

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 PropertyHistoric name: Northfield Downtown Historic District

Other names/site number: _____

Name of related multiple property listing:

N/A

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

2. LocationStreet & number: North Main Street, South Main Street, Depot Square, East Street, Freight Yard Way, Wall Street, Central StreetCity or town: Northfield State: Vermont County: WashingtonNot 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:

___ A ___ B ___ C ___ D

Signature of certifying official/Title:**Date**_____
State or Federal agency/bureau or Tribal Government

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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:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☒

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

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Structure

☐

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>48</u>	<u>13</u>	buildings
<u>2</u>	<u>0</u>	sites
<u>0</u>	<u>2</u>	structures
<u>2</u>	<u>0</u>	objects
<u>52</u>	<u>15</u>	Total

Number of contributing resources previously listed in the National Register 2

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE – business

COMMERCE – restaurant

COMMERCE – financial institution

COMMERCE – specialty store

COMMERCE – department store

DEFENSE – military facility

DOMESTIC – single dwelling

DOMESTIC – multiple dwelling

EDUCATION – library

GOVERNMENT – government office

GOVERNMENT – town hall

GOVERNMENT – post office

LANDSCAPE – plaza

RELIGION – religious facility

SOCIAL – civic

SOCIAL – meeting hall

TRANSPORTATION – rail-related

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Current Functions

(Enter categories from instructions.)

COMMERCE – business

COMMERCE – restaurant

COMMERCE – financial institution

COMMERCE – specialty store

DOMESTIC – single dwelling

DOMESTIC – multiple dwelling

EDUCATION – library

EDUCATION – college

GOVERNMENT – government office

GOVERNMENT – town hall

GOVERNMENT – post office

LANDSCAPE – plaza

RELIGION – religious facility

SOCIAL – civic

TRANSPORTATION – rail-related

7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY – GREEK REVIVAL

LATE VICTORIAN – ITALIANATE

LATE VICTORIAN – QUEEN ANNE

LATE 19TH AND 20TH CENTURY REVIVALS – CLASSICAL REVIVAL

LATE 19TH AND 20TH CENTURY REVIVALS – COLONIAL REVIVAL

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundations: Stone, Concrete

Walls: Vinyl, Wood, Brick

Roof: Asphalt, Metal, Synthetics

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and non-contributing 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

The Northfield Downtown Historic District encompasses the commercial and civic core of the Town of Northfield in Washington County, Vermont. Situated in the Dog River valley between the north/south-oriented foothills of the Green Mountains at a bend in the Dog River, the initial village settlement began with nineteenth-century mill industries capitalizing on the hydro capacity at this site. The core of the downtown took shape during the mid-nineteenth century when the Vermont Central Railroad made Northfield its headquarters. Residential development surrounds the downtown to the west, south, and east of the district, while to the north, there is a mix of residential and roadside mixed-use development.

The downtown commercial and civic development is centered on an oblong village green known as Depot Square, with the railroad depot and former railyard anchoring the west side. Two primary corridors stretch south from Depot Square: Central Street and South Main Street. Central Street is primarily a residential street, while South Main Street contains a mix of religious and civic buildings, which transition to residential properties. South Main Street's important civic resources include the early-mid twentieth-century town offices, Neoclassical Brown Public Library (Resource #37), and Colonial Revival post office (Resource #40). The Vermont Central Railroad (Resource #50) developed an extensive facility in the mid-nineteenth century on the west side of town. Still extant within the historic district are the principal rail corridor, a freight house, an engine house, the passenger depot, and ten double houses on Central Street constructed for the railroad's employees.

Much of the Central Vermont Railroad's railyard was demolished in the 1870s, and following this, a series of stonecutting sheds were built. Two buildings directly related to the stonecutting industry are present within the district on Wall Street (Resource #48, #49). Residential and religious properties within the district are predominantly wood-frame Greek Revival-style buildings, some of which have been altered with later Queen Anne-style details. Due to a series of fires, the commercial buildings around Depot Square are an eclectic mix of wood-frame or brick construction, many in Italianate and Neoclassical-styles.

The Northfield Downtown Historic District retains a high degree of historic integrity and reads as an intact collection of nineteenth- and twentieth-century commercial and civic resources that convey the story of a community that developed around the railroad and later the granite industry. Of the 67 resources in the district, two are previously listed in the National Register of Historic Places. (Mayo Building #31 and the Vermont Central Railway Depot #22). There are 52 contributing resources in the district. In total, there are 15 non-contributing resources.

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Narrative Description

Setting and District Overview

The Town of Northfield, Washington County, Vermont, is located near the center of the state and is approximately nine miles south of the Vermont state capital in Montpelier. The Northfield Downtown Historic District comprises the core of the village of Northfield, which was settled by Euro-Americans in the early nineteenth century. Located on the south bank of the Dog River, the village was first known as Factory Village as it was the site of a large woolen mill. In 1848, under the direction of Charles Paine, Northfield became the headquarters for the Vermont Central Railroad (Resource #50), and the village was renamed Depot Village. The coming of the railroad led to a period of rapid growth in Depot Village and radically altered the community's appearance. A large railyard was built west of the downtown and railroad tracks, and the railroad built ten double houses (Resources #4-13) for its employees on Central Street, paralleling the railroad. In addition to the railyard, the Vermont Central Railroad built a large passenger depot (Resource #22) on the east side of the railroad tracks. The construction of the depot spurred commercial development in Northfield, and by the mid-nineteenth century, a village green known as Depot Square (Resource #14) had been established with commercial properties north and east of the park, the railyard to the west, and residential properties located to the south. In the late nineteenth century, the railyard was removed, and many buildings were demolished; in their place, several large granite sheds were built starting in the 1890s.

The Northfield Downtown Historic District was initially developed as a small factory village with the Paine family's woolen mill representing the focal point of village life. The factory was located on the north side of the village, along the Dog River, and the United Church of Northfield (Resource #34) anchors the village's south end. These resources formed the spine of the early village, and when the depot was built in 1852, the depot and rail line formed the western boundary of the downtown area. During this time, a railroad spur was built through the center of the village to bring travelers directly to Northfield House, a large hotel owned by Charles Paine. The spur was removed within a decade of its construction, and the land it had occupied became an informal park known as Depot Square. Depot Square was fully established by 1885, integrating the village green into the town plan and daily community use. Around Depot Square to the north and east, commercial blocks were built, and during the nineteenth century, the commercial downtown consisted primarily of wood-frame Italianate buildings. However, multiple fires in the early twentieth century caused the appearance of the commercial downtown to evolve. Presently, the downtown around Depot Square consists of a mix of Italianate and Neoclassical commercial buildings with a predominance of masonry construction in the twentieth century resources. The east end of Depot Square is anchored by the Neoclassical-style Mayo Building (Resource #31), the largest commercial block in Northfield. The final major resource fronting Depot Square is the Gothic Revival-style Vermont National Guard Armory (Resource #47), which was built in 1922 at the corner of Wall Street and Central Street.

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South Main Street was the first residential street in the village and served as the main travel way linking early residents to the Paine woolen mill. The street has a mixture of early residential properties with religious and later civic buildings. During the 1850s, the Northfield Methodist Episcopal Church (Resource #44) was built, and St. Mary's Episcopal Church (Resource #45) was moved from nearby Center Village to its current location on the east side of South Main Street. Later in the early twentieth century, the Neoclassical-style Brown Public Library (Resource #37), one of the most architecturally sophisticated resources in Northfield, was built. This was followed in 1938 with the United States Post Office-Northfield (Resource #40), a Colonial Revival-style Public Works Administration-funded building, and the De Witt Clinton Lodge 141 (Resource #43), a large Masonic Temple that was built in 1956.

Just west of South Main Street is Central Street, which is comprised almost entirely of residential properties. Central Street's character and history is anchored by the ten double houses located on the upper end of the street near Depot Square. These workers houses were erected by the Vermont Central Railroad and were later sold to private owners in 1872. Although simple in design, their fanlight windows in the gables and sizable footprints on large lots created a very comfortable and modern boulevard for the railroad workers housing. After the sales to private owners, the houses have been modified with some additions and ornamentation in the late nineteenth century and later in the twentieth century, with changes typical of multifamily workers housing, including new siding and windows. However, none of the changes have been so great as to interfere with the ability to discern their essential character and form.

Although much of the railyard infrastructure in Northfield was removed during the nineteenth century, there remain a few resources that relate to the early history of railroading. These include the rail line and tracks of the Vermont Central Railroad, the Vermont Central Railroad Engine House (Resource #28), and the Vermont Central Railroad Freight House (Resource #27). Similarly, many of the granite industry resources were removed during the mid-to-late twentieth century, but two extant buildings in the former railyard directly relate to the history of stonecutting in Northfield. These buildings, located at 102 Wall Street and 104 Wall Street (Resources #48-49), were used by the E.B. Ellis Company, the largest stone-working firm in Northfield during the early twentieth century.

Central Street

Central Street: Central Street was named after the arrival of the Vermont Central Railroad in Northfield. The street parallels the railroad's tracks, and circa 1850 the Vermont Central Railroad built a total of 10 double houses on Central Street to provide housing for their employees who worked in the nearby railyard. In addition to the ten double houses, two residential properties and the Old Village Hall are located at the foot of Central Street.

1. 25 Central Street, Contributing Building, Circa 1850, Circa 1925

A 1.5-story, 5x2-bay, wood-frame Greek Revival style house that rises off a stone foundation reinforced with concrete, has vinyl siding, and is topped by a side-gable asphalt shingle roof with a single interior end brick chimney. Fenestration consists of 4/1 double-hung wood windows.

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The building was modified circa 1925 with an enclosed flat-roof front porch with knee-walls and Tuscan columns. The front porch is enclosed with windows and a central entrance with a glass and metal screen door, two-light sidelights, and a seven-light transom. Tuscan columns flank the entryway and define the corners of the enclosed porch. On the side elevations, the building has shallow gable-end returns.

2. 40 Central Street, Old Village Hall, Contributing Building, 1865

A 2.5-story, wood-frame, 3x5-bay, Greek Revival-style building that has been utilized for several municipal purposes since its construction in 1865. The Old Village Hall has a stone foundation, horizontal wood siding, and is topped by a front-gable asphalt shingle roof with a prominent two-stage bell tower. On the east elevation, the Old Village Hall has two sets of double doors with a central 6/6 double-hung wood window. On the second story, there are three 6/6 double-hung wood windows, and within the gable peak, there is an eight-light oculus window. The roof has shallow gable-end returns and a frieze band on the north and south side elevations. The bell tower's first stage is a square plank-sided platform from which the second stage rises. The second stage has wood vents and wide corner pilasters under a shallow hipped roof. A one-bay, two-story ell extends off the building's north elevation.

3. 47 Central Street, Non-Contributing Building, Circa 1850

A 1.5-story, 2x3-bay, wood-frame house with a stone foundation, vinyl siding, and a front-gable sheet metal roof with multiple shed roof dormers added over time. An enclosed hipped-roof porch fronts the building and wraps around the first two bays of the south side elevation. The roof has shallow gable-end returns. Numerous alterations over time have diminished the integrity of this once Greek Revival-style house.

3a. Garage, Non-Contributing Building 47 Central Street, Circa 1880

At the rear of the property, there is a 1.5-story, 2-bay, wood-frame carriage barn. The building rises off a stone foundation, has wood siding, and is topped by a front-gable roof. There are two bays with out-swinging, four-light paneled, wood doors. In the gable peak, there is a large door that has two out swinging paneled doors which replaced a double-hung window after 2009.

4. 49 Central Street, Contributing Building, Circa 1850

A two-story, 4x4-bay, wood-frame, multi-family duplex that was built for employees of the Vermont Central Railroad. The building has a stone foundation, aluminum siding, and a front-gable asphalt shingle roof. Fenestration consists primarily of replacement 1/1 double-hung vinyl windows. On the west-facing façade, there is an entry with a front-gable portico and a small wood stoop. On the second story, there are four 1/1 windows and a large central fanlight in the gable. 49 Central Street was expanded in the late-nineteenth and early-twentieth centuries with multiple additions to its north and south side elevations. On the north elevation, there is an entryway sheltered by a shed-roofed porch with stout square posts. East of the porch is a flat-roof two-story addition. On the south elevation, there is an entry with a small front-gable portico. East of the entry is a small one-story eaves-front-gable ell that has a central entry with a bracketed

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portico. The ell is joined to a front-gable one-car garage at the rear of the property. The garage has a single automatic roll-up door. Two brick chimneys pierce the ridgeline of the building, and a third chimney is on the southern slope near the rear.

5. 64 Central Street, Contributing Building, Circa 1850

A two-story, 4x4-bay, wood-frame, multi-family residence that was built for employees of the Vermont Central Railroad. The building has a stone foundation, vinyl siding, and a front-gable asphalt shingle roof. Fenestration consists primarily of replacement 1/1 double-hung vinyl windows. On the east-facing façade, there are individual windows in each of the four first- and second-story bays, and a large fanlight centered in the gable. Entrances are found on the north and south side elevations, and each entrance is sheltered by a large shed-roof porch. A pair of brick chimneys rise from the roof ridgeline.

5a. Garage, Non-Contributing Building, circa 1990

A one-story, 2x2-bay, wood-frame two-car garage. The garage has a concrete foundation, vinyl siding, two roll-up garage doors, and a front-gable standing seam metal roof.

6. 86 Central Street, Contributing Building, Circa 1850, Circa 1895

A two-story, 4x4-bay, wood-frame, multi-family residence that was built for employees of the Vermont Central Railroad. Circa 1895, Queen Anne-style elements such as a wrapping porch and bay windows were added to give the building its current appearance. 86 Central Street has a stone foundation, horizontal wood siding, and a front-gable standing seam metal roof. The building has a prominent porch with lattice skirting, brick front steps, a wood deck, and a wood railing with turned balusters that wraps three sides of the building. Turned bracketed posts support the porch's flat standing seam metal roof. On the building's east-facing façade, the porch shelters two bay windows. On the second story, there are four 1/1 vinyl windows with flat wood lintels. An additional 1/1 window is centered in the gable. On the north and south elevations, the porch shelters entries and bay windows. Two interior brick chimneys are located on the ridgeline.

