side of South Main Street. Sitting on a promontory high above the road, this gable front and wing building is situated perpendicular to the road. There is steep hill descending down from the east and up to the west. There are two outbuildings to the south of the main building and wooded area to the north. It has asbestos siding, concrete foundation and metal roof. There are regularly spaced, 1/1 replacement windows throughout the building. There is a shed roofed dormer on both eaves sides of the main block. A shed roof porch supported by turned posts spans the gable front. Architectural features include cornice with brackets, closed pediment gable and a ribbon of three 1/1 replacement window in the gable peak.

A. Garage C. 1876, contributing

This is a rectangular plan garage structure located to the south of the main building. This 1 story, flat roofed building is situated perpendicular to the road. It has clapboard siding, concrete foundation, flat-stock cornerboards and friezebands. The main entry centered on the north elevation flanked by two garage bays. There are regularly spaced 1/1 replacement windows on the remaining elevations.

A. Garage c. 1876, contributing

This is a 2 story, eaves front garage and ell. It is located to the southwest of the main building. It has clapboard siding, cement foundation and metal roof. The main

garage bay is centered on the east elevation flanked by a fixed four pane window on each side. The ell has two garage bays on the east elevations. This building was the c. 1876 school.

This was home of Colonel Samuel Nutt, one of the early landowners in White River Junction and proprietor of the Junction House. In 1849, Nutt opened the first post office in White River Junction at this site. Alonzo B. Nutt was the first documented owner of this property. Then John P. Parkhurst owned the land, who sold the property to Henry J. Mosely in 1858. The Roman Catholic Diocese of Burlington then owned the building. The first recorded Catholic Mass was offered in the village in a railroad shanty in 1847. The construction of the railroads in the mid nineteenth-century brought the first large number of Catholics to Hartford, the Irish. During the nineteenth- century, there was a large Roman Catholic presence on South Main Street, but there was no permanent church. Until 1869, only missionaries served the Catholics. In 1858, the Reverend Charles O'Reilly of Bellows Falls made frequent visits to Hartford "to minster the faithful here."[54] O'Reilly was already burdened with his duties in the southern portion of the state, so in 1868, Bishop De Goesbriand sent Reverend Magliore Pigeon of Milton, Vermont to White River Junction. Pigeon made the journey to White River Junction one every Sunday every month. At this time, the services were held in the Junction Hotel. In 1869, De Goesbriand attended a Sunday service and reflected in his diary: "I visited White River Junction and said mass in a large hall in the Junction Hotel. There were present about 700 persons. They had folk from all directions. They need a church and are willing to contribute to it. They will very likely buy immediately 4 acres of ground with a house."[55] In 1870, Henry J. Moseley sold the land to reverend Magliore Pigeon for $1,800. At the time, the property consisted of two buildings. One was converted into a chapel and the other as used as a rectory. The property was located adjacent to an old cemetery. The Catholic population continued to increase and by 1873, the church "undertook construction of a new church, more commodious than the original chapel, on the same grounds."[56]

A historic photo shows the two attached, wood frame houses, which had contiguous front elevations. One house appears to be the chapel and the other appears to be the rectory. The chapel was a large 2½ story front-gable structure with clapboard siding, a steep roof, a small gabled entry vestibule, and 2/2 windows. It had a centered front interior tower. The 5 x 2 bay, vernacular Italianate rectory had clapboard siding, a very low-sloped side-gable roof, a central doorway with a modillioned cornice, corner boards, and regularly-spaced 2/2 windows. Replacing the old rectory, the new "church edifice [was] a neat and pretty structure containing 128 pews, with a seating capacity for at least 400 persons."[57] The

[54] "Parish History." St. Anthony's Church Website, White River Junction, Vermont. Date Accessed April 7, 2017.
[55] "Parish History." St. Anthony's Church Website, White River Junction, Vermont. Date Accessed April 7, 2017.
[56] "Parish History." St. Anthony's Church Website, White River Junction, Vermont. Date Accessed April 7, 2017.
[57] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.

chapel was "lighted by a cluster of kerosene lamps suspended from a high ceiling on an iron rod ending just above the heads of the parishioners. There was a balcony over the front entrance, two side aisles and no middle aisle. Each pew held four people, and there were apparently thirty-two pews on each side of the church and sixty-four in the middle."[58] A year later, Reverend Pigeon installed an organ. With the new church building, the former chapel was converted into housing for the clergy.

In 1876, the church added a one room schoolhouse. It was a 1½ story, 3 x 2 bay, wood frame, vernacular Italianate structure with a side wing. It had clapboard siding, a side-gable roof, central front doorway, and large 6/6 windows with molded cornices. Unlike most 1 room schools built in Vermont at this time, its front doorway was in the eaves-front wall instead of the gable wall. In 1889, "the number of families constituting the whole parish is 220, of which about sixty are located in White River Junction. The congregation is probably the largest in the town. The school building is closely adjacent to the church edifice. The number of pupils in the parochial schools is now nearly sixty. The Sabbath school has some over 120 pupils."[59] The schoolhouse was "furnished with benches and desks along three of its walls, where the older pupils sat, and with other benches and desks in the center for the younger pupils. The teacher's desk stood at the front of the room, and behind it, on two nails driven into the wall, in prominent view, lay a 'twig of the wilderness.' This sylvan piece of equipment was used for the correction of the unruly."[60] In the early 1890s, the church school closed due to the low number of children in attendance.

Between 1884 and 1898, there were several attempts to improve the church to accommodate the growing Catholic population. The Reverend James Whittaker "enlarged the church, had repairs made, and simultaneously erected a s mall steeple, to mark the building as a church, on the roof over the entranceway."[61] In 1888, a new rectory was constructed south of the cemetery. By 1898, the church population had outgrown the South Main Street property. In 1892, the church purchased the "boarding house lot" at the corner of North Main Street and Church Street from Everett J. Wallace, for the purpose of constructing a new church. Local builder, Placid Adams, took ownership of the old church property in 1900. Adams was the son of Canadian immigrants and grew up on a farm in Canaan, New Hampshire. the contractor for the Quechee Library, which was designed by Louis Newton, the architect for the new St. Anthony's Parish. By 1910, Adams lived here with his wife, three children, brother, sister-in-law and mother. Following the death of Placid, his wife Agnes continued to live in the house through the 1930s.

51. Daley/Powers Block, 40 Currier Street, 1909, contributing

[58] "Parish History." St. Anthony's Church Website, White River Junction, Vermont. Date Accessed April 7, 2017.
[59] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.
[60] "Parish History." St. Anthony's Church Website, White River Junction, Vermont. Date Accessed April 7, 2017.
[61] "Parish History." St. Anthony's Church Website, White River Junction, Vermont. Date Accessed April 7, 2017.

This 3 story, brick, commercial block is located on the east side of Currier Street and has no setback from the street. It has a paved parking lot to its south and is in close proximity to the Gates Block to its north and east. The building has a rectangular footprint oriented perpendicular to the street, brick masonry walls, and a flat roof. The storefront wraps around the side elevations and has four, square, tripartite, cast-iron columns that support a sheet metal friezeband. Between the first two columns is a full-height single-pane display window. Between the second and third column is a deeply recessed, angled entry. Another display window runs 2 thirds across the space between the third and fourth column, leaving room for an open recessed corner that accommodates another entry. Each doorway has a wood double-leaf door with lower horizontal panels and upper vertical lights and a painted transom window. Stairs and landings are of cut granite, which continues along the sides of the building as a water table. Above the display windows are painted square transom windows. The second story of the front elevation has two full-height window openings that span most of the elevation. Each opening has brick quoin casings and a full denticulated entablature. The openings each contain a single-pane display window flanked by vertical angled casement windows. The third story windows share a cast stone sillcourse. The third story has two sets of triplet 1/1 windows that share a cast stone label mold. The building has a corbeled brick cornice. The side elevations have irregularly-spaced 1/1 and square windows with cast stone sills and lintels. The building is in very good condition and is a good example of an early twentieth-century commercial block.

The building was constructed in 1909 and originally had peaked parapet centered on the front cornice. Otherwise, it does not appear to have had any major alterations. Dr. Olin W. Daley, originally of Montpelier, constructed this building on property he already owned, most likely as a real estate investment. After his graduation from Columbia University, Daley established a medical office at the Junction House in White River Junction in 1884.[62] *The Vermont Journal* announced in April 1885 that "Dr. Daley has taken rooms for an office in Smith's Block. We now have no less than four doctors in the village."[63] Two years later, he married Nellie C. Ray of Burlington. In 1891, the State of Vermont charged Daley with over 100 cases of liquor selling.[64] He was a director of Hartford National Bank, the Hartford Savings Bank and Trust Company and the Mascoma Electric Light and Gas Company. He was a Freemason and served as the Grand Master of Vermont from 1903-1904.

Daley inherited all the Gates property from his second wife Mae Gates, who he married in 1891. The marriage attained a lot of media marriage as Daley's first wife sued Mae Gates for $25,000 "for alienating the affections of her husband."[65] Right before the wedding, the suit was handed to Gates. There was quite a bit of fanfare following their wedding. When they arrived at in Boston for their honeymoon, "they were greeted by a cloud of reporters

[62] *The Vermont Watchman*. Montpelier, Vermont, May 28, 1884.
[63] *The Vermont Journal*, April 4, 1885.
[64] *The Vermont Watchman*, December 2, 1891.
[65] *St. Johnsbury Caledonian*, December 1891

the moment they reached the Revere House. So, pertinacious were the reporters that the doctor and his bride were compelled to seek seclusion of a private boarding house."[66] She passed away in 1900. The building was rented to and later acquired by Norman C. Powers. He was the founder of the Powers furniture, hardware, and appliance store, which was founded in 1898, and moved into the newly completed commercial block in 1909. His son Mark inherited the building and business, and the Powers store remained in business until 1979. Marcia Landon purchased the building in 1997. It is presently occupied by hairdresser/salon.

52. Central Vermont and Woodstock Railway Bridge, Bridge Street, c. 1910, contributing

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

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

53. 15 Railroad Row, c. 2005, non-contributing

This is a 3 story, Decoupage commercial building. It is located on the southeast corner of Railroad Row and Bridge Street between Railroad Row and the Central Vermont Railway railroad tracks. The building is comprised of a 2 story, rectangular building with an angled storefront entry and a 3 story, rectangular section. There is a 2 story, glass atrium at the junction of the two sections. The rectangular footprint is oriented parallel to the road and the footprint is slightly skewed to follow the angled street corner. Centered on the corner entrance is a metal framed glass door flanked by two full length metal framed glass storefront windows on each side. Four more of these bays wrap around to the Railroad Row elevation. The remaining window units are large plate glass windows with transoms.

[66] Ibid.

This building replaced the Greek Revival Acme Steam Laundry building constructed in 1890. It originally had individual vertical windows in the location of the storefront and the front entry was at the right end of the front gable wall. Entries were also at each end of the north elevation. Shed roofs supported by knee braces protected the side entries. The wing replaced an original smaller wing around 1905 and was first used as a cart shed. A storefront was added by 1927 and had full-height single-pane display windows.

The original building was constructed for George W. Smith, who leased it to the Acme Steam Laundry. In 1899, Smith purchased the Vermont Baking Company (#6) and moved it into this building, and the laundry moved to West Lebanon, New Hampshire. The Vermont Baking Company had been established in 1897 on Maple Street just outside the historic district. The bakery soon required more space and was moved in 1910 to its new larger building on North Main Street. After this, the building was a hardware store which was probably when the storefront was added. In 1943, the Interstate Tire Company purchased the property and was the last business to occupy the building. It was demolished c. 2003.

A 2 story, wood frame building with composition siding was constructed in close proximity to the south elevation of the building about 1905 and was used as a storage building for the Vermont Baking Company. After the company moved into its new North Main Street facility, this building was used as storage for the Smith cracker factory. It was later used by the hardware store for storage, and demolished about 1960.

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

This 1 story, commercial building is located on the west side of Bridge Street between the railroad tracks and the White River. It has a large setback from the street behind a paved parking lot, and paved driveways to the north and south. It has a wood frame main block with a square footprint and a concrete block rear wing with a rectangular footprint oriented perpendicular to the street. The rear wing spans the rear elevation of the main block and is set on a slight angle with the main block. The main block has a low-sloped shed roof that descends to the rear, and the wing has a flat roof. The front (east) of the parapet main block is sheathed in metal siding. The front elevation has two metal-framed glass doors in the center and right end and metal framed store front windows. Clad in corrugated metal, the south elevation has an off-center glass door metal and three plate glass windows with transoms. A metal clad projection abuts from the southwest corner of the main block. The north elevation has an entry door and three windows on the first floor and three large multi-pane industrial-type windows on the second floor. The north elevation of the rear wing has three car bays with paneled wood overhead doors. A fourth bay, located on the left side, has been filled in with a pedestrian door and window.

The main block was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps as an automobile sales and service business. The original

appearance of the main block is unknown. The wing was constructed by the printing of the 1957 Sanborn map. By 1980, the main block had become a camera shop and the wood siding had been installed, concealing the original front elevation. Due to the complete alteration of its most important elevation, this building is not a contributing resource.

This building was constructed in the location of two small, 1½ story, wood frame buildings that stood in front of a large 2 story, wood frame shed. The c. 1890 smaller buildings were residences that by the early twentieth-century had been converted to Brewster's photography studio and the Dutton and Fellows automobile service station. The c. 1905 shed was built as a carriage repair shop and later used for storage.

55. Fire District No. 1 Station, 58 Bridge Street, 1893 and 1919, contributing

This flat-roofed, wood frame, vernacular Italianate building is located on the west side of Bridge Street next to the White River. It has a 2 story, main block with a hose-drying tower in the northwest corner, and a 1 story, rear ell. The main block has a concrete block foundation, clapboard siding, and a deep overhanging molded cornice. Other architectural trim includes flat-stock cornerboards, friezeband and window and door casings. At the left end of the front (east) elevation is a paneled wood pedestrian door with a multi-pane upper light and a large truck bay with a paneled wood overhead door with multi-pane upper lights. The main block has regularly-spaced 1/1 wood windows, except for the southeast corner of the second story which has paired 1/1 windows. The tower rises two stories above the main block and has a pyramidal asphalt-shingle roof. It has a slightly overhanging boxed cornice and a 1/1 window in the second story of the east face. The rear ell has an L-shaped footprint with the bottom of the L spanning the rear elevation of the main block. It has a poured concrete foundation and clapboard siding and a few scattered 1/1 windows. The building is in good condition and has not had any major alterations since 1919. It is a good example of an early twentieth-century fire house.

The fire house was constructed in 1893 and was originally a side-gable, 1½ story, barn-like structure with the extant tower. At the south elevation were two double-leaf carriage doors with diagonal bracing. On each side of the doors and in the gable ends were regularly-spaced 6/6 windows. In 1913, the building was raised about four feet to accommodate the level of the new iron bridge across the White River. This is when the concrete block foundation was added. In 1919, the building was converted to a 2 story, building with a tenement for the Fire Chief on the second story. This is also probably when the first rear ell was added, which was swept away in the 1927 flood then rebuilt. The extant paired windows were originally square single-pane windows topped with transoms and the garage bay was originally smaller, with a pair of hinged doors with lower horizontal panels and upper multi-pane lights. Composition siding was added over the clapboard siding around the 1960s and was removed around the 1980s.

Due to a petition submitted to the selectmen by local citizens, a two square mile fire district was established in 1893, and was the first fire district in White River Junction. The building

remained a fire station until 1978, when a new fire station was constructed outside the historic district. Since then, the building has been used as the town water department and as a civic building.

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

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

The first bridge across the White River in White River Junction was not constructed until 1868, and was a covered bridge. Before this, the only bridge across the White River in Hartford was in Hartford village, 1½ miles upriver. In the early 1860s, residents began requesting the Town to build a bridge in White River Junction but this was rejected upon the belief that White River Junction would never be important enough to warrant the expense of a bridge. Eventually, at town meeting in 1867, the townspeople voted to build a bridge. The contract was awarded to James Tasker of Cornish, New Hampshire. The bridge was two spans, and had an exterior pedestrian walkway added later for safety. This bridge was washed away in 1913 by a logjam, which could not be held back due to rising water levels caused by rain. The bridge made a 90 degree turn and landed on the bank of the river. The next bridge was a 3 span through-truss steel bridge on masonry piers and abutments and its deck was four feet higher than the covered bridge. It was built by masons J.W. Buswell and the Canton Bridge Co. Two spans of this bridge were destroyed by an ice jam in 1964. A "temporary" bridge was built where the two spans were missing. This bridge lasted until 1990, when it too was destroyed by an ice jam.

57. Municipal Center, 171 Bridge Street, 1884 and 1895, 2014, contributing

This 3 story, brick, symmetrical, High Victorian Gothic style building is located at the southeast corner of Bridge and Maple Streets on "Lyman's Point," and has a large setback from both streets. It faces Bridge Street and has a large front lawn. At the sides and rear is a parking lot, and at the rear of the property is a public park that abuts the railroad tracks. The building has a modified rectangular footprint oriented parallel to Bridge Street, cut stone foundation, brick masonry walls, and an asphalt-shingle hipped roof with two front and rear hipped-roof cross gables. There are vents in each of the gables peaks. There is a centered gable dormer centered on both end walls and a hipped roof dormer centered on each cross gable. Two large brick chimneys centered on the cross gables emerge from the roof ridge. The north chimney has a corbeled brick cornice. The east and west elevations feature a c. 2014, 2 story, glass entry pavilion connecting the two cross gables. A

cantilevered roof protects the entry. “Hartford Town Hall” is written across the front of the roof. The cross gables and ends wall are three bays wide. Filling in the northeast corner is a 1 story, flat-roofed, brick addition. Between the first and second stories is a stone beltcourse, and above the second story windows is decorative brickwork that includes a band of soldier bricks set at a 45-degree angle, a band of denticulated brick, a band of small cross-shaped recesses, and a nine-withe corbeled cornice. The regularly-spaced window openings have brick segmental arches and stone sills. Centered on the first and second floor of each cross gable and end wall is a paired window flanked by an individual window. The northeast window on the first floor has been infilled with brick. The openings have replacement windows with divided lights. The building is an excellent example of a High Victorian Gothic public building and one of the most important landmarks in the village.

The north half of the building was constructed in 1884 and had four school rooms. The south half of the building, which is identical to the north half, was constructed in 1895, giving the building eight school rooms. The building originally had 6/6 half-arched windows, paneled double-leaf doors under five-pane transoms, hipped-roof dormers centered on the main roof slopes and in the primary roof slopes of the cross and end gables. These dormers had segmental-arched window openings with tripartite windows with arched transoms. The original entries to the school were in the end bays of the front elevation, in the location of the extant front door but in the original wall plane, and centered on the end (north and south) walls. The extant north chimney is original, and the south chimney was rebuilt in the location of the original chimney.

Sometime between the printings of the 1917 and 1925 Sanborn Insurance maps, brick Neo-Classical Revival 1 story porches were added to the voids at the front corners of the building, and an enclosed 1 story brick vestibule was added in the center void between the front cross gables. They projected slightly from the front wall plane and had flat roofs. The end porches had large square columns with cast-stone capitals, molded cornices, and brick parapet walls. The center vestibule had a molded cornice and a parapet, and a segmental-arched door opening with a double-leaf wood paneled door with upper lights and two multi-pane transom windows. Flanking the doorway were vertical window openings with stone sills and 4/4 windows.

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

In 1806, the town was divided into seventeen school districts. In the historic district, school district #11 was at Lyman's Point, and #13 was what later became White River Junction. Classes at that time were held in buildings that also served other purposes. The first schoolhouse in Hartford was constructed in 1807, in district #14. Districts 11 and 13 were consolidated in 1884, the same year the original block of the high school was constructed.

The school was originally the Hartford High School and also housed the White River Junction elementary school. It was first occupied in the fall of 1884. The 1884 town report notes that it is of the "modern style."

After ten years, the school was declared overcrowded and an addition was proposed. The first addition was designed as a projection from the south end wall, the same width as the south wall. It must have been considered too small as the actual addition doubled the size of the building. The addition housed first and second grade primary, first and second grammar, preparatory high, and high school classes. One room was used as a recitation room for high school and one for kindergarten. The contractor for the 1895 addition was Lyman Whipple of Lebanon, New Hampshire. It resulted in "eight large, well lighted, well heated, and well-ventilated school rooms."[67]

In 1905, the Chairman of the Board of School Directors reported that this building was overcrowded. In 1907, a new high school was built just north of the historic district, and the subject school continued with its previous uses except high school. The 1948 town report declared the school a health and safety hazard due to being under lit and having structural deficiencies: the east wall near the 1884 section was spreading due to foundation settlement, causing the danger of falling plaster. Despite repairs that solved this structural problem, including the installation of tie rods, the town voted to build a combination elementary and junior high school, which was completed in 1952, leaving the subject school vacant. The building committee appointed to determine the fate of the building recommended demolition, but in 1953, the town citizens voted against this. In 1954, the building committee recommended the building be used as town offices, which it remains to this day. The 1955 renovations were undertaken to accommodate this new use. Beginning in 2014, the Town of Hartford commenced a major renovation of the building engineered with a focus in energy efficiency and durability. This including the installation of R-20 foundation, R-40 walls, and indoor/outdoor lighting that consumed energy considerably below code. The town replaced the windows with energy efficient windows, built the entry pavilions and added handicap accessible entrances. Interior work included redesign of the interior spaces and installation of an elevator.

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

This 1½ story, wood frame, Italianate house is located on the west side of Bridge Street and has a moderate setback from the street. It has a small front and south lawn and is in close proximity to the house to the north. The house has a front-gable sidehall-plan main block with a rectangular footprint oriented perpendicular to the street, and a side ell to the south with a rectangular footprint oriented parallel to the street. It has a brick foundation, vinyl siding, and open-eave overhanging metal roofs. Off-center on the front roof slope of the ell is a cross gable. Architectural trim includes a molded wood cornice that encircles the

[67] Ibid.

building and flat-stock wood window and door casings. Spanning the front elevation of both the main block and ell are 1 story flat-roofed porches. The porch at the main block has chamfered wood columns with capitals, a cut-out balustrade railing, a cut-out skirt, and a molded wood cornice. The other porch has slender wood posts and a trellis railing. At the left end of front elevation of the main block is a hollow-core metal door and at the right end of the front elevation of the ell is a wood door. The house has regularly-spaced 1/1 replacement windows.

The house was constructed about 1880 and the porch at the main block may be original. The house probably originally had clapboard siding and 2/2 wood windows. The ell originally had a front porch also, but it probably matched the other porch. The ell porch, siding and windows probably date to the 1980s. 99999999999

In 1880, Lydia and William Morse purchased this vacant lot and it is likely the house was constructed shortly thereafter. It appears in an 1889 drawing of the village. In 1892, the house was sold to Mary Allen. After her death in 1897, her husband Samuel remarried and sold the house in 1898 to Frances M. Taylor, who owned it until 1935. Phyllis Morris purchased the building in 2010.

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

This 1½ story, wood frame, vernacular, Stick Style house is located on the west side of Bridge Street and has a moderate setback from the street. It has a small front lawn, is in close proximity to the house to the south, and has a gravel parking lot to the north and west. The house has a side-gable main block with a front cross-gable, a shed-roofed rear addition, a brick foundation, clapboard siding except for the wood-shingled gables, and an open-eave overhanging standing-seam metal roof. The front cross-gable is an oversized bay window with overhanging gables at the angled corners. The windows within the bay are 1/1 replacement windows. Curved brackets support the overhangs with drop finials at the corners; above the brackets is a sunburst-pattern panel. Above the first story windows of the front cross gable are panels with diagonal cross-bracing; the center panel also has filigree detailing. The peaks of the gables project from the shingled surface, and have diagonal-board sheathing with a bracketed cornice. The gables have incised bargeboards. The front roof slope of the main block has a small shed-roofed dormer. The right 2 thirds of the front elevation of the main block is a recessed porch. The porch has a wood railing with a turned balustrade, square posts, small scrolled corner brackets, and a stickwork frieze.

The house appears on an 1889 drawing of the village and judging by its appearance, dates to about 1885. In the 1950s or 1960s composition siding was installed, which was later removed. The house does not appear to have had any other alterations. The house was probably constructed for Leonard Williams and sold to Sarah Talbert and her husband around the turn-of-the-twentieth-century. In 1943, Sarah Talbert sold the house to George and Mary Reeves, and the Reeves family lived there until the 1990s. Phyllis and Michael Morris purchased the building in 1993.

60. Lyman House, 113 Maple Street, c. 1890, non- contributing

This 2 story, Queen Anne style, building is located on the east side of Maple Street and has a moderate setback from the street. The building maintains an irregularity of plan and massing. The front gable main block is oriented perpendicular to the street. It has two side cross gables, and a 2 story, rear wing. Clad in vinyl siding, the building has a brick foundation and asphalt shingle roof with gable rakes and overhanging open eaves. A bay window is centered on the street facing gable. There are 1/1 replacement windows throughout the building. There is a paired slender 1/1 replacement window on the second story of the street facing gable. There is closed in porch spanning the front elevation of ell. Clad in vinyl siding, the porch and an off-center modern door and a 1/1 replacement window. A brick chimney rises from the ridgeline of the two cross gables.

The first known owner of this land was Maria B. Lyman, the granddaughter of White River Junctions' earliest settler, Elias Lyman. Lyman was born in Northampton, Massachusetts, in 1768, He married Anna White in 1790 and they had fourteen children. Their first home was in Wethersfield, Vermont. When his store burned in 1796, he moved to White River Junction and engaged in cotton manufacturing with his elder brother Justin. They also sold various goods such as salt, rum, molasses, sugar and potash kettles. In 1820, the Lyman Brothers dissolved their business and Lewis Lyman, the son of Elias, purchased the inventory which he "offered for in the Brick Store at the mouth of the White River."[68] Elias Lyman was the original owner of much of the land that comprises downtown White River Junction. In 1802, he built the first bridge across the Connecticut River from the north bank of the White River to West Lebanon, New Hampshire. The original federal style Lyman house was located across Pine Street. Lyman died in 1830 at Harford.

In 1901, Lyman transferred the property to William P. Howe. Walter O. Dampier, a local house painter and paper hanger, then purchased the house in 1915. This house was most likely an investment for Dampier, as he maintained a shop on South Main Street and lived most of his life on Barnes Avenue in Hartford. In 1919, Dampier sold the house to his tenant, George W. Burns. Burns lived at this house with his wife and child, He worked as a restaurant inspector. In 1929, Olin W. Daley purchased the property. Daley, originally of Montpelier, was a graduate of Columbia University. Daley established a medical office at the Junction House in White River Junction in 1884.[69] Two years later, he married Nellie C. Ray of Burlington. He was a director of Hartford National Bank, the Hartford Savings Bank and Trust Company and the Mascoma Electric Light and Gas Company. He was a Freemason and served as the Grand Master of Vermont from 1903-1904. Daley lived with his wife at 128 Gates Street until the 1920s and then he moved to this residence. Between 1943 and 1956, the Theriault family owned this property. Leon T. Theriault built the c. 1949 Theriault Block at the corner of Bridge and North Main Street. This building was

[68] *The Woodstock Observer*, January 25, 1820.
[69] *The Vermont Watchman*. Montpelier, Vermont, May 28, 1884.

demolished in 2010. The family also owned several diners in the town, including Teddy's Diner, which was adjacent to this property in the 1940s.

61. Perkins Building, 101 Maple Street, c. 1900, contributing

This 1 story, brick, commercial building is located on the east side of Maple Street and has a moderate setback from the street. The rectangular plan main block is oriented perpendicular to the street. It has a brick foundation, metal roof and stepped storefront parapet. The deeply recessed, angled main entry is centered on the front recessed elevation. It is flanked by wood framed store front windows. The overhang is supported by round posts. The north and south elevations have eight 1/1 replacement windows with granite sills and arched brick lintels.

The earliest owner of this property was the H.A. Perkins Company, a feed and grain business with a large industrial complex located between Railroad Row and the Central Vermont Railway railroad tracks. The company was operated by Fred and Leslie Perkins who sold the extant building in 1913. Between 1913 and 1977, the Adams, McNichol and Melen families owned the property. In 1941, Adams and McNichol operated a granite and marble business on the premises. They also made headstones and funerary objects. In 1977, a composite of the families, Adams, McNichol and Melen Inc., now operating as a concrete business, sold the building to Richard and Pamela Kilbourn.

62. Commercial Livery and Garage, 87 Maple Street, c. 1920, c. 1960, non-contributing

This 2-story, brick, commercial building is located on the east side of Maple Street and has a moderate setback from the street. The building has a front-gable main block with a rectangular footprint oriented perpendicular to the street, and a side rectangular ell to the south oriented parallel to the street. It has a brick foundation and metal roof. The first floor is a brick veneer and the second story has vertical metal siding. The ell has a flat roof. The south end of the street facing elevation has two metal framed glass doors. There are three large plate glass windows on the remainder of the street facing elevation.