7. 87 Central Street, Contributing Building, Circa 1850

A two-story, 4x4-bay, wood-frame, multi-family duplex that was built for employees of the Vermont Central Railroad. The building has a concrete-parged stone foundation, vinyl siding, and a front-gable standing seam metal roof. Fenestration consists primarily of replacement 1/1 double-hung vinyl windows. On the west elevation, there are eight evenly spaced windows, four on each floor, and a large fanlight centered in the gable. The primary entrances are located on the north and south side elevations. Two concrete block chimneys are on the roof ridge. The building has multiple rear additions.

7a. Shed, Non-Contributing Building, Circa 2000

At the rear of the property, there is a small wood-frame shed with vertical board siding, a cross-braced door, and an eaves-front gable roof.

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8. 108 Central Street, Contributing Building, Circa 1850

A two-story, 4x4-bay, wood-frame, multi-family duplex that was built for employees of the Vermont Central Railroad. The building has a stone foundation, vinyl siding, and a front-gable asphalt shingle roof. Fenestration consists primarily of replacement 1/1 double-hung vinyl windows. On the east elevation, there are eight evenly spaced windows, four on each floor, and a large fanlight centered in the gable. Entrances are found on the north and south side elevations. A single interior brick chimney is positioned on the ridgeline, and a two-story rear addition extends from the building's west elevation.

9. 125 Central Street, Contributing Building, Circa 1850

A two-story, 4x4-bay, wood-frame, multi-family duplex that was built for employees of the Vermont Central Railroad. The building has a stone foundation, vinyl siding, and a front-gable ribbed metal roof. Fenestration consists primarily of replacement 1/1 double-hung vinyl windows. On the west elevation, there are eight evenly spaced windows, four on each floor. The primary entrances are located on the north and south side elevations. The entrance on the north side elevation is fronted by a small stoop and sheltered by a small, shed-roof bracketed portico. The entrance on the south side elevation is sheltered by a hipped-roof porch that is sheltered by heavy square posts. Two chimneys, one brick and the other concrete, are located on the ridgeline. The building has multiple projecting rear additions. These additions have hipped-roof porches that shelter the entryways to additional residential units. At the rear of the building is a side-gable ell extending to the south.

10. 134 Central Street, Contributing Building, Circa 1850, Circa 1890

A 2.5-story, 4x4-bay, wood-frame, multi-family duplex that was built for employees of the Vermont Central Railroad. Circa 1890, Queen Anne-style elements, such as an ornately detailed wrapping porch and bay windows, were added to give the building its current appearance. 134 Central Street has a stone foundation, vinyl siding, and a front-gable asphalt shingle roof. The building has a prominent porch with lattice skirting, a low wood deck, a railing with turned balusters, and bracketed turned posts that wrap the north and east elevations. The posts are spanned by ornate spindlework frieze, and the porch roof has a pair of shallow gable pediments. On its east elevation, the porch shelters a pair of bay windows. On the second story, there are four 1/1 double-hung vinyl windows, while a large louvered vent in the shape of a fanlight occupies the gable. Entryways are located on the north and south elevations. The building has a rear addition.

10a. Outbuilding, Non-Contributing Building, Circa 1920

There is a small building located at the rear of the parcel. This building was not visible from the public right-of-way on Central Street. However, the building's rear elevation was visible from Freight Yard Way. From this vantage point, the resource is a one-story, wood-frame gabled outbuilding with wood windows and an open-air shed roof addition. The building is in a deteriorated state, and this deterioration has compromised the building's historic integrity.

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11. 137 Central Street, Contributing Building, Circa 1850

A two-story, 4x4-bay, wood-frame, multi-family duplex that was built for employees of the Vermont Central Railroad. The building has a stone foundation, vinyl siding, and a front-gable standing seam metal roof. Fenestration consists primarily of replacement 1/1 double-hung vinyl windows. On the west, there are eight evenly spaced windows, four on each floor and paired 6/1 wood windows centered in the gable. Entrances are found on the north and south side elevations and are sheltered by hipped-roof porches. On the north elevation, the porch has a low deck and three Tuscan columns. On the south elevation, the porch has a half-brick wall with Tuscan columns set on brick piers.

11a. Outbuilding, Contributing Building, Circa 1935

A one-story, 2-bay building with concrete block walls and a front-gable roof with a brick chimney. Additional details include a solid wood door with a wide transom light.

11b. Outbuilding, Non-Contributing Building, circa 1990

A small rectangular structure with vertical board and batten siding, a front-gable standing seam metal roof, and a solid wood door.

11c. Outbuilding, Contributing Building, Circa 1880

The building is a 1.5-story, 2x1-bay wood frame structure with clapboard siding and a side-gable asphalt shingle roof. Additional details include a paneled roll-up garage door, corner boards, and a window with a simple wood surround.

12. 160 Central Street, Contributing Building, Circa 1850

A two-story, 4x4-bay, wood-frame, multi-family duplex that was built for employees of the Vermont Central Railroad. The building has a stone foundation, vinyl siding, and a front-gable standing seam metal roof. Fenestration consists primarily of replacement 1/1 double-hung vinyl windows. The building's east-facing façade is fronted by a full-width twentieth-century shed-roof porch with lattice skirting, wood decking, a wood railing, square balusters, and stout wood posts. Beneath the porch are two entrances and 1/1 windows. The building's entrances were moved from the north and south facing elevations to the east facing façade sometime after the building's construction. On the second story, there are four 1/1 windows, and within the gable, there is a large fanlight. On the north elevation, there is a secondary entrance as well as a rectangular bay window. On the south elevation, there is a rectangular bay window. The building has multiple small rear additions.

12a. Garage, Contributing Building, Circa 1920

Just north of 160 Central Street is a one-story, 1x1-bay, wood-frame garage. The garage has a concrete foundation, vinyl siding, a single roll-up four-light garage door, and a hipped asphalt shingle roof.

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13. 161 Central Street, Contributing Building, circa 1850, Circa 1890

A 2.5-story, 4x4-bay, multi-family duplex that was built for employees of the Vermont Central Railroad. Circa 1890, Queen Anne-style elements, such as bay windows, were added to give the building its current appearance. 161 Central Street has a stone foundation, vinyl siding, and a front-gable asphalt shingle roof. On its west elevation, it has two hipped-roof bay windows. On the second story, there are four 6/6 double-hung windows, while within the gable, there are a pair of metal vents. On the north and south elevations, the primary entrances are sheltered by small front-gable porticos. Each residential unit has an attached single-car garage with a shed roof and a two-light roll-up garage door. A two-story addition extends off the rear of the building.

Depot Square

Depot Square: Depot Square is the heart of Northfield and is defined by a large village green. To the north and east of the green are commercial buildings, many of which were built in the early twentieth century. West of the green is the Vermont Central Railway Depot, a large former railroad passenger depot which has been converted to a commercial space. South of the green is the Vermont National Guard Armory and United Church of Northfield.

14. Depot Square, Contributing Site, 1885

Depot Square is an approximately 0.5-acre village green located in front of the rail depot and at the intersection of several streets in the heart of downtown Northfield. Depot Square features multiple mature deciduous trees and an open lawn crisscrossed by asphalt and concrete walkways. Large metal light posts with glass bulbs ring the green's perimeter. Depot Square was formally created in 1885, but the space had been an informal village common since at least the 1870s. The space opened up after a railroad spur to the Northfield House, which was owned by Charles Paine, was removed circa 1860. By 1873, a fountain had been added to the common space, which was used for militia training, sports, and carriage parking. In 1885, a monument commemorating the men from Northfield who served in the Civil War was erected, and the park was formally set off with marble posts and iron chains (nonextant). The posts and chains remained present at the site through the early twentieth century but were removed by the mid-twentieth century. Granite benches are positioned along the walkways near the fountain and monument. A small marble sculpture on a granite base was added to the park in 2022. The sculpture depicts an arm emerging from flowers and greenery.

14a. Depot Square Fountain, Contributing Object, Circa 1870

The west side of Depot Square is anchored by a large cast-iron fountain. The fountain is set in a square concrete pad and has a large circular pool edged in granite. The fountain itself has a raised base with a wide cast-iron basin with molded iron frogs and turtles. Rising from the basin is an iron plinth with a fluted central column that supports three successively smaller basins. A decorative iron fence, pictured in **Figure 4**, was removed in 1925. It is unknown if the fountain was installed by the town of Northfield or by a private donor.

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14b. Soldier's Monument, Builder F. L. Lowe Company, Contributing Object, 1885

The east side of Depot Square is anchored by a marble obelisk, which was erected to commemorate Northfield's Civil War veterans and was built in 1885. The obelisk rises off a three-stage plinth and is topped by a copper eagle.

15. 12 Depot Square, Common Café, Contributing Building, Circa 1919

The Common Café is a two-story, 3x5-bay, wood-frame commercial building that rises off a concrete foundation, has wood siding and brick veneer, and is topped by a flat membrane roof. Fenestration consists of a mix of vinyl sliding glass windows, vinyl hopper windows, and vinyl 1/1 double-hung windows. On the first story southeast corner, there is a canted corner storefront entrance with a shallow aluminum and plate glass vestibule with a transom and aluminum and glass door. The first and second stories are divided by a wood signboard and a protruding fascia. The second floor was added circa 1970.

16. 14 Depot Square, The Northfield Pharmacy, Contributing Building, Circa 1880

The Northfield Pharmacy is a two-story, 4-bay, wood-frame, commercial building. It is one of the few commercial buildings around Depot Square to survive the devastating fires of the 1920s and 1930s. The building rises off a concrete foundation, is clad in vinyl siding accented with scalloped wood shingles at its base, and is topped by a flat membrane roof. The building is fronted by a concrete ramp and staircase with a metal railing. The ramp and staircase lead to the building's storefront system, which consists of a central door that leads to the building's upper level, and two canted outer doors that lead to the two first-floor storefronts. Each storefront has a planter box with scalloped-shingle siding, a large six-light plate glass window with wood muntins, and a smaller canted four-light plate glass window. Square posts support the entries, and each storefront is topped by a wide bracketed signboard with a shallow shed roof covered by scalloped wood shingles. The second story has four 2/2 double-hung vinyl windows with vinyl shutters set in shallow arched lintels. First depicted on the 1885 Sanborn map, 14 Depot Square is shown as a wood-frame commercial block with two storefronts and a central stairwell leading to the second story, which contains professional offices. Additionally, historic photos of the building show it with typical Italianate-style details such as windows with hooded lintels and a bracketed cornice. Building changes that likely occurred within the period of significance include the replacement of the original nineteenth-century storefront system. Changes to the building occurred outside the period of significance, and these changes include the enclosure of the bracketed cornice with vinyl siding and the removal of second-story window trim details.

17. 24 Depot Square, I.O.O.F. Block, Architect C. H. Crandall, Builder Cummings Construction Company, Contributing Building, 1930

The I.O.O.F. Block is a 3.5-story, masonry brick, Neoclassical commercial building that rises off a concrete foundation, is clad in brick, and is topped by a flat membrane roof. Each bay is delineated by quoined brick pilasters with concrete capitals. The building has a central entry flanked by wide glass sidelights and topped by a wide transom. Flanking the entrance on either side are cantilevered storefront windows with thick wood muntins and large plate glass windows.

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A wide-projecting fascia board tops the entrance and storefront windows. On the second story, there are three tri-part fixed windows with elliptical brick lintels and cement keystones. The windows have arched concrete spandrels, and the center bay granite spandrel has an inscription that reads "Instituted 1850" with a carved link of chain over the lettering. On the third story, there are three 1/1 vinyl windows with cement sills. A cement string course tops the concrete capitals on the brick pilasters, and in the upper half-story, there are paired Roman lattice windows with central medallions and a simple corbeled brick cornice.

18. 32 Depot Square, Stebbins Building, Contributing Building, 1929

The Stebbins Building is a two-story, three-bay, simplified Italianate-style commercial building that rises off a concrete foundation, has aluminum siding, and is topped by a flat membrane roof with a simple, shallow bracketed cornice. On the first story, the building has a recessed storefront system with three centrally placed doors. The center door leads to the building's upper story, while the two outer doors provide access to the storefronts. The door surrounds have been covered with sheet metal. The storefronts each have large display windows with transoms and the innermost windows cant towards the entrances. The storefront entablature consists of a fascia and a shallow projecting wood belt course that divides the first and second stories. The second story has six vinyl 1/1 double-hung windows arranged with two central single windows flanked by paired windows.

19. 40 Depot Square, Contributing Building, 1929

The building at 40 Depot Square is a one-story, 3-bay, wood-frame commercial building that rises off a concrete foundation, is clad in vinyl siding, and is topped by a flat membrane roof. The building has four recessed glass and wood doors. The two inner doors have been fixed in place, and their transoms have been infilled, while the two outer doors in the canted walls of the display windows retain their transom lights. The outer doors are flanked by large display windows. A string-course cornice splits the facade. A false-front stepped parapet caps the block; on the east side elevation, a bracketed cornice can be seen. This cornice has been covered in vinyl siding on the façade.

The building was built in 1866 as a Greek Revival-style church by the Northfield Universalist Church Society. At the time of its construction, the Universalist Church had prominent pilasters, a closed front gable pediment and a circular cupola with Corinthian columns. Sanborn maps starting in 1910 show that the Universalist congregation subdivided the first floor of their church to create storefronts for two businesses. In 1928, a major fire significantly damaged the building, leaving only parts of the first story intact. After the fire, only the first floor of the building was rebuilt for commercial use, and the Universalist congregation moved across the green to worship with the Congregational church.

20. 48 Depot Square, Sorrell-Maynard American Legion Post 63, Non-contributing Building, circa 1990

The Sorrell-Maynard American Legion Post 63 is a one-story, 3-bay, wood-frame Neo-Colonial Revival building that rises off a concrete foundation and is clad in a mix of brick veneer and

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standing-seam metal siding. The building is topped by a flat membrane roof. The Legion post's primary entrance is set in a slightly projecting brick vestibule with sidelights and a wide elliptical fanlight. A large signboard is set over the fanlight. The bays west of the entrance are enclosed by projecting plate tinted glass panels, creating a large solarium. The building is topped by a wide frieze band and modillions beneath the cornice. The Sorrell-Maynard American Legion Post 63 is fronted by a metal flagpole and a small granite monument dedicated to soldiers from Northfield who died fighting in American conflicts from World War I to the War in Afghanistan.

21. 56-58 Depot Square, Bardis Building, Contributing Building, 1929

56-58 Depot Square is a large two-story, brick veneer, wood-frame commercial block consisting of two distinct storefronts at 56 Depot Square and 58 Depot Square. The building has a concrete foundation, a brick veneer façade, an exposed concrete party wall on its east elevation, and a flat membrane roof. A heavy brick pilaster delineates the two storefronts beneath a corbeled brick cornice with recessed corbeled brick panels.

The storefront at 56 Depot Square is three bays in width and has a basement-level storefront. On the first story, there is a full-width commercial storefront system fronted by a wide concrete landing. The storefront has a recessed center bay with paneled single-light doors and canted plate glass display windows. Six courses of glass block top the storefront system, and a fascia divides the first story from the upper level. On the second story, each bay has two 1/1 double-hung vinyl windows with brick sills and soldier course brick lintels.

The storefront at 58 Depot Square is four bays in width. On the first story, there is a three-bay commercial storefront system. The fourth bay, closest to 56 Depot Square, has a single-light paneled door with a large transom. This door provides entry to the second story. The storefront has a deeply recessed center bay entry with canted plate glass windows topped by a full-width transom. A wide fascia tops the storefront, and multiple metal signs extend off the wall plane. The second story has three 1/1 double-hung vinyl windows and a single fixed-light window. The windows each have brick sills and soldier course brick lintels.

56-58 Depot Square anchors the west end of Depot Square. Sanborn maps show that a pair of wood-frame mixed-use buildings was present at this location by the late nineteenth century. Both of these buildings were destroyed by fire in late 1928, and in 1929, the present building was built by George Bardis. Bardis's new building contained a bowling alley and pool hall in the basement, a restaurant on the first floor, and a rooming house on the second floor, catering to travelers; the business was known as Bardis's Little Hotel. By the late twentieth century, 56-58 Depot Square was known as the Fernandez Block and housed a hardware store as well as other commercial tenants.

22. 70 Depot Square, Vermont Central Railway Depot, Architect Ammi B. Young, Contributing Building, 1852, 1899

Individually Listed in the National Register of Historic Places (#75000145)

The Vermont Central Railway Depot is a 2.5-story, 5x4-bay, masonry brick railroad station that was built in 1852 under the supervision of architect Ammi B. Young. The building was

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renovated in 1899 and added Stick and Queen Anne influenced elements like the gable truss. The building rises off a stone foundation, has nine-course common bond brick walls, and is topped by a widely overhanging front-gable asphalt shingle roof with intricate gable trusses. The railway depot is fronted by a metal ramp and a granite stoop, which leads to the primary entrance in the center bay. The entrance consists of a nine-light paneled door flanked by paneled twelve-light sidelights and topped by a thirty-three-light transom. Brick pilasters flank the entrance and support a front-gable portico with large brackets. The first-story bays south of the entrance have 1/1 double-hung vinyl windows with cut stone sills and granite lintels. North of the entrance, the first-story window bays have 12/4 windows with cut stone sills and stone lintels. The second story's fenestration consists primarily of 6/1 double-hung windows with cut stone sills and stone lintels. The center bay, directly over the primary entrance, has a tripartite window with a central 6/1 window flanked by narrow 2/1 windows. Fenestration of the side elevations mixes 1/1, 12/4, and 6/1 pane configurations. All windows have matching stone sills and lintels with drops creating "ears." The Vermont Central Railway Depot was built in 1852 and is the second passenger railway depot to be built in Northfield. The first depot, built in 1848, burned in 1852, and the loss of this building precipitated the construction of the current depot. The current depot was reportedly designed by architect Ammi B. Young, who designed multiple buildings for the Vermont Central Railroad during the late 1840s. In its original construction, the Depot consisted of a central block with a pair of wings stretching to the north and south. In addition to its use as a passenger depot, the Vermont Central Railway Depot acted as a headquarters for the railroad. The wings were demolished in the late 1890s.

East Street

In 1894, the first Paine Block, built by Charles Paine in the 1850s, was purchased by Dr. William Mayo. He then reoriented the building so that it faced East Street rather than North Main Street. In 1899, the Paine Block was destroyed in a fire, leaving the East Street frontage vacant. Over the course of a little over a decade, he rebuilt the downtown block with the following buildings on East Street.

23. 9 East Street, Northfield Trust Building, Architect Hutchins and French, Contributing Building, 1911

A one-story, 2x4-bay, brick, Neoclassical commercial building located at the northeast corner of North Main Street and East Street. The building has a rusticated granite foundation, brick walls, and is topped by a flat membrane roof. The primary entrance is in a canted corner and consists of a glass door with a sidelight topped by a broken transom. The entry is set within a substantial classical granite surround, which consists of a pair of granite pilasters that support a full two-tier entablature. The lower frieze has raised lettering, "NORTHFIELD TRUST CO.," and the upper frieze is engraved with "1911". The bays of the west elevation are defined by brick piers with wood capitals integrated in the cornice band, and each bay features a single plate window with a five-light transom, granite sills, and lintels with a molded crown. The fenestration of the westernmost bay of the building's south elevation consists of paired plate glass windows with a granite mullion in addition to the granite sills and lintels that match the west elevation fenestration. Beneath the window, the wall is clad in flat granite and there is a break in the

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rusticated stone foundation the width of the window opening. The eastern bay of the south elevation features a large storefront with a recessed central entrance flanked by two display windows with canted window returns to the entrance. Beneath the windows are raised panels. The storefront is topped by a wide painted wood fascia board and a frieze band. The entire building is topped by a slightly projecting cornice. The building was designed to house both a bank and a commercial storefront on East Street. In 1924, the building's interior was renovated and modernized by the Northfield Trust Company using a design from the architecture firm of Hutchins and French of Boston.

24. 17 East Street, Contributing Building, Circa 1915

A one-story, three-bay storefront that has a brick veneer façade, and a flat membrane roof. The building has a nearly full-width glass storefront with a recessed center bay and a pair of entries with single-light wood windows topped by wide transoms on the canted returns. The outer bays have large plate-glass windows, and a fascia tops the length of the storefront assemblage. The façade extends upwards with a short brick veneer false-front parapet.

25. 21 East Street, Pearl Theater, Contributing Building, 1909

A one-story, narrow, three-bay storefront that has narrow vertical board siding and a flat membrane roof. The building has a central entry with a paneled six-light door with flanking sidelights and an eight-light transom. Flanking the entry are fixed 28-light wood windows. A narrow band of projecting wood divides the first story from a false-front wood parapet and a projecting cornice. 21 East Street is first denoted on the 1910 Sanborn map as a moving pictures establishment and may have been the first purpose built movie theater in town as the other known moving picture theater in 1910 was housed in the Old Village Hall on Central Street (Resource #2).

26. 29 East Street, Paine Block, Contributing Building, 1905

A three-story, 6x4-bay, wood-frame, brick veneer facade, mixed-use commercial building that has a stone foundation and is clad with a combination of brick veneer and horizontal wood siding. The south façade is clad with uniform face brick that wraps the southwest corner approximately two feet, and the remainder of the west side elevation is clad with rougher brick. The east and north elevations are covered with wood siding. A flat membrane roof tops the building. The first story is divided into six bays by brick piers crowned by a wooden entablature with paneled frieze and bracketed cornice under a pent roof. The first-floor bays have a mix of plate glass windows and entryways. The second and third stories are fenestrated with 1/1 vinyl double-hung replacement windows with granite sills and splayed brick lintels. The Paine Block is crowned by a sawtooth brick band beneath a wood entablature with dentils and deep roof overhang. On its east side elevation, the Paine Block is fenestrated with 1/1 vinyl double-hung replacement windows with flat stock surrounds. The north (rear) elevation has a full-width three-level porch with plain posts and railings.

Although a wood-frame building, Dr. Mayo's Paine Block has brick veneer walls on its south and west elevations. These walls provide the building the appearance of a brick commercial

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structure and a measure of fire protection. The Paine Block is depicted on the 1910 Sanborn map as having four first-floor storefronts with apartments on the second and third floors of the building.

Freight Yard Way

Freight Yard Way: Freight Yard Way is the site of the former Vermont Central Railroad railyard, which was developed circa 1850 and served as a train-car repair shop. The railyard operated until the 1870s, after which the Vermont Central Railroad's main train repair facilities were relocated to St. Albans. Following the railroad's departure, many of the railroad buildings were demolished, and several industrial works were built on the vacant land. Presently, only a handful of buildings related to early railroading history remain extant on Freight Yard Way.

27. 57 Freight Yard Way, Vermont Central Railroad Freight House, Contributing Building, Circa 1850

The former Vermont Central Railroad freight house is a one-story, 2x11-bay building with a stone foundation that has been reinforced with concrete, horizontal wood siding, and vertical plank siding, and a widely overhanging, bracketed gable standing seam metal roof. The freight house's fenestration consists of 1/1 double-hung vinyl windows. On its long west-facing façade, the building has a blank first bay followed by six bays with 1/1 windows. The following bay has a small exterior shed roof vestibule with a front-gable portico supported by square wood posts. South of the vestibule is a three-bay addition that has a set of sliding glass doors, a 1/1 window, and a solid wood door. The south elevation has two windows. On the north-facing side elevation, the building is fronted by a wood deck with a wood railing and has a central door flanked by 1/1 windows. On the east elevation, which faces the railroad tracks, there is a long wood loading dock platform that fronts the majority of the freight house. The loading dock has a wood ramp and a wood railing with simple bracing. The east elevation is fenestrated with a mix of single and paired 1/1 windows, and there are two modern doors. The Vermont Central Railroad freight house remained in active use by the railroad long after the railroad repair shops relocated to St. Albans. Circa 1950, the loading dock on the western side of the building was removed.

28. 81 Freight Yard Way, Vermont Central Railroad Engine House, Architect Ammi. B. Young, Contributing Building 1848

The Vermont Central Railroad Engine House is a one-story, 2x9-bay, masonry brick, Italianate-style, railroad engine house located on land that was historically used by the Vermont Central Railroad as a train maintenance and repair complex. The building has a stone foundation, brick walls, and is topped by a front-gable standing seam metal roof with shallow gable-end returns. Fenestration consists of 12/12 double-hung vinyl replacement windows with segmental arch top sash. The windows have granite stone sills and segmental arch brick lintels with corbelled drops. There is corbeled brickwork below the eaves with brick modillions. The building's corners are defined by shallow gable-end returns with corbelled brickwork below the eaves with brick modillions. The southern end of the east and west walls have thick brick buttresses. Two large, round-arch openings for the engines are present on the south elevation. The openings have corbelled drip moldings and brick keystones. On the west elevation, there are six windows and

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three entrances. The north elevation has two windows. Two corbelled brick chimneys are on the roof ridgeline; one is an interior end wall chimney on the north elevation, and the other is between the third and fourth bays. On the east elevation, there are three windows followed by a thick brick buttress. North of the buttress are an additional three windows, followed by an entrance with a wood chevron board door with a transom light and fabric awning. Past this is another window and a matching entrance. On the south elevation, there are two large arched brick openings that have been infilled with paneling. Each opening has a brick keystone. Circa 2008, the Vermont Central Railroad Engine House was rehabilitated as a warehouse and office space for RH Associates, a supplier of building materials.

The Vermont Central Railroad Engine House is one of the oldest extant resources in Northfield related to the town's history as a railroad hub. The building was built in 1848 by architect Ammi B. Young in the Italianate style. The engine house was a central feature of the Vermont Central Railroad's railyard and was used by the railroad to repair train engines, passenger cars, and boxcars.

28a. 79 Freight Yard Way, Non-Contributing Structure, Circa 2000

79 Freight Yard Way is located just east of the Vermont Central Railroad Engine House. It is a 20' x 30' metal external mechanical system, which is partially enclosed on its north side by a chain link fence.

Main Street

Main Street: The primary thoroughfare through Northfield, Main Street contains two distinct collections of resources. In the vicinity of Depot Square, Main Street is a commercial district. As it ascends a small hill just south of Depot Square, Main Street transitions into a mix of civic, religious, and residential properties.

29. 28 North Main Street, Mayo Armory Block, Contributing Building, 1900

A large three-story, 5x9-bay, wood-frame, Italianate-style building that has a stone foundation, vinyl siding, and a front-gable sheet metal roof with a false-front parapet that includes a pediment extension over the center bay with "1900" painted on it. Fenestration consists primarily of replacement 1/1 vinyl windows, although a small number of 6/1 and single-light fixed windows are present, particularly on the first story. All windows have flat lintels and sills. The central entrance consists of a single-light wood door with six-light sidelights with lower raised panels and a three-part transom with boards over the glass. On either side of the central entrance are replacement wood doors that provide access to the building's former storefronts, and the entrances are sheltered by a suspended flat awning. North of the entrances is a group of two single-light windows set between two 6/1 windows that are connected by a continuous lintel. To the south of the entrances are two groupings of paired 6/1 windows. On the second story, the center bay has a tripartite window. Each of the remaining bays has a single 1/1 window. The third story has paired 1/1 windows with a continuous lintel and sill in the center bay. Each of the remaining bays has a single 1/1 window. The outboard roof eaves are concealed by scrolled brackets. The false-front parapet flat roof is supported with scrolled brackets. The building was

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the first major construction project undertaken by Dr. William Mayo. After its construction, the Mayo Armory Block had commercial storefronts on the first floor and hosted businesses such as furniture stores, undertakers, and meat markets. The building's second floor served as a town armory until the construction of the Vermont Army National Guard building in 1922. After the armory relocated, the building was converted to apartments, a function it maintains to this day.

30. 38 North Main Street, Contributing Building, Circa 1900

A two-story, 3x3-bay, wood-frame, Colonial Revival-style building that has a stone foundation, horizontal wood siding, plain corner boards, and a front-gable standing seam metal roof. Fenestration is a mix of 6/6 and 1/1 vinyl double-hung windows with molded wood lintels, simple wood sills, and vinyl shutters. On its west elevation, the building entrance is in the southernmost bay and has a six-panel wood door set in a detailed surround with reeded pilasters, and a full entablature with a closed denticulated pediment. Two 6/6 double-hung windows are on both the first and second stories. The building's roof overhangs slightly, and exposed rafter tails are visible. An interior brick chimney is on the roof ridge on the rear wall of the front block. The building has a two-story rear addition. In 1903, the building was depicted on the Sanborn map as a jewelry store.