This area first belonged to the family of Elias Lyman, one of the town's original founders. Lyman was born in Northampton, Massachusetts, in 1768. He married Anna White in 1790 and they had fourteen children. Their first home was in Wethersfield, Vermont. When his store burned in 1796, he moved to White River Junction and engaged in cotton manufacturing with his elder brother Justin. They also sold various goods such as salt, rum, molasses, sugar and potash kettles. In 1820, the Lyman Brothers dissolved their business and Lewis Lyman, the son of Elias, purchased the inventory which he "offered for in the Brick Store at the mouth of the White River."[70] Elias Lyman was the original owner of much

[70] *The Vermont Watchman*. Montpelier, Vermont, May 28, 1884.

of the land that comprises downtown White River Junction. In 1802, he built the first bridge across the Connecticut River from the north bank of the White River to West Lebanon, New Hampshire. He died in 1830 at Harford. The next owner was Norman Tilden, one of the early surveyors of Hartford's road system. In 1839, Tilden was one of the founders of the White River Mill Company, which was responsible for the "repairing the mills, and dam, and increasing the facilities for grinding grain, sawing lumber, carding wool, &c."[71]

Tilden then sold the property to Sawyer Stone. The house then transferred to Dr. Samuel Allen in 1867. Samuel Johnson Allen was born in 1819, in Newport, New Hampshire. After graduating from Castleton Medical College in 1842, he commenced practice in White River Junction. Between 1855 and 1856 he was principal or superintendent of Hartford High School (#57). During the Civil War, Allen served in the 4th Vermont as a regimental surgeon. He was wounded at Opequan Creek in 1864. After the war, Dr. Allen served as Surgeon General of Vermont. He received an honorary degree from Dartmouth College in 1870, and also served on the advisory board for the Mary Fletcher Hospital in Burlington. The original house most likely burned in the 1890s. The property remained in the Allen family until 1902, when it was sold to Fred Perkins of the H.A. Perkins Company, a feed and grain business with a large industrial complex located between Railroad Row and the Central Vermont Railway railroad tracks. In 1917, this building was the home to an antique furniture restoration store. In 1919, Perkins sold the building to the Commercial Livery and Garage. In 1920, the livery hired Titus Henry Wilfore to build a 50 x 150-foot service station with concrete blocks. Wilfore managed the Commercial Livery and Garage in Woodstock. Six years later, Daniel Burrows of Woodstock bought the building. In 1929, the Dutton and Fellows Tire Company purchased the building. Dutton and Fellows also operated a service station at 55 Bridge Street. In 1941, there was an automobile parts store and service station. The street facing elevation of the main block had two garage bays, which have since been filled with plate glass. There was also a pedestrian entrance since filled in with brick. Prior to the addition on the east side of the building, there was a 1 story, filling station with two pumps in front. In 1958, Dale and Hazel Wilson bought the building. Dale was a building estimator for the Trumbull-Nelson Construction Company, a company he helped start in 1917 and is still active in 2017. In 1967, the present occupants, Kibby Equipment purchased the building.

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

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

[71] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.

good condition and is a good example of a railroad bridge from the second quarter of the twentieth-century.

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

64. 35 Railroad Row, c. 2008, non-contributing due to age

This is a 4 story, apartment building with corrugated metal siding and a flat roof. It is located on the south side of Railroad Row and is located between Railroad Row and the Central Vermont Railway railroad tracks. The north portion of the street façade projects over the sidewalk. Each floor of this section has an open deck with glass balustrades. There are metal bands separating each floor. The rear section is an open-air parking space. There are casement windows with a rectangular transom throughout the building.

65. 55 Railroad Row, c. 1990, non-contributing due to age

This is a 3 story, commercial building. It is located on the south side of Railroad Row and is located between Railroad Row and the Central Vermont Railway railroad tracks. The building is located parallel to the street. It is a rectangular plan building with two large gables anchoring the east and west ends. The gables extend beyond the rectangular footprint. The main entry is located underneath the recessed portion of the southeast projecting gable. There are regularly spaced 1/1 windows throughout the building. There is a 1 story shed roof projection on the east side. An elevator projection rises from the shed roof and abuts the east gable end of the main block.

This building replaced the c. 1921 H.A. Perkins & Sons/Twin State Fruit building. It was a large industrial complex is located between Railroad Row and the Central Vermont Railway railroad tracks. The gabled main block was constructed in 1921. It was originally sheathed in clapboard siding. The north elevation originally had a suspended first story shed roof and 2/2 windows at the second story. Metal siding was probably added during the third quarter of the twentieth-century. It had a c. 1930addition. The building was constructed as a warehouse for the feed and grain business of H.A. Perkins and Sons, which was operated by Fred and Leslie Perkins. By 1925 it had been sold to the Vermont Warehouse Company who operated there until 1927. At this point the falsefront sign read, "Vermont Warehouse Company, Public Warehouse Storage, Free and Bonded." In 1927, the Twin State Fruit Corporation (established 1908) moved into this warehouse. Twin State was a fresh fruit

and vegetable wholesaler, and later also sold frozen food, candy and beverages. Twin State vacated the complex in 1984. The building was demolished c. 2004.

66. Windsor County District Courthouse, 82 Railroad Row, 1990, non-contributing due to age

This 2 story, symmetrical, building is located on the north side of Railroad Row. It is surrounded on three sides by paved parking lots and backs up to the south bank of the White River. It has a modified square footprint, concrete foundation, brick veneer walls with concrete detailing, and multi-gable standing-seam metal roof. Between the first and second stories and at the roofline are concrete beltcourses. The front (south) elevation has a 2 story, front-gable, entry pavilion with a full-height round-arched window opening at the second story. The side elevations each have two, 2 story front-gable pavilions. The building has metal-framed glass double doors in the front pavilion and south side pavilions, and regularly-spaced ribbons of three and four metal-framed paired casement windows separated with concrete casings. The side entries have round-arched transom windows. The side gables have round louvered openings. The building is in excellent condition and is non-contributing due to its age.

This building was constructed in 1990 as the Windsor County District Courthouse. It was constructed in the location of the 1896 H.A. Perkins Company building. This was a 2½ story front-gable, wood frame building with clapboard and sheet metal siding and flat roofed side wings. Henry A. Perkins was a dealer in hides, furs and wool, and was reportedly one of the largest firms of its kind in New England. The Perkins business closed in 1931 and the building was used to store building materials until about 1970 when the Renehan-Akers construction company acquired it. The building was a contributing building in the original (1980) White River Junction Historic District until it was demolished to make way for the courthouse.

67. Boston & Maine Union Station, 100-06 Railroad Row, 1937, contributing

This brick, Colonial Revival, building is located between the railroad tracks and the White River, across the tracks from the east end of Gates Street. It faces west and is comprised of four blocks: a 2½ story front-gable block flanked by two 1 story flat-roofed wings of different size, and a small 1 story flat-roofed addition to the rear of the north wing. The north 2 thirds of the north wing projects slightly west from the other third and the west elevations are connected by an angled wall that contains a Colonial Revival entryway. The center block has a standing-seam metal roof and pedimented gables. The west elevation of the main block has a 2 story, recessed center archway with a transomed doorway and a fanlight window at the second story, and the east elevation has a pedimented center entry. The west elevation of the south third of the north wing has three false arches infilled with stucco; the center arch has a wood double-leaf door. The first story of the main block and

wings have regularly-spaced large vertical window openings containing 8/12 wood window units, except for the north wing which also has 6/6 windows. The second story has 8/8 windows. The gables have four-pane, oculus windows. An open wood-frame shed extends south from the station and provides shelter to passengers awaiting and disembarking trains. The octagonal cupola centered on the ridge of the main block has a clapboard base, 6/9 window in each face, and a hipped bell-shaped copper roof with a copper finial and weathervane atop the finial. The building is an excellent example of a Colonial-Revival railroad station.

67a. Canopy, contributing, c. 1937, contributing

This is a large, five bay, trapezoidal plan canopy. It is located to the south of the depot and is oriented parallel to the railroad tracks. The wood structure has a flat roof and is supported by square posts.

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

In 1847, the Vermont Central Railway and the Connecticut River Railroad began construction of rail lines through White River Junction. At this point, there were no more than three farms in what is now White River Junction. On June 26, 1848, the first train to travel in Vermont, the Vermont Central Railway's "Winooski," ran 27 miles from White River Junction to Bethel, Vermont. This line was subsequently extended north to Burlington. In 1848, the Connecticut and Passumpsic Rivers Railroad opened between White River Junction and Newport, Vermont (on the Canadian border). In 1849, the Northern New Hampshire Railroad opened, which served Concord, New Hampshire and Boston, and in 1863, the Woodstock (Vermont) Railroad opened. At one point, there were fourteen railroad tracks traversing White River Junction. The Vermont Central Railway was later called the Central Vermont Railway. The tracks pass the station and follow the south bank of the White River. The Boston & Maine Railway acquired the Connecticut and Passumpsic Rivers Railroad in the 1880s. Its tracks pass the station and cross the White River via a bridge.

The first railroad depot opened in 1849 in the general vicinity of the extant station. It was destroyed in the 1861 fire that destroyed numerous buildings in White River Junction, including all railyard structures. The 1862 passenger depot was destroyed by fire in 1880 and was replaced with a large brick Stick-Style station. At this time, “the fine union railway

station" contained "the most commodious and best furnished restaurant and dining room to be found in New England."[72] In 1889, a V-shaped freight house was constructed north of the station. By 1891, Union Station Café in the depot had "one of the best depot restaurants in the state."[73] Seating 180 people, the café "had a county wide reputation not alone for beauty of equipment and spaciousness but for the undeviating excellence of its cuisine and service."[74] In 1907, it was called the Depot Café, with O. Daley as the proprietor. The 1880 station was destroyed by fire in 1911, and although written historical accounts state that no passenger depot was constructed until 1937, the 1917 and 1925 Sanborn Insurance maps show that a 1 story, wood frame passenger station was constructed on the foundation of the main block of the 1880 station. The freight depot was demolished around 1960. A tunnel once passed under the railroad tracks between the station and the central business core; it was blocked up around 1992.

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

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

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

[72] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.
[73] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[74] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.

69. Cross-Abbott Grocery, 4 Gates Street, 1894 and 1953, contributing

This 2 story, wood frame, Italianate style, commercial building is located at the east end of Gates Street, on the south side of the street. It has no setback from the street and has railroad tracks to its east and is in close proximity to the building to the west. The building has a main block and rear wing. The flat-roofed main block faces north and has a rectangular footprint oriented perpendicular to the street. The 1 story, flat-roofed wing spans the rear elevation of the main block and has a long rectangular footprint oriented perpendicular to the street. The main block has a brick foundation, clapboard siding, quoins, a full denticulated entablature between the first and second story, and a full bracketed entablature at the slightly overhanging roof. Spanning most of the first story of the front elevation is an enclosed porch. The left third of the porch has paired pilasters dividing three multi-pane vertical windows. Most of the rest of the porch has flush horizontal siding and a large opening. The right end of the porch is open and provides an entry into the main block via a paneled wood door with an upper light. The exposed right end of the front elevation has two, four-pane fixed display windows divided by decorative paneling and topped with three-pane transom windows. The symmetrical second story of the front elevation has a centered triplet of 2/2 wood windows flanked by regularly-spaced individual 2/2 windows. The upper sash of the center window is blocked up. The side elevations have regularly-spaced 2/2 windows. The rear wing has concrete block walls, small industrial windows, and sliding wood paneled pedestrian doors. The building is in very good condition and is an excellent example of an Italianate commercial block.

The Cross-Abbott Grocery was constructed in 1894. The November 24, 1893 edition of *The Landmark* reported: "A piece of land 50 x 100 feet on the east side of "The Landmark" block has been leased by the Central Vermont Railroad to a number of Massachusetts gentlemen who will erect a large building in which to carry on a wholesale grocery business."[75] It originally did not have a front porch. The front elevation had a transomed doorway in the second bay and five, four-pane vertical windows divided by decorative paneling and topped with three-pane transom windows. The porch was constructed at an unknown date. It does not appear on any Sanborn Insurance maps, but does appear in a 1950s photograph. The rear wing was constructed in 1953.

The Cross-Abbott Grocery was a wholesale grocery established by Charles A. Cross of Fitchburg, Massachusetts and Charles C. Abbott of Keene, New Hampshire. Born in Waterford, Vermont, Charles Cross spent his early years working for several firms in Boston, Massachusetts. He then became engaged in the kerosene business in Fitchburg, Massachusetts where he employed Charles C. Abbott. Abbott was also involved in the grocery business in Athol, Massachusetts and Keene, New Hampshire.[76] In 1948, the company joined the Red & White Corporation, an association of food distributors, which later became the P&C Company. In 1956, the company built a new warehouse in Hartford

[75] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[76] Ibid.

village and moved its business there. In 1974, the company employed over 300 people and there were twelve Super Duper markets in Vermont and New Hampshire towns.[77] The White River Paper Company moved into the subject building in 1957, and remained there until 1989, when it moved to larger quarters on Route 14 in Hartford. The building is now occupied by Vermont Salvage, which sells architectural salvage.

70. First National Bank of White River Junction/White River Savings Bank, 28 Gates Street, 1892, 1904, 1915, contributing

This brick, 3 section, flat-roofed building is located at the southeast corner of South Main and Gates Street. It has no setback from the street, is in close proximity to the building to the east and shares a party wall with the building to the south. The 2 story Romanesque main block is at the corner and faces north, a 3 story, Romanesque addition spans the east elevation of the main block and faces north, and a Neo-Classical Revival addition spans the south elevation of the main block and faces west. The main block has a rectangular footprint oriented north-south, a cut granite foundation, and brick masonry walls. The stepped-out water table is capped in beveled stone. The first story has large round-arched window openings; the arches are comprised of soldier bricks and have projecting brick hoods. The sills and impost blocks are of cut granite and the impost blocks are continuous between the openings. Centered on the north elevation is a 1 story, flat-roofed, entry pavilion. It has an arched opening identical to the window openings and a denticulated corbeled cornice and a recessed doorway. Below the second story windows is a brick beltcourse. The second story has regularly-spaced round-arched window openings with stone sills and arches comprised of soldier bricks and projecting brick hoods. The brick impost blocks are continuous between the openings. Directly above the second story windows is an elaborate entablature with a corbeled architrave, a wide frieze punctuated with recessed circles around Greek crosses, and a corbeled cornice. The first story window openings contain single-pane aluminum fixed windows under round-arched transom windows. The front entry has an aluminum-framed door. The second story window openings have 1/1 arched wood window units.

The 3 story, three bay wide, east addition has a rectangular footprint oriented north-south. It has a cut granite foundation and brick masonry walls. The first story has three arched openings and detailing that matches those of the first story of the main block and is capped with a stone beltcourse. The left arch contains an entry to the building, and the other two arches contain single-pane aluminum fixed windows under round-arched transom windows. Four brick pilasters rise from the beltcourse and terminate at a stone beltcourse that runs below the brick roof parapet. The pilasters are capped with granite arrow-shaped shields. There is a square window opening in each second and third story bays. The second story openings have stone splayed arches and stone keystone, and the third story openings

[77] Ibid.

have stone lintels with shoulders. The upper window openings contain paired casement windows and paired transom windows.

The Neo-Classical Revival, 3 story, three bay wide, south addition has a rectangular footprint oriented east-west. It has brick masonry walls and shares a party wall with the building to the south. At each end of the storefront is a doorway framed with brick piers. Between the doorways is a large opening containing a large overhanging bay window. The storefront has a wood full entablature. Centered on the second story is a blind arch containing a Palladian window. The rest of the bays of the upper stories each have one vertical window opening with a stone sill and stone splayed arches with keystones. Between the second and third stories in the left and right bays is a stone panel. The building is capped with a heavily molded wood entablature and paneled brick parapet that wrap around the northeast corner of the building. The doorways contain wood doors with lower panels and multi-pane upper lights, and infilled transoms. The hipped-roof bay window has a paneled base and multi-pane wood display windows. The Palladian window is comprised of a round-arched window, which has an upper sash of six panes under a fanlight design, over a six-pane sash, flanked by 4/4 windows. Slender pilasters divide the three windows and the side windows have small wood entablatures. The rest of the windows are wood 6/6 units.

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

The main block was constructed for the First National Bank of White River Junction. It was established in 1886 as the National Bank of White River Junction and its first president was George W. Smith, "a manufacturer attracted to White River by superior shipping facilities."[78] The bank first opened on the second story of the Smith Block. In 1890, the bank moved to its new home was renamed the First National Bank of White River Junction. Louis Sheldon Newton, Hartford's most well-known architect, designed the south block. Newton lived in Hartford Village and was known for his residential designs. During its early years, the bank "was a commercial institution – a bank of issue, deposit and discount, negotiating loans, making collections and handling first class commercial paper."[79] In 1892, the bank

[78] Cummings, Charles, "A Bank of Courtesy," *The Vermonter, Volume 23, No. 1.* White River Junction: Charles S. Cummings, 1918.
[79] Cummings, Charles, "A Bank of Courtesy," *The Vermonter, Volume 23, No. 1.* White River Junction: Charles S. Cummings, 1918.

added "a 30-foot addition."[80] The south block was first occupied by the White River Savings Bank, which moved from its location a few doors down on South Main Street, where it had opened in 1886. The first president of this bank was former Governor Samuel E. Pingree.

The main block was constructed in the location of the c. 1880 Grover Block, a 2½ story, wood frame, front-gable building with two side cross gables, a full-facade 1 story porch, and clapboard siding. This building was reportedly moved to either Gates Street or South Main Street, but there is no evidence of such. The south block was constructed in the location of a c. 1900, 1½ story, wood frame, photography studio. The east block was constructed in the location of a small, c. 1895, wood frame fruit store.

In 1912, the Inter-State Trust Company was organized with the purpose of providing mortgage loans and "the addition of this institution enables the bank to loan money on real estate, and its growth has been very satisfactory."[81] Until 1940, it shared office space with the First National Bank. In 1915, the White River Savings bank was acquired by the Hartford Savings Bank and Trust Company. In 1940, this bank discontinued business, and the Inter-State Trust Company purchased the south block. The east block was constructed in 1915, and was first occupied by the Howard Drug Company and the Odd Fellows. The First National Bank expanded into this building in 1956. By 1957, all three sections were the First National Bank, which was later the Twin State Bank, then the Green Mountain Bank, and finally the Mascoma Bank, which closed in 2001. In 1924, the Vermonter Magazine provide the following description of the building:

> "The bank is built of clean red brick, with graceful arched windows. Broad, smooth walks about the building convey an impression of solidarity and afford entrance to a tasteful vestibule, through grilled doors of wrought iron, flanked by bronze signs and massive wrought iron lamps. The floor of the vestibule is of mosaic tile with decorative border and marble wainscot, as in the main room, from which it is separated by bronze covered swing doors.
>
> A profusion of light marble confronts the visitor, upon entering, the facing of a counter with five windows, separating the lobby from the working space of the bank. A large vault is conspicuous in the center of the main room, with many busy clerks about it. A broad corridor, on the left, with desks and telephone booths for convenience of patrons, extends far through arched portals to other rooms of the bank. Ornate bowl-shaped lighting fixtures are pendent from the ceiling."[82]
>
> The bank was a strong supporter of the local community. It was one of the first banks to issue thrift stamps, which became very popular during World War One. In 1918, a group of farmers approached the bank with an interest in purchasing sheep.

[80] Ibid.
[81] Ibid.
[82] Ibid.

The bank bought 400 sheep at cost in Selkirk, New York, shipped them to White River Junction and sold them to the farmers for discounted price.[83]

The building is currently under private ownership and houses professional offices.

71. Greenough Block, 60 Gates Street, c. 1910, contributing

This 3 story, brick commercial building is located on the southwest corner of South Main and Gates Street. It has no setback from either street and shares party walls with the adjacent buildings. The flat-roofed, 3 by 5 bay building has a rectangular footprint oriented parallel to Gates Street. The footprint is slightly skewed to follow the angled street corner. There is a storefront on the east elevation of the brick masonry building. The windows have flat brick arches, a denticulated beltcourse that forms the second story windows sills, a brick entablature with a common-bond vertically-laid brick frieze, and denticulated brick cornice under a stamped metal cornice. In the Gates Street frieze, there are bronze letters spelling "Greenough." The storefront has a recessed angled off-center entry with a metal-framed glass door and sidelight, and two horizontal single-pane display windows. Up to the window lintels the storefront is sided with diagonal vinyl siding. Above the storefront and up to the second story window sills, the storefront has board-and-batten siding. The storefront wraps around to the first bay of the north elevation. This bay is accented by a series of rectangles inset of each other descending from large to small. The remaining first story north elevation bays have brick piers dividing the bays and at the top of the story are transom windows in the three middle bays. All of the second and third story windows are 1/1 units. The second and third stories of the east elevation have paired windows in the left and middle bays and individual windows in the right bay. The second and third stories of the north elevation have individual windows in the first bay, paired windows in the second and fifth bays, and triplet windows in the third and fourth bays. At the right end of the north elevation is a metal-framed glass door with a tall transom window

The Greenough Block was constructed sometime between 1908, when it does not appear in a photograph of this date, and 1917, when it appears on a Sanborn Insurance map. It originally was a boardinghouse with first story commercial establishments, and had storefronts spanning both elevations. Frank Greenough, who is listed as the lodging house proprietor in the 1920 census, probably constructed it. In 1905, Greenough purchased the grocery store, Wheeler and Gilbert from Nathan. P. Wheeler and E.C. Gilbert[84] During World War One, Greenough was the manager of the Great Atlantic and Pacific Tea Company (A &P). In 1922, Greenough was listed as a dealer in soft drinks with a home address of 14 Gates Street. By 1935, Greenough and his wife lived in Ansonia, Connecticut and by 1940, they lived in Easthampton, Massachusetts. He died in Quebec in 1941. The current storefront appears to date to the 1970s. This building replaced a c. 1885, 2½ story, wood frame, front-gable store that was also called the Greenough Block.

[83] Ibid.
[84] St. Johnsbury Caledonian, April 5, 1905.

72. Commercial Building, Gates Street, c. 1920, non-contributing

This symmetrical, 1 story, wood frame, commercial building is located on the south side of Gates Street. It has no setback from the street, shares a party wall with the building to the east, and has a paved driveway to the west. The building has a rectangular footprint oriented perpendicular to the street and a side-shed roof concealed at the front by a falsefront parapet. The building is sheathed in vertical and diagonal board siding. The centered doorway has a hollow core metal door. On each side of the door is a segmental-arched single-pane display window. The side elevation has three small round-arched window openings containing a single-pane fixed window.

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

The building was originally configured as side by side two stores. In 1948, partners Alphonso Romano, Rachel Romano and Reuben DeLormi purchased the building and opened Café Del Roma. Two years later, they changed the name to Cabin Restaurant. In 1983, Kaar properties purchased the land, maintain the building's use as a restaurant till the present day.

This building was constructed in the same location as the Dreamland, which was constructed in 1908 and was the first theater in White River Junction. It was a 2 story, building with a flat roof, wood shingle siding, and a recessed front central entry flanked by two doors. The Dreamland was named after the amusement park in Coney Island. The theater only survived a few years and the building is not shown on the 1917 Sanborn Insurance map.

73. Northern Stage/Miller Auto Company, 76 Gates Street, c. 1930, c. 1980, c. 2002, non-contributing

This 2 section building is located on the south side of Gates Street and is comprised of two connected buildings. Both are set back from the street behind a paved parking lot and have paved driveways along the sides and a large paved parking lot in the rear. The west building has a 2 story, flat-roofed main block, a 1 story flat-roofed front projection, and a 2 story, flat-roofed rear wing. The west building main block and wing have rectangular footprints oriented perpendicular to the street and are of brick masonry construction, which is mostly concealed by T-111 plywood siding. The rear elevation of the main block and the rear and east elevation of the rear wing are parged. The front of the main block and west elevations of the west buildings have shingled pent roofs at the roofline. The main block and rear wing have irregularly-spaced multi-pane metal-framed industrial windows.

The front projection spans the front elevation of the main block and has a rectangular footprint oriented parallel to the street. It consists of metal framed glass door and full length metal framed storefront windows.

The east building is a large 3 story, Decoupage commercial building with a 1 story ell extending from the south end. Clad in corrugated metal, the building has a flat roof, and ribbons of fixed pane windows. The east building has experienced several renovations. It was originally a Moderne-style service station with white glazed metal panels, a sloped parapet with a flat center, full-height storefront windows, and one garage bay. There were gasoline pumps in front of the building. The station was then replaced by 1 story low-slung building with a rectangular footprint oriented perpendicular to the street. It had a very low-sloped gabled roof concealed at the front by a shingled pent roof. The front third of the building was sheathed in T-111 plywood siding and the rested has brick walls. At the front elevation was an off-center metal overhead door with a horizontal single-pane display window and a metal pedestrian door located to the left. To its right were two horizontal single-pane display windows, a square display window, and a metal-framed glass door. The side elevation had two metal overhead doors, three square window openings that were blocked up, and two former garage bays infilled with T-111 plywood siding and ribbons of sliding windows.

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

The west section of the complex was constructed for the Miller Automobile Company, which was established in this location in 1907, by Henry Miller and his sons Herbert and Garfield. It was the successor of Henry Miller's Excelsior Carriage Company (Building #1). In 1902, Garfield “Dusty” Miller ordered its first powered automobiles, a carload of Jaxon steams cars.[85] This briefly commenced Excelsior ‘s automobiles business as Henry Miller discontinued the operation "as there was no future in this."[86] Henry's son Garfield was disappointed with his father’s actions and in 1903, he ordered a Cadillac, only months after the launching of the first models in Detroit. Garfield Miller’s “bold move proved fruitful however: within a year the Millers established themselves as the Miller Automobile Company.”[87] The company is reportedly one of the oldest Cadillac dealers in the New England. The first automobiles sold by the Millers included Cadillac, Pierce Arrow, White

[85] Lutz, John A., “The History of the Automobile Company,” *Hartford Historical Society Newsletter,* Volume 17, Number 6, May-June 2005.
[86] Sagerman, Paula, White River Junction Historic District (Boundary Increase), National; Park Service, 2002.
[87] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination*, National Park Service, 2011.

Steamer and Oakland, and later became a General Motors dealer. By 1910, the company employed twenty-eight people and was reported to be New England's largest Cadillac dealer.[88] Soon thereafter, the company added Pontiac and Chevrolet to its stock. Garfield Miller remained with the company and by 1920, he "was a sales manager in his father's company, married with four children under the age of ten, employed seventeen-year old Doris Welsh as a housekeeper, and lived with them all in a home on Fairview Terrace in the adjacent Terraces Historic District.[89] The company eventually passed to William "Bill" Miller, a third-generation operator of Miller Auto, who added Fiat and Isuzu vehicles to the lineup in the 1970s and 1980s. The Miller Auto Company recently moved its sales and service branches to Lebanon, New Hampshire, and maintains the subject property for auto body repair. The Northern Stage Company has used the second floor of the west building since 2001.

The original 1908 Miller Auto Company building was a rough-faced concrete block 1½ story structure with a large front parapet concealing the front-gable roof behind. It had a large central bay flanked by large storefront windows. It was located just east of the extant complex and closer to the street. It was demolished sometime between the 1941 and 1957 printings of the Sanborn Insurance maps. It had been constructed next to the Junction House stable and livery, which was 2 story, front-gable, wood frame sheds with central carriage bays. This was originally Southworth's Livery Stable, and was acquired by Lyman Gibbs in 1885. Nathaniel Wheeler went into partnership with Gibbs in 1894, forming Gibbs and Wheeler. In 1901, they purchased the Junction House and used the livery and stable for the hotel. Gibbs was born in Brandon, Vermont and moved to Woodstock as a youth. He eventually moved to West Lebanon, New Hampshire where he operated a butchery. Gibbs was a member of the Methodist Church (#74) and Odd fellows and "his kindly nature, open-heartedness and sincerity of life win him the respect of all."[90] He lived at 22 Maplewood Terrace with his wife Clara Belle Bigelo and two children in the adjacent Terraces National Register District. In 1912, Gibbs opened the first Ford agency in the village in a new wood frame building just east of the livery. In 1923, the agency was sold to William Wilmot, who operated it until his death in 1936. Huber Kendall bought it and was probably responsible for the construction of the service station, now the east section of the Miller complex. The livery and stable were demolished to make way for the west section of the Miller complex.

The parking lot just east of the Methodist Church (#74) belongs to the Miller Company. It was the location of the c. 1830 Colonel Nutt house, which was moved twice, first around 1850 to a location near the Gates Block, where it was purchased by George Gates in 1866. It was then moved again by his daughter Mae Gates in 1890 to a vacant lot next to the

[88] Lutz, John A., "The History of the Automobile Company," *Hartford Historical Society Newsletter,* Volume 17, Number 6, May-June 2005.
[89] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination*, National Park Service, 2011.
[90] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.

Methodist Church in order to make room for the Gates Block. This 2½ story, wood frame, front-gable, side-hall plan, Greek Revival style house had clapboard siding, a front pediment, corner pilasters, a Greek Revival entry with a tall entablature, and regularly-spaced windows. The house was sold to the Miller Automobile Company, possibly as early as 1907, and as its parts department. Around 1980, it was demolished to create a parking lot for used cars.

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

This 2 story, wood frame, Gothic Revival style church is located on the south side of Gates Street. It has a small setback from the street, a paved parking lot to its east, and a small yard to its west. Behind the church is an annex that is connected to the church via an enclosed hallway. The symmetrical, front-gable sanctuary has a rectangular footprint oriented perpendicular to the street, a projecting front tower, a large front-gable vestibule that spans the front gable, and two 1 story, shallow, rear additions. The sanctuary has a rock-faced concrete block raised foundation, aluminum siding, and a slate roof. The tower has a tall flat-roofed square base, square flat-roofed bell tower, and slender octagonal cupola with a spiked steeple. The vestibule has aluminum siding and a slate roof. Architectural trim includes molded wood cornices and cornice returns, and a molded wood cornice at the tower base and bell tower. Each side of the sanctuary has three regularly-spaced triangular-arched window openings with colored fiberglass windows designed to resemble stained glass. Each side of the foundation has four 1/1 windows. The front gable of the vestibule has a centered glass-block cross and each side has a metal double-leaf door and triangular-arched window. The cupola has a tall vertical opening in each face. The church is in very good condition and is a good example of a Gothic Revival church. It is the oldest surviving church in the historic district.