31. 7 South Main Street, Mayo Building, Architect Lane and Son, Contributing Building, 1902

Individually Listed in the National Register of Historic Places (#83003222)

The Mayo Building is a four-story, 5x7-bay, masonry brick, Neoclassical commercial building that anchors the east side of Depot Square. The brick building has a rusticated granite foundation and is capped by a flat membrane roof with an elaborate cornice. The first story of the Mayo Building's façade is symmetrical and has three ground-level storefronts and a partly exposed basement storefront. The three ground-level storefronts have single-light paneled hardwood doors with wide transoms that are recessed from the wall plane. Large display windows occupy much of the first story's wall frontage, and the building's corners are defined by rusticated granite piers. Two polished granite columns help the granite piers support a wide fascia with a paneled entablature. The fascia's central panel has the words "Mayo Building" in raised script letters. Brick pilasters with granite trim define the bays of the upper three stories of the building. On the second story, there are paired 1/1 windows with rectangular lintels and sills of rock-faced granite. On the third story, 1/1 windows are likewise present; however, these windows have segmental-arched heads with granite keystones and impost blocks. On the fourth story, there are 1/1 windows with keystones in segmental arched lintels made entirely of granite. A massive stamped-metal entablature crowns the facade. Its architrave is banded with egg-and-dart molding, while the frieze is foliated with acanthus leaves. The egg-and-dart motif recurs on the modillion cornice that projects from the wall plane. On the east-facing rear elevation, there is a one-bay deep full-width wood-frame wing. This wing is original to the building but was significantly modified circa 2016. Presently, the wing has vinyl siding, vinyl windows, and an exterior wood staircase sheltered by an overhanging porch roof. Dr. Mayo hired Burlington architects Lane and Son to design the Mayo Building, which was the largest commercial building erected in Northfield.

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32. 33 South Main Street, Northfield Savings Bank, Non-Contributing Building, circa 1935/circa 1990

A three-story, 9x5-bay, wood-frame, Italianate-style building that has a stone foundation and brick veneer walls. A flat membrane roof with a prominent cornice with paired brackets tops the building. The building sits on a sloping site, and the northern bays have an exposed foundation with rusticated stone blocks and a water table. The northernmost bay is fronted by a rusticated granite staircase with a wide stone railing. The staircase leads to a glass door with an arched transom. The following five bays have large plate-glass windows with transom lights. The bays are divided by metal panels with stone capitals. Past the windows is the primary entrance, a glass and metal door sheltered by a flat metal overhang. The first floor is divided from the upper stories by a wide fascia board that wraps partly around the south side elevation of the building. The second story has nine 2/2 double-hung windows with stone sills and flat stone lintels. The third story has four small 2/2 double-hung windows with stone sills and arched brick lintels with stone keystones. All the windows on the south elevation have flat stone lintels and sills.

Based on a combination of historic photographs and Sanborn maps, it appears that the Northfield Savings Bank was built circa 1935. Since its construction, the Northfield Savings Bank Building has been the headquarters of the Northfield Savings Bank, an important local financial institution in Vermont. In 1973, the bank was extensively remodeled. During the 1990s, the bank was remodeled again with Italianate details including an entablature and granite details around the fenestration. Multiple additions have been made to the south and east. The numerous alterations over time have diminished the integrity of this building.

33. 51 South Main Street, Northfield Municipal Building, Contributing Building, 1930

A one-story, 3x6-bay, wood-frame municipal building that is set on a sloping site and has a full basement open to daylight on the north and east elevations. The building has a concrete foundation, a brick veneer façade, vinyl siding on its side and rear elevations, and a front-gable standing seam metal roof with an interior brick chimney on the north roof slope. The building's façade is fronted by a full-width shed-roof portico with a gable center bay. The portico is supported by square paneled posts that rest on wood plinths. The portico shelters a center bay glass-and-metal vestibule. The outer two bays of the west elevation have tripartite windows, with a large, fixed picture window flanked by narrow casements. Above the brick veneer, the west elevation gable is clad with horizontal vinyl siding. There is a stone tablet inscribed with the words "Municipal Building" centered at the bottom of the gable siding, and above that are projecting wood letters that read "Northfield Vermont." Initially constructed as a Ford automobile showroom and garage, it was sold to the town during the 1930s and remodeled for use as the town office in 1942.

34. 58 South Main Street, United Church of Northfield, Contributing Building, 1836, 1858

A large, one-story, 3x5-bay, wood-frame, Greek Revival-style church located on the west side of South Main Street on the hill south of Depot Square. A large front-gable entry pavilion fronts the church on the east elevation. The church has a stone foundation, and the lower portions of the walls are clad in wide rectangular blocks meant to resemble masonry stone. The church has

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horizontal wood siding on the entry pavilion and flushboard siding on the main east-facing facade. A front-gable standing seam metal roof tops the church. The entry pavilion has a center bay entry with paneled double doors with flanking pilasters, heavy curved brackets, and a denticulated entablature that supports a gable pediment above the doors. The pavilion's outer bays have large windows with fretted wood surrounds and corner blocks. The pavilion has shallow gable-end returns. The main block of the church has a closed pediment and heavy pilasters that support a full entablature on the north and south side elevations. On the north and south elevations, there are four large stained-glass windows with fretted wood surrounds and corner blocks. On the west-facing rear elevation, there is a large Palladian stained-glass window with a central arched window flanked by a pair of smaller rectangular windows set in a wood surround. The church's westernmost bay is a low one-story wood-frame, horizontal wood-sided, front gable addition that shelters a rear entry to the church. The church is topped by a large two-stage steeple tower. The first stage has a square base with flushboard siding and metal clock faces. The second stage is octagonal and has four louvered vents and a bell. The octagonal steeple is narrow and slate-shingle-clad, culminating in a small lightning rod.

The United Church of Northfield is one of the largest and most visible buildings in the Village of Northfield. Situated on a small hill overlooking Depot Square, it is the oldest extant religious building in the village, and its construction was financed by Charles Paine and was initially known as "Paine's Meetinghouse." The Congregational Church of Northfield purchased it in 1855, and in 1858, Northfield resident Isaac B. Howe excavated a meeting hall beneath the church and reportedly added an additional bay to the building. The construction of the hall significantly expanded the Congregational Church, and Howe's Hall became a key part of the church, serving as a meeting space for church and community events. In 1928, Northfield's Universalist congregation joined the Congregationalists, and the church was renamed the United Church of Northfield.

35. 75 South Main Street, Charles Paine House, Contributing Building, Circa 1826, Moved 1906

A 2.5-story, 3x4-bay, wood-frame, Greek Revival-style building that has a stone foundation, vinyl siding, and a front-gable standing seam metal roof. The cornice is wrapped with metal, but the original wood molding is intact beneath it. The building is fronted by a full-width shed-roof porch with a low deck, a wood railing with square balusters, and Tuscan columns. The porch shelters the primary entrance, and a pair of 2/2 double-hung wood windows with louvered shutters. On the second story, there are three 2/2 double-hung wood windows, and in the gable peak, there is an additional 2/2 double-hung wood window. The building has shallow gable-end returns. On the south side elevation, there is a secondary entrance with a small front-gable bracketed portico. On the north side elevation, there is a wide bay window with two 2/2 double-hung wood windows centered by a large single-light window. A large, two-story, 2x3-bay former carriage barn extends off the rear elevation. The barn has 2/2 double-hung wood windows on its north side elevation, as well as an exterior enclosed staircase that leads to a secondary entrance. A two-story shed-roof addition extends off the rear.

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The house is first depicted on the 1858 Birdseye map of *Northfield Depot Village*, at which time the home appears as one of the large homes within the village. In 1906, the house was moved slightly north to accommodate the construction of the Brown Public Library (Resource #37). In 1999 the house was connected at the rear to a new addition to the library allowing for shared meeting spaces and improved accessibility.

36. 78 South Main Street, Builder Stephen Cochran, Contributing Building, Circa 1850

A 2.5-story, 3x4-bay, wood-frame, Greek Revival-style house that has a granite foundation, vinyl siding, and a front-gable standing seam metal roof. Fenestration consists of 1/1 double-hung vinyl windows with simple flat wood surrounds. The building's east elevation entry is in the southern bay with a solid wood paneled door flanked by four-light sidelights and topped by a six-light transom. Pilasters and a full entablature surround the entryway. The remaining first-story bays have single 1/1 windows with louvered shutters. There are three 1/1 windows on the second story and a window in the gable peak. The roof has gable-end returns and heavy corner boards. On the south side elevation, there is a small, shed roof porch with turned posts. This porch backs onto a one-bay, two-story, front-gable ell that has two stacked bay windows and gable-end returns. An additional bay window is present on the north elevation. The house has two projecting rear additions. The first addition is two stories, while the second addition is 1.5 stories.

One of four identical houses built in the early 1850s by Stephen Cochran on South Main Street. The houses are depicted in the 1858 *Birdseye Map of Northfield Depot*, as four three-bay-wide, front-gabled Greek Revival style residences.

36a. Garage, Non-Contributing Building, Circa 2020

At the rear of the property, there is a large one-story, 2-bay, wood-frame garage with a concrete foundation, vertical siding, and a shed roof. The garage has a single large automatic roll-up eight-light door and a smaller entry with a front-gable pediment.

37. 93 South Main Street, Brown Public Library, Architect Fred Colburn, Builder J. W. Dornsife, Contributing Building, 1906, 1999

A one-story, 3x2-bay, masonry brick, Neoclassical library building that rises off an elevated rusticated granite foundation that has a smooth granite sloped water table cap. The building has a hipped asphalt shingle roof. In 1999, an addition was constructed off the rear elevation.

The Brown Public Library has a monumental projecting center bay that shelters the recessed historic entryway. The projecting center bay is fronted by granite steps flanked by brick piers topped by granite slabs. The bay has quoined brick piers with granite capitals. Within the bay are paired fluted Ionic columns with Scamozzi capitals. The columns and piers support a full, paneled entablature and scrolled modillions that wrap the library as well as a pedimented gable above the entry. In the brick tympanum is a round light with 4 granite keystones. An anthemion caps the pediment. The entry itself is a wide-paneled door capped by a three-light glass transom with radiating muntins, and a cornice with bracketed modillions, on scroll brackets. Flanking the

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entry are three-light glass windows with radiating muntins. The two outer bays have patterned brick paneling denoted by darkly fired bricks and matching banks of three six-light fixed windows with Roman lattice. These windows are set in heavy granite surrounds. Rusticated brick piers define the corners. The roof has two symmetrical, interior-end chimneys with decorative granite keystone arches. Matching six-light fixed windows with radiation muntins are present on the north and south side elevations as well as the brick panel patterns. On the rear elevation, there is a one-story, 1x1-bay, masonry brick wing that has a hipped standing seam metal roof. The rear addition is joined to the 1999 addition.

The 1999 addition is at the rear of the library and travels north, physically joining the library to the rear of the Charles Paine House. The addition is 2 stories tall, steel frame, and approximately 45' x 70'. Because of the sloping topography, the two-story addition is still lower than the eaves of the brick library. The addition has a concrete foundation, plate glass walls on its west-facing façade, and large concrete panels with glass transoms on its remaining elevations.

Prior to the construction of the library, George Washington Brown purchased the former Charles Paine House and had it moved slightly north, to its present location, to provide more room for the library. Local histories from the 1970s suggest that George Washington Brown designed the library; however, no historic documentation supports this suggestion. Contractor J.W. Dornsife built the library in 1906, which cost \$25,000 to build and equip.

37a. Gazebo, Non-Contributing Structure, circa 2000

At the rear of the library, there is a large gable-on-hipped asphalt shingle roof gazebo. The gazebo is supported by cedar posts with branches acting as brackets. The gazebo postdates the district's period of significance and is a non-contributing structure.

38. 98 South Main Street, Dr. William Mayo House, Builder Stephen Cochran, Contributing Building, Circa 1850

A 2.5-story, 3x4-bay plus rear additions, wood-frame, Greek Revival-style house that has a stone foundation, horizontal wood siding, and is topped by a front-gable asphalt shingle roof. Fenestration consists primarily of 2/2 double-hung wood windows with wood shutters and flat stock wood surrounds. The building is fronted by a full-width hipped-roof porch that wraps the first two bays of the south side elevation. The porch has a low deck accessed by a set of granite steps, a wood railing with turned balusters, and Tuscan columns that support a frieze band and the roof, which has a pediment over the entry. The porch shelters the primary entry in the southernmost bay. Two windows are also set beneath the porch. On the second story, there are three windows, and an additional window occupies the gable peak. The building has corner boards, gable-end returns, and a frieze band on the north and south side elevations. On the south side elevation, there is a 2.5-story, stacked rectangular bay window. The north elevation has a first-story rectangular bay window. The building has a two-stage rear addition. The first stage of the addition is two stories tall, while the second stage is one story tall. The second stage joins the building to a large barn located at the rear of the property. This barn has been converted into

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residential units. The barn is 2.5 stories, has horizontal wood siding, and is topped by a gable roof.

One of four identical houses built in the early 1850s by Stephen Cochran on South Main Street. The houses are depicted in the 1858 *Birdseye Map of Northfield Depot*, as four three-bay-wide, front-gabled Greek Revival style residences.

39. 114 South Main Street, Builder Stephen Cochran, Contributing Building, Circa 1850

A 2.5-story, 3x4-bay with additions, wood-frame, Greek Revival-style house that has a stone foundation, horizontal wood siding, and is topped by a front-gable standing seam metal roof. Fenestration consists primarily of 1/1 double-hung wood windows with simple surrounds and wood shutters. In the southernmost bay the building is fronted by a wide portico with a low wood deck and Tuscan columns that support a frieze band and a standing seam metal shed roof above the first level. On the second story, there is a pedimented balcony stacked directly over the portico. The balcony has a half wall with two short Tuscan columns that support a frieze. The portico shelters the front entry, a wood panel door with sidelights, pilasters, and a full entablature on the first floor and a half-light wood panel door on the second story. The two bays north of the portico each have a 1/1 window on both the first and second stories. In the gable is a window with a fixed upper sash and a louvered vent in place of the lower sash. The building has prominent corner pilasters and gable-end returns that support a full entablature. Two brick chimneys split the roof's gable peak. The house has a two-story two-bay rear addition with a south side shed-roof porch, which shelters a secondary entrance. A lower two-story addition is on the rear and has a bay window on the second floor.