The church was constructed in 1878 and originally had clapboard siding, a taller and narrower steeple, and a narrower front vestibule. The base of the steeple was square with clapboard siding and had a large triangular-arched window in the front. The bell tower was set back from the base and had stickwork and a very steep front-gabled roof. The 1 x 1 bay, front vestibule had a centered front entrance and a 4/4 window in each side elevation. In 1899, the west half of the rear addition was built. Around 1905, the front vestibule was enlarged (but not to the current size). In 1915, the building was raised three feet onto the extant foundation and the rest of the first layer of the rear addition was built. By 1941, the rear addition reached its current size. In 1967, the tower was removed and replaced with the extant tower (without a steeple) and the front vestibule was enlarged to its current size. The aluminum siding may date to this time also. The extant steeple dates to 1989.

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

owned by George W. Gates. In 1897, the church was identified as the George W. Gates Memorial Church. That same year, a group of benefactors hired the Baird Redding Company of Boston to design memorial windows for the church. The windows were "to stand as a memorial of generous benefactor of the church, George W. Gates. The central window will measure five feet six inches, with a pointed arch top, and the two side windows will be three feet wide by eight feet each."[91]

A. Annex, 1957, contributing

This 2 story, wood frame building is located behind the church and connected to the rear addition of the church via an enclosed hallway. It has a T-shaped footprint, flat roof, aluminum and composition siding, and a variety of irregularly-spaced windows including vertical single-pane fixed windows over awning windows, ribbons of four awning windows, and single-pane fixed square and horizontal windows. The building is entered via a metal door in the west elevation of the stem of the T. The hallway connecting it to the church is not original. The Annex was built in the location of 1886 horse sheds that had been constructed for church use and removed sometime between 1925 and 1941.

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

This 2 story, Colonial Revival style, brick building is located on the northwest corner of Gates and Currier Streets. It has no setback from either street and is attached to additions that span its west and half its north elevations. The 3 x 5 bay building has a poured concrete foundation, brick walls, and a flat-roof. The building is encircled by a denticulated cornice with a band of projecting soldier bricks, and the window openings have projecting brick casings. The front (south) elevation is slightly asymmetrical - there is more space to the right of the symmetrical window and door configuration than to the left. The slightly off-center front entry has a Colonial Revival porch with Tuscan columns, a modillioned frieze, and a pedimented front-gable roof. The doorway has a wood paneled door with a transom window. Flanking the doorway are triplets of windows: 1/1 windows flanked by multi-pane double-hung windows, 4/4 on the left and 6/6 on the right. The pattern is mirrored on the second story, except the middle of the triplet windows is 6/6. Above the doorway is a 6/6 window with a three-pane transom. The east elevation has 6/6 windows; the first and third bays have paired windows and the other bays have individual windows. The building is in very good condition and is a good example of a Colonial Revival public building.

This building was constructed in 1922 and the front porch is not original. The entry originally had a flat bracketed hood with a molded cornice. The extant porch was added no earlier than the 1960s. The 1/1 windows were originally 6/6.

[91] *Essex County Herald*, December 24, 1897

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

Attached to the rear of the main block is a large 4 story, brick structure that is, along with the other addition to the main block, the tallest building in the historic district. It has a moderate setback from Currier Street and a rectangular footprint oriented perpendicular to Currier Street, which it faces. To its west is a paved driveway. It has a flat roof and spans most of the rear of the other addition and the main block. Each story is defined by a flat concrete band. The first and second stories facing Currier Street have widely spaced window openings and there is a garage bay at the left end. Two windows are blocked up and the rest have 9/9 windows. The main entry is at the left end of the front (south) elevation. It is accessed by concrete steps with concrete railings, and is protected by a shallow cantilevered concrete roof. The entry has a double-leaf metal-framed glass door and glass sidelights and a concrete spandrel. Above the doorway at each story is a vertical fixed window with a concrete spandrel. The rest of this elevation lacks fenestration except for a handful of scattered square windows over awning windows. At each story of the left end of the west elevation there is a vertical fixed window with a concrete spandrel. The first three stories of the addition were constructed in 1961, and the fourth story was added in 1975. It replaced a row of three c. 1890 Queen Anne houses that were identical to the house at 140 Gates Street, which had been moved from the east end of the row in 1917.

This addition was constructed to house a centralized directory assistance service for Vermont, toll equipment and the second crossbar tandem switcher for Vermont.

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

This 2½ story, wood frame, Queen Anne style house is located on the south side of Gates Street and has a moderate setback from the street and the buildings to the east and west. A detached garage is in the rear of the property. The house has an irregular, cross-gable footprint and includes a hipped roof, main block oriented perpendicular to the street, a front cross gable, two side cross gables, and a 2 story, rear wing. There is a brick foundation, vinyl siding, and an open-eave overhanging slate roof. A 1 story, flat-roofed porch wraps from the front cross gable around one bay of the east elevation. A wood handicap ramp leads to the rear of the porch. At the left end of the east elevation of the wing is a deep flat-roofed enclosed porch. Spanning the west elevation of the wing is a 1 story hipped-roofed projection with a standing-seam metal roof.

The front cross gable has a first story, bay window with the second story overhanging at the sides. The east cross gable has a projecting 2 story, flat-roofed, bay window, and the west cross gable is similar but the gable is flush with the outer face of the bay and overhangs it at the sides. At the right end of the east elevation of the wing is an oriel

window. The front porch has Tuscan columns, a turned balustrade railing, and a molded wood cornice. The rear porch has a vinyl-sided half-wall, ribbons of vertical casement windows, and a molded wood cornice. The vinyl siding conceals any remaining architectural trim. The front entry is at the right end of the porch and has a wood door with a tall vertical light bordered with narrow rectangular panes. Most of the windows are regularly-spaced 1/1 windows. At each side of the northeast corner of the second story are horizontal picture windows. At the first story of the front cross gable is a square picture window. At the left end of the front elevation, next to the front entry, is a pair of vertical single-pane windows topped with awnings. The gables have tiny round-arched openings partially infilled around replacement windows. The building, despite the alterations, is a good example of a Queen Anne house.

A. Garage, c. 1960, contributing

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

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

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

After Mae's death, Daley inherited the Gates estate. He remarried and he and his wife, also named Mary, stayed in the house until the 1920s. In 1926, the Gates Realty Company sold the house to James and Dessie Kendall, who left the house to their son Huber, who operated a garage on Gates Street that later became part of the Miller Automobile Company. In 1956,

Kendall sold the house to Eona Powers, widow of Mark Powers, who had bought the Daley Block from Olin Daley. The Powers family lived here until the early 1960s, when the house was converted to the Knight Funeral Home, which operated until 2001. Since then, the property was purchased by KevGrif in 2001 and then B-P Holdings in 2012. The building now houses offices.

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

This 2½ story, wood frame, Queen Anne style house is located on the south side of Gates Street and has a large setback from the street behind 128 and 146 Gates Street. It has an irregular cross-gable footprint and faces north, and has a rock-faced concrete block foundation, clapboard and wood shingled siding, and an open-eave slightly-overhanging asphalt-shingle roof. The side-gable main block has an octagonal tower projecting from the left half of the front elevation, and a 2½ story, rear ell that shares a west elevation with the main block and is set back from the east elevation of the main block. At the front elevation between the tower and the west gable wall is a 1 story shed-roofed porch. The first story is sheathed in clapboards and the second story is sheathed in split shingle siding with a band of scallop-shingle siding. The top two-thirds of the side gables have diamond-pattern shingle siding. Architectural trim includes molded wood cornices, flat-stock friezebands and gable rakes, and flat-stock window and door casings with molded drip caps. The tower has a steep octagonal-hipped roof with a copper finial. The porch has turned columns, a molded cornice, and a pressure-treated wood railing. The three exposed faces of the tower each have a 2/2 wood window at each story. The rest of the house has a mix of irregularly-spaced 2/2 and 1/1 windows. The front entry at the left end of the porch has a wood door with an upper light. The house is in very good condition and is a good example of a Queen Anne house.

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

The original owner of the house may have been Amos Barnes, and it is possible it was constructed by Mae Gates as a real estate investment, along with the other three identical houses. Barnes grew up on a farm in Lebanon. He eventually became President of the Mascoma Electric Light and Gas Company, which was responsible for the lighting of White River Junction. In 1907, Barnes sold the building to James Maher, manager with the telegraph company (#75) and member of the local chapter of the Ancient Order of Hibernians, America's oldest Irish Catholic Fraternal Organization. Maher then sold the property to Charles Wilson in 1912. Wilson was a druggist. During the summer of 1917, Wilson moved the house to its present location. At the time, the property belonged to

Charles Brown, who part of his sold the lot to Wilson. Brown originally purchased the land from Dr. Oren Daley in 1893. Wilson most likely purchased the house as an investment as he lived at Fairview Terrace. He sold the house to Charles and Margaret O'Neill in the 1920s. Charles O'Neill worked as a teamster at a coal store and prior to Gates Street, lived at 145 South Main Street with his wife and two daughters. In 1930, the O'Neills had a lodger, William D. Roberts, living with them. During the Great Depression, the O'Neills lost possession of the house and the Hartford Savings Bank took ownership. The bank most likely failed during the bank runs of 1933. Through Franklin Delano Roosevelts New Deal program, the FDIC took over many of the nation's banks and took ownership of the house. The house eventually returned to the O'Neills in 1942. Robert M. Higgins of Illinois owned the property in 1965. He sold it to fellow Illinois resident Elizabeth Gehl who then sold it to Carol Knight in 1969. In 2001, the Carol Knight Trust sold the property to Nelson Fogg.

78. Brown House, 146 Gates Street, c. 1880, contributing

This 2½ story, wood frame, vernacular Italianate house is located on the south side of Gates Street and has a moderate setback from the street and the buildings to the east and west. A detached garage is in the rear of the property. The house has an irregular cross-gable footprint and includes a front-gable side-hall plan main block oriented perpendicular to the street, a cross gable at the left side of the east elevation of the main block, and a 2½ story, rear wing set back from both side elevations of the main block. There is a brick foundation, vinyl siding, and a boxed-eave overhanging standing-seam metal roof. The east cross gable projects one full bay from the main block and at the left end of the west elevation of the ell is a 2 story, bay window under a cross gable. Spanning most of the east elevation of the main block and flush with the east gable wall is a 1 story hipped-roof enclosed porch. At the right end of the front gable wall is a flat-roofed overhang supported by large scrolled brackets and a wood door with lower panels and an upper square light. Architectural trim includes molded raking and horizontal cornices and cornice returns, corner pilasters, and flat-stock window casings with molded drip caps. The side porch has clapboard half-wall under ribbons of 1/1 windows, and a multi-pane wood door in the north elevation. The house generally has regularly-spaced 1/1 replacement windows, a 2/2 window in the front gable, and a paired window at the first story of the east gable wall. Two window openings in the west elevation have been blocked up with clapboards but the casings remain. The house is in excellent condition and is a good example of a vernacular Italianate residence.

A. Automobile Garage, c. 1930, contributing

This long, rock-faced concrete block garage is located behind the house. It has two sections that meet to form an obtuse angle and has thirteen continuous garage bays and a side-gable, open-eave, overhanging, corrugated metal roof. The primarily vertical-board, garage doors overlap each other slightly. One door has diagonal bracing. A wood pedestrian door is at the juncture of the two sections. The side gables are infilled with clapboard siding. The rear elevation has regularly-spaced four-pane horizontal windows. The building is in good condition and is a good

example of an early automobile garage. It was constructed sometime between the printings of the 1925 and 1941 Sanborn Insurance maps, probably closer to the former. It was constructed in the location of a late nineteenth-century, wood frame, hen house that had been converted to a garage around 1910.

The house was constructed sometime between the printing of the 1869 Beers atlas and when it appears in an 1889 drawing of the village. It originally had a slate roof and 2/2 windows, and the rear wing originally had a flat roof like at 160 Gates Street. The side porch was added at an unknown time and replaced a smaller open porch. This house and 160 Gates Street were originally identical.

The original occupants of the house are unknown, but it was divided into two separate units. In 1880, two families occupied the house. Nathan and Mary Brown and their six children occupied one unit. Arthur and Clara Ward and their daughter occupied the other unit. In 1893, the property was identified as "the house and premises now occupied Charles H. Brown and J. Landon."[92] By 1910, the Brown and Ward families had moved to Tinmouth, Vermont and Michigan, respectively. George W. Gates or Mae Gates may have constructed the house, as Mae Gates sold the property in 1893. She sold it to Charles H. Brown, who lived in the house as a child. Brown sold it to Charles and Margaret O'Neill in 1920. The O'Neill's left the house to their daughter Elizabeth and her husband Walter Gehl, who retained ownership until the 1960s. Nelson Fogg purchased the building in 2001.

79. Coolidge Apartments, 151 Gates Street, c. 1955, 1997, contributing

This apartment complex is located on the north side of Gates Street and is comprised of two attached buildings. The Minimal-Traditional front section is a 1 story, wood frame building with a moderate setback from the street, and the barn-like rear section is a 2 story, wood frame, eight bay wide building with a large setback from the street. The front section has a rectangular footprint oriented perpendicular to the street, and the rear section has a rectangular footprint oriented parallel to the street. Together, they form an L-shaped footprint. The complex has a paved front courtyard parking lot behind a small lawn, a paved driveway to the east, and a large paved parking lot to the west.

The front section, a former house, has a poured concrete foundation, wood shingle siding, and a front gable boxed-eave asphalt-shingle roof with a side cross gable. Architectural trim includes flat-stock cornices and cornice returns, cornerboards and window and door casings. The building has regularly-spaced 6/6 wood windows and the cross gable has a triplet window with a center picture window flanked by 8/8 windows.

[92] Hartford Town Deeds, Hartford, Vermont.

The rear section has a poured concrete foundation, clapboard siding, and a side-gable boxed-eave asphalt-shingle roof with flat-stock cornice returns. It has regularly-spaced window openings with paired 2/1 windows in every third bay and smaller individual 2/1 windows in the other bays. It is attached to the front section by a 1½ story connector structure with a projecting pyramidal-roofed entry pavilion that faces the courtyard. The front section serves as an office and the rear section has apartments.

The office building was originally a house with an entry in the right bay of the front elevation. This homestead was a c. 1880, 2½ story, cross-gable vernacular Italianate house with a wraparound porch. In 1910, William Russell sold the property to Elizabeth Bacon. She sold it to Herbert Miller in 1917. Soon thereafter, the Miller family constructed a house sometime between the printings of the 1941 and 1957 Sanborn Insurance maps, probably closer to the latter judging by its stylistic features. It was constructed for Garfield and Helen Miller of the Miller Automobile Company. In 1967, the house passed from the Miller family to Wendell and Colleen Barwood, who sold it to the Coolidge Apartment Corporation in 1996. The apartment building was constructed in 1997 in the location of the historic Miller homestead's barn, which had similar footprint and massing as the apartment building. The barn was demolished in 1997.

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

This 2½ story, wood frame, vernacular Italianate house is located on the south side of Gates Street and has a moderate setback from the street and the buildings to the east and west. A detached barn/garage is just to the rear of the house. The house has an irregular cross-gable footprint and includes a front-gable side-hall plan main block oriented perpendicular to the street, a projecting cross gable at the left side of the east elevation of the main block, and a flat-roofed 2 story, rear wing set back from both side elevations of the main block. There is a brick foundation, vinyl siding, and a boxed-eave overhanging slate roof. The east cross gable projects one full bay from the main block and at the left end of the west elevation of the ell is a cross gable. A 1 story, flat-roofed Colonial Revival porch spans the front elevation of the main block and wraps around one bay of the west elevation. It has Tuscan columns that are arranged in triplets at the front corners, a square balustered railing, and an entablature. To the right of the porch at the west elevation is a shallow 1 story flat-roofed projection. Another flat-roofed porch wraps around the front and half the side elevation of the east cross gable. It has a vinyl-sided half-wall and Tuscan columns that are arranged in triplets at the corners. The main entry to the house is via the left end of the front elevation and there is also an entry from the side porch into the north elevation of the cross gable. The house generally has regularly-spaced 1/1 replacement windows. At the east elevation of the rear wing is an open wood staircase leading to a partially enclosed landing. The house is in very good condition and is a good example of a vernacular Italianate residence.

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

Behind and detached from the house is a wood frame barn/garage that faces east. It is a 1½ story, front-gable barn with a 1 story side-shed-roofed garage spanning its south elevation. They have clapboard siding and open-eave overhanging asphalt-shingle roofs. The front gable wall of the barn has a rolling vertical-board door next to a 2/2 wood window, a hay door above the rolling door, and a 2/2 gable window. The two bay garage has vertical-board overhead doors. The barn/garage is a good example of a nineteenth-century barn adapted for automobile storage. The barn is probably contemporaneous with the house and is the only intact barn in the historic district. The garage was originally an attached shed, and appears on the 1894 Sanborn Insurance map but is clearly an addition. It was converted to a garage around 1915.

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

The original occupants of the house are unknown. The earliest known occupants were Richard Henry Lyon and C.T. Currier, who lived there by the 1880s. Lyon moved to White River Junction from his family farm in Williamstown, Vermont. By 1900, Lyon had moved to Barre and then Montpelier where he worked as a manager at the Vermont Telephone and Telegraph Company (#75) and then the Life Exchange. George W. Gates or Mae Gates may have constructed the house, as Mae Gates sold the property to Anna Pierce in 1891. Pierce was the widow of Charles Pierce, a locomotive engineer. In 1900, Pierce lived with her mother and by 1910, she lived alone on Gates Street. In 1915, Pierce sold it to Bertha and Dr. Dean Drake, who lived there until 1960. The house then passed to George Savery. In 1973, Kenneth and Lynn Parker assumed ownership. It is now an office and apartment building.

81. Landon/Hough House, 178 Gates Street, c. 1880, contributing

This 2 story, wood frame, Second Empire style house is located at the southeast corner of Gates and Church Streets and has a small setback from the street. It has large side yards and backs up to a steep bank. The house has a side-hall plan main block, a low-pitched shed-roofed rear wing, and 2 story, flat-roofed, one bay deep, side projection at the left end of the east elevation of the main block. The main block has a rectangular footprint oriented perpendicular to the street. The mansard roof of the main block has composition siding in its lower pitch below a low-sloped asphalt-shingle hipped roof. Each face of the mansard roof has a gabled dormer. At the left end of the front elevation and to the right of the side projection are 1 story, flat-roofed bay windows. The front entry at the right end of the front elevation has a wood door with lower panels and two tall vertical lights. The house has irregularly-spaced 2/2 windows and 1/1 windows in the sides of the bay windows. A

slender brick chimney rises from the ridgeline. The rear elevation has composition siding and irregularly-spaced 1/1 windows. The projection has ribbons of 1/1 windows and a door at the first story and a triplet casement window at the second story. The house is in good condition and is the only Second Empire building in the historic district.

The house was constructed sometime between the printing of the 1869 Beers atlas and when it appears in an 1889 drawing of the village. Judging by its stylistic details, it dates to about 1880. The composition siding appears to have been added during the third quarter of the twentieth century. The rear ell was originally one story and was raised to two stories around 1940. The side projection began as a c. 1900 1 story open porch, which was expanded to two stories around 1915, then enclosed in the late twentieth-century.

The first occupants of the house are unknown. George W. Gates or Mae Gates may have constructed the house, as Mae Gates sold the property in 1889. She sold the house to telegraph line foreman William D. Landon and his wife Isabelle. In the ensuing years, Landon became a foreman at the flour company. In 1903, the Landons moved to Somerville, Massachusetts and sold the house to Alfred H. Hough, the son of the Reverend Alfred J. Hough. Reverend Hough organized the Methodist Church in White River Junction in 1877. He was also the Vermont Poet Laureate for many years.[93] Hough was the Chaplain of the Vermont State of Representatives as well as the Grand Lodge of Freemasons. His son worked as a bank teller. He "began by tending fires at the First National and stepped from the position of teller to that of treasurer of the People's Trust Company, a bank he organized in the adjoining town of Lebanon, N.H., and for which he secured a charter in the face of active opposition."[94] In 1885, the Vermont Journal reported that " L. Gilmore has moved into the tenement occupied by Mr. Hough."[95] In 1911, the Hough family sold the house to Mabel Colby and moved to Lebanon, New Hampshire where he continued in the banking business. Colby ran a millinery business on Gates Street. She rented the other unit. In 1940, Benjamin and Mary Adams lived in the house. Adams was a telegraph operator. Jacques Perrault purchased the property after the death of Mabel Colby in 1961. Between 1984 and 2007, the owners were Perrault, Spencer Laramie, Chester Pasho and the PK Group LCC.

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

This 2½ story, wood frame, vernacular Italianate house is located on the northwest corner of Gates and Church Streets. It has a small setback from the street and is in close proximity to the building to the north and a hill to its south and west. The building has a front-gable

[93] Rowell, Roland, *Biographical sketch of Samuel Rowell and notices of some of his descendant: with a genealogy for seven generations, 1754-1898*. Manchester, N.H.: unknown, 1898.
[94] Cummings, Charles, "A Bank of Courtesy," *The Vermonter, Volume 23, No. 1.* White River Junction: Charles S. Cummings, 1918.
[95] *The Vermont Journal*, April 4, 1885.

side-hall plan main block and a rear wing. Both sections have a rectangular footprint oriented perpendicular to the street. The north elevation of the wing is contiguous with the main block and the south elevation is set back from the main block. The building has a brick foundation, aluminum siding, and an open-eave overhanging asphalt-shingle roof. At the right end of the front elevation is an enclosed front-gable entry vestibule, and at the right end of the north elevation of the main block is a 1 story hipped roof enclosed porch. Architectural trim is limited to thin molded raking and horizontal cornices and flat-stock window casings with molded drip caps. The front entry has a wood veneer door with a tall vertical light. The house generally has irregularly-spaced 2/2 wood windows. The first story front window opening has paired windows. The side porch has paired 1/1 windows. The building is in excellent condition and is a good example of a vernacular Italianate house. It is now the St. Anthony's Religious Education Center.

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

The house was originally called the Tewksbury House and was purchased by St. Anthony's Church (#83) in 1896. The church converted the house to a parsonage. In 1907, the building was converted to the church rectory. After the 1969 rectory was completed, this building was converted back to a parsonage, and later to its current use.

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

This large brick High Victorian Gothic church is located on the west side of Church Street. It has a slight setback from the street and faces east. It is in close proximity to the building to the south and has a small lawn to its north. The church has a cut stone foundation, brick masonry walls, and slate roofs. There is a tall, 1½ story front-gable sanctuary with a rectangular footprint oriented perpendicular to the street, two front corner towers that project from the side elevations of the sanctuary and slightly forward from the front elevation of the sanctuary. The south tower is three stories in height and the north tower is four stories in height, and they both have steep hexagonal-hipped slate roofs with three layered rows at the bottom and bracketed cornices. At the rear of the sanctuary is a 2 story, hexagonal apse with 1 story, shed-roofed wings. At the rear bay of both side elevations are one bay deep, 2 story additions that form a transept. These have standing-seam metal hipped roofs. The six bay deep sanctuary has a nave with a steeply-pitched roof and aisles with low-sloped overhanging roofs.

There are st1 capped buttresses at the corners of the towers, dividing the side bays of the sanctuary, and across the front of the sanctuary. Marble steps the width of the sanctuary

lead to the three front entries. The entries have receding pointed-arch cast stone openings and tracery transom windows. The wood doors have six square lower panels and four, four-pane upper lights. The central doorway has a double-leaf door and the flanking doorways have individual doors. Capping the first story of the front elevation, at the top of the buttresses, is a carved stone friezeband with a quatrefoil pattern. Atop this is a cast stone beltcourse. In the front gable is a large stained glass rose window set in a stone bull's-eye casing with four voussoirs. The gable has a thin stone capstone.

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

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

The church was constructed in 1898. All the sections are original except the transept projections and the wood frame vestibule. The transept projections do not appear on any Sanborn map but appear to be at least fifty years old. The vestibule dates to the late twentieth-century. The front elevation of the church has been slightly altered. It originally had one central doorway instead of three. The pointed-arched opening had a buttressed frame supporting a triangular hood, and the double-leaf door was very tall and had horizontal paneling and a tracery pointed-arched transom window. The original doorway ensemble was much taller as the peak of the frame reached the rose window. The doorways in the front face of the towers also had pointed-arched openings and horizontal-paneled doors with pointed-arched transom windows. The tower openings that now contain crosses originally had louvered vents. The alterations to the front elevation may

have taken place as late as 1959, when $180,000 was spent on renovations to the church. The alterations do not detract from the historic character of the church.

St. Anthony's Parish was established in White River Junction in 1869, twenty-two years after the first recorded Catholic Mass was offered in the village in a railroad shanty. The construction of the railroads in the mid nineteenth-century brought the first large number of Catholics to Hartford, the Irish. Until 1869, only missionaries served the Catholics. In 1870, the parish purchased the Mosely parcel on South Main Street, which had two existing houses. It converted one house to a chapel and the other to a rectory. The chapel soon proved to be too small and in 1873, the rectory was demolished to make way for a new church. The new church was built by parish members and was a wood frame building. The former chapel was converted to the rectory.

By the 1880s, the parish had outgrown the South Main Street (#50) facilities. In 1892, the church purchased the "boarding house lot" at the corner of North Main Street and Church Street from Everett J. Wallace, for the purpose of constructing a new church. There were two existing houses on this lot. This lot proved to be too small for the proposed church, and the adjacent Tewksbury lot on Church Street was purchased in 1896 with an existing house on it. The architect for the new church was Archibald L. Lawrence of Berlin, New Hampshire. Born in Algiers, Louisiana, Lawrence studied at the Massachusetts Normal School in Boston, Massachusetts. Upon graduation, he briefly worked as a draftsman for Peabody Stearns and then formed a practice with L.U. Cole. In 1894, he started his own practice. His only known work at the time of the construction of the church was the Wertheim Building in Berlin. His later works included the Brooks Street School in Barre (1898); the Wonolancet Club in Concord, New Hampshire (1901); the Berlin Public Library (1903); the Lisbon Town Hall in Lisbon, New Hampshire (1904); the Edward J. Booth House (1907) in Burlington, Vermont (1907); Brightlook Hospital in Saint Johnsbury, Vermont (1907) and the dormitories at the Vermont State School in Brandon, Vermont (1916). Two buildings are listed on the National Register of Historic Place: St. Anne Church in Berlin, New Hampshire (1900) and the George E. Burgess School in Berlin (1905).

Construction began in 1897 and was completed in 1898. The Tewksbury house was converted to the rectory in 1897. The South Main Street property was subsequently sold. The list of parishioners in 1907 reflects White River Junction's diversity at the time, as they included several French, Italian, and Polish-speaking families.

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

The first Episcopal services in White River Junction were held in 1862, by a rector from Woodstock. The St. Paul's Episcopal Church was organized in 1868. In 1963, a new Episcopal church was constructed on Taft Avenue in Hartford, and the older church building was abandoned. St. Anthony's Church (#83) purchased the property and demolished the building in 1965 to make way for the parking lot.

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

This 2½ story, wood frame, vernacular Queen Anne house is located on the east side of Church Street and is set back slightly from the street. It has a large paved parking lot to its south and rear and a small yard to its north. The house has a brick foundation, clapboard and wood-shingled siding, and a front-gable boxed-eave standing-seam metal roof. There is a main block, 1½ story, rear wing, and 1 story rear addition. They all have rectangular footprints oriented perpendicular to the street, and all their south elevations are contiguous. The north elevations of the wing and addition are set back from the main block and contiguous. Spanning the front elevation is a 1 story, hipped roof projection. Most of the projection is enclosed and the rest is a one bay wide, open entry porch. Spanning the north elevation of the wing is a 1 story projection. At the left end of the north elevation of the main block is a 2 story bay window under a projecting pedimented gable. The front gable is also pedimented and both gables are infilled with scallop-shingles. Between the first and second stories of the bay window is scallop-shingling. The rest of the walls are sheathed in clapboards.

The front porch has a square column and a wood railing with square balusters. Architectural trim includes flat-stock cornerboards, friezebands, window and door casings, and molded wood raking and horizontal cornices. The front projection has a ribbon of three vertical single-pane windows with multi-pane transom windows. The rest of the house has regularly-spaced 1/1 windows and there is a small horizontal Queen Anne window at the south elevation revealing the location of the front staircase. The rear addition has a hollow-core metal door and squat 1/1 windows. The house is in excellent condition and is a good example of a vernacular Queen Anne house.

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

The first occupants of the house were George and Ethel Nichols, who were married in 1904, so perhaps the house was constructed shortly after their marriage. Soon after his father died of typhoid fever, George Gates Nichols (born 1871) moved from Concord, New Hampshire to White River Junction in 1888. He began working for the White River Paper Company as a billing clerk and in 1913, he became the president of the company. The Nichols lived at this address, which was identified as 4 Church Street between 1910 and 1938, with their son and a servant. By 1940, they took on a lodger, Margaret Quimby.

Nichols was the chairman of the Hartford's Republican caucus and served as Hartford's First Selectman between 1920 and 1930. George and Ethel lived in the house until their deaths. Alan Curtis purchased the house in 1986. Kurt G. Spann purchased the house in 2005 and the house remains a single-family home.

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

This 2 story, modern, brick building is located at the southwest corner of North Main and Church Streets and has a large setback from both streets behind lawns. There is a large rear lawn and a driveway and garage south of the building. The garage is attached to the building via a small 1 story, wood-framed connector. The symmetrical, 3 x 3 bay building has a rectangular footprint oriented parallel to the street, poured concrete foundation, brick veneer walls, and a low-sloped boxed-eave overhanging asphalt-shingle pyramidal roof. The centered front entry is protected by a one bay porch with a front-gabled roof and square posts. The doorway has a paneled wood door with a horizontal top light and 3 quarter multi-pane sidelights. The building has regularly-spaced paired sliding windows, one in each bay, and awning basement windows at grade. The connector to the garage also spans half the rear of the rectory and has clapboard siding and a shed roof that changes to a gabled roof when it projects south of the rectory to connect to the garage. Off-center on the south elevation of the rectory is a wood-frame entry vestibule with T-111 plywood siding, a front-gable roof, a hollow-core metal door, and 1/1 awning windows. The building is in excellent condition and is non-contributing due to its age.