One of four identical houses built in the early 1850s by Stephen Cochran on South Main Street. The houses are depicted in the 1858 *Birdseye Map of Northfield Depot* as four three-bay-wide, front-gabled Greek Revival style residences.

39a. Outbuilding, Non-Contributing Building, Circa 1850

The outbuilding is first described as a livery on the 1858 Walling map. Starting with the 1885 Sanborn map, the building is listed as a hotel; by the 1897 Sanborn map, the building is listed as a private residence. Circa 1910, the building was converted to a garage and circa 2015 the building was converted to a residence. The outbuilding is 2.5 stories and 3 bays in width. It rises off a stone foundation, has horizontal wood siding, and is topped by a front-gable standing seam metal roof. The building has a wood deck on the southern half of the front elevation, which provides access to the primary entrances, comprising a pair of modern six-light paneled doors. The northern bay has a 1/1 double-hung vinyl window. On the second story, there are a pair of casement windows and a central hay loft door. In the gable peak, there is a single 6/6 double-hung wood window. The livery has corner boards and shallow gable-end returns.

39b. Shed, Non-Contributing Building, Circa 1990

The shed is a 1x1-bay, wood-frame, front-gable building with an asphalt shingle roof.

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40. 119 South Main Street, United States Post Office-Northfield, Builder Loucks and Clarke Construction Company, Contributing Building, 1938

A 1-story, 5x2-bay, masonry brick, Colonial Revival-style post office that has a stone foundation, Flemish bond brick walls, and a side-gable slate roof. The building has a center bay entry with a one-bay flat-roof portico with fluted Doric columns and square pilasters that support a full denticulated entablature. A statue of an eagle in flight tops the portico. The entrance is a set of double doors with a paneled transom, fluted Doric pilasters, and a full entablature. A brick segmental arch spans the double doors above the entablature of the porch. The bays flanking the entrance have 12/12 double-hung windows with granite sills. The block is crowned by a frieze band and denticulated cornice. The gable ends are closed pediments, with semi-circular windows with radiating muntins. A cupola, with pilasters, entablature, round-arch louvered vents, and a flat roof, tops the building. The building has a 1-story, 5x2-bay rear addition with a large exterior brick chimney. A one-bay loading dock addition extends off the rear of the rear addition.

Construction of the post office was financed through the Public Works Administration. The post office was built by the Loucks and Clarke Construction Company under the oversight of construction supervisor Edwin Fleming. Inside the post office, there is a collection of murals completed by artist Charles M. Daugherty in 1939. These murals were funded by the Works Progress Administration and depict Vermonters in various activities, including farming, stonecutting, maple sugaring, and skiing. Of the murals, Daugherty's "Skiers" is a full-size mural, while the other scenes are smaller medallions.

41. 128 South Main Street, Builder Stephen Cochran, Contributing Building, Circa 1850

A 2.5-story, 3x3-bay, wood-frame, Greek Revival-style building that rises off a stone foundation, has horizontal wood siding, and is topped by a front-gable standing seam metal roof. The building is fronted by a two-bay hipped-roof porch that wraps around the south side elevation. The porch has a low wood deck, a wood railing with turned balusters, and Tuscan columns that support a frieze band. The porch shelters the primary entry, a wood panel door with five-light sidelights and a transom. The entry has heavy pilasters and a full entablature that has been partially obscured by the porch roof. The porch also shelters a single 1/1 double-hung window with a simple wood surround. Likewise, the remaining first-story bay has a 1/1 double-hung window with a simple wood surround. On the second story, there is a one-bay pedimented balcony stacked directly over the primary entrance. The balcony has a half wall and Tuscan columns that support a frieze. The remaining bays have 1/1 double-hung windows, and there is a 1/1 double-hung window in the gable peak. A brick chimney splits the gable. On the south side elevation, there is a rounded enclosed sunroom. The building has a two-story rear addition that joins the residence's main block to a 1.5-story garage, which has wood siding, a standing seam metal roof, and out swinging 12-light paired garage doors.

One of four identical houses built in the early 1850s by Stephen Cochran on South Main Street. The houses are depicted in the 1858 *Birdseye Map of Northfield Depot*, as four three-bay-wide, front-gabled Greek Revival style residences.

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42. 135 South Main Street, Non-Contributing Building, Circa 1860

A 2.5-story, 3x4-bay main block, wood-frame multi-resident assisted living facility. It has a stone foundation and horizontal wood siding with wood shingles in the gable. The building is topped by a front-gable standing seam metal roof. A wood deck with a wood railing and square balusters fronts the building, which has a center bay 1/1 vinyl window with wood shutters and an outer bay entry with four-light sidelights and a simple entablature. On the second story, there are three 1/1 vinyl windows with wood shutters. The building has multiple additions that spring off the rear elevation. A large party wall extends above the roof between the second and third additions. A one-story, 1x7-bay shed-roof wing that extends off the south elevation. Numerous alterations over time have diminished the integrity of this property.

43. 151 South Main Street, DeWitt Clinton Lodge No. 141, Architect Armory L. Williams, Builder, Waugh Construction Company, Contributing Building, 1956

A 3x7-bay, brick and concrete block Masonic lodge that was built in the Colonial Revival style. The building is one story on an elevated basement, has a concrete foundation, brick veneer walls, and a front-gable standing seam metal roof with a monumental full-width temple portico. The portico has Tuscan columns and heavy square pilasters, which support a full entablature and a closed-gable pediment. The plain frieze band has "MASONIC TEMPLE" in raised gold lettering and centered in the pediment gable is an oculus window with a two-part sash and keystone trim. The historic entrance, a set of double doors, faces west, and the doors are topped by a large round-arch window. The portico has been partially enclosed to create a vestibule with an entrance, but the columns are still visible. On the side elevations, there are replacement vinyl windows with soldier bond brick lintels.

In 1950, the masons purchased a lot from the Green Mountain Clinic and began to fundraise for the construction of a free-standing Masonic temple. The purchase of the lot coincided with the centennial of the DeWitt Clinton Lodge, which likely spurred interest in establishing a free-standing Masonic temple. Fundraising for the project lasted multiple years, and portions of the building were initially left unfinished due to a lack of available funds. It was designed by architect Armory L. Williams of Woodstock, Vermont, and built by the Waugh Construction Company of Barre, Vermont.

44. 152 South Main Street, Northfield Methodist Episcopal Church, Contributing Building, 1854

The Northfield Methodist Episcopal Church is a one-story building that sits on an elevated basement. The wood-frame church is 3x4 bays and was built in the Greek Revival style. The building has a stone foundation, horizontal wood siding, and a front-gable standing seam metal roof. A prominent front-gable vestibule with delicate bargeboard fronts the church. The vestibule has paneled double doors with a scrolled pediment. Flanking the entry are narrow stained-glass windows with peaked lintels. The main body of the church has wide-paneled corner pilasters and narrower pilasters that extend from the top of the vestibule. The pilasters extend up to a well-delineated entablature, which wraps the building. Paneled pilasters on the side elevation separate

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the four side bays. Each bay has a large stained-glass window with a pedimented lintel. The church is topped by a two-stage steeple. The first stage has plank siding and narrow pilasters that reach a full entablature. The second stage has a bell tower with four louvered vents, paneled pilasters, and a full entablature. The church is topped by a narrow slate-clad spire with a lightning rod. In 1868-1869, the church was enlarged with a prominent rear addition that permitted the installation of a large organ at the rear of the church.

45. 183 South Main Street, St. Mary's Episcopal Church, Contributing Building, 1843, Moved 1857

A one-story, 3x3-bay, wood-frame, transitional Greek Revival to Gothic Revival-style church that has a stone foundation, vinyl siding, and a front-gable standing seam metal roof with a two-stage, flat-roofed bell tower. The church is fronted by a monumental center bay portico with Doric columns and pilasters that support a full entablature and a flat roof. The portico shelters the church's primary entry, a set of large double doors with a Gothic arch transom window. The church has corner pilasters that support a full entablature that wraps the building. Meanwhile, the gable is a closed pediment. Both stages of the bell tower have pilasters and entablatures. The first stage has horizontal wood siding, and the second stage has louvered vents. A low-hipped roof tops the tower. On the north and south side elevations, there are three large Gothic arched windows.

St. Mary's Episcopal Church was built in 1843 by the Congregational Society in the village of Northfield Center. The church was purchased by members of Northfield's recently formed Episcopal parish for \$400 at an auction after the Congregationalists purchased Paine's Meetinghouse. After purchasing the property, the Episcopalians moved the church from Northfield Center approximately a mile north to its present location on South Main Street. St. Mary's Episcopal Church is depicted on South Main Street on the 1858 *Walling Map of Washington County*.

45a. St. Mary's Rectory, Contributing Building, Circa 1865

A 2.5-story, 3x2-bay, wood-frame, Greek Revival-style cross-gable house. The building has a stone foundation, vinyl siding, and an asphalt shingle roof. Fenestration consists of replacement 1/1 double-hung vinyl windows with simple surrounds and louvered shutters. The building is fronted by a full-width porch with a wood railing with square balusters and tapered square posts that support a frieze. The porch shelters the primary entrance as well as two 1/1 windows. On the second story, there are three 1/1 windows, and within the gable peak, which has shallow end returns, there is a single 1/1 window. The building has a cross-gable ell on the north with shallow gable-end returns. Additional features include a two-story rear addition and a one-story, one-car garage that has been joined to the rear of the Rectory.

45b. St. Mary's Parish Hall, Contributing Building, 1957

The Parish Hall is a one-story, three-bay, front-gable wood frame building that has a concrete foundation, horizontal wood siding, and a closed pediment front-gable standing seam metal roof. The Parish Hall is fronted by a small projecting center bay enclosed vestibule that has a

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full pediment, pilasters, and a wood-paneled door. In the bays flanking the entry, there are 8/12 double-hung vinyl windows with louvered shutters. The corners have pilasters, and a full entablature runs the length of the façade.

Wall Street

Wall Street: Wall Street contains two distinct collections of resources. East of the Vermont Central Railroad Line is a single commercial building and the Vermont National Guard Armory, which anchors the corner of Depot Square and Central Street. West of the railroad tracks, Wall Street transitions to an industrial area and contains two small buildings that were historically associated with the stonecutting industry in Northfield.

46. 49 Wall Street, Non-Contributing Building, Circa 1870

A two-story, 3x4-bay, wood-frame building that has a stone foundation, horizontal wood siding, and is topped by a front-gable, standing seam metal roof. The building is fronted by a full-width, shed-roof-enclosed porch with paneled doors and 1/1 double-hung vinyl windows. On the second story, the building has vertical wood siding, three 1/1 double-hung wood windows, and within the gable peak, there is a single 1/1 double-hung vinyl window and a small metal vent. The roof has shallow gable-end returns. Through a small one-bay addition, 49 Wall Street was connected to the Union Block (burned down in 1904), one of the largest commercial buildings in Northfield. Although it has survived the downtown fires, numerous alterations over time have diminished the integrity of this once Greek Revival-style house and early photography studio.

47. 61 Wall Street, Vermont National Guard Armory, Architect Frank Lyman Austin, Builder H. Wales Lines Company, Contributing Building, 1922

The Vermont National Guard Armory is a two-story, 7x7-bay, symmetrically arranged, masonry brick, Gothic Revival building that sits on an elevated basement level. The building has a concrete foundation, brick walls, and a flat membrane roof. The building has a mixed fenestration with basement level 1/1 double-hung vinyl windows and single-light over hopper windows on the second and third stories. All windows have splayed brick lintels, and many windows have concrete sills. The basement level has six rusticated brick bands, and a concrete water table divides the basement from the first story. The building has a center bay entry accessed by a set of concrete steps. The entry has metal and glass doors with a wide glass segmental arch transom. A cast stone keystone engraved with "22" is located above the entry. The entry is flanked by a pair of one-bay, 3-story projections. The two bays following the projections are even with the central entry, and the final façade bays are slightly recessed. The second story is divided from the roof by a pair of brick string courses, and the roof has distinct brick corbelling, which gives the building a castle-like appearance. At the rear of the building, there is a large, masonry brick, two-story, 4x7-bay addition which matches the fenestration pattern of the main block.

The Vermont National Guard Armory occupies a prominent corner at Wall and Central Streets on the south side of Depot Square. The building was built on the site of the former Union Block, a commercial building that burned down in 1904. The Northfield armory was part of the

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Vermont National Guard's first phase of armory building in Vermont, which spanned from 1914 to 1932 and resulted in the construction of twelve armories in Barre, Bellows Falls, Bennington, Brattleboro, Burlington, Montpelier, Newport, Northfield, Rutland, St. Albans, St. Johnsbury, and Windsor. The armory was built in 1922 for Company F 172 Infantry of the First Vermont Infantry at an approximate cost of \$50,000. Burlington architect Frank Lyman Austin designed the armory, and the H. Lines Wales Company served as the general contractors.

48. 102 Wall Street, Contributing Building, Circa 1900

A two-story, 3x3 bay, wood-frame building that rises off a concrete foundation, has horizontal wood siding, and is topped by a slate cross-gable roof. On the front-gable façade on the south elevation, there are paired 1/1 windows on the first floor and a single 1/1 window in the gable peak. A small shed-roof porch supported by a turned wood post located at the corner of the ell shelters the primary entrance. On the east side elevation of the ell, there is a center bay secondary entrance flanked by 1/1 windows. The entry is sheltered by a second-story porch elevated on wood posts. On the west side elevation, there are two 1/1 wood windows. A one-story rear addition extends off the north side of the building.

102 Wall Street is first depicted on the 1903 Sanborn fire insurance map as a company office for the E. B. Ellis Company. In the map, the building is depicted between two large stonecutting sheds, and its central location would have allowed managers to effectively organize workers and manage the day-to-day operations of the business. Sanborn maps show that 102 Wall Street remained an active granite company office through the late 1920s; however, by the early 1940s the building had been converted to a store.