A. Garage, 1968, non-contributing

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

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

8. Statement of Significance

Applicable National Register Criteria

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

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

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

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

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

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

[ ] A. Owned by a religious institution or used for religious purposes

[ ] B. Removed from its original location

[ ] C. A birthplace or grave

[ ] D. A cemetery

[ ] E. A reconstructed building, object, or structure

[ ] F. A commemorative property

[ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Architecture

Industry
Transportation
Commerce

Period of Significance
1848-1967

Significant Dates
N/A

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
N/A

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

The White River Junction Historic District is significant under National Register Criteria A & C as a largely intact and unified Vermont town. Under the area of Architecture, structures in the district comprise a cross section of architectural styles from the early nineteenth to the mid twentieth-century, and in general possess a high level of integrity of location, design, setting, materials, workmanship, feeling and association. The District is also significant under Criterion A, Community Planning and Development, for its associations with the development of the village center which grew in proximity to the industries along the White River. Despite the range of building dates and stylistic detailing present, taken

together, the structures of White River Junction form a cohesive unit, united by their history. Building activity in the twentieth-century has not negatively impacted the village. The period of significance for the district terminates at 1967, the 50-year cut-off.

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

Statement of Significance

This National Register nomination reflects a resurvey and boundary increase to the original White River Junction Historic District, which was listed on the National Register of Historic Places in 1980 and updated in 2002 with a boundary increase including historic district extensions along South Main Street, North Main Street, Currier Street, and Bridge Street. The 2017 update includes a boundary increase along South Main Street and Maple Street.

The White River Junction Historic District is significant for its distinctive characteristics as a well-preserved late nineteenth-century and early twentieth-century urban village. Its significance is based primarily on its location at the junction of several early railroads and at the confluence of the Connecticut and White Rivers. From 1848 to the 1960s, White River Junction was the most important railroad town in Vermont. The historic district is also significant for its large concentration of intact historic commercial, residential, transportation, ecclesiastical, educational, and civic buildings, and two historic bridges, which as a cohesive group depict the settlement, growth and culture of White River Junction. Seventy-two primary resources in the historic district contribute to its significance and the non-contributing resources do not prevent the historic district's ability to convey its historic contexts. The historic district's significance also lies in its palette of architectural styles: Italianate, Gothic Revival, Second Empire, Stick Style, High Victorian Gothic, Queen Anne, Colonial Revival, Neo-Classical Revival, Late-Gothic Revival, International Style, and Art Deco. The period of significance of the historic district is 1848-1967, which began when the railroad opened in White River Junction, and ended fifty years ago, the most recent year allowed under National Register guidelines. The oldest resource in the historic district are the 1848 abutments and piers of the Boston & Maine Railroad Bridge, and the newest historic resource in the historic district is 1960. The historic district meets National Register Criterion A for its representation of a pattern of town development and its contribution to Vermont's transportation history, and National Criterion C as an excellent example of a historic urban village with a variety of architectural styles and building uses.

The White River Junction Historic District holds significance in Vermont's historic contexts of transportation, industry and commerce, and historic architecture and patterns of town development. White River Junction's location as the junction of six railroad lines resulted in a village of commerce and industry, as well as hospitality. These activities also promoted residential construction within the village. Railroad line construction began through the

area in 1847, and although this attracted development, White River Junction did not begin to develop significantly until the 1870s. Like most other large towns in Vermont, White River Junction's best economic years were the 1880s to the 1920s, which is the era that most of the historic district's buildings date from. Continued economic prosperity after this period resulted in the replacement of many nineteenth-century structures with new structures, many of which are now over fifty years of age and contribute to the significance of the historic district.

Seventy-two primary resources in the historic district contribute to its significance. Many of the non-contributing resources are over fifty years of age but have been altered, mostly with changes in siding and fenestration. Because these altered buildings maintain their massing and roofline, they are not overly intrusive to the historic character of the village. Except for the New England Telephone Building (#75), the late twentieth-century resources help maintain the overall streetscape patterns and are not overly intrusive. While many historic resources have been lost during the late twentieth-century, most of White River Junction's significant buildings remain intact and in good condition. Many of the historic district's industrial buildings remain intact despite the loss of local industry and the subsequent economic downturn during the last half of the twentieth-century.

New Hampshire governor, Benning Wentworth, chartered the Town Hartford, “the first township chartered after the French War,” on July 4, 1761.[96] Granted to sixty-two proprietors from the Connecticut towns of Windham and Lebanon, the land was considered “the first choice of territory, in every respect the of the river townships.”[97] In addition to the individual proprietor lots, six lots were set aside for the “Governor’s right (two shares) – and the four reservations for public, pious and charitable uses.”[98] Comprised of sixty-eight tracts of land, the Town of Hartford was formally organized in March 1768. The town is comprised of several small villages – White River Junction, “the largest and most populous, among them. Hartford and Quechee villages were predominantly mill towns, West Hartford was an agrarian community, Wilder was an early planned community associated with a local paper mill.”[99] Although the first permanent resident of the Town of Hartford lived in present day White River Junction, it was the last of the five villages to become a true village. The area did not have a name separate from Hartford until the local advent of the railroads. When Hartford was chartered in 1761, White River Junction comprised numbers 1, 2 and 3 of the first proprietors' lots. Lots 2 and 3 are on the south side of the White River, and Lot 1 is on the north side. Lot 1 was later called "Lyman Point," and "The Point". The Point is at the confluence of the White and Connecticut Rivers, on the north side of the White River and is now the location of the former High School (#57) and the north abutment of the Boston & Maine Railroad Bridge.

[96] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.
[97] Ibid.
[98] Ibid.
[99] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.

The first settlers in White River Junction and Hartford were Connecticut and Massachusetts's farmers. According to town tradition, these settlers "came from Lebanon, Connecticut, to Hartford, via Northampton and Greenfield, Mass., to the Hinsdale and "number Four" forts, thence up the Connecticut River route, via Windsor, to the mouth of the White River, bring along, on horseback, their household goods and farming implements."[100] In 1763, the town was surveyed, establishing highways and 100 acre lots for settlement. Upon arriving upon their new property, "the first business of the settlers" was "to provide themselves with shelter."[101] After locating a site for their new home, they "cut the timber, cleared the patch, and proceeded to build a log house."[102]

Hartford's first permanent resident may have been Benjamin Wright. Soon after the 1763 town survey, Wright settled in or near what is now the historic district, "near the Connecticut River, not far below the mouth of the White River."[103] Being that he owned several Hartford lots, it is disputed whether or not he settled on the north or south side of the White River. It is believed that Wright built his house on Lot No. 6 or Lot No. 8, approximately where South Main Street meets Nutt Lane. It is also possible that the first permanent resident in Hartford was Elijah Strong, who built a dwelling on Lot 2 in 1764. Strong was from Lebanon, Connecticut, and in 1762 was the first person to purchase a lot of land from one of the original Hartford proprietors.

Elias Lyman III (1768-1830) was Hartford's "first and most successful businessman. He was an almost constant purchaser of real estate and at one time owned, with few exceptions, most what now constitutes the village of White River Junction."[104] Lyman was born in Northampton, Massachusetts, in 1768. He married Anna White in 1790 and they had fourteen children. Their first home was in Wethersfield, Vermont. When his store burned in 1796, he moved to White River Junction and engaged in cotton manufacturing with his elder brother Justin. They also sold various goods such as salt, rum, molasses, sugar and potash kettles. In 1820, the Lyman Brothers dissolved their business and Lewis Lyman, the son of Elias, purchased the inventory which he "offered for in the Brick Store at the mouth of the White River."[105] Elias Lyman was the original owner of much of the land that comprises downtown White River Junction. In 1802, he built the first bridge across the Connecticut River from the north bank of the White River to West Lebanon, New Hampshire. Until the 1830s, the road systems in Vermont were poor and the flatboat was the primary mode of transporting goods. The Connecticut River had been a major transportation route for Vermont's early settlers and by the end of the eighteenth-century had become a commercial route as well. In 1804, Lyman constructed the first bridge in Hartford over the Connecticut River, from The Point to West Lebanon, New Hampshire.

[100] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.
[101] Ibid.
[102] Ibid.
[103] Ibid.
[104] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[105] Ibid.

Before this, ferries carried goods and people across the Connecticut River. Lyman eventually acquired most of the land that is now White River Junction. His Federal-style home stood at the northwest corner of Maple and Pine Streets, cater-corner from the former High School (#57) until 1930. He died in 1830 at Harford.

Starting c. 1800, ferries carried goods and people across the mouth of the White River. The first bridge across the White River in the village of White River Junction was not constructed until 1868. Up to that time, the closest bridge across the White River was the c. 1795 bridge in Hartford village, one and-a-half miles upriver. The first roads in White River Junction were the Connecticut River Turnpike, which opened about 1796, and is now Route 5, and the White River road, which opened on the north side of the river about 1790, and is now Route 14.

From the 1760s to the 1840s, there was little change in the area now known as White River Junction. Colonel Samuel Nutt (1791-1871) of West Lebanon, New Hampshire, learned the flatboat trade from Elias Lyman and eventually owned several boats and became a boat builder. In 1817, Nutt purchased from Lyman forty acres on the south side of the White River near its confluence with the Connecticut River, and built a farmhouse. In 1841, White River Junction "contained just one store, a tavern, a post office, two lawyer's offices and a number of mills and industrial shops."[106]

As the name suggests, White River Junction was the meeting of the White and Connecticut Rivers, and "man, taking a hint from nature, has made it the meeting place of the railways the point to which they all converge."[107] In 1847, the Vermont Central Railway and the Connecticut River Railroad (CVRR), which was incorporated in 1845, began construction of rail lines through White River Junction. At this point, there were no more than three farms in what is now White River Junction. The tracks were laid near Nutt's farmhouse, and on June 26, 1848, the first passenger train to travel in Vermont, the Vermont Central Railway's "Winooski," ran 27 miles from White River Junction to Bethel, Vermont. This line was subsequently extended north to Burlington. The CVRR eventually became the most direct line between Boston and Montreal, as "it first connected Lake Champlain with the Winooski and Connecticut Rivers and ran from White River Junction to Bethel."[108] By 1863, five railroads passed through White River Junction and the village "claimed to be the most important railroad village in northern New England."[109] The CVRR crossed all the existing lines, "rendering White River Junction a critical hub and industrial center."[110]

[106] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[107] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[108] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[109] Ibid.
[110] Ibid.

In 1848, the Connecticut and Passumpsic Rivers Railroad opened between White River Junction and Newport, Vermont (on the Canadian border). The extant abutments and piers of the Boston & Maine Railroad Bridge probably date to 1848 as they appear in an 1860 photograph (the bridge itself dates to about 1939). In 1849, the Northern New Hampshire Railroad opened, which served Concord, New Hampshire and Boston, and in 1863, the Woodstock (Vermont) Railroad opened. At one point, there were fourteen railroad tracks traversing White River Junction. In 1868, a railway connected the village of Woodstock and White River Junction, "with rail connections to the north and south along the Connecticut River Valley."[111] By this time, White River Junction "had established itself as a critical hub of activity, with several rail lines converging in the village providing access to multiple points north, south, east and west."[112]

By 1849, White River Junction was the most important railroad village in northern New England. At this time, the village consisted of "three farm dwelling houses and the same number of families …and only five scholars in the school district."[113] The first railroad depot opened in 1849, in the general vicinity of the extant railroad station. Samuel Nutt recognized the value of the location of his land, and in 1850 opened a hotel. In 1849, he purchased the "old" Grafton House in Enfield, New Hampshire, disassembled it, and reassembled it as the Junction House on what is now the site of the Hotel Coolidge (#17). Nutt eventually owned 500 acres in White River Junction, possibly the same land acquired by Elias Lyman. Nutt was sole proprietor of the Junction House until it was sold in 1856 to Carlos S. Hamilton. Hamilton sold one half interest in the hotel to the Barrons, and by 1859 the Barrons had gained full ownership. The Barrons enlarged the hotel by moving the 1852 Southworth Hotel (from an unknown location) and attaching it to the Junction House.

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

During this time, Nutt sold some of his White River Junction land to Arthur Latham (1804-1890), of Lyme, New Hampshire. Located in close proximity to the Freight House, Latham "erected a foundry, a machine shop, and several boarding houses, and opened the business of manufacturing and repairing locomotives, railway cars, etc."[114] The Arthur Latham and Son Iron Works was probably the first industrial operation in White River Junction. In 1852, Latham enlarged the facility it to accommodate a car shop, a larger foundry, and a

[111] Doyle-Schechtman, Deborah, *Taftsville Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2001.
[112] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[113] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[114] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.

forging shop and offices. Latham closed the business in 1854 and "the shop and machinery were disposed of at a sheriff's sale and foreclosure of mortgage." [115] The buildings were then used for a variety of businesses, including a peg factory, until they were destroyed by fire in 1861.

In addition to the foundry, the 1861 fire destroyed parts of the railroad depots, and several other buildings and "left the Junction pretty much a black spot."[116] The fire destroyed every building except for "the hotel and about twenty-five dwelling houses."[117]

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

Although no buildings survive from the 1850s or 1860s, the 1855 Chace map of the village reveals the extent of development at the time. (It also reveals that by this point White River Junction had been given its name.) In 1855, there were only four streets in the village: North Main Street, South Main Street, the White River Road (now Maple Street, which is now a short part of the northern boundary of the historic district), and Nutt Lane. There were only five buildings scattered on North Main Street: four homes and an office. One of the homes was "Mrs. Lyman" and another, "E. Lyman." Another home was Samuel Nutt's, which was in the location of the Gates Block. Just south of the Junction House was the "Hartford House," which may have been the front-gable wood frame building in the location of the Greenough Block (#71) that appears in a late nineteenth-century photograph. South of this building was a house and a shoe store. Across the railroad tracks from the Junction House were passenger and freight depots, and a "car house" and a building labeled PRR Co. (probably Passumpsic Railroad). There was also a wool depot on The Point just east of the railroad tracks and south of Maple Street. Between South Main Street and the railroad tracks were fourteen A. Latham Iron Works buildings, and a few homes. Two of the Nutt family houses stood at the end of Nutt Lane, on the bank of the Connecticut River. On the north side of the river (just north of the historic district), several homes lined the White River Road.

The advent of the railroad resulted in the immigration of people from Canada and Europe. Between 1841 and 1890, White River Junction's population "grew from 2,194 to 2,955 -

[115] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[116] Ibid.
[117] Ibid.

with the majority of growth occurring after the Civil War."[118] Immigrants sought "an escape from the famine and poverty in their homelands and [were] drawn by the promise of work on the American railroads and the industries that utilized them" such as mining and quarrying.[119] Ireland's potato famine of 1846-48 brought tens of thousands of Irish to the United States, and many made their way to Vermont to work on the railroads and later were employed in various industries. Many of these immigrants worked in local mills such as the Hartford Woolen Company "which grew to become one of the largest employers in the area."[120]

In 1907, Ovando Clough recalled early White River Junction: "In the Spring of 1848, the writer during a tramp of a week hunting for good work, walked along up the road where the Junction is. The railroad along the Connecticut was that year being built. Here and there an Irish Laborer's shanty was to be seen, for the Irish built our railroads then, but there was no other evidence of a concentration of people, and all that means, whether is now White River Junction. Today it is one of the alive and liveliest villages of New England."[121]

The Irish were the first large number of Catholics to reside in Hartford. The first recorded Catholic mass in Hartford took place in a railroad shanty in 1847, and until 1869, only missionaries served local Catholics. Although the first religious services in most Vermont villages were Congregationalist and Episcopalian and not Catholic, White River Junction's late start as a village resulted in the first religious service being Catholic. In 1869, St. Anthony's Parish was established, and in 1870, the parish purchased a parcel on South Main Street (#50) near the intersection of Nutt Lane. This parcel had two existing buildings on it, which were converted to a chapel and rectory. By the 1890s, the parish had outgrown the site, and moved to Church Street, where the topography allowed for the construction of a larger church complex.

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

[118] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[119] Ibid.
[120] Ibid.
[121] Clough, Ovando D. "West Lebanon and White River Junction." *The Vermonter*, Volume XII, No. 11. White River Junction: Charles Cummings, 1907.

Between 1855 and 1869, there was only a slight increase in the White River Junction building stock. By 1869, Bridge Street and the east leg of Gates Street had been added, as well as the first route of Railroad Row, which remain unnamed until about 1900, when it was called Freight Lane. In 1869, Railroad Row was a short link between Bridge Street and the bend in the road where North and South Main Streets meet. At this point, Bridge Street and Railroad Row traversed the railroad tracks at grade. During this time, Railroad Row was known as "Korn Alley."[122] Railroad Row was essentially the only link between the bridge and downtown White River Junction. Upon crossing the bridge from the north side of the White River, travelers had to take a left down Railroad Row. Around 1883, the town added the underpass on Bridge Street, providing a more direct access to the village. By the printing of the 1889 Harris lithograph of the village, Railroad Row no longer crossed the tracks but ran in the general vicinity of its current alignment.

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

Structures on the 1869 map also include railyard structures such as the Freight House, the Passenger Depot, the Car House, two tanks, three wood sheds, and an engine house. There were also about ten dwellings in the historic district, including those belonging to G.W. Barnes, L.S. Grover, M.F. Bartholomew, Z.B. Clark, Mrs. Fitzsimmons, W. Hunt, Mrs. Howe, and N.B. Safford. G.W. Barnes was a conductor on the Northern New Hampshire Railroad, and his house and the Grover house survived across the intersection of North Main and Church Streets until the 1960s. In the location of the former Twin State Fruit building on Railroad Row was an earlier building labeled "A.T. Barron." Barron owned the Junction House as well as five farms in Hartford and was the proprietor of a sawmill, gristmill, tenement houses and stores. This building was probably one of his stores. Businesses in the historic district in 1869 included A.B. Tinkham & Co. store (in the approximate location of the Polka Dot Diner (#15), and the Grover building (in the location of the Cross-Abbott Grocery (#69)), which contained offices and stores. There were no buildings on The Point within the historic district in 1869.

Also on the 1869 map, the Samuel Nutt house next to the Junction house is labeled "Gates and Barnes," and was probably used by George W. Gates as his home. Gates (1824-1887) had come to White River Junction to supervise the construction of the Western Union Telegraph Company (#75) around 1860, and bought the Nutt House in 1865. He also owned tracts of undeveloped real estate on Gates Street and North Main Street, possibly all

[122] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.

the land west of Bridge and Currier Streets. Gates was active in local politics and also served as the Democratic nominee for Vermont's Lieutenant Governor in the 1880 election. His wife Mary F. Gates (1834-1889) inherited the estate. At her death, the estate was inherited by their daughter Mary "Mae" E. Gates (1860-1900). Mae moved the family homestead to the southwest corner of Gates and Currier Street, and had the Gates Block (#16) constructed in 1890. She probably lived in the homestead after it was moved. She also sold several properties in the early 1890s, particularly on Gates Street, some containing houses, some not. Mae married Dr. Olin Daley in 1891 and the house just west of the Methodist Church was probably constructed for them c. 1895.

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

In 1876, the first refrigerated car arrived in White River Junction bringing various meat products from the Midwest. In 1878, 165 carloads of stock went through White River Junction on the Central Vermont Railroad with ninety-two of them loaded with cattle and sheep and seventy-three with hogs.[123] The arrival of the railroad in White River Junction also resulted in the development of the wholesale industry. The first to open in White River Junction was the E.K. Smith cracker and confectionary factory. After running a similar company under the name of Sturtevant and Smith in Bath, New Hampshire, Smith purchased this Hanover, New Hampshire based company in 1837. He then built a brick factory at the north corner of North Main and Bridge Streets in 1871. This company was very successful and remained in business for sixty-three more years under the proprietorship of his son and grandsons.[124] His son, George Williston Smith, joined the business at age fifteen, working in the factory. George then became a travelling salesman for the company until his father's retirement in 1871.

In 1877, there were "upon the south side of White River, one hundred and thirty-two families and two hundred and thirty-six children under twenty years of age."[125] The population boom of the 1870s led to the construction of four churches in White River Junction. Two of the churches were in the historic district, another was the previously mentioned Catholic church, and the fourth was the Universalist Church, located north of the historic district. The first Episcopal services in White River Junction were held in 1862, by a traveling rector. St. Paul's Episcopal Church was organized in 1868, and a church building was constructed in 1874, at the east corner of Church and Gates Street. This wood frame,

[123] *Republican Observer*, June 29, 1878.
[124] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.
[125] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.

Gothic Revival style structure was abandoned in 1963 when a new church was built on Taft Avenue (just north of the historic district), and torn down to make way for a parking lot in 1965.

Methodist preaching began in Hartford around 1800, and in 1845, the first Methodist church was constructed in the hamlet of Jericho in the northwest corner of town. Due to disuse, services ceased and the building was moved to Hartland in 1874. Methodist preaching began in White River Junction in 1877, at the Junction House. Shortly after the Junction House burned down in 1878, the Methodists built the extant wood frame, Gothic Revival church on Gates Street.

In 1911, a religious camp meeting was held in downtown White River Junction. Seventh-Day Adventists "decided to hold our camp meeting at White River Junction, Vermont, or nearby at some central point, providing the grounds can be secured. Definite notice will appear as soon as the grounds are secured."[126] The 1911 Seven Day Adventist site was located only two short blocks from the station to the foot of the path on an "elevated plateau just west of the village, and within a very few minutes walk from the station."[127] Specific directions told attendees to pass the First National Bank, go up Gates Street to Courier Street, and "turn to the left around the corner of Millers' Automobile Barns ...and keep on Courier Street ...to a beautifully shaded hill to the camp-ground."[128]

The population boom of the 1870s also led to the construction of numerous new dwellings, many of which are still standing. By 1878, there were ninety-four dwellings on the south side of the White River in White River Junction, thirteen stores, and the churches. Many modest, 2½ story, wood frame, Italianate homes were built just outside the village core on North Main Street, South Main Street, Gates Street, Church Street, and Bridge Street. These included the c. 1872 Huntoon House, the c. 1875 Tewksbury House, and six wood frame houses on the west side of South Main Street. It is also possible that the row of three houses on the south side of Gates Street near the intersection of Church Street date to the 1870s.

Despite its growth during the 1870s, historian Hamilton Child still considered White River Junction a "pleasant little post village" in 1883.[129] Only six years later, historian William Tucker considered White River Junction "the most important railway centre north of Boston."[130] White River Junction's growth continued in the 1880s and during the year 1885 alone twenty-five buildings were constructed in White River Junction.[131] This growth resulted in the construction of a substantial and "modern" Hartford High School (#57) in 1884. Prior to its construction, classes were held in buildings constructed for other

[126] *Atlantic Union Gleaner*, South Lancaster, Massachusetts, June 1911.
[127] Ibid.
[128] Ibid.
[129] Child, Hamilton, comp. Gazetteer and Business Directory of Windsor County, VT for 1883-1884. Syracuse, NY: 1884.
[130] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.
[131] Ibid.

purposes.

In 1878, the telegraph arrived in White River Junction, with a line running from the ticket office to the Central Vermont freight house.[132] There were six telegraph operators who handled approximately 250 dispatches a day. That same year, Hartford was third in wealth and population in the county, surpassed only by Springfield and Woodstock. The 1878 Republican Observer commented:

> "It is true, we all feel the want of a common centre. But let the…villages act together in harmony for the common good, and the farmers all over the town act with them – without jealousy – with malice toward none and charity for all – and let all take courage and pull together for the common good, encouraging all enterprises, new and old, and this grand old town, with the Connecticut, White and Ottaquechee, three railroads and a good soil, may become not only the most important in the county, but one of the most important and influential in the state."[133]

The railroads also boosted tourism in Vermont during the third quarter of the nineteenth-century, and many village hotels opened near railroad stations. These catered to middle-class and business travelers, while wealthier tourists continued on to inns in the Green Mountains. In 1903, when the Junction House had approximately 38,000 visitors, the hotel claimed that "few hotels north of Boston surpass[ed] it in its volume of business."[134] The hotel had 200 rooms which were "maintained in perfect order, and the hotel's cuisine, table, service and general accommodations are of a character that have won for the house a reputation throughout New England and the east."[135] The hotel boasted heating, lighting, a billiards room, barber shop, local and long distance telephones "and all else, but this does not mean that it has a bar for it has none, nor never has had under its present management."[136] In 1878, the first Junction House was destroyed by fire (according to historian William Tucker due to the "unrestricted looseness" of the proprietors' methods of operation), and was replaced in 1879, with a larger more elaborate brick Second Empire style Junction House.[137] The 1862 passenger depot was destroyed by fire in 1880 and was replaced with a large brick Stick-Style depot with a fine restaurant. At this time, "the fine union railway station" contained "the most commodious and best furnished restaurant and dining room to be found in New England."[138] According to a Woodstock paper, a "good many Woodstock people make an excursion to White River Junction in the course of a year. Returning on the same day, their object being as the evil minded declare to get a square meal at the depot restaurant. Mr. Farnham, who has charge there, is always attentive and

[132] *Republican Observer*, March 2, 1878.
[133] Ibid.
[134] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[135] Ibid.
[136] Ibid.
[137] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.
[138] Ibid.

courteous, and the restaurant is really one of the best to be found in this broad land."[139] A 1878 *Republican Observer* article commented on other culinary options in White River: "A boy with an 'eye to business' has established a peanut stand near the railroad crossing and with facilities for baking them right on the spot, is able to serve the passengers with peanuts, nice and fresh."[140]

Tourism in White River Junction included the Barnum and London Show circus, which came to town in 1882, and attracted about 20,000 people. Leading up to the show, there was a great publicity as Barnum's advertising car pre-arrived the event and the local newspapers announced that Barnum was bringing fifty-five railroad cars to White River Junction. In addition, over 700 feet of billboard advertising feet was place around the village.[141] In 1895, Buffalo Bill's Wild West Exhibition and Congress of the World's Rough Riders visited White River Junction. The day's events featured a parade and a re-creation of a Cheyenne attack on a Deadwood mail coach. The Vermont State Fair was held in White River Junction from 1890 to 1928 (except for a few years around the turn-of-the-twentieth-century). During that period, the fair was infamous for being plagued every year with rain.

The railroad also allowed the people of Vermont to easily visit other New England cities. In 1903, a White River Junction resident "enters his car and in four and a half hours reaches Boston. In scarcely more than eight hours he can alight from his car in New York's Grand Central Station, having made the trip without change, and in but little more time than the man from Boston had required. In less than six hours he can reach Montreal, and if destined to Chicago, he goes through without change of cars."[142]

Between the passenger depot and the Junction House, the extant parking lot and Fred Briggs Park had been a swamp and garbage dump since the advent of the railroad. According to an 1890 article in *The Landmark*:

> "if any person has old garbage that is an eyesore about their premises, the ground between the depot and the Landmark block will be found a convenient place of deposit. The pile already on the grounds is large but we presume the railroad folks will furnish more ground when needed. It isn't every village that offers such an attraction to the traveling public. How refreshing and restful it must be to a weary traveler who has been whirled along through green woods and fields, to let his eyes rest upon a pile of elegant red and yellow labeled fruit cans in a beautiful setting of coal ashes and broken bottles."[143]

[139] *Republican Observer*, April 18, 1878.
[140] *Republican Observer*, April 6, 1878.
[141] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[142] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[143] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.

By 1880s, probably due to the desire to please the tourist trade, this area was partially filled in to create a park. In 1898, the Loyal Club oversaw the improvement of the entire triangle into a park with enhancements such as a water fountain and trees. That same year, the Loyal Club hosted a picnic and parade in honor of White River Junction's Spanish American War soldiers.[144] Soon after the war, organizers placed a platform in the front of the Junction House where spectators listened to musical selections by the town band and a speech by Rear Admiral Clarke, the hero of the naval engagement at Manila Bay.[145]

Wholesale companies that opened in the 1880s included the White River Paper Company, which opened in 1881 in the freight depot. This building burned shortly thereafter. The local newspaper, *The Landmark*, reported: "We are sorry to chronicle the fact that Smith's bakery, with all its contents, together with Cummings's job printing office, was burned Thursday forenoon."[146] After the fire, the company moved into the basement of the Smith block.[147] The first directors of the paper company were George W. Smith (E.K. Smith's son) and Samuel Farman. Prior to moving to White River Junction in 1879, Farman worked with a paper company in Claremont, New Hampshire for thirty years.[148] White River Paper moved into the Barnes Building (#14) in 1906.

By 1891, White River Junction "had grown to the extent that it could support two banks, a large public library, a first-class hotel (reportedly always full of business travelers thus leaving tourists no option but to lodge elsewhere) and, according to at least one account, one of the best depot restaurants in the state."[149] Seating 180 people, the Union Station Café(#67) "had a county wide reputation not alone for beauty of equipment and spaciousness but for the undeviating excellence of its cuisine and service."[150]

In 1889, White River Junction had "the meeting houses of the Roman Catholic, Methodist, Universalist and Episcopal Churches; an extensive cracker and confectionery manufactory; two printing establishments; a fine hotel; two drug stores; a national bank with capital stock of $100,000; a savings bank; an Odd Fellows Hall; a steam grist mill; granite curbing and marble monumental works; a wholesale jewelry store; numerous dry goods, clothing and hardware stores; railways shops and offices; two insurance agencies; three lawyers; two physicians and several mechanics."[151] By 1895, the first electric street lights were installed in the village.