49. 104 Wall Street, Contributing Building, Circa 1905

A two-story, 5x9-bay, wood-frame building that rises off a stone foundation, weatherboard siding, and is topped by a front-gable standing seam metal roof. The building's openings have all been covered with plank siding. On the south-facing façade, there are three covered openings. On the second story, there are five covered openings, and in the center bay, there is a wide covered opening. On the east side elevation, there is a plywood door followed by five covered openings. On the second story, there are eight regularly spaced covered openings. On the west side elevation, there are three covered openings followed by a plywood door. The rear of the west side elevation has vertical siding. There are a total of seven windows on the west side that have been covered with plank siding. There is a rear addition to the building, denoted by a vertical board and a solid concrete foundation.

104 Wall Street is first depicted on the 1910 Sanborn fire insurance map as a box shop and drafting room for the E. B. Ellis Company. The numerous windows on the second floor suggest that level was the drafting room. In the map, the building is depicted between two large stonecutting sheds, and its central location would have allowed boxes to be built and moved around the complex. It would also have given the workers responsible for designing monuments easy access to the stonecutting sheds. Sanborn maps show that 104 Wall Street remained an active box shop and drafting room through the late 1920s. However, by the early 1940s, the building had been converted to a grange hall.

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50. Vermont Central Railroad Line, Contributing Site, 1848

The Vermont Central Railroad line passes through the historic district with a roughly north/south alignment. The railroad has a gravel bed, wood ties, and steel rails. The railroad has a crossing at Wall Street with two metal crossing arms. Southwest of the crossing arms is a metal shed with railroad equipment. Along the east side of the railroad, near Central Street, there is a stone retaining wall. This is the primary through rail line that once had spurs leading to the rail yard and later stone cutting sheds.

Historic Integrity

The Northfield Downtown Historic District retains all seven aspects of integrity. The *location* and *setting* of the historic district have not changed significantly. The major residential and commercial streets have not experienced any major losses and only limited non-historic infill outside of the period of significance. The largest area of change has been in the former railyard, where many of the granite sheds and railroad buildings have been lost. Despite this, several key resources related to the railroad and industrial heritage of Northfield remain extant, allowing the former transportation and industrial setting of those remaining resources to be clearly interpreted. The historic district retains integrity of *design*, *materials*, and *workmanship*. On Central Street, the architectural essence of the double-houses, such as their 4x4 form and large fanlights, remains intact. Likewise, the architectural style of the residential properties on South Main Street are still evident. Many of these houses were built in the Greek Revival style and have some late nineteenth-century Queen Anne or Colonial Revival style modifications, usually porches. The large ecclesiastical and civic buildings on South Main Street are intact and are unaltered, high-style examples of their architectural types. The alterations to some of the commercial buildings on and near Depot Square are common simplifications and material changes that are typical as property owners attempt to reduce maintenance costs. Many of these changes occurred during the end of the period of significance. Despite these changes, the buildings maintain key commercial characteristics such as large plate glass storefront windows and regular fenestration patterns, which help to preserve the appearance of Depot Square's early twentieth-century commercial downtown.

The district retains integrity of *feeling* and *association*. The historic district retains key resources that help to convey each of its different eras of development and overall tell the story of the community's development. Resources like the Charles Paine House (Resource #35) and the United Church of Northfield (Resource #34) convey an association with the early Paine family woolen mill enterprises, while the railroad resources, such as the depot, engine house, railroad tracks, and freight house, convey an association with Northfield's railroad boom history. Finally, the concentration of Northfield's commercial resources around Depot Square (Resource #14) and the passenger depot conveys a feeling of the importance of the railroad to Northfield's development. This feeling is bolstered by the presence of resources like the former granite buildings, which convey a connection to the later stonecutting industry, which bolstered Northfield starting in the late nineteenth century.

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8. Statement of Significance

Applicable National Register Criteria

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

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☒ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

TRANSPORTATION

ARCHITECTURE

INDUSTRY

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Period of Significance

1836-1957

Significant Dates

1848

1885

Significant Person

(Complete only if Criterion B is marked above.)

Paine, Charles

Mayo, Dr. William

Cultural Affiliation

Architect/Builder

Architects

Young, Ammi B.

Crandall, C. H.

Colburn, Fred

F. L. Lowe Company

Lane and Son Architects

Fleming, Edwin

Williams, Amory L.

Hutchins and French

Austin, Frank Lyman

Builders

Dornsife, J.W.

Cochran, Stephen

Cummings Construction Company

Loucks and Clarke Construction Company

Waugh Construction Company

H. Wales Lines Company

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 Northfield Downtown Historic District possesses the physical record of a community developing and changing, building and rebuilding its identity and structures over a century and a half. It is locally significant under Criterion A in Community Planning and Development,

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Industry, and Transportation, Criterion B in Community Planning and Development and Transportation, and Criterion C in Architecture. The Northfield Downtown Historic District grew from a rural village to an early nineteenth-century mill village, and then, at the direction of Charles Paine, a transportation headquarters for the Vermont Central Railroad (Resource #50) in the mid-nineteenth century. When the railway headquarters moved away, the Northfield community welcomed the granite industry, once again putting the former railyard to use and filling vacant houses with workers. The village reinvented itself around the newly formalized Depot Square (Resource #14), embracing the quintessential Vermont property type of a village green. The prosperity brought by the local stonecutting firms helped drive the redevelopment of downtown Northfield and sustained it through multiple devastating fires. From 1900 until the early 1930s, multiple new commercial buildings were erected to provide space for businesses catering to the once again growing community. A prominent local developer and politician, Dr. William Mayo, built five significant commercial properties which define the eastern side of Northfield's commercial downtown, including the imposing Mayo Building (Resource #31). As the twentieth century continued, South Main Street, already of central importance in the village, expanded the civic center as resources such as the library (Resource #37), post office (Resource #40), and Masonic Temple (Resource #43) were built. Even the stalwart nineteenth-century religious institutions tell the story of change and adaptation with mergers, acquisitions, elevating and even moving buildings. What remains today are testaments to each stage of the town's evolution, sharing the community narrative as told in the extant architecture and community layout.

The Northfield Downtown Historic District contains a collection of buildings that include a concentration of architecturally sophisticated buildings that reflect the ambitions of the leaders and developers of this small rural village as well as more vernacular examples of residential and commercial styles and forms popular from the early nineteenth to mid-twentieth century. Among these resources are the Vermont Central Engine House (Resource #28), one of the earliest Italianate-style buildings in Vermont, the United Church of Northfield (Resource #34), a substantial example of a Greek Revival-style meetinghouse, and the Brown Public Library, a sophisticated Neoclassical-style library. The historic district's commercial core is anchored by two resources that have been individually listed on the National Register of Historic Places: the Mayo Building and the Vermont Central Railway Depot (Resource #22). The district also contains an intact collection of workers' houses historically associated with the Vermont Central Railroad on Central Street and four larger front-gabled Greek Revival style houses identically built in the early 1850s on South Main Street. Though some material changes have occurred throughout the historic district, most of the district's resources retain integrity and are still able to convey their significance.

The Period of Significance for Criteria A and C is 1836 to 1957. This begins with the construction of the most visually prominent and oldest extant resource within the historic district, the United Church of Northfield, and ends with the construction of St. Mary's Parish Hall in 1957 (Resource #45b), the last significant new construction in the community until the 1990s. For Criterion B, there are two periods of significance. The first period of significance, related to Charles Paine, is 1848 to 1852. This period reflects the Vermont Central Railroad's extant resources from the time when Charles Paine was the president of the company. The second

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period of significance, related to Dr. William Mayo, is 1901 to 1911. This period reflects the years Dr. Mayo was actively engaged in real estate development in downtown Northfield, starting with the construction of the Mayo Armory Block (Resource #29) and ending with the construction of the Northfield Trust Company Building (Resource #23).

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

Criteria A and B: Community Planning and Development

The Northfield Downtown Historic District is centered on the commercial, civic, and religious core of Northfield. First settled in the early nineteenth century, the village developed around a hydromechanical-powered woolen mill operated by Elijah Paine. By the late 1820s, Paine's son Charles Paine was managing the mill and had built a large residence (Resource #35) for himself as well as a meetinghouse (Resource #34) for the factory workers on what is now South Main Street, helping to establish South Main Street as the main thoroughfare through Northfield.

In 1845, shortly after concluding his term as Vermont's 15th Governor, Charles Paine was elected president of the Vermont Central Railroad (Resource #50). During the railroad's design and construction, Paine ensured the railroad traveled through hilly Northfield and established a large railyard west of South Main Street on land owned by his family. The construction of the railroad and railyard spurred an immediate burst of growth in Northfield. In addition to the railroad infrastructure, the Vermont Central Railroad built ten double houses on Central Street (Resources #4-13) for its workers, and Charles Paine built a railroad spur to bring passenger cars to the Northfield House, a large hotel he owned on the east side of South Main Street. The railroad spur was used for approximately a decade before it was removed. In its place, an informal green was developed, and multiple commercial blocks were erected around the green to take advantage of the steady stream of passengers coming to Northfield on the train. The village green was formally developed as Depot Square (Resource #14) in 1885 with the installation of the Soldiers' Monument (Resource #14b), which honored Northfield's Civil War veterans. During the 1860s-70s, the headquarters and railyard were removed to St. Albans, and most of the railroad buildings were demolished. In their place, multiple large granite sheds were built starting in the 1890s.

The construction of the granite sheds revived Northfield's economy, which had contracted following the removal of the railyard. The economic revival and population influx brought by the construction of the granite sheds spurred speculative commercial development around Depot Square, and during the early twentieth century, this commercial development was synonymous with Dr. William Mayo. A longtime Northfield doctor, Dr. Mayo started in 1894 to invest in commercial property around Depot Square. Dr. Mayo purchased the Paine Block, a large commercial property on North Main Street, which he reoriented to East Street. This property burned in 1899, and in 1901, Dr. Mayo built the first of five commercial properties in Northfield (Resource #29). Concentrated on the east side of Depot Square, Dr. Mayo's properties were some of the largest and most ornate commercial buildings in Northfield. Within the historic district, the Mayo Building (Resource #31) is the property most associated with Dr. Mayo and

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his contributions to the development of Northfield. The Mayo Building is the largest and most visually distinct commercial property in Northfield and the most significant commercial undertaking funded by Dr. Mayo. The building anchors the east side of Northfield's commercial downtown and was individually listed in the National Register of Historic Places in 1983. The Mayo Block is one of several commercial buildings financed and owned by Dr. Mayo on South Main Street and East Street. In addition to the Mayo Building, Dr. Mayo also financed the construction of the Mayo Armory Block (Resource #29) on North Main Street, the Paine Block (Resource #26), 21 East Street (Resource #25), 17 East Street (Resource #24), and the Northfield Trust Building (Resource #23) on East Street.

Criterion A and B: Transportation

The Vermont Central Railroad and Charles Paine

Charles Paine, the 15th governor of Vermont, is one of the most significant figures in the early history of railroad development in Vermont. Born in 1799 on his father Elijah Paine's property in Williamstown, Vermont, Charles Paine attended Harvard University, graduating in 1820.¹ The first recorded description of Charles Paine as a resident of Northfield can be found in 1826, when he was serving as an agent for his father's woolen mill.² Between the late 1820s and early 1840s, Charles Paine split his time between advancing the business interests of his family in Northfield and politics. An active member of the Whig Party, Paine was elected to the Vermont House of Representatives, serving from 1828 until 1830. Paine followed this in 1836 with an unsuccessful gubernatorial campaign and again in 1841 when he was elected as Vermont's 15th governor.

Although his political contributions were significant, Charles Paine's main contribution to the history of Vermont and Northfield specifically is linked to his career as a railroad executive. In 1843, Paine was named as one of five commissioners for the newly chartered Vermont Central Railroad (Resource #50). As a commissioner, it was Paine's task to seek out subscriptions to help finance the construction of the Vermont Central Railroad.³ In 1845, Paine was elected the president of the Vermont Central Railroad, a position he would hold until 1852. As the president of the Vermont Central Railroad, Charles Paine played a vital role in ensuring the railroad was completed and in selecting the route of the railroad through Vermont from Hartford to present-day Essex Junction.

Charles Paine's decision to have the Vermont Central Railroad pass through Northfield was a pivotal moment in the town's history and led to significant population and industrial growth that influenced the development of the town and historic district. However, Paine's actions rippled far beyond Northfield. The choice of hilly Northfield over other nearby towns, with what might have been considered easier rail routes, has been viewed as a decision by Paine made for personal and family financial gain.⁴ While Paine undoubtedly personally benefited from the decision to route the Vermont Central Railroad through Northfield, there is evidence that his

¹ Gregory, *Centennial Proceedings and Historical Incidents of the Early Settlers of Northfield, VT*, 63.

² "From Col. Charles Paine," *Rutland Weekly Herald*, November 28, 1826, 4.

³ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, (Canaan: Phoenix Publishing, 1974), 134.

⁴ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 136.

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decision-making was based on sound engineering advice. In 1845, engineer Samuel M. Felton offered his opinion to the directors of the Vermont Central Railroad, outlining a clear rationale for choosing the Northfield route over the railroad's alternative proposed route through Williamstown Gulf. Felton stated that the Williamstown Gulf route would force the railroad through a narrow valley between hills that were geologically unstable and would be further destabilized by the construction of the railroad. Felton worried that these hillsides might collapse, creating a major risk to construction workers and later to passengers, crews, and freight. By Felton's estimate, the cost of ensuring the stability and safety of the Williamstown Gulf route was significantly greater than the cost of the Northfield route, even though the Northfield route required an additional five miles of construction. As a result, while communities such as Barre and Montpelier, which were bypassed by the Vermont Central Railroad, were justifiably frustrated by Paine's choices, it appears his decision was at least partially justified by sound engineering.⁵

By the time of his removal from the presidency in 1852, the Vermont Central Railroad passed through over a dozen towns in Vermont and provided an important east-west connection between Vermont and Boston. For each of the towns the railroad passed through, it served as an important transportation link, allowing personal transportation and the efficient movement of materials and goods. For many towns, the Vermont Central Railroad catalyzed the development of industry, providing an outlet for factory-produced goods. The railroad also provided an outlet for farm products, allowing Vermont's farmers to establish larger farms and sell their products to important regional markets such as Boston. In several of the towns through which the Vermont Central Railroad passed, small commercial districts were established in the vicinity of the railroad tracks, further highlighting the shaping force of the railroad on Vermont's communities.