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[144] "The Loyal Club—2nd Installment." *Hartford Historical Society Newsletter, Volume 24, Number 5,* May-June 2012.
[145] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[146] Ibid.
[147] Ibid.
[148] Ibid.
[149] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[150] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[151] Tucker, William Howard. *History of Hartford, Vermont*. Burlington, VT: The Free Press Association, 1889.

Mixed-use buildings that incorporated the four-pane display window, the precursor to the large plate-glass storefront window, appeared in White River Junction no later than the 1880s. The c. 1880 Grover Block stood at the southeast corner of South Main and Gates Street and housed the Wheeler Brothers Clothing Store, Wolfe's Restaurant, two doctor's offices, and the *Landmark* newspaper.[152] This building was removed in 1892 to make way for the First National Bank. Around 1880, White River Junction's first bank, the White River Savings Bank (#24), was constructed on the east side of South Main Street, and had four-pane display windows. In addition to the bank, the building housed a meat market, a drugstore, and a photographer.

By the turn-of-the-twentieth-century, the village had almost reached its full development and the core area around the park had been well-defined. The late nineteenth-century, 3 story, Smith-Bagley Block stood at the north edge of the park. In 1890, the 3 story, brick Gates Block (#16) joined the Junction House at the west edge of the park. After years of meetings in the second floor of Lang's Hardware Store, the Gates Block was the new site for town meetings. At the south edge of the park, the brick, 3 story, First National Bank of White River Junction (#70) was completed in 1892, joining the now demolished Landmark/Printing building. The 2 story, wood frame Cross-Abbott building (#69) was constructed in 1894 to house this wholesale grocery company, completing the row of buildings at the south edge of the park. Across the railroad tracks from the park were numerous railroad-related sheds on Railroad Row, and the passenger and freight depots.

There were several buildings on South Main Street, no longer extant, that houses prominent White River Junction businesses. In the late twentieth-century, Irving A. Johnson operated his undertaking business on South Main Street in a c. 1900 building destroyed. Johnson was also a dealer in furniture, carpets and robes. The Irving Johnson Building was located next to a building that contained the whip and blanket store of Warren L. Bugbee and the picture frame business of F.T. Posey Williams. Williams also sold awnings, tents, poles, and window screens. This building was also destroyed. Across the street, there were three commercial buildings, demolished c. 1985. The succession of the W.H. Laird & Co., the Brockway Hardware Store and the Lang Hardware Store occupied the c. 1872 Village Hall. The village held its meetings on the second floor of this building between 1872 and 1891. Blinded Next door, was the c. 1880 furniture factory and store. A third c. 1880 building, built by Quebecoise immigrant Alexander Brouillette, contained a hardware store on the first floor.

At this time, the northern gateway to the historic district had been defined by the construction of two large buildings, the 1895 Excelsior Carriage Building (Building #1) and the 1898 St. Anthony's Church (#83). Also by the 1890s, South Main Street had been fully developed and was lined on the west side by modest single-family wood-framed vernacular Italianate homes and on the east side by mixed-used buildings and industries. The Swift

[152] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.

Company of Chicago, a wholesale meat-packing company, opened a branch in 1892 in an 1884 mill. This building was destroyed by fire in 1908 and replaced with the extant building. Bridge Street, south of the river, was also developed in the 1890s. The Acme Steam Laundry was constructed in 1890 and in 1899, it became the first location of the Vermont Baking Company (#6). White River Junction's first and only historic fire house was constructed in 1893, over thirty years after the village's first disastrous fire. The first Bridge Street Railroad Underpass was constructed in 1883, and the current bridge in this location dates to c. 1910. The Hartford High School (#57) was declared overcrowded only ten years after its construction, and it was doubled in size in 1895.

Gates Street was also fully developed by the beginning of the twentieth- century. The south side between South Main and Currier Streets was lined with commercial buildings such as the first Greenough Block (#71), (which may have been constructed as early as the 1850s and was replaced around 1910), and two large livery buildings (now the location of the Miller Automobile Company). Between Currier and Church Streets, Gates Street was lined on both sides by wood-framed 2½ story, single-family homes in the Second Empire, Italianate and Queen Anne styles.

In 1903, the diversity of White River Junction's business and industry "was one of its chief elements of strength and greatest of future progress and permanent stability."[153] The entire town of Hartford boasted dairy cooperatives, farms and paper and woolen mills while White River junction had a:

> "whole watch, diamond and jewelry warehouse that sells in all New England, its wholesale stationery and paper house, its wholesale bakery, its wholesale houses that handle and distribute everything known to the grocery, meat and provisions trade, its wholesale drugs and chemicals house and its commercial interest that largely supplies the retail stores of northern New England with all that pertains to the carriage wagon and harness trade."[154]

Just after the turn of the twentieth- century, the commercial core of the historic district reached the peak of its development with the construction of several landmark brick buildings: the 1907 Gates Memorial Library (#9), the c. 1905 Barnes Building (#14), the 1909 Daley/Powers Block (#51), the c. 1910 Greenough Block (#71), and the 1910 Vermont Baking Company (#6). Just outside the core, the first sign of the advent of the automobile in Hartford appeared on Gates Street. In 1907, Henry Miller, the proprietor of the Excelsior Carriage Company (Building #1), established the Miller Automobile Company. White River Junction's first rock-faced concrete-block building was constructed by Miller in 1908, as a showroom and garage (later demolished). The 1880 railroad station was destroyed by fire in 1911, and although written historical accounts state that no passenger

[153] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[154] Ibid.

depot was constructed until 1937, the 1917 and 1925 Sanborn Insurance maps show that a 1 story, wood frame, passenger station was constructed on the foundation of the main block of the 1880 station.

White River Junction's growth around the turn of the twentieth-century led to the establishment of the theatre industry in the village. In 1908, the Dreamland theater was constructed on Gates Street. In the 1910s, the Crown Theatre replaced the caretaking offices of Irving Johnson on South Main Street (now demolished). In 1924, the Graves Theatre Company purchased the theater, the same year this company constructed the Lyric Theatre on North Main Street. In 1927, the Crown Theatre closed and the property was sold with the deed restriction that the property could never be used for motion pictures.

In 1907, the Vermonter Magazine gave the following description of White River Junction:

> "But as Kipling says, White River Junction is another story. for here is life and business. First 'tis much a railroad center. The old 'Northern' ended here, and practically the Vermont Central as does the Woodstock. The Connecticut River Road passes through here. Most of New England's travel to the west goes through here, as does much of the White and Green Mountain travel. Here is one good and very large hotel, always too full of business men to allow room for summerers. Here is Smith's cracker and candy factory, where is made the more than fifty years celebrated 'Hanover Cracker' and second to none in the market. Her is the White River Paper Co., dealers in all things appertaining to that business, the Bogle Brothers, wholesale jewelers, Cross Abbot Co., wholesale grocers, and the Excelsior Carriage Co., all of which do a large growing business in a wide territory. The Swift Meat Co., and Standard Oil Co., have centers here and have almost the full run of their business in many towns nearby. Many business men live here whose business is elsewhere. All kinds of business, trades and professions are full of life and go ahead. Here is a bank, savings bank, library, weekly paper and all the etceteras of a live village."[155]

Because the village had already reached its peak of development, there were few empty lots in the historic district after the first decade of the twentieth- century. Commercial buildings on South Main Street replaced some small wood-frame dwellings and stores. In 1918, Mr. Lang opened his hardware store in the c. 1872 Village Hall building (now demolished). In addition to basic hardware items, Lang's Hardware Store "was famous for its unlimited supply of old, useful and unusual items."[156] When movie director D.W. Griffith came to Hartford to film *Way Down East* in 1920, "he found Lang's Hardware Store his major source of supply for hard-to-get, much needed items."[157] The H.A. Perkins Company constructed a warehouse for its feed company on Railroad Row in 1921, replacing a cluster

[155] Clough, Ovando D. "West Lebanon and White River Junction." The Vermonter, Volume XII, No. 11. White River Junction: Charles Cummings, 1907.
[156] St. Croix, John W. *Historical Highlights of the Town of Hartford*, VT. 1974.
[157] Ibid.

of small sheds. The Twin State Fruit Company (now demolished), another wholesale establishment, purchased this building in 1927. Its signed falsefront is a major village landmark. The brick Freight House on South Main Street replaced the engine roundhouse in 1930. Disrupting the geometry of the triangular park at the core of the historic district is the 1934 Post Office (#18), which was the first building in White River Junction built to serve this particular purpose. The post office was located in railroad depots until 1890, when it was moved into the Gates Block (#16), where it remained until 1934. The board of directors of the First National Bank (#70) objected to the construction of the Post Office, as the bank lost its visual prominence and easier automobile access as a result of its location.

At the turn of the twentieth- century, a large influx of Italians settled in White River Junction. Italians followed the Irish as the second wave of immigrants in White River Junction and began settling in the village at the end of the nineteenth- century. They generally worked in the railyard and various industries, and lived on South Main Street. The White River Junction Italian population was sizable enough "to support the local publication of an Italian-language newspaper, *L'lnformatore del Vermont, New Hampshire and Maine*."[158] While most of the Italian population "found work in the town's sprawling rail yards, others like Sabino Romano who arrived in the Upper Valley in 1899, opened food markets."[159] Sabino Romano operated a market at 112 South Main Street and "sold fruit, candy vegetables, cigars and ice cream and he also peddled by truck."[160] Charles Carlo opened the Carlo Fruit Store at 89 South Main Street in the 1910s, which remained a fruit store until 1969. These White River Junction Italian shop owners "also peddled their wares in surrounding villages while conducting business from their South Main Street address."[161] The Italians of White River Junction were part of statewide trend "as Vermont's Italian community increased, many eschewed the quarries, and dispersed through the state to set up in trades, opening groceries, dry cleaners, restaurants and similar establishments."[162] The most important Italian landmark in the historic district is the Progressive Market (#32), which is individually listed on the National Register of Historic Places. It was constructed c. 1922 for Giachino Romano and remained an Italian market until the late 1990s.

Joseph Jennette son of Italian immigrants, described life in White River Junction in the 1920s:

> "One day a crew was fixing the railroad track out back. I asked the boss for a summer job as a track hand. That was in 1926 and I was seventeen years old. It was the first time I worked for the railroad and I got three dollars a day for eight hours. I worked that summer and then got laid off. Did odd jobs during the winter. I always stuck to the

[158] Heck, Marlene Elizabeth. *Progressive Market National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 1995.
[159] Ibid.
[160] Ibid.
[161] Ibid.
[162] Tomasi, Mari. "The Italian Story in Vermont." *Vermont History 28* (January 1960): 73-87.

railroad when I could. I always like the trains and in 1929, I got my first regular railroad job. White River was a busy place then. Forty-eight trains and thirty-six passenger trains in and out of here every day. The B&M had 225 freight men and 75 passenger train men in White River Junction every day. That's why the town is full of apartment houses and hotels and restaurants, though most of the men stayed in private homes."[163]

A 1918 article in *The Vermonter* described the Gates Block (#16), the First National Bank (#70) and the growth of White River Junction:

"The Gates Block was built, comprising another hotel, stores and an opera house, large wholesale establishments accumulated, fire protection, water and sewage systems came, the fairground was built – all these things and many others, with constantly enlarging village limit, green space around the bank, together with a buoyant public spirit, coming from the people, not surpassed by any other town in the state." [164]

In 1924, the park across from the Coolidge Hotel (#17) was cleared to accommodate parking as well as the influx of taxis.[165] When the trains arrived in White River Junction, the downtown turned into a traffic gridlock. During this time,

"automobiles were busy filling the air with exhaust fumes; [the] factories and roundhouse were busy pouring smoke into the upper air and the trains were busy contributing soot and cinders… Against this background, White River Junction was expanding. New businesses came in; old businesses were sold to new owners; the well-established businesses were prospering." [166]

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

[163] Hastings, Scott E. and Elsie R. Hastings, Up in The Morning, *Vermont Farm Families in the Thirties*. Hanover, New Hampshire: University Press of New England, 1992.
[164] Cummings, Charles, "A Bank of Courtesy," *The Vermonter, Volume 23, No. 1.* White River Junction: Charles S. Cummings, 1918.
[165] "1974 Speech in Honor of Rotary's 50th Anniversary." *Hartford Historical Society Newsletter, Volume 14, Number 4,* April 2002.
[166] Ibid.

There are numerous intact structures in the historic district that contribute to White River Junction's architectural significance and White River Junction is well represented by many architectural styles and building types. The oldest structure in the historic district is not a building, it is the 1848 bridge abutments and piers of the Boston & Maine Railroad Bridge. The earliest surviving buildings include the 1870s and 1880s vernacular Italianate dwellings on South Main Street, Bridge Street, Gates Street and Church Street. The Methodist Church is a good example of the Gothic Revival style, and the St. Anthony's Church (#83) and High School (#57) are good examples of the High Victorian Gothic style. Good examples of the Queen Anne style include the Daley House (#76) on Gates Street, and the Nichols House (#84) on Church Street. The First National Bank (#70) is the only Romanesque building, the Gates Memorial Library (#9) is the only Late-Gothic Revival building, the Landon/Hough House (#81) is the only Second Empire style building, and Colodny's Surprise Store (#22) is the only Art Deco building. The Cross-Abbott Grocery (#69) is a good example of the use of the Italianate style in a commercial building. The Post Office (#18), the Railroad Depot, and the South Main Street addition to the First National Bank (#70) represent the Neo-Classical Revival style.

There are several good examples of large commercial buildings with first-story storefronts, such as the Colonial Revival style Gates Block (#16); the Hotel Coolidge (#17), which in addition to being a hotel is lined along North Main Street and Gates Street with first-story storefronts; the Barnes Block (#14), and the Daley/Powers Block (#51). There are also good examples of early twentieth-century industrial buildings such as the Swift & Co. building (#29) and the Vermont Baking Company (#6). Good examples of late nineteenth-century wood frame, industrial buildings include the Excelsior Carriage Company (#1). A good example of an early multi-unit apartment house is the Barnes/Leonard Apartment House (#5).

In 1900, Harmon S. Palmer "transformed the American building industry when he patented a machine for making hollow concrete blocks."[167] While the technology for more crudely manufactured concrete blocks existed in the 17th century, regular improvements in both the material and production during the nineteenth- century lead to the material's increased popularity. The introduction of Palmer's machine and the availability of high quality Portland cement promoted mass production of the building material. In the first three decades of the twentieth- century, houses and commercial structures in every state were built with the cheap, readily available and easily assembled concrete blocks.[168] Significant early rock-faced concrete block buildings in the historic district include the c. 1922 Progressive Market (#32), the c. 1930 Windsor County Farmers' Exchange (#34), a c. 1915 warehouse, and a c. 1930 multi-bay garage. A local company, the Hartford Pressed Stone Company operated in the first quarter of the twentieth- century and "it likely that these various local structures …are built of blocks purchased from the Hartford Pressed Stone

[167] Heck, Marlene Elizabeth. *Progressive Market National Register Nomination*, National Park Service, 1995.
[168] Ibid.

Company."[169] The uniform shape and size of the blocks "meant a building could be laid up quickly, without the expense and labor of carpentry."[170] Concrete blocks "were fireproof, rarely needed repair and did not require paint for a finished appearance. Moreover, concrete block was a "modern" building material, and its use identified the builder as a "modern" or "progressive" businessman. And the rock face finish gave the material, at first glance, the appearance of a fine and expensive stone."[171]

By 1930, White River Junction has "achieved its present appearance and … had ceased to be the most important railroad town in Vermont."[172] The economic prosperity of White River Junction lasted over hundred years, until the 1960s. In the spring of 1957, the Hartford Woolen Company closed its mill operations in Hartford Village. In the 1960s, the construction of Routes 89 and 91 "further decreased the profitability of the weakening railroad companies."[173] The interstate caused a drastic reduction in train travel and enabled automobile travelers to bypass the village. Passenger train service through town ceased in 1966. These factors resulted in an economic downturn in White River Junction in the 1970s and 1980s.

During the Second World War, the role of White River Junction as a railroad hub increased significantly. With rationing implemented, gas, oil and rubber was heavily regulated. In addition, Detroit car manufacturers focused on the war effort and not civilian cars. White River Junction railroad historian Chuck Bohi recalled:

> "World War II saw a huge upsurge of passenger service because there was gasoline rationing … my father was a minister so he could 5 gallons a week, which was more than most people could get. There were no tires to be had. No new cars were manufactured during World War II. So, rail was the only way. Nationally it went from about 8% of the intercity passengers going by rail to over 30%. And White River Junction, being a place where the deck shuffled, was a key place where that happened. Probably the golden era for the – you have a lot of people talk about the glory days of the railroad."[174]

The advent of the automobile also had a profound impact on the railroad industry. Not only did passenger rail cease, but the railroad industry saw a significant downturn. This had a

[169] Ibid.
[170] Simpson, Pamela Fl. "Cheap, Quick, and Easy: The Early History of Rockfaced Concrete Block Building." *In Perspectives in Vernacular Architecture, III*, Eds. Thomas Carter and
Bernard L. Flerman. Columbia, MO: University of Missouri Press, 1989.
[171] Heck, Marlene Elizabeth. *Progressive Market National Register Nomination*, National Park Service, 1995.
[172] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[173] Ibid.
[174] O'Shea, Kaitlin. *Hartford Business Oral History Project,* U.S. Department of the Interior, National Park Service, 2014.

tremendous impact on downtown White River Junction. Local businessman Kip Miller recalled the demise of the railroad in 2014:

> "When I grew up it was the end of the railroad era. I can remember watching the old great steam engines come through when I was 5-10 years old back in the 50s. Like most little boys, I was absolutely enthralled by that. Of course, every time it snowed in White River, it was white for about 10 minutes and then it turned gray because of all the coal smoke. White River was a heavy industry town at that time. And then I saw it. We had the railroads and then it changed. And even though we still have railroad activity, it was nothing like it was back in those days."[175]

Local morale was not aided when the 1964 urban renewal project called the "Gates Park Renewal Project" was undertaken. Identifying White River Junction as a blighted zone, the study area included all the buildings on North Main Street, Gates Street (except the east leg), and Church Street. With support of Federal funds, all of these buildings were proposed for demolition. The study was presented to the citizens of Hartford for a town vote, and was rejected.

There are several examples of buildings from the recent past. The most recently-constructed contributing resource in the historic district is Guarino Office Building (#7) built in 1960. Fonda's Dress Shop (#13), constructed in 1952, was the third in an attached row of buildings constructed on the site of the Smith cracker and confectionary factory, demolished in 1942. The first two buildings in this row date to 1949 and are vernacular commercial-style buildings. The deed for the property stipulates that Fonda's was to be identical to the other two buildings, but apparently, owners Fonda Fucci and her attorney husband had more progressive ideas.

Although this historic area was spared the wrecking ball of urban renewal, starting in the 1960s, several buildings were demolished to make way for parking lots and new buildings. Three houses were demolished on North Main Street to make way for parking lots, four houses were demolished on the north side of Gates Street to make way for the 1975 New England Telephone building and its parking lot, the St. Paul's Episcopal Church was demolished to create a parking lot for St. Anthony's Church (#83), and the Nutt/Gates House was demolished to make way for a parking lot for the Miller Automobile Company. The Number Four replaced an International Style building that was constructed in the location of three buildings: the c. 1872 "Village Hall," a c. 1875 furniture store, and a c. 1875 dwelling. One house on the north side of Gates Street survived. It was originally part of a row of four identical homes that lined the north side of Gates Street. It originally stood across from the Methodist Church, and was moved in 1917 to its extant location across the street, either to make way for the construction of Currier Street or the telephone building. Remaining historic homes on North and South Main Streets and Gates Street have helped retain the historic residential character of these streets.

[175] Ibid.

Downtown investment was undertaken in the 1960s- 1970s. After purchasing the Hotel Coolidge (#17) in 1970, Phidias Dantos made changes to both the interior and exterior of the prominent building. When Southern Reality purchased the hotel, improvements were made to the rooms and restaurant services. In 1972, Frederick and Margaret Briggs purchased the Gates Block (#16). Identified eight years earlier as one of the village's blighted buildings, the Gates Block was in serious disrepair. The Briggs family improved the first-floor storefronts and renovated the upper stories for commercial and professional use. In 1973, The New England Telephone and Telegraph Company (#75) built a new office on the site of the 1924 Lyric Theatre on North Main Street. In 1973, The New England Telephone and Telegraph Company also built the large four story addition to the existing c. 1922 building. Finished in 1975, the addition was the tallest building in White River Junction. The addition housed a centralized directory assistance service for Vermont, toll equipment and the second crossbar tandem switcher for Vermont. It replaced a row of three c. 1890 Queen Anne houses that were identical to the house at 140 Gates Street, which had been moved from the east end of the row in 1917.

The highest concentration of demolished buildings in the historic district occurred with the loss of several industrial buildings on Railroad Row. From the 1880s to the 1980s, the waterfront was lined with buildings from Bridge Street to the Boston & Maine Railroad Bridge. Railroad Row was officially laid out as a street around 1900, and was first called Freight Street. By then there were already several scattered buildings constructed on the east side of the railroad tracks between Bridge Street and the Railroad Depot. Lost buildings include the H.A. Perkins/Twin State Fruit Building (demolished c. 2004) and a c. 1905 agricultural implement storage building, which stood across Railroad Row. This 2 story, industrial building burned in 1993. The H.A. Perkins Company stored and sold hides, fur, and wool, and opened in 1891 in a large 2½ story office/warehouse. The building later housed the Renehan-Akers Company. The building was demolished to make way for the Windsor County District Courthouse (#66) in 1990. A large, 1½ story storehouse stood just south of the Perkins building which was replaced with a 2 story, flat-roofed storehouse with a stepped south elevation and false fronts at the fronts and the setbacks of the steps. This building was removed in the 1980s. Several sheds also stood between these buildings and the waterfront; they were also removed in the 1980s. The c. 1890, Greek Revival style Acme Steam Laundry building once anchored the north end at the corner of Bridge Street and Railroad Row. It was replaced with the newer #15 Railroad Row in 2003. The historic character of Railroad Row is lost as the Union Station (#67) is the only remaining building.

In addition to the Railroad Row buildings, three other buildings in the historic district were demolished since the 2002 boundary increase. They were the c. 1885 Landmark/Print Shop at 15 Gates Street, the Irving Johnson Building/Crown Theatre at 120 South Main Street and the c. 1949 Theriault Block at 27 North Main Street.

A print shop, barber, and business offices first occupied the c. 1885 Landmark Building on Gates Street. *The Landmark* newspaper started occupying the building sometime between

1901 and 1906. *The Landmark* was established by A.A. Earle in 1881 and sold to Charles Jamason in 1888, who also chose to use the building as his home. Under the ownership of Jamason, the newspaper was "Republican in politics and its field extends over a large part of the Connecticut and White River valleys with a constituency that is not only large but notable for its intelligence and social worth."[176] The Jamason family sold the newspaper to Alfred T. Wright in 1922. Born in London, England, Wright lived with his wife, Mildred, and two sons at 46 Maplewood Terrace in the adjacent Terraces Historic District. Wright operated the *Landmark* as well as the Right Printing Company (established 1910), at this location in 1910. After Wright's death in 1952, the newspaper was sold to the *Valley News* of West Lebanon, New Hampshire. The building remained the location of the Right Printing Company until at least the 1980s. It was demolished in 2012.

The c. 1900 Irving Johnson/Crown Theater building was constructed by the John O'Neill & Company and was first occupied by Irving Johnson, undertaker and dealer in furniture and carpets. In 1908, Arthur Sawyer purchased the building and subsequently converted the building to the Crown Theatre. In 1916, Sawyer sold the theater to Henry Lawson and Harold Keegan. Sawyer went on to be a manager with Swift and Company. Lawson and Keegan operated it until 1924, when it was sold to Graves Theatres. The owner of Graves Theatres, Allard Graves, built the Lyric Theatre on North Main Street, and then sold the subject property in 1927 to Louis Kontos with the stipulation that the building could "never be used for motion pictures." The upstairs housed a dance hall prior to prohibition and during the Great Depression, there was a miniature golf course on the second floor. The building served as a bowling alley until World War II, an Italian restaurant, Papa Guiseppe's, until 1973, a blues bar in the late 1970s and early 1980s, and as Lena's Lunch until the 1990s. It was demolished in 2000.

The c. 1949 Theriault Block was demolished in 2010. It replaced the wood frame Teddy's Hotel, which burned down in 1949. Over the years, the original c. 1860s building was known as the Smith-Bagley Block, The Waverly House, The American House, The Adams House, and then Teddy's Hotel. After World War II, the Veterans Administration occupied the second floor. Businesses in the hotel at the time of the fire included a music store, a fruit store, a barber shop, and Teddy's Grill. In 2014, local business women Judy Barwood recalled the Theriault Block: "The other thing I remember is when the Theriault building burned down, which is the one right across the railroad …next to Polka Dot. That was like a 3 story, building with a hotel upstairs and Teddy's Grill …That burned and then they built a long, kind of flat building, a more modern building that had a shoe store. Teddy's Grill was there for a while."[177] It was demolished in 2005.

[176] *The Gateway of Vermont, Hartford and its Villages: White River Junction, Hartford, West Harford, Wilder, Quechee*, 1903.
[177] O'Shea, Kaitlin. *Hartford Business Oral History Project,* U.S. Department of the Interior, National Park Service, 2014.

Late twentieth- century intrusions and losses are to be expected in a Vermont village of this size especially in a location near the crossroads of Vermont's two major highways. Despite the decrease in railroad use, White River Junction's "contemporary role is still that of a considerable hub of transportation and commerce."[178] With White River Junction serving as the conjunction of Interstates 89 and 91, the town is ideally situated, just as it was when the rivers and then the railroads joined in the same location in previous eras. In addition, with the "nearby towns of Lebanon, West Lebanon and Hanover, New Hampshire, the village forms the largest urban concentration in the upper Connecticut River Valley."[179] In a 2014 oral history project, Judy Barwood spoke about the effect of the highway system:

> "I think the interstates coming in certainly had a big effect on the small retail businesses in town. White River was a pretty booming town. We had Newbury's and Colodny's (#22). We had all kinds of businesses and it's very different now. It's more artsy with all the little cafes and things like that. Well we had three drug stores. One on the corner of Gates where the Tucker Box is. One on the corner where the frame shop is. And then one across the street, Howard Drug, was where the old bank was, kind of near Vermont Salvage. And they had soda fountains and people could go there for lunch and get ice cream. They were busy. There were no little shopping plazas or anything like that. We pretty much did all our shopping here in White River, unless we went to Boston."[180]

When Vermont adopted the sales tax in 1969, White River Junction felt the effects. Vermont was the last state to adopt the sales tax. However, New Hampshire did not adopt a sales tax.[181] Hartford businessman Jim Flanagan recalled in 2014: "… As businesses left to go to New Hampshire, it [downtown White River] was pretty much vacant for some time. One by one, places went out or moved to New Hampshire."[182] Dennis Brown recalled:

> "White River Junction was a thriving business community. We had Newbury's Department Store. We had Colodny's Department Store (#22) down there. We had a bus station, two drug stores, a movie theater, and a thriving bank. The major post office was down there. A jewelry store, a large furniture store, hardware store. Actually, two hardware stores, three barbershops, and I'm sure I'm forgetting things. But it was a very busy, detailed based, thriving business community. And Miller Auto used to be there – a big Chevy, Cadillac, Pontiac dealer. But then sales tax came in and things suddenly started to gravitate towards New Hampshire to avoid sales tax. So, that changed the whole picture and that made our job very hard. We fought for every sale we had. We didn't have people walk through the door and say, "I'll take one of these and one of these and one of these." It was pretty much that you had to talk to people and

[178] Reimann, Liisa and Julie Weisgerber, *Terraces Historic District National Register Nomination Form*, U.S. Department of the Interior, National Park Service, 2011.
[179] O'Shea, Kaitlin. *Hartford Business Oral History Project,* U.S. Department of the Interior, National Park Service, 2014.
[180] Ibid.
[181] Ibid.
[182] Ibid.

find out what their needs were and help them out as best you could and hope they buy from you."[183]

White River Junction's most important historic structures, however, remain intact and in use. Building alterations have not prevented White River Junction from conveying its historic contexts of transportation, industry and commerce, tourism, and patterns of town development. The White River Junction historic district retains intact examples of every type of historic resource generally found in Vermont villages of its size, including a post office, schoolhouse, hotel, commercial storefront building, telephone service building, industrial building, warehouse, multi-unit apartment building, barn, multi-bay garage, single-family home, railroad station, church, bank, fire house, library, and railroad bridge.

The preservation of the historic district is ensured by many factors. In the early 1970s, Amtrak reinstated passenger railroad service in Vermont and commercial freight trains still pass by the station. Recent and current efforts by governmental agencies, building owners and non-profit organizations to revitalize White River Junction and attract tourists and businesses are resulting in visible improvements. For example, the #494 Locomotive (#68), a popular tourist attraction, was moved to the railyard in 1993. The Union Station (#67) was rehabilitated and a Vermont Welcome Center and a transportation museum opened there in 2000. The Northern Stage Theatre Company (#73) has been performing in the Gates Block (#16) since 1997, and the Upper Valley Food Co-op moved into the Excelsior Carriage Company building (#1) in 1993. The Barnes Building, Vermont Baking Company and Progressive Market (#32) were all rehabilitated in the late nineteenth- – early twentieth- century. Since 2001, there has been considerable growth in downtown White River Junction. Many buildings such as the Vermont Baking Company (#6) have witnessed improvements and investment as a result of this investment. While Building Four/ former Foreign Legion building on South Main Street has experienced reinvestment, White River Junction lost an important representative of the International Style. As an important representative of the mid Century modern style in Hartford, the town lost an important and representative architectural style.

In recent decades, White River Junction has emerged as an arts community. The big boxes on Route 12A in New Hampshire could fill many needs of residents, but not the creative, community side. The establishment of the Tip Top Arts Building (#6) and the Center for Cartoon Studies stand as anchors for the arts community, spurring unique retail businesses, restaurants, cafes and local events that draw people to downtown White River.[184] Kip Miller recalled in 2014:

"The town has been through a tough time. It's coming back in the arts and I think that's just great… You get a lot of creative people in town and it's bringing other people into

[183] Ibid.
[184] O'Shea, Kaitlin. *Hartford Business Oral History Project,* U.S. Department of the Interior, National Park Service, 2014.

town. It's a whole different venue. Now we're the Greenwich Village of Vermont practically."[185]

Matt Bucy, who oversaw the rehabilitation of the Tip Top building stated:

"So, my focus has been bringing creative businesses to White River Junction. When I first set foot in White River Junction, it seemed like a creative place to me. It had all the right elements to it. It wasn't pretentious. Very real. Inexpensive space and a lot of characters. So, it felt like a real place to me. It reminded me of a little Chicago … [it] had that sort of gritty feel to it.[186]

Jim Flanagan spoke of resurgence:

"There are some really cool things going on in this town: The Tip Top building is a great … When I was growing up, when they were cooking bread, you could smell it all over town. Now there's artist studios and a restaurant in there… [Matt Bucy] saved the building and it's vibrant. It's moving. The opera house, the Northern Stage (#73), what they're doing. That's a really cool thing. They're changing the landscape."[187]

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[185] Ibid.
[186] Ibid.
[187] Ibid.

9. Major Bibliographical References

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Vermont Division for Historic Preservation.

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67) has been requested
__X_previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
___ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
___ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X__ State Historic Preservation Office
___ Other State agency
___ Federal agency
____ Local government
___ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

White River Junction Historic District (Update) | Windsor, Vermont
Name of Property | County and State

Acreage of Property 49

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 43.650630 Longitude: -72.322252
2. Latitude: 43.649418, Longitude: -72.319185
3. Latitude: 43.649534 Longitude: -72.319110
4. Latitude: 43.649914 Longitude: -72.319764
5. Latitude: 43.650162 Longitude: -72.319571
6. Latitude: 43.650053 Longitude: -72.319389
7. Latitude: 43.650317 Longitude: -72.319110
8. Latitude: 43.650154 Longitude: -72.318745
9. Latitude: 43.651109 Longitude: -72.318037
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11. Latitude: 43.651505 Longitude: -72.318176
12. Latitude: 43.651396 Longitude: -72.317672
13. Latitude: 43.651590 Longitude: -72.317533
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30. Latitude: 43.648860 Longitude, -72.321841
31. Latitude: 43.649116 Longitude, -72.322141
32. Latitude: 43.649815 Longitude, -72.321540
33. Latitude: 43.650327 Longitude-72.322516

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

The boundary of the White River Junction Historic District (Boundary Increase) is delineated on the sketch map accompanying the nomination form. The irregular boundary follows the perimeter property lines of the tax parcels included in the historic district; these property lines are derived from the Town of Hartford tax maps #45 and 46. The Hartford tax parcels whose perimeter property line is part of the district boundary include: 45-74,45-75,45-76,45-120,45-121,45-78, 45-79,46-14,46-15,46-1,46-16,46-21.35,46-34,46-37,46-38,46-46,45-234,45-220,45-219, 45-217,45-216,45-215,45-214,45-189,45-188,45-186,45-182,45-181,45-152,45-151,45-150, 45-108, and 45-109. The historic district also includes the Freight House (#35), which lies on 46- 47, a large parcel owned by the Boston & Maine Railroad that extends beyond the historic district boundary.

Boundary Justification (Explain why the boundaries were selected.)

The historic district boundary is determined by both geography and surrounding late twentieth century intrusions. The historic district boundary increase includes the residential and industrial areas surrounding the commercial core of White River Junction. The northern boundary of the historic district crosses North Main Street at one of the northern gateways to the village, where there is a visual change between historic resources and streetscape and late twentieth-century "sprawl" development. The southern boundary crosses South Main Street where there is a visual change between historic buildings and in a change in landscape. Otherwise, the boundaries, which are partially shared by the original historic district boundary, are the White River, the railroad tracks, or a sharp change in topography. The western boundary of the historic district is a steep bank, and the railroad tracks that traverse the historic district as they follow the south bank of the White River also serve as part of the eastern boundary. The properties on the north side of the White River include the former High School (#57), several residences and two commercial buildings. North of the Town Hall the streetscapes are dominated by late twentieth century "sprawl" development, so the historic district on the north side of the river is limited to Bridge Street and three buildings on Maple Street. The boundaries are also defined by large distinct buildings such as the Excelsior Carriage Company (Building #1) on North Main Street, St. Anthony's Church (#83) on Church Street, and the High School (#57) on Bridge Street. This boundary is sufficient to convey the historic significance of the White River Junction Historic District.

11. Form Prepared By

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e-mail brianknight@fastmail.fm
telephone: 201-919-3416
date: June 12, 2017

Additional Documentation

Submit the following items with the completed form:

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

Photographs

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

Photo Log
Name of Property: White River Junction Historic District
City or Vicinity: Hartford, Vermont
County: Windsor State: Vermont
Photographer: Brian Knight
Date Photographed: November 2016
Description of Photograph(s) and number, include description of view indicating direction of camera:

- VT_Windsor County_White River Junction Historic District_001: Building #1 from the southeast
- VT_Windsor County_White River Junction Historic District_002: Building #1 from southwest
- VT_Windsor County_White River Junction Historic District_003: Building #2 from south
- VT_Windsor County_White River Junction Historic District_004: Building #2a from the south
- VT_Windsor County_White River Junction Historic District_005: Building #3 from northeast
- VT_Windsor County_White River Junction Historic District_006: Building #3 from northwest
- VT_Windsor County_White River Junction Historic District_006: Building #3 from northwest
- VT_Windsor County_White River Junction Historic District_007a: Building #4 from the northwest
- VT_Windsor County_White River Junction Historic District_007b: Building #5 from the northeast
- VT_Windsor County_White River Junction Historic District_008: Building #6 from the southwest
- VT_Windsor County_White River Junction Historic District_009: Building #6 from the southeast
- VT_Windsor County_White River Junction Historic District_010: Building #7 from the north
- VT_Windsor County_White River Junction Historic District_011: Building #8 from the south
- VT_Windsor County_White River Junction Historic District_012: Building #9 from the northwest
- VT_Windsor County_White River Junction Historic District_013: Building #9 from the northeast
- VT_Windsor County_White River Junction Historic District_014: Building #10 from the southwest
- VT_Windsor County_White River Junction Historic District_015: Building #11 from the northwest
- VT_Windsor County_White River Junction Historic District_016: Building #12 from southwest
- VT_Windsor County_White River Junction Historic District_017: Building #13 from the southeast
- VT_Windsor County_White River Junction Historic District_018: Building # 14 from the northeast
- VT_Windsor County_White River Junction Historic District_019: Building # 15 from the southeast

- VT_Windsor County_White River Junction Historic District_020: Building #16 from southeast
- VT_Windsor County_White River Junction Historic District_021: Building #16 from southeast
- VT_Windsor County_White River Junction Historic District_022: Building #16 from southeast
- VT_Windsor County_White River Junction Historic District_023: Building #17 from southwest
- VT_Windsor County_White River Junction Historic District_024: Building #17 from the southeast
- VT_Windsor County_White River Junction Historic District_025: Building #18 from the southwest
- VT_Windsor County_White River Junction Historic District_026: Building #19 from the east
- VT_Windsor County_White River Junction Historic District_027: Building #20 from the northwest
- VT_Windsor County_White River Junction Historic District_028: Building #21 from the northeast
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- VT_Windsor County_White River Junction Historic District_030: Building #23 from the southeast
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- VT_Windsor County_White River Junction Historic District_032: Building #25 from the northwest
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- VT_Windsor County_White River Junction Historic District_040: Building #32 from the southeast

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- VT_Windsor County_White River Junction Historic District_069: Building #55 from the southeast
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- VT_Windsor County_White River Junction Historic District_079: Building #65 from the northeast
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- VT_Windsor County_White River Junction Historic District_081: Building #67 from the northeast
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- VT_Windsor County_White River Junction Historic District_082: #68 from the west

- VT_Windsor County_White River Junction Historic District_083: Building #69 from the northwest
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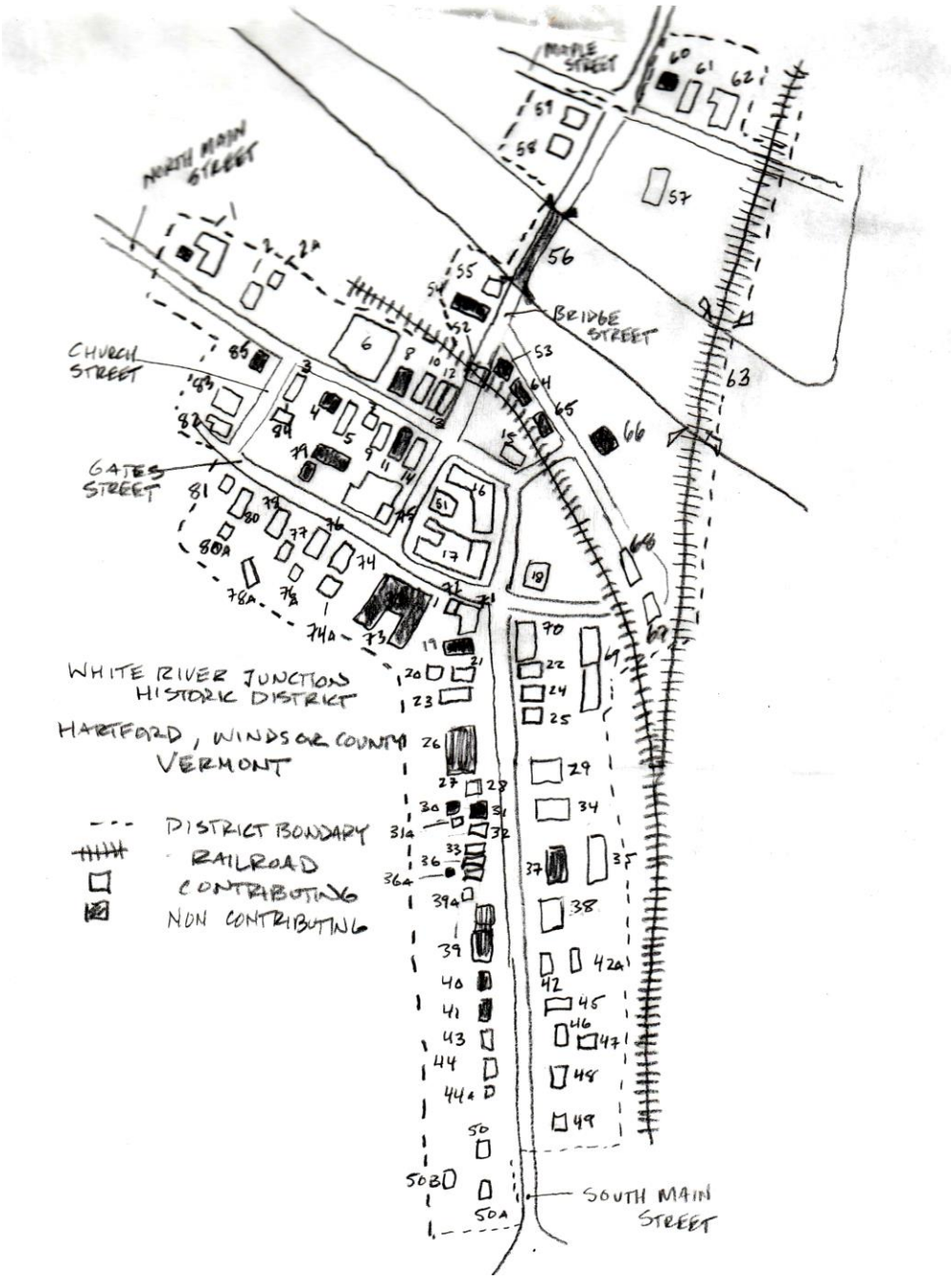
- VT_Windsor County_White River Junction Historic District_102: Building #81 from the northwest
- VT_Windsor County_White River Junction Historic District_103: Building #82 from southeast

- VT_Windsor County_White River Junction Historic District_104: Building #83 from the north
- VT_Windsor County_White River Junction Historic District_105: Building #84 from the southwest
- VT_Windsor County_White River Junction Historic District_106: Building #85from the northeast
- VT_Windsor County_White River Junction Historic District_107: Intersection of South Main and Gates Street from the east
- VT_Windsor County_White River Junction Historic District_108: South Main Street from the north
- VT_Windsor County_White River Junction Historic District_109: South Main Street from the south
- VT_Windsor County_White River Junction Historic District_110: South Main Street from the northeast
- VT_Windsor County_White River Junction Historic District_111: North Main Street from the northwest
- VT_Windsor County_White River Junction Historic District_112: Corner of South Main Street and Gates Street from the southeast
- VT_Windsor County_White River Junction Historic District_113: Gates Street from the east

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

District Map



Historic Images

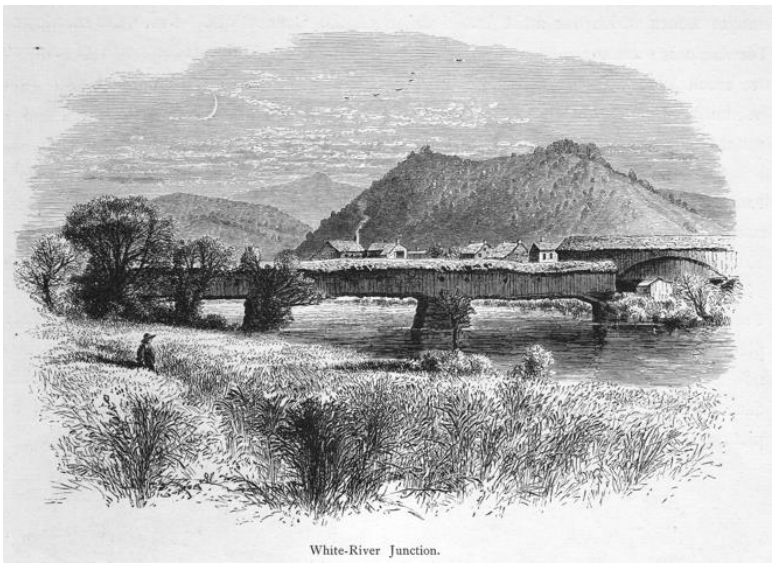


Figure 1, White River Junction, c. 1860

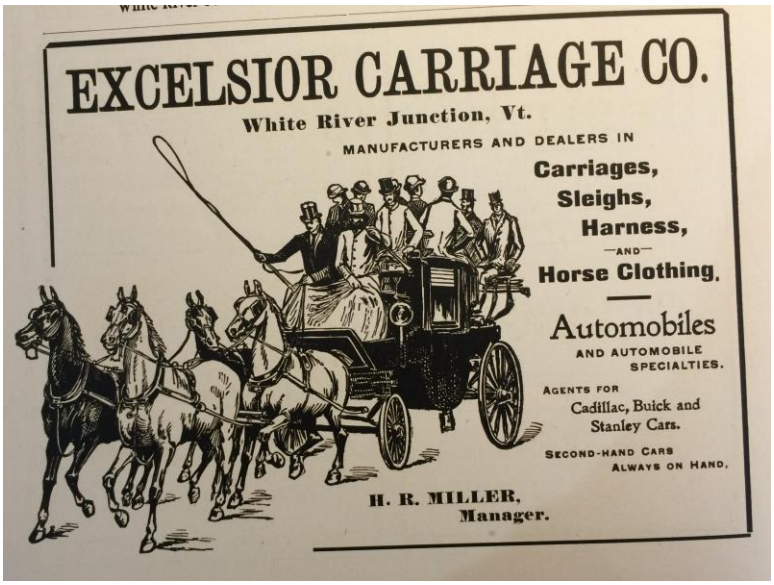


Figure 2 1908 Advertisement, Excelsior Carriage Company (#1)

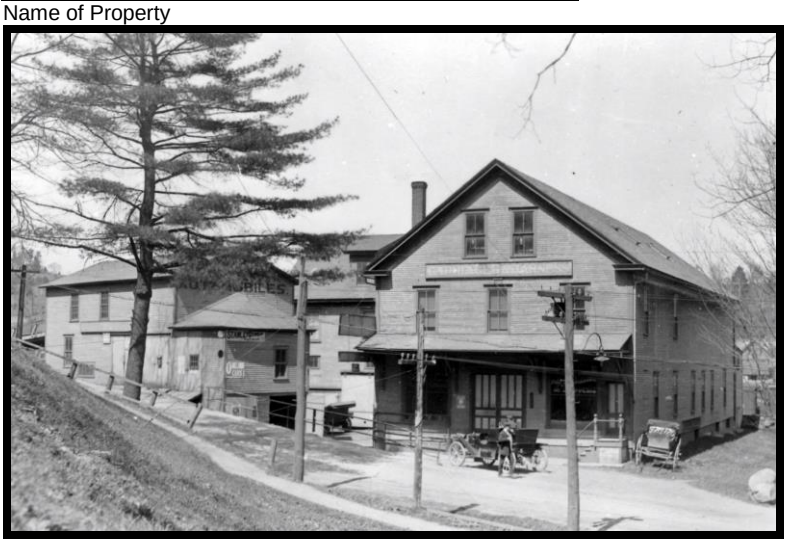


Figure 3 Excelsior Carriage Company (#1)
Figure 4

Figure 5 Excelsior Carriage Company (#1)

Figure 6 Randolph National Bank (#4)

Figure 7 Barnes/Leonard Building (#5)

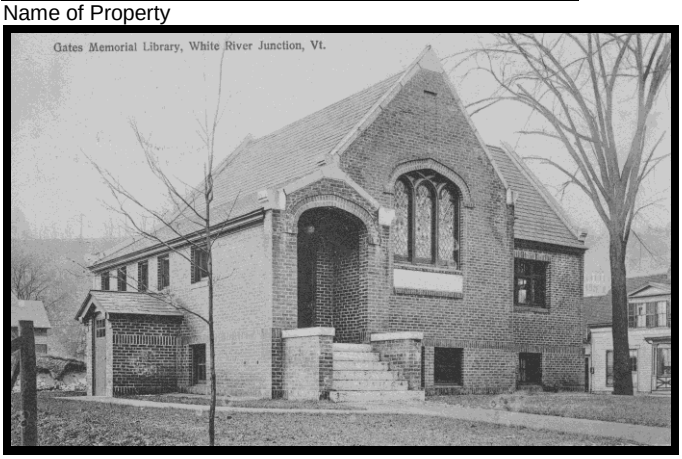


Figure 8 Gates Memorial Library

Figure 9 Vermont Baking Company (#6)

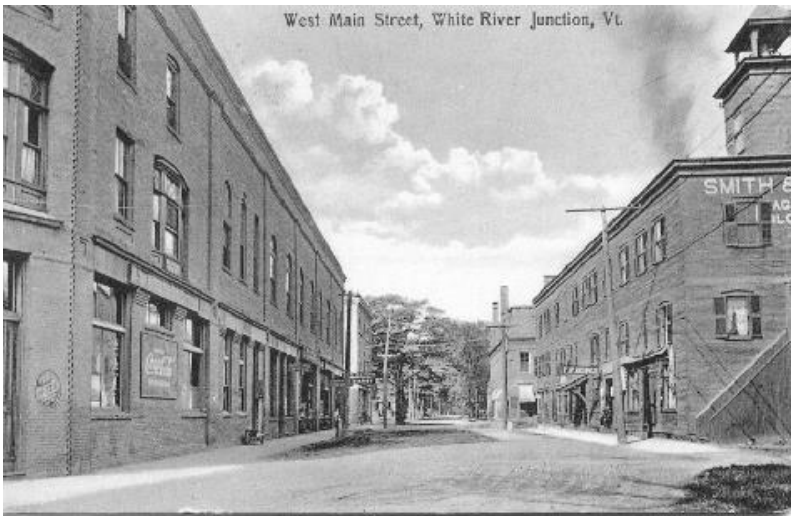


Figure 10 North Main Street

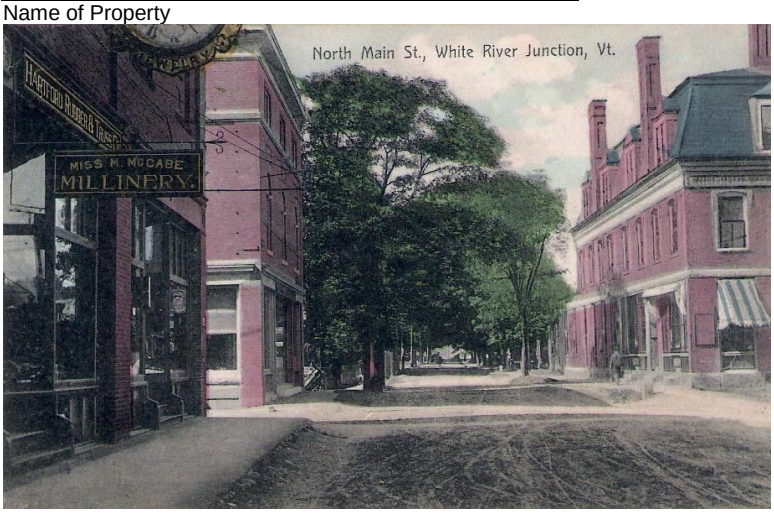


Figure 11 North Main Street

Figure 12 Dreamland Theater (#11) and Barnes Building/White River Paper Company (#14)

Figure 13 Fonda's Dress Shop (#13)

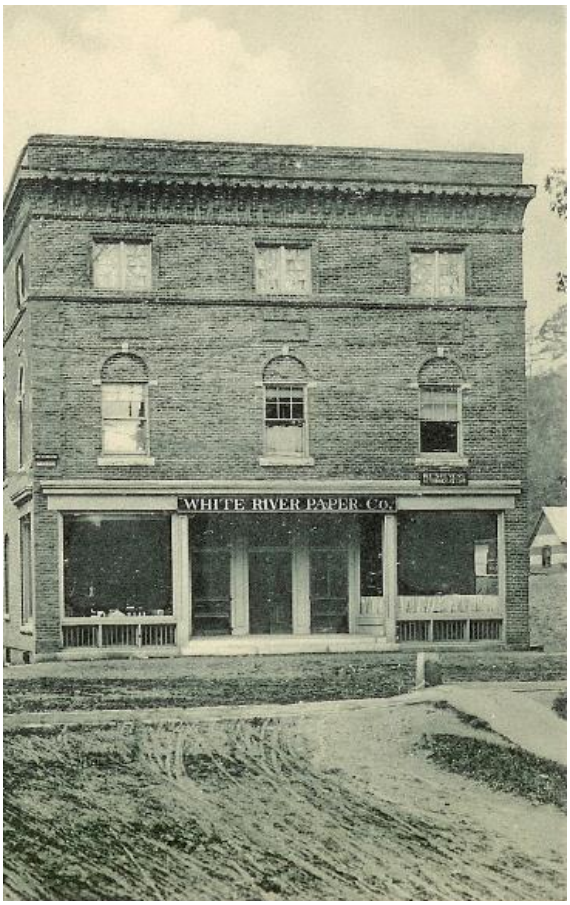


Figure 14 White River Paper Company (#14)

Figure 15 Bagley Block, Corner of Bridge and North Main, Demolished

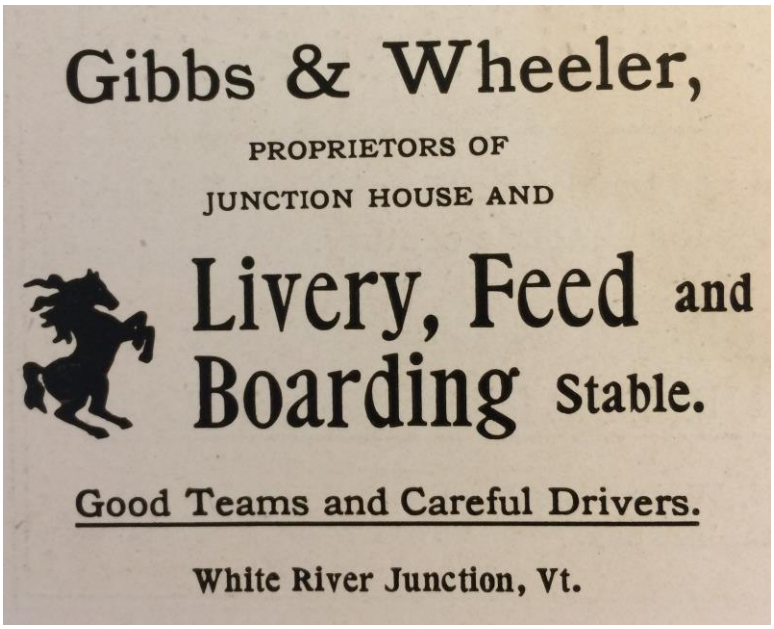


Figure 16 Gibbs and Wheeler Advertisement (#17)

Figure 17, Tinkham's General Store (Demolished). Site of Polka Dot Diner

Figure 18 South Main Street

Figure 19 Gates Block, c. 1926

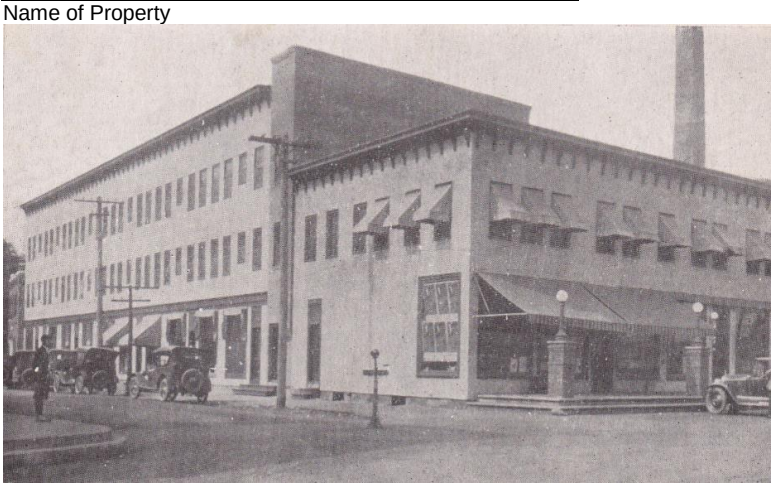


Figure 20 Coolidge Hotel (#17)

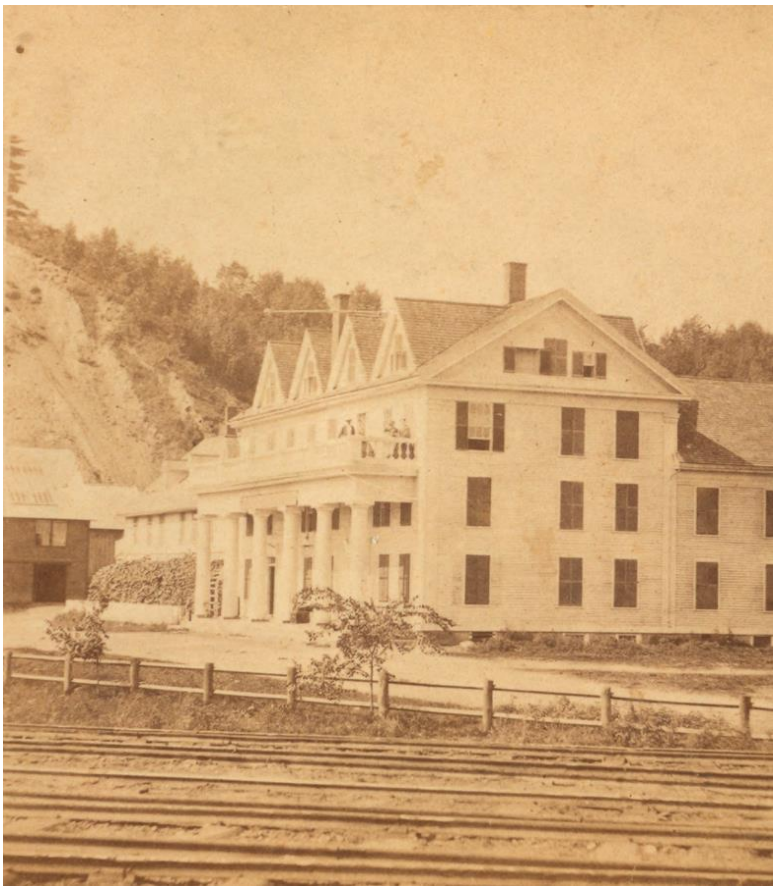


Figure 21 Junction House (No Longer Standing)