Criterion A: Industry

Starting with the establishment of Elijah Paine's woolen mill on the Dog River, industry has played a critical role in the development of the Northfield Downtown Historic District. The district experienced three distinct bursts of industrial growth, which brought with them corresponding bursts of development within the district. The first burst, the construction of the Paine woolen mill, influenced the construction of Charles Paine's home (Resource #35) and the United Church of Northfield (Resource #34), which formed the eastern axis of the village. The second burst, coinciding with the arrival of the Vermont Central Railroad (Resource #50), transformed the landscape west of the railroad tracks into an industrial center, transformed the lower end of Central Street into a working-class neighborhood, and drove speculative real estate development on South Main Street. The prominence of the railyard also solidified the village as the economic and social heart of the larger town of Northfield, leading to the construction and relocation of multiple churches as well as the construction of a dense commercial district around the passenger depot (Resource #22). The final burst of industrial growth occurred in the late nineteenth and early twentieth century, when multiple stonecutting sheds were built in Northfield. Many of these sheds were built on the site of the Vermont Central Railroad's former railyard, and stonecutting served as the backbone of Northfield's economy for more than four

⁵ Sameul M. Felton, "Report on the Gulf and Northfield Routes," *The Vermont Watchman*, July 30, 1846, 1.

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decades. The stonecutting industry, coupled with multiple fires during the late-nineteenth and early twentieth centuries, led to the construction of multiple new commercial buildings in Northfield's downtown. While many of the resources related to the stonecutting sheds and railyard are no longer extant, the impact of these resources, which were the economic foundation for the town, remain legible on the western side of the historic district.

Criteria C: Architecture

The Northfield Downtown Historic District contains resources that were built from the early nineteenth to the mid-twentieth centuries. It includes a concentration of architecturally sophisticated buildings that reflect the ambitions of the leaders and developers of this small rural village as well as more vernacular examples of residential and commercial styles and forms. The district's growth occurred in two distinct periods. The first period of growth coincides with the construction of the Vermont Central Railroad (Resource #50) and the development of the railroad's massive railyard in Northfield. Although many of the railroad-related resources were demolished by the late nineteenth century, four important resources, the Vermont Central Railroad line, the Vermont Central Railway Depot (Resource #22), the Vermont Central Railroad Freight House (Resource #27), and the Vermont Central Railroad Engine House (Resource #28), remain extant. The 1848 depot and engine house are some of the earliest extant railroad resources in Vermont and were both designed by Ammi B. Young early in his architectural career. An important early nineteenth-century architect and builder, Ammi B. Young designed the Second Vermont Statehouse, as well as a large number of churches and private residences throughout Vermont. In 1852, Young was named the Supervising Architect of the U.S. Treasury Department, and in this role, he designed buildings for the federal government across the United States.

The Vermont Central Railway Depot and the Vermont Central Railroad Engine House are part of the first wave of railroad buildings erected in Vermont, and they predate the later standardization of railroad buildings, which occurred in the mid-nineteenth century. The Vermont Central Railroad Engine House is one of the earliest examples of the Italianate style in Vermont, and it has been minimally altered since its construction, as shown by historic photographs (**Figure 1**). While the Vermont Central Railway Depot has been altered through the removal of its original wings and the introduction of later Queen Anne-style details, the building is nonetheless an important resource in the history of railroads in Vermont. Used as both a passenger depot and a railroad headquarters, the two-story building is significantly larger than most passenger stations built in Vermont, particularly stations that did not serve multiple railroad lines. By the late nineteenth century, passenger stations serving small communities like Northfield typically were one-story, railroad-designed wood-frame, hipped-roof buildings with overhanging brackets. Architecturally sophisticated, architect-designed stations made of brick or stone were typically reserved for larger cities such as Burlington, St. Johnsbury, or Bennington, and were usually built at the turn of the twentieth century or in the early twentieth century. Small passenger depots and large architecturally sophisticated stations are visible across Vermont; however, older depots such as the Vermont Central Railway Depot were typically demolished during the nineteenth century or lost to fire. As a result, the Vermont Central Railway Depot stands as a historically significant resource for contextualizing the development of Vermont's railroads.

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The Vermont Central Railroad Freight House displays many of the hallmark traits of a late-nineteenth-century freight house, such as its long, narrow form and lengthwise orientation alongside the tracks of the Vermont Central Railroad, and its widely overhanging bracketed eaves, which would have sheltered freight as it transitioned to and from boxcars.

On South Main Street, there are three significant religious properties: the United Church of Northfield (Resource #34), the Northfield Methodist Episcopal Church (Resource #44), and St. Mary's Episcopal Church (Resource #45). The United Church of Northfield, one of the oldest buildings in the historic district, is an excellent example of a Vermont meetinghouse. The building occupies a prominent, elevated site within the historic district and is an example of a large Greek Revival-style meetinghouse, typical of the sort of meetinghouses erected in Vermont during the early nineteenth century. The building has a commanding slate-clad spire, a small entrance pavilion, large stained-glass windows, and prominent pilasters. In the decade following the Vermont Central Railroad's construction, the United Methodist Church was built on the west side of South Main Street, and St. Mary's Episcopal Church was relocated from Northfield Center to the east side of South Main Street. The United Methodist Church was built in the Greek Revival style and has many similarities to the United Church of Northfield, such as the presence of a small entry pavilion, prominent pilasters, a large spire, and similar massing and fenestration. St. Mary's Episcopal Church displays a more transitional form, mixing Greek Revival elements such as pilasters and an entablature with Gothic Revival elements such as large lancet windows. In their form and appearance, these three religious resources highlight common forms of early nineteenth-century Vermont ecclesiastic architecture, and St. Mary's Episcopal Church in particular highlights the steady transition from the Greek Revival form to more Romantic architectural modes that began to occur in the second half of the nineteenth century.

Due to the railroad's presence, Northfield's population grew substantially, and many residential properties were rapidly built during the 1850s and 1860s. The houses constructed during this era are a mix of vernacular workers' houses, including 10 houses built by the Vermont Central Railroad on Central Street (Resource #4-13) to house the families of its railyard employees. An additional four residential properties were built on South Main Street by speculator Stephen Cochran (Resource #41, 39, 38, 36). These buildings exhibit more sophisticated Greek Revival-style architectural details than the worker houses built by the Vermont Central Railroad and were likely built for sale to more affluent residents.

The prosperity brought to Northfield by the arrival of the Vermont Central Railroad was cut short by the hardship caused by the relocation of the railroad's headquarters and railyard to St. Albans. As a result of the loss of railroad jobs, Northfield's population shrank, and new construction largely ceased. Queen Anne and Colonial Revival modifications to existing buildings can be found throughout the historic district, and these changes reflect the reenergization of Northfield's economy following the establishment of multiple granite-cutting companies within the town in the late 1890s.

The revitalization of Northfield's economy in the early twentieth century constituted the second major period of growth within the historic district and resulted in changes beyond the town's

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residential building stock. The influx of new residents not only caused existing housing stock to be updated with Queen Anne- and Colonial Revival-style elements such as porches, sunrooms, and additions, but also resulted in a burst of construction around Depot Square. As noted, this construction was also necessitated by the rash of fires that destroyed many buildings from the early 1900s through the 1930s. As a result of these fires and the growing economic vibrancy of Northfield, multiple commercial blocks were built around Depot Square, East Street, North Main Street, and South Main Street. Many of these new blocks were executed in the Neoclassical style and built with solid brick or brick veneer walls to ward off future fire risk. In addition to newly built business blocks, the early twentieth century saw the construction of important civic resources such as the highly ornate, Neoclassical-style Brown Public Library (Resource #37) and Moriarty's Garage (Resource #33), which would later be converted into the Northfield Municipal Building. The Brown Public Library is arguably the most architecturally ornate building in the historic district, featuring Neoclassical architectural elements such as fluted ionic columns with Scamozzi capitals, dentils, and an ornate recessed entrance. The sophistication of the library's design speaks to George Washington Brown's desire to create a monumental legacy to his family and the perceived civic importance of the library as a building type. In utilizing the Neoclassical style, architect Fred Colburn tapped into the classical vocabulary of Greek architecture with its connotations of order, education, and enlightenment, elements that dovetailed neatly with the social and community function of a library. The United States Post Office-Northfield (Resource #37), built in 1938, is a Colonial Revival-style building that was built using funding from the Public Works Administration. The Public Works Administration financed the construction of thousands of buildings, such as post offices, schools, dams, hospitals, and other pieces of large-scale infrastructure, during the Great Depression. Many of these buildings, including the United States Post Office-Northfield, were built in the Neoclassical or Colonial Revival styles, popular early twentieth-century architectural forms which conveyed a sense of physical order and predictability through their use of symmetry and repetitive fenestration.

Following the major early-twentieth-century redevelopment in downtown Northfield, civic and social construction continued through the 1950s with the construction of resources such as the Masonic Temple (Resource #43) and St. Mary's Parish Hall (Resource #45), which were erected within the Northfield Downtown Historic District. Changes to the historic district have been minimal throughout the late-twentieth and twenty-first centuries, and the Northfield Downtown Historic District reads as an eclectic mix of architectural styles and forms that date from the early nineteenth century to the mid-twentieth century. In its architectural forms and styles, the district captures several distinct periods of growth fueled by the railroad and later granite industry and includes a mix of sophisticated high-style properties, several of which were designed by prominent architects, and humble vernacular properties that served as worker housing. Changes throughout the district have almost universally occurred within the period of significance, and those that occurred outside of the period of significance consist of minor material changes and the construction of small outbuildings. None of these changes are significant enough to detract from the overall architectural cohesion of the historic district nor its significance.

This nomination does not consider *Criterion D*. However, given the district's location adjacent to the Dog River, Union Brook, and an unnamed tributary, there is a significant likelihood that one

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or more Precontact Native and/or historic-era archaeological sites are located in areas where soil disturbance has not occurred.

Historic Context

The Early History of Northfield

The town of Northfield, Vermont, is in southern Washington County. It is bordered by the towns of Berlin and Moretown to the north, to the east by Williamstown, to the south by Brookfield and Roxbury, and to the west by Waitsfield. Northfield's main waterway, the Dog River, flows through the center of the town and is fed by multiple small brooks and streams. Northfield was granted in 1781 by the Republic of Vermont to a group of 65 proprietors from Connecticut and Massachusetts, many of whom were veterans of the American Revolution.⁶ The town's first settlers began to arrive in 1785 and discovered that Northfield possessed ample water resources, good soil for farming, and thick stands of hemlock, spruce, maple, birch, and beech trees.⁷ In 1784, the proprietors of Northfield voted to grant to Elijah Paine the privilege of pitching 200 or 400 acres of land in Northfield if he built a sawmill and a gristmill in the town by 1786.⁸ Paine established a farm at the border of Northfield and Williamstown and commenced the construction of his mills. By 1794, enough people had settled in Northfield to permit local inhabitants to organize town meetings in Northfield itself.⁹ Starting in the late 1790s, Elijah Paine began work on the Paine Turnpike, a 22-mile turnpike route that connected Brookfield to Montpelier, which became the state capital a few years later in 1805.¹⁰ The turnpike passed directly through Northfield and helped boost settlement within the town by putting it on the main route between Boston and Montreal.¹¹

During the early nineteenth century, Northfield's settlers primarily engaged in subsistence agriculture and the manufacture of potash from burning the trees they felled to create fields and plots for their houses.¹² Starting in the 1810s, Vermont farmers began to raise Merino sheep; an adaptable breed that produced a fine, thick wool.¹³ As textile mills began to expand across New England, the demand for wool grew proportionally, and sheep came into high demand.¹⁴

⁶ Abby Maria Hemenway, *The History of Washington County, in the Vermont Historical Gazetteer*, (Montpelier: Vermont Watchman and State Journal Press, 1882), 612.

⁷ John Gregory, *Centennial Proceedings and Historical Incidents of the Early Settlers of Northfield, Vermont*, (Montpelier: Argus and Patriot Book and Job Printing House, 1878), 45.

⁸ Hemenway, *The History of Washington County, in the Vermont Historical Gazetteer*, 659.

⁹ Hemenway *The History of Washington County, in the Vermont Historical Gazetteer*, 612.

¹⁰ Northfield Bicentennial Committee, *Northfield*, (Northfield: Northfield Historical Society, 1976), 2.

¹¹ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, (Canaan: Phoenix Publishing, 1974), 70.

¹² Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 41.

¹³ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 45.

¹⁴ Vermont History, "William Jarvis & the Merino Sheep Craze," <https://vermonthistory.org/william-jarvis-and-the-merino-sheep-craze>.

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Factory Village and the Paine Family

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Circa 1812, Elijah Paine built a large dam and woolen mill on the Dog River. The mill reportedly cost \$40,000 to erect and employed between 175 and 200 workers from the surrounding area.¹⁵ The construction of Paine's mill catalyzed the settlement of downtown Northfield, which was then known as Factory Village. The construction of Paine's mill made Factory Village the primary settlement in Northfield, and by the 1830s, census records showed that Northfield's population stood at 1,412 residents.

The oldest extant resources in the Northfield Downtown Historic District relate directly to the Paine family and their influence on the development of the early Factory Village settlement. Elijah Paine's woolen mill anchored the north end of Factory Village, and in 1836, his son Charles Paine built Paine's Meetinghouse, now known as the United Church of Northfield (Resource #34), on a prominent hill just south of the woolen mill.¹⁶ Opposite the meetinghouse, Charles Paine built a large house for himself circa 1826 (Resource #35). The location of Paine's house provided him with a commanding view of the Paine woolen factory, which he managed on his father's behalf.¹⁷ Circa 1840, Charles Paine's sister, Mary Ann Paine, captured an early view of the village in a painting. The pastoral painting highlights the clear linear relationship between the Paine family's woolen mill, Charles Paine's home overlooking the factory, and the Paine Meetinghouse (**Figure 2**).