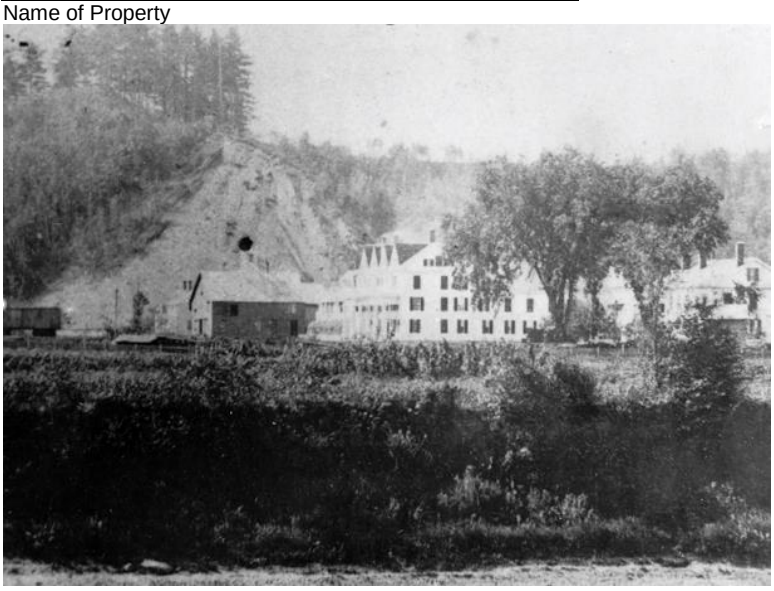


Figure 22,White River Junction and Junction House from the east

Figure 23 Coolidge Hotel

Figure 24 South Main Street

Figure 25 Crown Theater, Demolished 2005

Figure 26 Swift and Company (#29)

Figure 27 Latham and Co

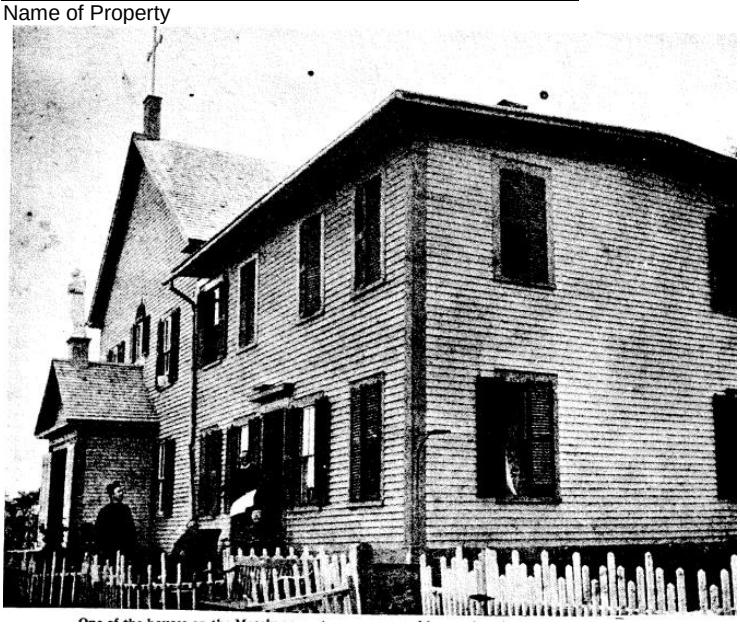
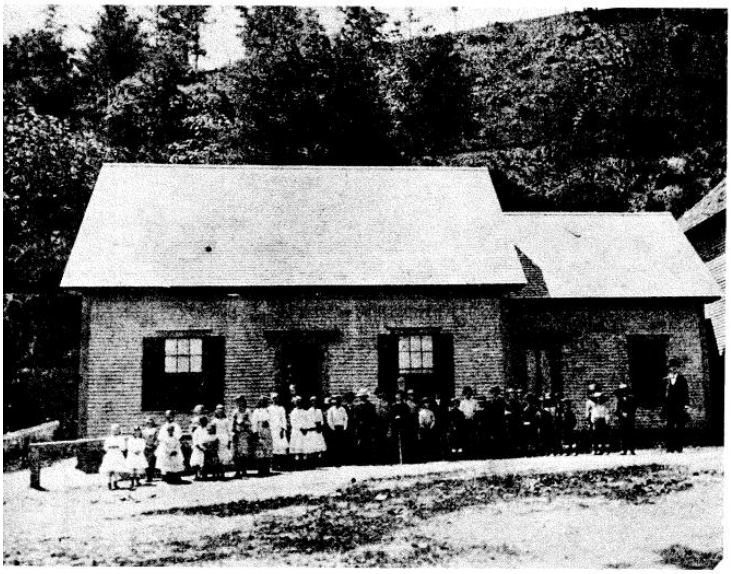


Figure 28 Old St. Anthony's Parish (#50)



The first parish school was located in a large room on South Main Street

Figure 29 Old St. Anthony's School (#50)

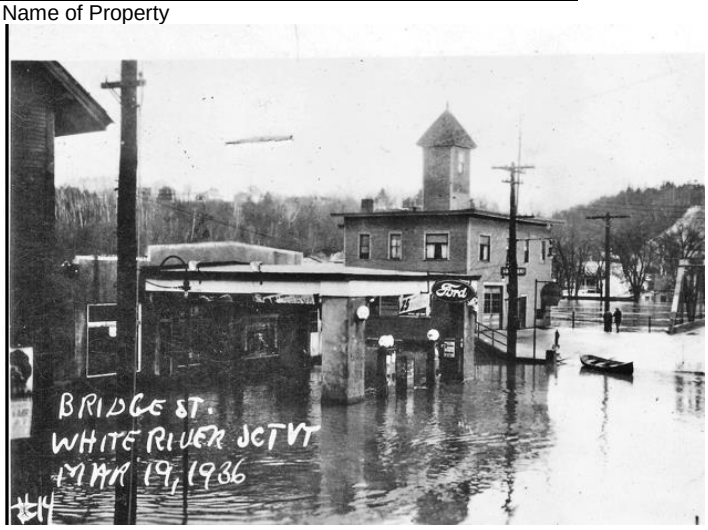


Figure 30 Fire District #1 Station (#55)

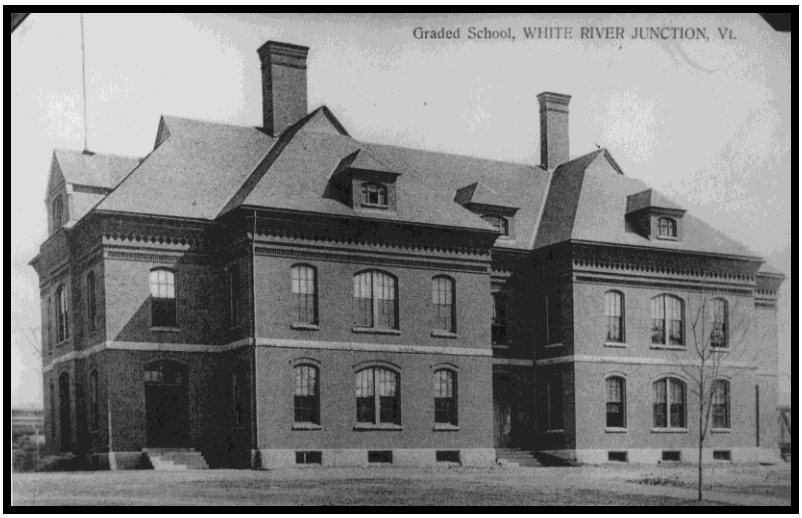


Figure 31 Hartford High School

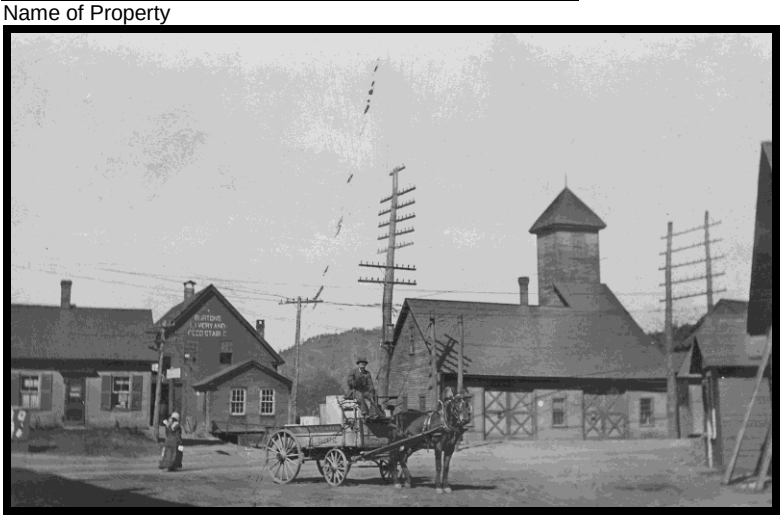


Figure 32 Corner of Bridge Street and Railroad Row, C. 1910

Figure 33 Southwest Corner of Bridge and Maple Streets

Figure 34 Maple Street

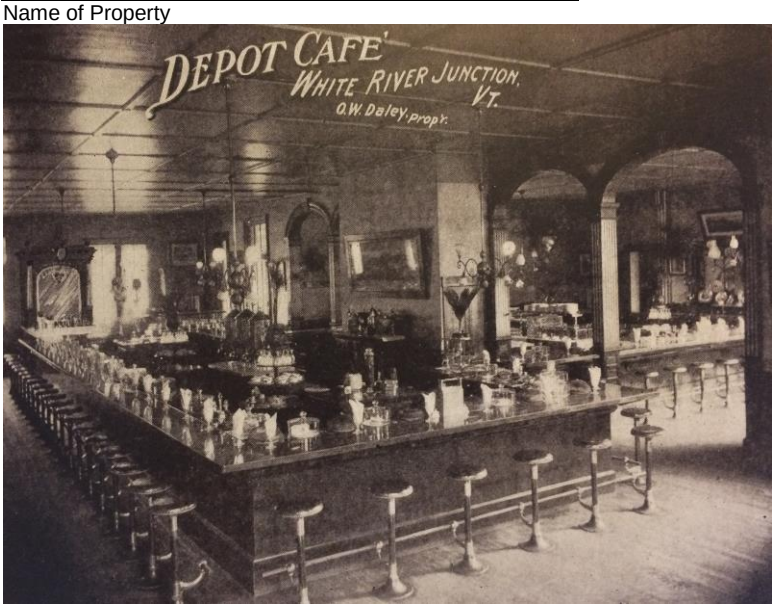


Figure 35 Depot Cafe, Boston & Maine Union Station (#67)

Figure 36 Union Station

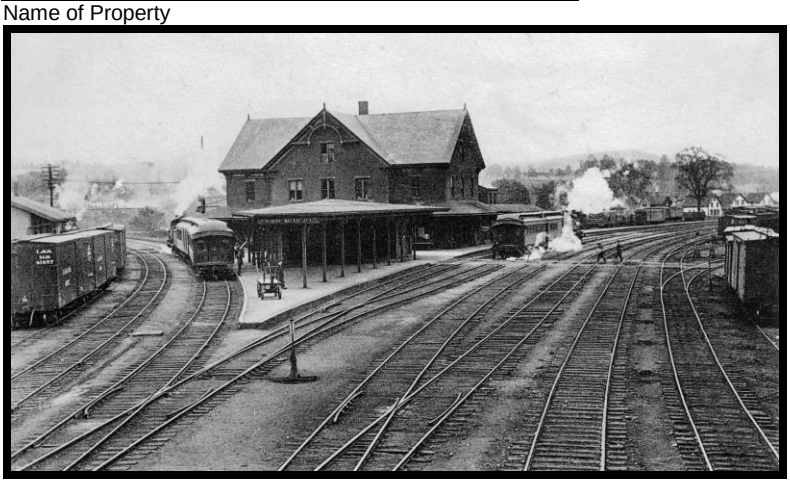


Figure 37 Union Station

Figure 38 Cross Abbott, C. 1950

Figure 39 Site of First National Bank (#70)

Figure 40 South Main Street

Figure 41 First National Bank (#70)

Figure 42 South Main Street

Figure 43 South Main Street

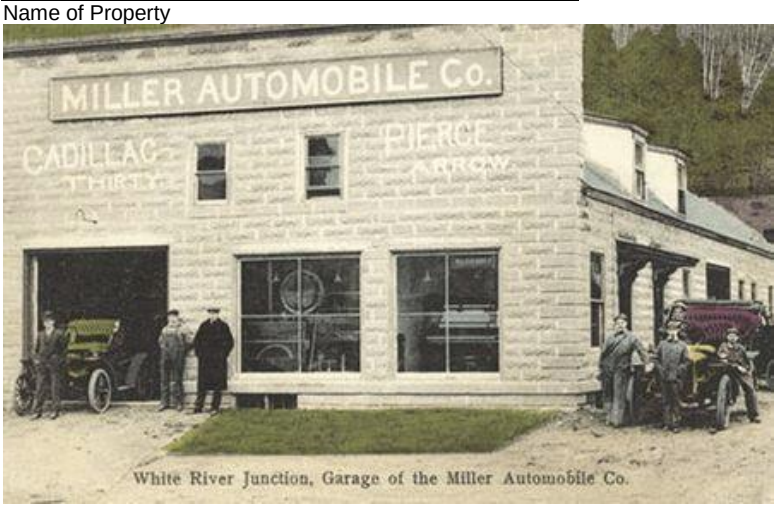


Figure 44 Miller Automobile (#73)

Figure 45 Gates Street, Looking West

Figure 46 Gates Street, Looking East

Figure 47 Tewksbury House (#82) and St. Anthony's Church (#83)

Historic Maps

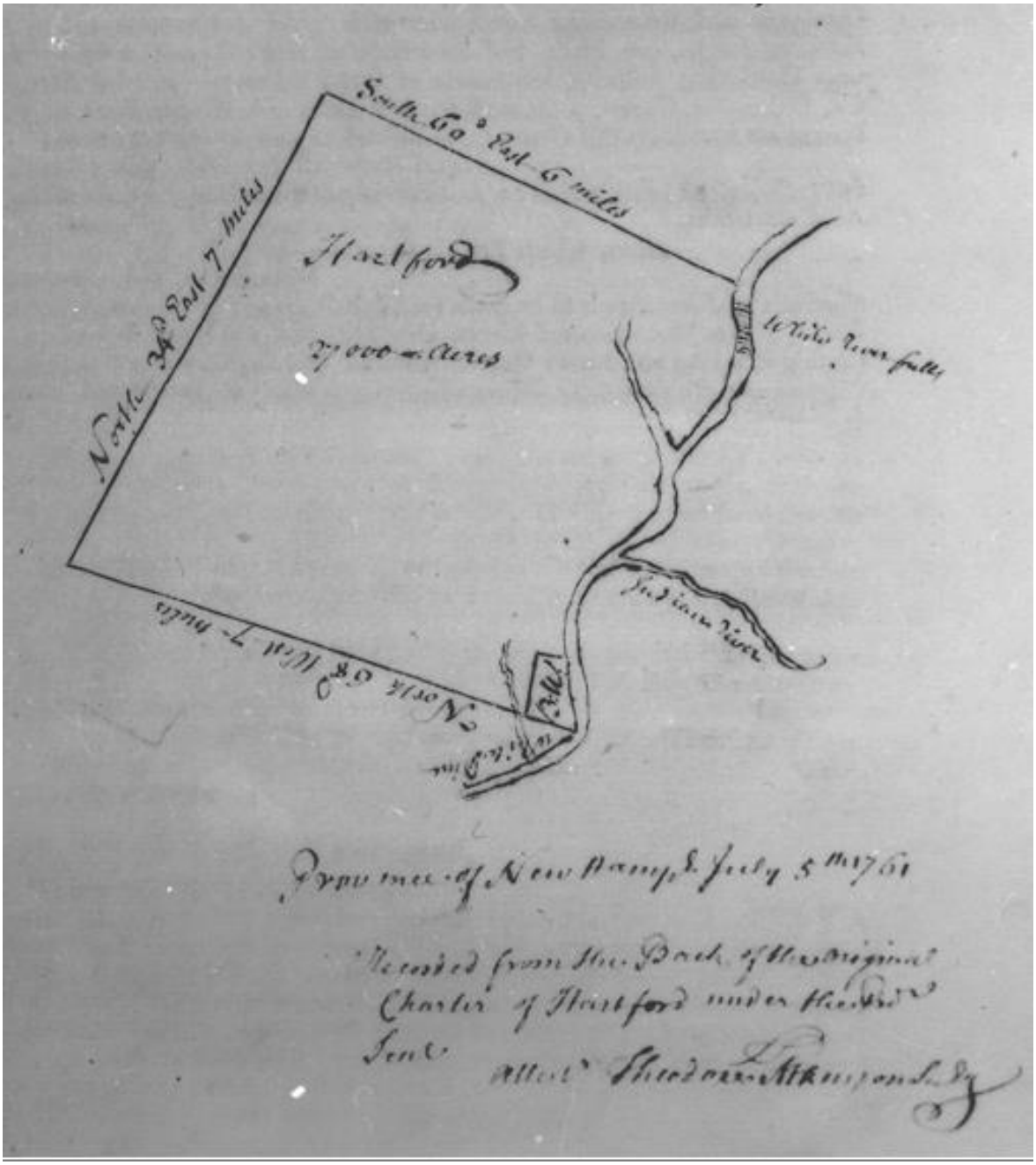


Figure 48 1761 Hartford Charter Map

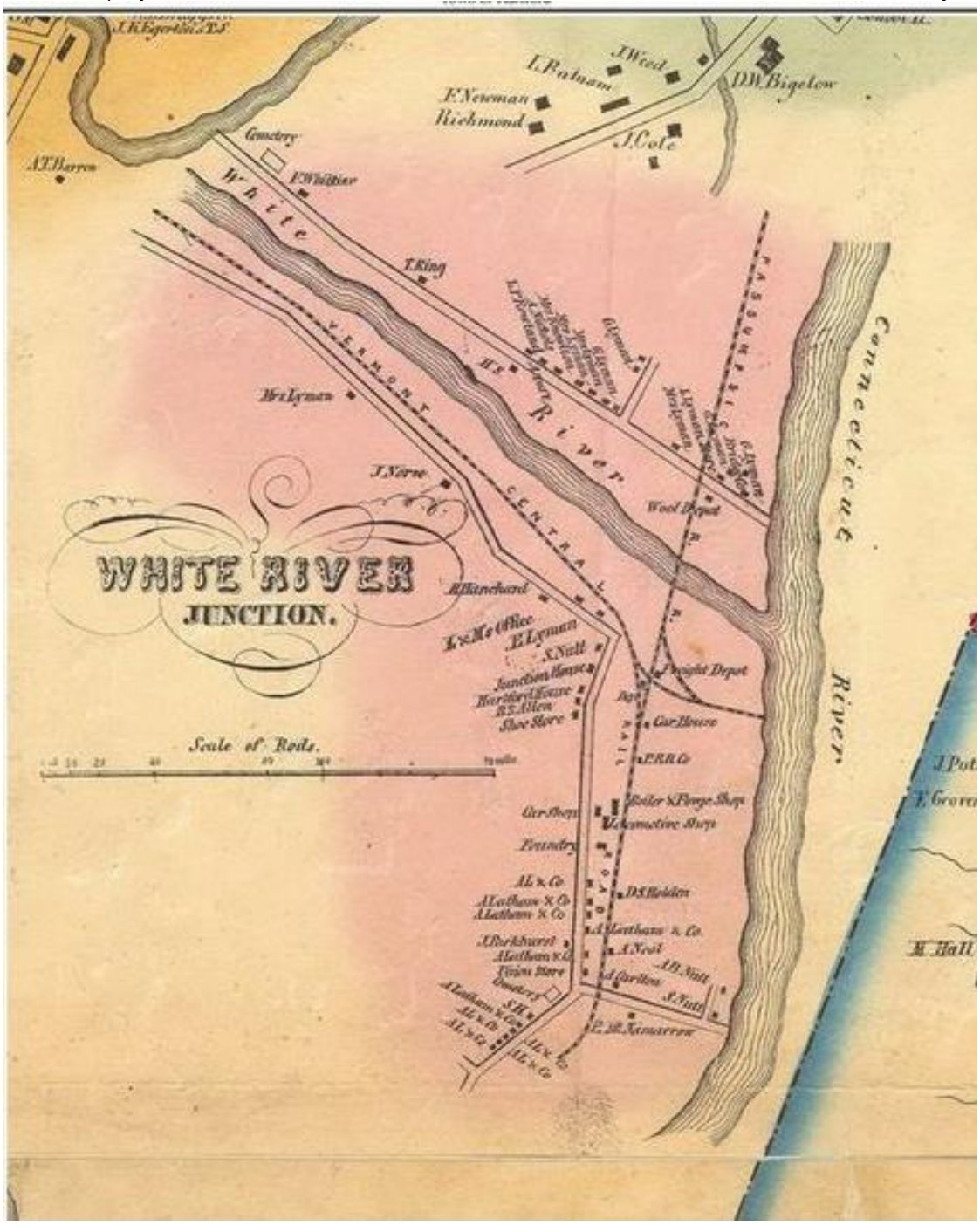


Figure 49 1856 Wall Map

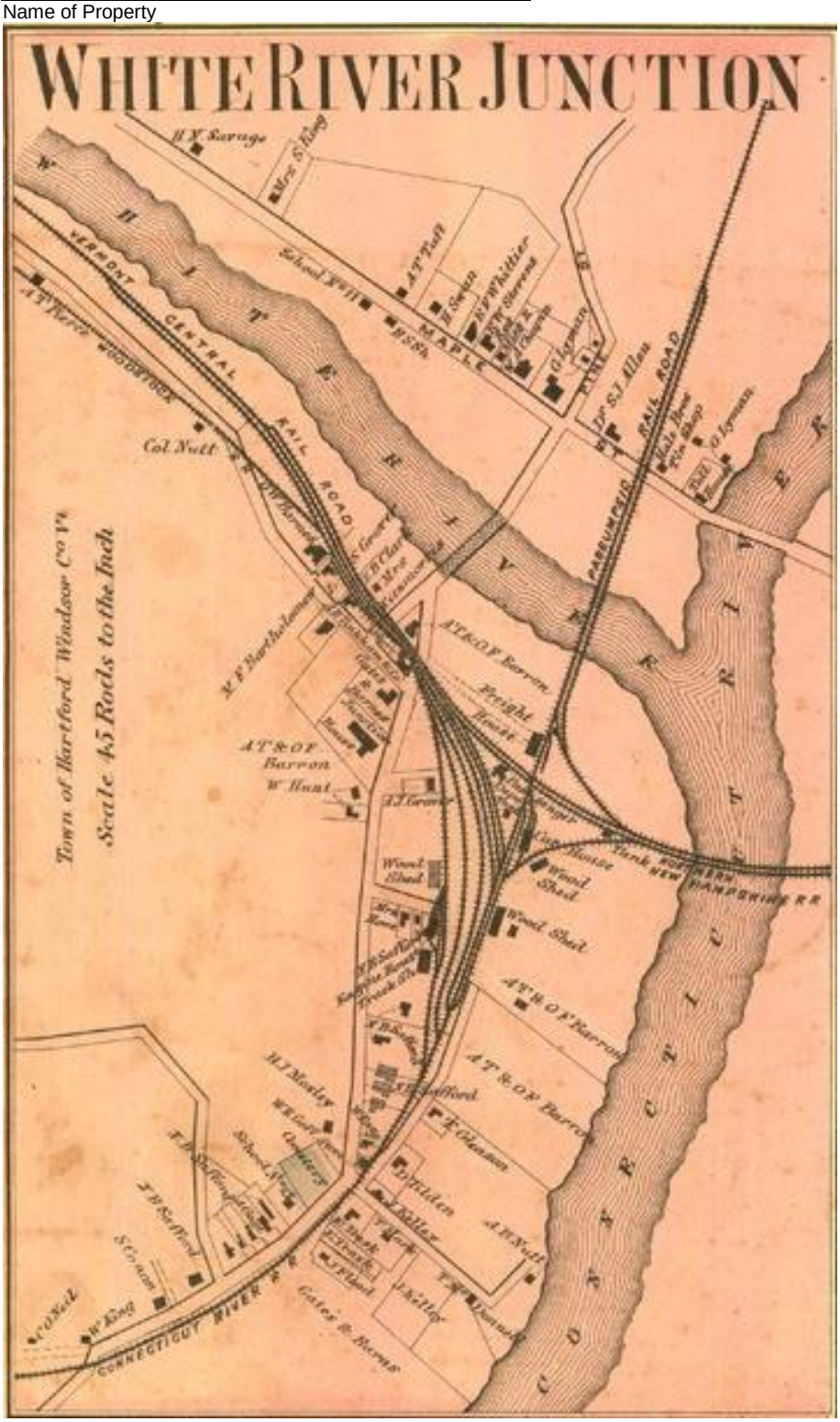


Figure 50 1869 Beers Atlas

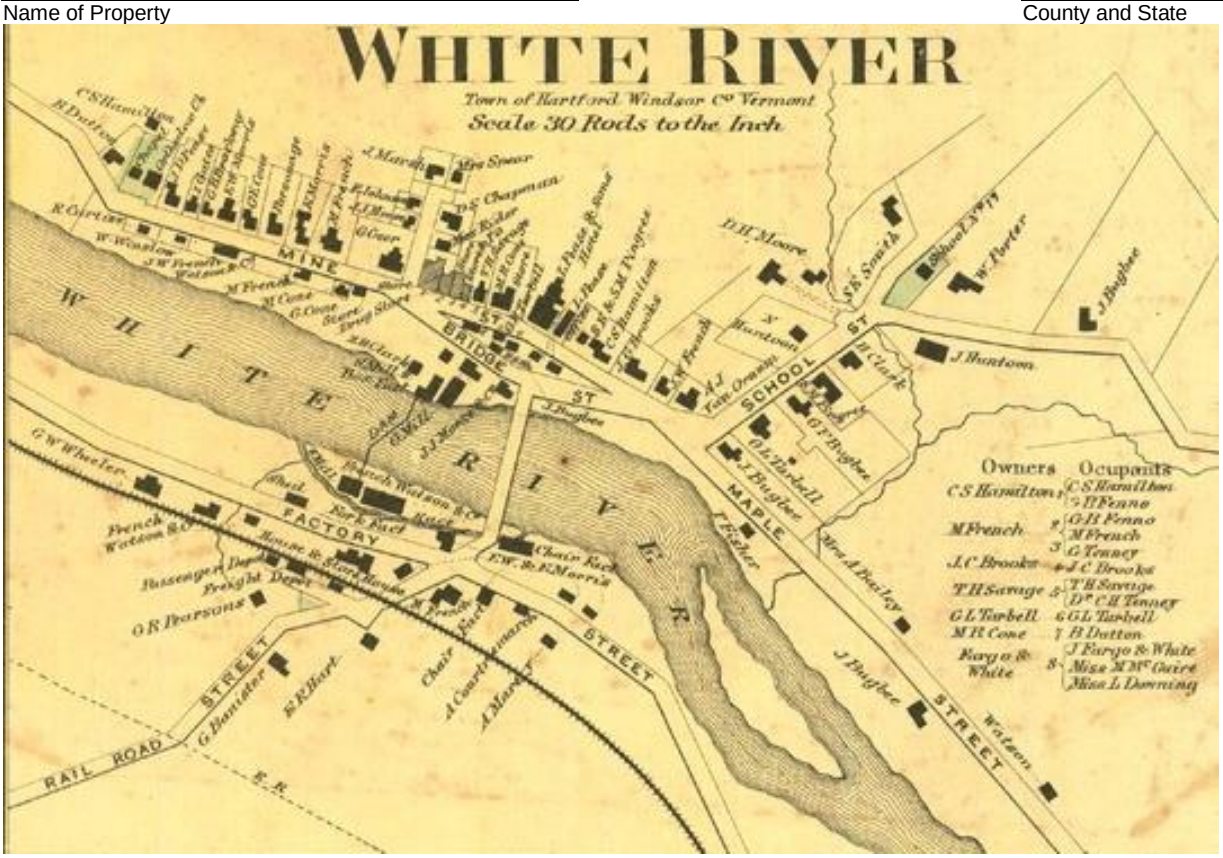


Figure 51 1869 Beers Atlas

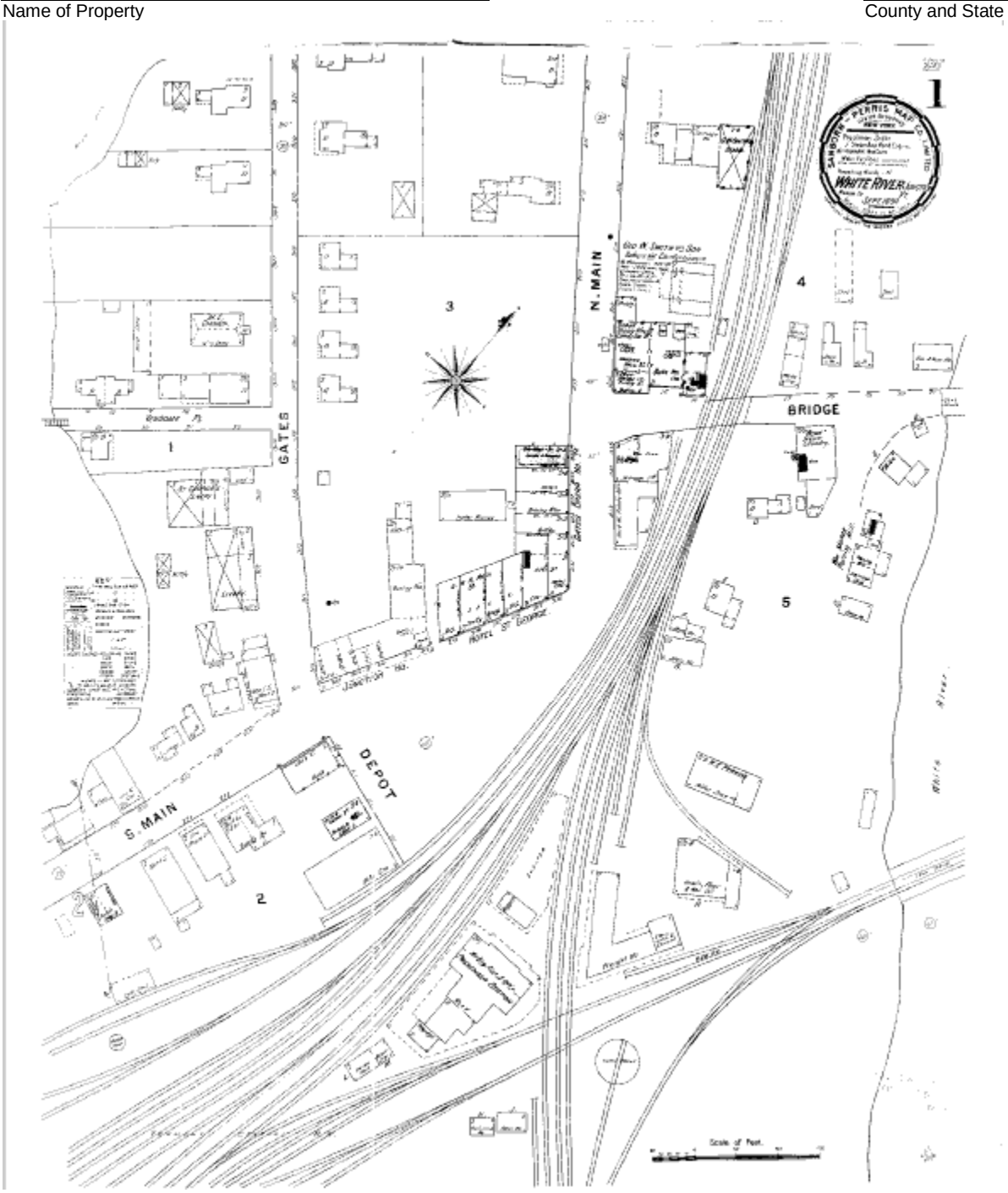


Figure 52 1894 Sanborn Insurance Map: South and North Main Streets, Gates Street, Depot

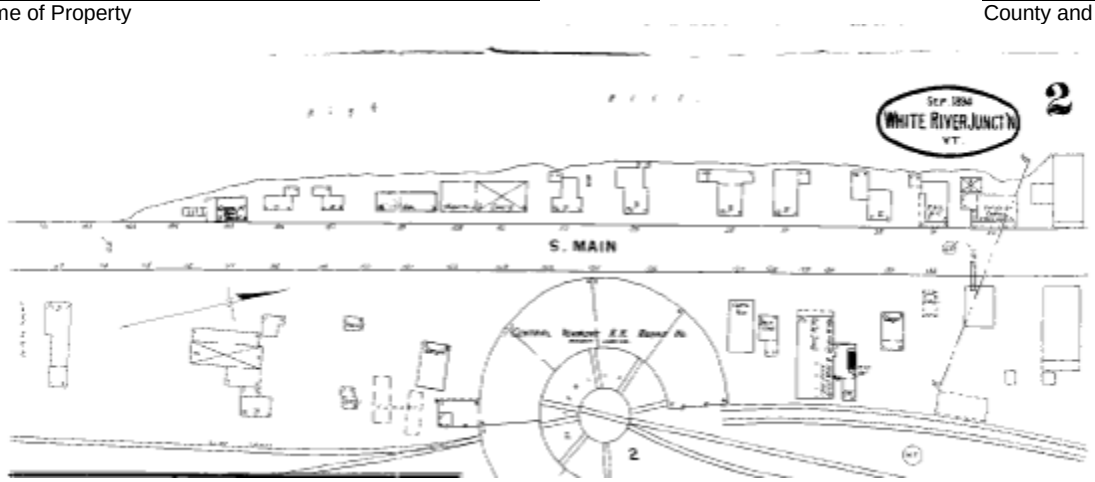


Figure 53 1894 Sanborn Fire Insurance Map: South Main Street

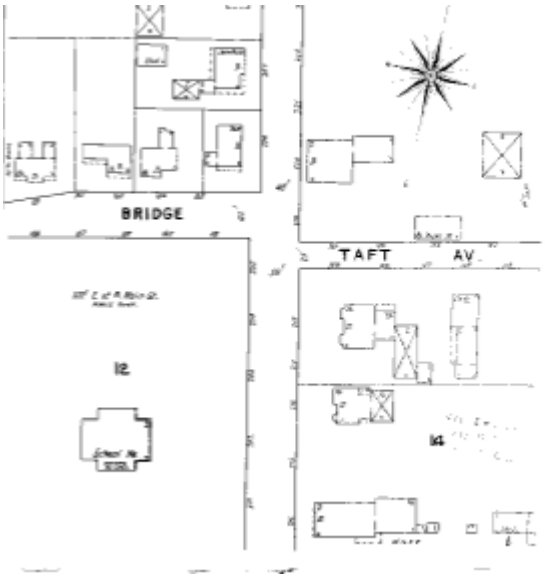


Figure 54 1894 Fire Insurance Map: Maple and Bridge Streets

Historic Properties Inventory

#	Name	Address	Date	C/NC	Notes
1	Excelsior Carriage Company	193-95 North Main Street	1895	C	
1a	Annex	193-95 North Main Street	1900	NC	alterations
2	Kibling House	165-167 North Main Street	c.1888	NC	Alterations
2a	Barn	165-167 North Main Street	c.1888, c. 1970	NC	Alterations
3	Huntoon House	128 North Main Street	c. 1872	C	
4	Twin Center Health/Randolph National Bank	108 North Main Street	c. 1940 and 1972	NC	Alterations
5	Barnes/Leonard Apartment House	98 North Main Street	c. 1900	C	
6	Tip Top Building/Vermont Baking Company	85 North Main Street	c. 1880, 1910, c. 1940, c. 1965, 2001	C	
7	Guarino Office Building	80 North Main Street	1960	C	
8	Upper Valley Automotive Machine, Inc.	71 North Main Street	c. 1930 and 1988,	NC	Alterations
9	Good Neighbor Health Clinics/Gates Memorial Library	70 North Main Street	1907, 2001	C	
10	Home Supply	59 North Main Street	1949	C	
11	Dreamland Building	58 North Main Street	1973, c. 2009	NC	Age
12	Main Street Furniture	57 North Main Street	1949	C	
13	Fonda's Dress Shop	53 North Main Street	1952	C	
14	Barnes Building/White River Paper Company	42 North Main Street	c.1905	C	

15	Polka Dot Diner	7 North Main Street	c. 1925, c. 1940, c. 1960s	C	
16	Gates Block	5 South Main Street	1890	C	
17	Hotel Coolidge	39 South Main Street	1925-26, 1970	C	
18	Post Office	46 South Main Street	1934	C	
19	Planned Parenthood/Commercial Block	79 South Main Street	1931	NC	Alterations
20	Warehouse	87 South Main Street	c. 1915	C	
21	Carlo/Saia Fruit Store	89 South Main Street	c. 1910	C	
22	Colodny's Surprise Department Store	92 South Main Street	c. 1929	C	
23	Falzarano Commercial Block	93 South Main Street	1946	C	
24	White River Savings Bank/Edson Grocery	104 South Main Street	c. 1880 and c. 1900	C	
25	Parker Commercial Block	112 South Main Street	c. 1930	C	
26	Number Four Building	129 South Main Street	1967, 1983 and 2012	NC	alterations
27	House	145 South Main Street,	C.1880	C	
28	Talbert Bakery/Fong's Chinese Laundry	153 South Main Street	c. 1880 and c. 1920	C	
29	Swift & Company	158 South Main Street	, c. 1950, 1991, 1993	C	
30	Automobile Garage	163 South Main Street	c. 1930 and c. 1980	NC	Alterations
31	Pratt House	167 South Main Street	c. 1880 and c. 1980	NC	Alterations
31a	Automobile Garage	167 South Main Street	c.1930	NC	Alterations
32	Progressive Market	173 South Main Street	c. 1922	C	Individually listed to NRHP
33	Butman House	183 South Main Street	c. 1905	C	
34	Windsor County Farmers'	186 South	c. 1930	C	

	Exchange	Main Street			
35	Freight House	188 South Main Street	1930	C	
36	Gallo House	191 South Main Street	C.1880	C	
36a	Garage	191 South Main Street	c. 1940	NC	
37	230 South Main Street,	230 South Main Street	2000	NC	Age
38	240 South Main Street	240 South Main Street	c.1930	C	
39	Twin State Electrical Building	241 South Main Street	c.1960	NC	Alterations
39a	Garage	241 South Main Street	c.1920	C	
40	Fucci Home	253 South Main Street	c. 1920	NC	Alterations
41	Lang House	261 South Main Street	c. 1905	NC	Alterations
42	Texaco Storage	264 South Main Street	c.1930	C	
42a	Texaco Storage	264 South Main Street	c. 1930	C	
43	Izzo House	273 South Main Street	c.1880	C	
44	Esposito House	279 South Main Street	c.1915	C	
44a	Garage	279 South Main Street	c.1925	C	
45	Regione House	304 South Main Street	c.1920	C	
46	Falzarano Tenement	320 South Main Street	c. 1890	C	
47	Falzarano House	320a South Main Street	c.1890	C	
48	Schettino House	332 South Main Street,	c. 1890	C	
49	Tisi House	360 South Main Street	c. 1922	C	
50	Old St. Anthony's Parish	407 South Main Street	c. 1849, 1870, 1873, 1876, 1888	C	
50a	Garage	407 South Main Street	c.1876	C	
50b	Garage	407 South Main Street	c. 1876	C	

51	Daley/Powers Block	40 Currier Street	1909	C	
52	Central Vermont and Woodstock Railway Bridge	Bridge Street	c. 1910	C	
53	15 Railroad Row	15 Railroad Row	c.2005	NC	Age
54	Automobile Dealership	52 Bridge Street	c. 1930 and c. 1980	NC	Alterations
55	Fire District No. 1 Station	58 Bridge Street	1893 and 1919	C	
56	Lehman Bridge over White River	Bridge Street	1991	NC	Age
57	Hartford High School	171 Bridge Street	1884 and 1895	C	
58	Morse House	172 Bridge Street	c. 1880	C	
59	Williams House	176 Bridge Street	c. 1885	C	
60	Lyman House	113 Maple Street	c. 1890	NC	Alterations
61	Perkins Building	101 Maple Street	c. 1900	C	
62	Commercial Livery and Garage	87 Maple Street	c. 1920, c. 1960	NC	Alterations
63	Boston & Maine Railroad Bridge		1848 (abutments and piers), and c. 1939 (bridge)	c	
64	35 Railroad Row	35 Railroad Row	C.2008	Nc	Age
65	55 Railroad Row	55 Railroad Row	c.1990	NC	Age
66	Windsor County District Courthouse	82 Railroad Row	1990	NC	Age
67	Boston & Maine Union Station	100-06 Railroad Row	1937	C	
67a	Boston & Maine Union Station Canopy	100-06 Railroad Row	1937	C	
68	Boston & Maine R.R.	Railroad	1892, moved	C	

	Locomotive #494	Row	to site 1993,		
69	Cross-Abbott Grocery	4 Gates Street	1894 and 1953	C	
70	First National Bank of White River Junction/White River Savings Bank,	28 Gates Street	1892, 1904, 1915	C	
71	Greenough Block	60 Gates Street	c. 1910	C	
72	Commercial Building	Gates Street	c.1920	NC	Alterations
73	Northern Stage/Miller Auto Company	76 Gates Street	c. 1930, c. 1980, c. 2002	NC	Alterations
74	United Methodist Church	106 Gates Street	1878	C	
74a	Annex	106 Gates Street	1957	C	
75	New England Telephone and Telegraph Company	119 Gates Street	1922, 1961, 1975	C	
76	Daley House	128 Gates Street	c. 1895	C	
76a	Garage	128 Gates Street	c.1960	C	
77	Wilson House	140 Gates Street	c. 1890, moved 1917	C	
78	Brown House	146 Gates Street	c.1880	C	
78a	Garage	146 Gates Street	c.1930	C	
79	Coolidge Apartments	151 Gates Street	c. 1955, 1997	C	
80	Lyon/Currier House	160 Gates Street	c. 1880	C	
80a	Barn	160 Gates Street	c. 1880 and c. 1890	C	
81	Landon/Hough House,	178 Gates Street	c. 1880	C	
82	Tewksbury House/St. Anthony's Parsonage	15 Church Street	c. 1875	C	
83	St. Anthony's Catholic Church	15 Church Street	1898	C	
84	Nichols House	36 Church Street	c. 1905	C	
85	St. Anthony's Rectory #2	41 Church Street	1968	NC	Age
85a	Garage	41 Church Street	1968	NC	Age

Property Owners

#	Name	Address	Date	Owner
1	Excelsior Carriage Company	193-95 North Main Street	1895	Upper Valley Cooperative 193-211 North Main Street White River Junction, Vermont 05001
1a	Annex	193-95 North Main Street	1900	Upper Valley Cooperative 193-211 North Main Street White River Junction, Vermont 05001
2	Kibling House	165-167 North Main Street	c.1888	Dets LLC P O BOX 796 White River Junction, Vermont 05001-0796
2a	Barn	165-167 North Main Street	c.1888, c. 1970	Dets LLC P O BOX 796 White River Junction, Vermont 05001-0796
3	Huntoon House	128 North Main Street	c. 1872	Dr. Thomas F. Terry P O BOX 518 White River Junction, Vermont 05001
4	Twin Center Health/Randolph National Bank	108 North Main Street	c. 1940 and 1972	Gifford Medical Center 44 SOUTH MAIN STREET Randolph, Vermont 05060
5	Barnes/Leonard Apartment House	98 North Main Street	c. 1900	Nelson F. Fogg, Jr. 1327 Christian Street White River Junction, Vermont 05001
6	Tip Top Building/Vermont Baking Company	85 North Main Street	c. 1880, 1910, c. 1940, c. 1965, 2001	Tip Top Media, Inc. 85 North Main Street, #200 White River Junction, Vermont 05001
7	Guarino Office Building	80 North Main Street	1960	B-P Holdings, Inc. PO Box 799 White River Junction, Vermont 05001
8	Upper Valley Automotive Machine, Inc.	71 North Main Street	c. 1930 and 1988,	Wilson T. Follett 5091 Jericho Street White River Junction, Vermont 05001
9	Good Neighbor Health Clinics/Gates Memorial	70 North Main Street	1907, 2001	Good Neighbor Health Clinic 70 North Main Street

	Library			White River Junction, Vermont 05001
10	Home Supply	59 North Main Street	1949	Selma C. Sanborn, Trustee 18 Skylark Road Lebanon, NH 03766
11	Dreamland Building	58 North Main Street	1973, c. 2009	WHITE RIVER LYRIC PROPERTIES LLC 85 NORTH MAIN STREET #200 WHITE RIVER JCT, VT 05001
12	Main Street Furniture	57 North Main Street	1949	ELIZABETH FALZARANO EDSON 57 NORTH MAIN STREET WHITE RIVER JCT, VT 05001
13	Fonda's Dress Shop	53 North Main Street	1952	ELIZABETH FALZARANO EDSON 57 NORTH MAIN STREET WHITE RIVER JCT, VT 05001
14	Barnes Building/White River Paper Company	42 North Main Street	c.1905	WENDY HALLGREN P O BOX 797 NORWICH, VT 05055-0797
15	Polka Dot Diner	7 North Main Street	c. 1925, c. 1940, c. 1960s	Robert Shatney P O BOX 3 CORNISH FLAT, NH 03746-0003
16	Gates Block	5 South Main Street	1890	MARGARET B. BRIGGS 274 GIFFORD ROAD WHITE RIVER JCT, VT 05001
17	Hotel Coolidge	39 South Main Street	1925-26, 1970	NORTHERN HOSPITALITY LTD PARTNERS P O BOX 515 WHITE RIVER JCT, VT 05001-0515
18	Post Office	46 South Main Street	1934	NATIONAL ASSN COMICS ARTS EDUCATOR INC P O BOX 125 WHITE RIVER JCT, VT 05001-0125
19	Planned Parenthood/Commercial Block	79 South Main Street	1931	RJR WHITE RIVER JUNCTION LLC C/O NORTHLAND ENTERPRISES LLC

				17 SOUTH STREET #300 PORTLAND, ME 04101
20	Warehouse	87 South Main Street	c. 1915	PATRICIA L. PIPPIN P O BOX 705 WHITE RIVER JCT, VT 05001-0705
21	Carlo/Saia Fruit Store	89 South Main Street	c. 1910	PATRICIA L. PIPPIN P O BOX 705 WHITE RIVER JCT, VT 05001-0705
22	Colodny's Surprise Department Store	92 South Main Street	c. 1929	HOUSING FOUNDATION INC 1 PROSPECT STREET MONTPELIER VT 05602-3556
23	Falzarano Commercial Block	93 South Main Street	1946	NALETTE FAMILY REVOCABLE LIVING TRUST 456 CHRISTIAN STREET WHITE RIVER JCT, VT 05001
24	White River Savings Bank/Edson Grocery	104 South Main Street	c. 1880 and c. 1900	EXECUSUITE LLC C/O MIKE DAVIDSON 31 ELM STREET LEBANON, NH 03766
25	Parker Commercial Block	112 South Main Street	c. 1930	EXECUSUITE LLC C/O MIKE DAVIDSON 31 ELM STREET LEBANON, NH 03766
26	Number Four Building	129 South Main Street	1967, 1983 and 2012	NUMBER FOUR LLC 85 NORTH MAIN STREET 3200 WHITE RIVER JCT, VT 05001
27	House	145 South Main Street	C.1880	MAYLAND REAL ESTATE LIMITED C/O PENTAGON PROPERTY MGMT LLC P O BOX 5436 WEST LEBANON, NH 03784-5436
28	Talbert Bakery/Fong's Chinese Laundry	153 South Main Street	c. 1880 and c. 1920	MAYLAND REAL ESTATE LIMITED C/O PENTAGON PROPERTY MGMT LLC P O BOX 5436 WEST LEBANON, NH 03784-5436
29	Swift & Company	158 South Main Street	c. 1950, 1991, 1993	COVER HOME REPAIR INC 158 SOUTH MAIN STREET WHITE RIVER JCT, VT 05001

30	Automobile Garage	163 South Main Street	c. 1930 and c. 1980	MAYLAND REAL ESTATE LIMITED C/O PENTAGON PROPERTY MGMT LLC P O BOX 5436 WEST LEBANON, NH 03784-5436
31	Pratt House	167 South Main Street	c. 1880 and c. 1980	LEONARD N. MORSE TUSON GWEN L P O BOX 633 WILDER, VT 05088-0633
31a	Automobile Garage	167 South Main Street	c.1930	LEONARD N. MORSE TUSON GWEN L P O BOX 633 WILDER, VT 05088-0633
32	Progressive Market	173 South Main Street	c. 1922	INKWELL ENTERPRISES LLC P O BOX 1513 QUECHEE, VT 5059-1513
33	Butman House	183 South Main Street	c. 1905	DUNNE MATTHEW B P O BOX 1513 QUECHEE, VT 05059-1513
34	Windsor County Farmers' Exchange	186 South Main Street	c. 1930	EXECUSUITE LLC C/O MIKE DAVIDSON 31 ELM STREET LEBANON, NH 03766
35	Freight House	188 South Main Street	1930	EXECUSUITE LLC C/O MIKE DAVIDSON 31 ELM STREET LEBANON, NH 03766
36	Gallo House	191 South Main Street	C.1880	DUNNE MATTHEW B P O BOX 1513 QUECHEE, VT 05059-1513
36a	Garage	191 South Main Street	c. 1940	DUNNE MATTHEW B P O BOX 1513 QUECHEE, VT 05059-1513
37	230 South Main Street	230 South Main Street	2000	EXECUSUITE LLC C/O MIKE DAVIDSON 31 ELM STREET LEBANON, NH 03766
38	240 South Main Street	240 South Main Street	c.1930	EXECUSUITE LLC C/O MIKE DAVIDSON 31 ELM STREET LEBANON, NH 03766
39	Twin State Electrical Building	241 South Main Street	c.1960	21 AGUA STREET LLC 31 ELM STREET LEBANON, NH 03766
39a	Garage	241 South	c.1920	21 AGUA STREET LLC

		Main Street		31 ELM STREET LEBANON, NH 03766
40	Fucci Home	253 South Main Street	c. 1920	PAUL GORDON P O BOX 1007 WHITE RIVER JCT VT 05001-1007
41	Lang House	261 South Main Street	c. 1905	MICHAEL BETTIS + PHYLLIS A BETTIS TRUSTEES BETTIS FAMILY TRUST P O BOX 331 HARTFORD, VT 05047-0331
42	Texaco Storage	264 South Main Street	c.1930	264 SOUTH MAIN WRJ LLC C/O PURCELL 21 SCHOOL STREET, LEBANON, NH 03766
42a	Texaco Storage	264 South Main Street	c. 1930	264 SOUTH MAIN WRJ LLC C/O PURCELL 21 SCHOOL STREET, LEBANON, NH 03766
43	Izzo House	273 South Main Street	c.1880	MICHAEL BETTIS + PHYLLIS A BETTIS TRUSTEES BETTIS FAMILY TRUST P O BOX 331 HARTFORD, VT 05047-0331
44	Esposito House	279 South Main Street	c.1915	JEFFREY M THOMAS 4253 ALLEN HILL ROAD SOUTH ROYALTON VT 05068
44a	Garage	279 South Main Street	c.1925	JEFFREY M THOMAS 4253 ALLEN HILL ROAD SOUTH ROYALTON VT 05068
45	Regione House	304 South Main Street	c.1920	MAYLAND REAL ESTATE LIMITED C/O PENTAGON PROPERTY MGMT LLC P O BOX 5436 WEST LEBANON, NH 03784-5436
46	Falzarano Tenement	320 South Main Street	c. 1890	MAYLAND REAL ESTATE LIMITED C/O PENTAGON PROPERTY MGMT LLC P O BOX 5436 WEST LEBANON, NH

				03784-5436
47	Falzarano House	320a South Main Street	c.1890	MAYLAND REAL ESTATE LIMITED C/O PENTAGON PROPERTY MGMT LLC P O BOX 5436 WEST LEBANON, NH 03784-5436
48	Schettino House	332 South Main Street,	c. 1890	SOUTH STREET PROPERTIES LLC P O BOX 5503 WEST LEBANON NH 03784-5503
49	Tisi House	360 South Main Street	c. 1922	ANDREW LONGE P O BOX 1292 WHITE RIVER JCT VT 05001-1292
50	Old St. Anthony's Parish	407 South Main Street	c. 1849, 1870, 1873, 1876, 1888	ROBERT A. HEBERT 407 SOUTH MAIN STREET WHITE RIVER JCT VT 05001-1937
50a	Garage	407 South Main Street	c.1876	ROBERT A. HEBERT 407 SOUTH MAIN STREET WHITE RIVER JCT VT 05001-1937
50b	Garage	407 South Main Street	c. 1876	ROBERT A. HEBERT 407 SOUTH MAIN STREET WHITE RIVER JCT VT 05001-1937
51	Daley/Powers Block	40 Currier Street	1909	MARCIA LANDON P O BOX 191 WILDER VT 05088-0191
52	Central Vermont and Woodstock Railway Bridge	Bridge Street	c. 1910	New England Central c/o CV Properties, Inc. P.O. Box 5015 Troy, MI 48007
53	15 Railroad Row	15 Railroad Row	c.2005	RAILROAD ROW LLC P O BOX 267 HANOVER, NH 03755-0267
54	Automobile Dealership	52 Bridge Street	c. 1930 and c. 1980	MOJO PROPERTIES LLC 1280 TURNPIKE ROAD NORWICH, VT 05055
55	Fire District No. 1 Station	58 Bridge Street	1893 and 1919	HARTFORD FIRE DISTRICT 1 LLC C/O DAVID F FORD

				58 BRIDGE STREET WHITE RIVER JCT, VT 05001
56	Lehman Bridge over White River	Bridge Street	1991	Town of Hartford 171 Bridge Street White River Junction, VT 05001
57	Hartford High School	171 Bridge Street	1884 and 1895	HARTFORD TOWN OF 171 BRIDGE STREET WHITE RIVER JCT, VT 05001
58	Morse House	172 Bridge Street	c. 1880	PHYLLIS MORRIS P O BOX 216 WHITE RIVER JCT, VT 05001-0216
59	Williams House	176 Bridge Street	c. 1885	PHYLLIS MORRIS P O BOX 216 WHITE RIVER JCT, VT 05001-0216
60	Lyman House	113 Maple Street	c. 1890	WILLIAM A. SHAMBO, TRUSTEE PO BOX 825 WHITE RIVER JCT, VT 05001-0825
61	Perkins Building	101 Maple Street	c. 1900	KIBBY EQUIPMENT CORP P O BOX 825 WHITE RIVER JCT, VT 05001-0825
62	Commercial Livery and Garage	87 Maple Street	c. 1920, c. 1960	KIBBY EQUIPMENT CORP P O BOX 825 WHITE RIVER JCT, VT 05001-0825
63	Boston & Maine Railroad Bridge		1848 (abutments and piers), and c. 1939 (bridge)	Guilford Rail System Iron Horse Park High Street North Billerica, MA 01862
64	35 Railroad Row	35 Railroad Row	C.2008	RAILROAD ROW LLC P O BOX 267 HANOVER, NH 03755-0267
65	55 Railroad Row	55 Railroad Row	c.1990	RAILROAD ROW LLC P O BOX 267 HANOVER, NH 03755-0267
66	Windsor County District Courthouse	82 Railroad Row	1990	VERMONT STATE OF ONE NATIONAL LIFE DRIVE MONTPELIER, VT 05633
67	Boston & Maine Union Station	100-06	1937	VERMONT STATE OF ONE NATIONAL LIFE DRIVE

		Railroad Row		MONTPELIER, VT 05633
67a	Boston & Maine Union Station Canopy	100-06 Railroad Row	1937	VERMONT STATE OF ONE NATIONAL LIFE DRIVE MONTPELIER, VT 05633
68	Boston & Maine R.R. Locomotive #494	Railroad Row	1892, moved to site 1993,	VERMONT STATE OF ONE NATIONAL LIFE DRIVE MONTPELIER, VT 05633
69	Cross-Abbott Grocery	4 Gates Street	1894 and 1953	JESSE LABOMBARD JR 192 POVERTY LANE LEBANON, NH 03766
70	First National Bank of White River Junction/White River Savings Bank,	28 Gates Street	1892, 1904, 1915	AREA RESOURCE FOR INDIVIDUALIZED SERVICE P O BOX 4409 WHITE RIVER JCT, VT 05001
71	Greenough Block	60 Gates Street	c. 1910	RICHARD A. LAFLAM P O BOX 1115 WILDER, VT 05088-1115
72	Commercial Building	70 Gates Street	c.1920	JENNIFER KARR P O BOX 234 WHITE RIVER JCT, VT 05001-0234
73	Northern Stage/Miller Auto Company	76 Gates Street	c. 1930, c. 1980, c. 2002	NORTHERN STAGE COMPANY P O BOX 4287 WHITE RIVER JCT, VT 05001
74	United Methodist Church	106 Gates Street	1878	UNITED METHODIST CHURCH OF WHITE RIVER JUNCTION 106 GATES STREET WHITE RIVER JCT, VT 05001-1965
74a	Annex	106 Gates Street	1957	UNITED METHODIST CHURCH OF WHITE RIVER JUNCTION 106 GATES STREET WHITE RIVER JCT, VT 05001-1965
75	New England Telephone and Telegraph Company	119 Gates Street	1922, 1961, 1975	TELEPHONE OPERATING COMPANY OF VT LLC 770 ELM STREET MANCHESTER, NH 03101
76	Daley House	128 Gates Street	c. 1895	B-P HOLDINGS LLC P O BOX 799 WHITE RIVER JCT, VT 05001
76a	Garage	128 Gates Street	c.1960	B-P HOLDINGS LLC P O BOX 799 WHITE RIVER JCT, VT 05001
77	Wilson House	140 Gates Street	c. 1890, moved 1917	Nelson F. Fogg, Jr. 1327 Christian Street

				White River Junction, Vermont 05001
78	Brown House	146 Gates Street	c.1880	Nelson F. Fogg, Jr. 1327 Christian Street White River Junction, Vermont 05001
78a	Garage	146 Gates Street	c.1930	Nelson F. Fogg, Jr. 1327 Christian Street White River Junction, Vermont 05001
79	Coolidge Apartments	151 Gates Street	c. 1955, 1997	COOLIDGE APARTMENTS CORPORATION C/O STEWART PROPERY MGMT P O BOX 10540 BEDFORD, NH 03110-0000
80	Lyon/Currier House	160 Gates Street	c. 1880	KENNETH H. PARKER P O BOX 800 WHITE RIVER JCT, VT 05001-0800
80a	Barn	160 Gates Street	c. 1880 and c. 1890	KENNETH H. PARKER P O BOX 800 WHITE RIVER JCT, VT 05001-0800
81	Landon/Hough House,	178 Gates Street	c. 1880	PK GROUP LLC, THE 2 RUTHERFORD ROAD HARTLAND, VT 05048
82	Tewksbury House/St. Anthony's Parsonage	15 Church Street	c. 1875	ST ANTHONY'S CATHOLIC CHURCH 15 CHURCH STREET WHITE RIVER JCT, VT 05001
83	St. Anthony's Catholic Church	15 Church Street	1898	ST ANTHONY'S CATHOLIC CHURCH 15 CHURCH STREET WHITE RIVER JCT, VT 05001
84	Nichols House	36 Church Street	c. 1905	KURT G. SPANN TRUSTEE 33 RIVER STREET WOODSTOCK. VT 05091
85	St. Anthony's Rectory #2	41 Church Street	1968	ST ANTHONY'S CATHOLIC CHURCH 15 CHURCH STREET WHITE RIVER JCT, VT 05001
85a	Garage	41 Church Street	1968	ST ANTHONY'S CATHOLIC CHURCH 15 CHURCH STREET WHITE RIVER JCT, VT 05001