The factories, farms, and landholdings of the Paine family generated significant wealth, and the family was able to parlay this wealth into regional influence. Elijah Paine served as a United States Senator and was a federal judge in Vermont from 1801 to 1842.¹⁸ Charles Paine meanwhile, served in the Vermont House of Representatives in the 1820s and was elected as the 15th governor of Vermont, serving from 1841 to 1843. However, Charles Paine's influence on Northfield extended far beyond his time as governor. In Vermont and across New England, the 1830s and 1840s were a time of railroad mania, and Charles Paine played a pivotal role in the development of one of Vermont's first and most important lines, the Vermont Central Railroad (Resource #50).

The Charles Paine House within the Northfield Downtown Historic District was Charles Paine's primary residence from circa 1826 until 1852, when he left Northfield to attempt to develop railroads in Texas. The house is the only property directly associated with Paine's life, although multiple buildings within the historic district are tied to Paine's actions as both a local businessman and a railroad executive.

¹⁵ Julia W. McIntire and Richard L. Cleveland, *Picture Northfield: A Photographic Study*, (Northfield: Northfield Historical Society, 1985), 18.

¹⁶ "Installed at Northfield," *The Vermont Watchman*, December 20, 1836, 2.

¹⁷ "From Col. Charles Paine," *Rutland Weekly Herald*, 4.

¹⁸ "Obituary Notice of Judge Paine," *The Woodstock Mercury, and Windsor County Advertiser*, May 6, 1842, 2.

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The Vermont Central Railroad

During the 1830s, as railroads began to expand across America, merchants from New England became acutely aware of the need to develop an effective railroad network for their region. At that time, goods and raw materials flowed along the Erie Canal or the New York Central Railroad to New York City. Seeking to develop an alternative shipping corridor that would funnel goods towards Boston, New England railroad boosters set their sights on the small port city of Ogdensburg, New York, on the St. Lawrence River. Located above a series of rapids, Ogdensburg could provide access to the Great Lakes via the St. Lawrence. To develop the connection between Ogdensburg and Boston, railroads needed to be built across Vermont, and in 1835, three railroad lines were chartered by the State of Vermont: the Vermont Central Railroad (Resource #50), the Rutland and Connecticut Railroad, and the Connecticut and Passumpsic Rivers Railroad.¹⁹

In 1845, at a meeting of the Vermont Central Railroad's stockholders, Charles Paine was made president of the company.²⁰ Working alongside several powerful Boston-based financial backers, Paine began to grade the railroad route, lay tracks, and develop the necessary infrastructure to build the Vermont Central Railroad, which was to stretch from White River Junction to Burlington. Under Paine's influence, the railroad passed directly through Northfield. In addition to establishing the Vermont Central Railroad's route, Charles Paine established a large railyard just west of his residence on land owned by his family and known locally as the Paine Farm.²¹ The railyard initially included an engine house and a machine shop and was one of three built by the Vermont Central Railroad, which installed the railyard in Northfield ostensibly because of Northfield's central location and because of the steep grades trains had to climb after leaving Northfield. The steep terrain sometimes made it necessary to use additional locomotives to help trains travel through the Green Mountains.²²

The buildings in the railyard were designed by architect Ammi B. Young and included freight houses, a roundhouse, an engine repair house (**Figures 1, 3-5**) (Resource #28), and a large passenger depot that doubled as the company's headquarters (Resource #22).²³ In addition to the railyard, during the early 1850s, the Vermont Central Railroad built ten identical houses on Central Street, each of which had a pair of apartments (Resource #4-13). These houses were rented by the company's primarily Irish workforce (**Figures 6, 7**).²⁴

The coming of the railroad and the construction of the railyard in Northfield were a boon to the community, and Factory Village became known as Depot Village. Between 1850 and 1860, Northfield's population nearly doubled, from 2,922 to 4,329 residents, and in 1855, the Village of Northfield was formally incorporated. During this time, many houses were built on South Main Street and Central Street, including four identical houses located just south of the Paine

¹⁹ Barney Crosier, "The Riotous History of Railroading," *Rutland Daily Herald*, January 15, 1978, 17.

²⁰ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 135.

²¹ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 139.

²² "Vermont Central Railroad Company Third Annual Report," *The Vermont Watchman*, September 28, 1848, 4.

²³ "Vermont Central Railroad Company Third Annual Report," *The Vermont Watchman*, 4.

²⁴ Northfield Bicentennial Committee, *Northfield*, (Northfield: Northfield Historical Society, 1976), 29.

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Meetinghouse, which entrepreneur Stephen Cochran erected (Resource #36, 38, 39, 41) (**Figure 3**). Additionally, construction commenced on multiple commercial blocks, which were built to the east, south, and north of the Vermont Central Railway Depot. Charles Paine involved himself in commercial speculation, building the three-story Paine Block (nonextant) on North Main Street circa 1850. In addition to the new residential and commercial buildings, the 1850s saw the construction of the Northfield Methodist Episcopal Church (Resource #44) on South Main Street and the relocation of St. Mary's Episcopal Church (Resource #45) from its original site in Northfield's Center Village to its present location on South Main Street. The construction of the Methodist church and the relocation of St. Mary's highlight the rapid growth of Depot Village and its transformation into the main population center in Northfield.

Northfield's significance as a railroad hub took a blow in 1852, when the Vermont Central Railroad shareholders were concerned about finances and Charles Paine was removed from the presidency as the company moved into receivership. Following his dismissal, Charles Paine left Northfield and attempted to organize a new railroad that would connect Texas to the Pacific Ocean.²⁵ Already in poor health, Paine contracted dysentery and died in Waco, Texas, in 1853.²⁶ His body was returned to Northfield and buried in front of the Paine Meetinghouse, although it would later be disinterred and reburied in nearby Elmwood Cemetery.

Following Paine's removal from the presidency and his death, the Vermont Central Railroad moved its headquarters north to St. Albans, Vermont, consolidated with other rail companies, and was rebranded the Central Vermont Railroad. The railroad repair shops remained in Northfield through the 1860s; however, circa 1870, the railroad repair shops were removed to St. Albans as well. The removal of the railroad repair shops caused a significant economic downturn for Northfield, and the town's population shrank significantly throughout the late nineteenth century. During this time, very few new buildings were built, and existing houses went unmodified or were abandoned. In 1881, the railyard's roundhouse was demolished, and throughout the 1880s, most of the railyard buildings were demolished except for the engine house, a freight house, and the Vermont Central Railway Depot (Resources #22, 27, 28) (**Figures 3, 4, 8, 9, 10**).²⁷

Depot Square

Depot Square (Resource #14) was historically part of the landholdings of the Paine family, and during the 1840s, it was an undeveloped parcel of land that sat opposite the Vermont Central Railway Depot (Resource #22). Following the construction of the Vermont Central Railroad (Resource #50), railroad tracks were laid across the parcel, stopping just south of Northfield House, a large hotel Charles Paine built in 1837. Speaking about the Northfield House, Captain John L. Moseley stated that "I remember distinctly how for ten years after the Vermont Central R.R. came to Northfield the passenger trains came across the common from north and south and stopped at the long platform on the south side of the Northfield House for refreshments."²⁸

²⁵ "Death of Hon. Charles Paine," *Vermont Journal*, August 5, 1853, 3.

²⁶ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 165.

²⁷ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 20-21.

²⁸ Captain John L. Moseley, "History of the Old Northfield House," *News and Advertiser*, April 17, 1917, 3.

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Moseley's remembrances highlight the early role of the railroad in shaping Depot Square (**Figure 11**). During the approximate decade that the Vermont Central Railroad's tracks crossed the future square, commercial blocks were built around the railroad tracks as businesspeople sought to take advantage of the constant influx of railroad travelers. By the time the railroad tracks were removed, a dense commercial core had been established, with the future Depot Square left as open space (**Figure 12**).

Circa 1870, the square was improved with the construction of a fountain near the railroad depot (Resource #14a). However, the square remained an informal public space used for firefighter drills, baseball games, military drills, and auctions.²⁹ In 1885, the town of Northfield appropriated \$500 to erect a monument to the hundreds of Northfield men who had fought in the Civil War.³⁰ The monument, a large marble obelisk topped by a copper eagle and supported by a granite base, was designed by the F. L. Lowe Company and dedicated on Memorial Day 1885. The completion of the Soldier's Monument (Resource #14b) spurred the town to formally set Depot Square off as a park (**Figure 13**). Following the dedication ceremony, Depot Square was graded, seeded with grass, and set off with marble posts linked by chains.

The Late Nineteenth Century: A Shifting Economy

In the wake of the Vermont Central Railroad (Resource #50) removing the railroad repair shops to St. Albans, Northfield experienced a period of economic decline, and local leaders worked to bring new businesses and organizations to Northfield, hoping to replace the economic output lost by the railroad's departure. In 1866, the town provided \$20,000 to Norwich University to convince the school to relocate to Northfield.³¹ Although Norwich University would grow to have a significant economic impact on Northfield, throughout the late nineteenth century, the school was a struggling institution with a small student body and limited initial impact on the local economy.

During the late nineteenth century, the granite cutting industry in nearby Barre was booming, and stone sheds were being erected in towns throughout Washington County.³² In 1891, a granite cutting firm known as Cross Bros. purchased the former Paine woolen mill and converted the mill into a granite shed.³³ Throughout the 1890s, Northfield's economy was transformed as multiple stonecutting sheds and granite works were built in and around the village. Many of the new shops were built on the site of the former Vermont Central Railroad railyard, as it offered ample room for expansion.

By the turn of the twentieth century, there were three large granite sheds located within the former railyard, and throughout the early twentieth century, the granite sheds would only grow. In 1900, the largest granite firm in Northfield, the E. B. Ellis Company, employed over 300 granite cutters and had the largest stonework within the former railyard. Two buildings from the

²⁹ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 22.

³⁰ "The Soldier's Monument," *News and Advertiser*, May 28, 1885, 1.

³¹ "Norwich University," *Green-Mountain Freeman*, August 22, 1866, 3.

³² Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 272.

³³ "Northfield," *News and Advertiser*, April 8, 1891, 4.

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E. B. Ellis Company's stoneworks remain extant, a former company office at 102 Wall Street (Resource #48) and a box shop and drafting building located at 104 Wall Street (Resource #49). In 1903, the E. B. Ellis Company secured the contract for the stonework at Washington, D.C.'s Union Station, and between 1903 and 1906, hundreds of workers labored in Northfield, shaping the blocks that would be used to build the iconic rail station.³⁴

Beyond this major contract, the arrival of the granite industry in Northfield revived the town's economic fortunes and helped boost the community's population. From the late nineteenth through the 1930s, close to a dozen stonecutting businesses operated in Northfield, and it would take until 1954 for the last stonecutting business, Rock of Ages, to leave the town.³⁵ Because of the prosperity brought by the stonecutting industry, many houses that had been left vacant were reoccupied, and a small number of new houses were built on Central Street and South Main Street. Around Depot Square, Northfield's economic revival ushered in a wave of commercial construction as entrepreneurs and businesspeople sought to provide goods and services to Northfield's growing population.

Dr. William Mayo

Much of the new commercial development in Northfield was spearheaded by physician and entrepreneur Dr. William Mayo, who built several of the largest and most significant commercial buildings around Depot Square (Resource #14). Born in Moretown, Vermont, in 1854, Dr. William Mayo came to practice medicine in Northfield starting in 1879, operating his practice out of his private residence at 98 South Main Street (Resource #38) (**Figure 14**). By 1894, Dr. Mayo had amassed significant wealth and purchased the Paine Block on North Main Street.³⁶ After purchasing the building, Mayo turned the building on rollers so that it fronted East Street and undertook an extensive renovation campaign to modernize the old commercial property.³⁷ In 1899, a fire destroyed the Paine Block, and in 1901, Dr. Mayo financed the construction of a new commercial building on North Main Street, the Mayo Armory Block (Resource #29), a three-story commercial building that housed an armory hall on its second floor, which was used by Company F of the New England Guards. The next year, Mayo erected his largest commercial block, the Mayo Building (Resource #31), a four-story brick commercial structure that was designed by the architecture firm of Lane and Son Architects and encompassed much of the east side of Depot Square.³⁸ Mayo followed this in 1905 by building the new Paine Block (Resource #26), a wood-frame, brick veneer-clad commercial and tenement building located at 29 East Street. In 1909, Dr. Mayo built the Pearl Theater, one of Northfield's first motion picture establishments, at 21 East Street (Resource #25).³⁹ In 1911, Dr. Mayo completed his final commercial building project, the Northfield Trust Company Building (Resource #23), which he built at the corner of South Main Street and East Street. The Northfield Trust Company Building

³⁴ Northfield Town Historical Committee, *Green Mountain Heritage: The Chronicle of Northfield*, 274.

³⁵ "Last Northfield Stone-Cutting Plant to Close," *Vermont Sunday News*, September 12, 1954, 22.

³⁶ Hugh H. Henry, "The Mayo Building," National Register of Historic Places Inventory/Nomination Form, March 1983, Section 8, Page 1.

³⁷ "Paine Block Burned," *Montpelier Evening Argus*, May 15, 1899, 3.

³⁸ Henry, "The Mayo Building," Section 8, Page 1.

³⁹ "Northfield," *The Daily Journal*, August 10, 1909, 5.

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would later be renovated by the Boston architecture firm of Hutchins and French in 1924.⁴⁰ The construction of these large commercial buildings between 1901 and 1911 transformed East Street and the east side of Depot Square (**Figures 15, 16**), bringing the east side of Northfield's commercial downtown to its present appearance. Dr. Mayo's choice to construct the majority of his properties using masonry brick or brick veneer proved vital to protecting the east side of Depot Square from destruction when a series of catastrophic fires swept the community during the 1920s and 1930s. Dr. Mayo's legacy was still felt and recognized decades later when a house on Vine Street, north of the downtown, was purchased in 1936 for use as a new hospital and was named Mayo Memorial Hospital.

Fires and Reconstruction

Like many towns, Northfield experienced multiple significant fires throughout the late nineteenth and early twentieth centuries. These fires, and efforts to suppress them, played a major role in shaping the community, particularly at the foot of Central Street and around Depot Square. By the mid-nineteenth century, Northfield had two volunteer firefighter companies, and in 1865, a headquarters was completed for the firefighting companies on Central Street in a building that came to be known as the Old Village Hall (Resource #2) (**Figures 17, 18**).⁴¹ In addition to its function as a fire hall, the Old Village Hall had a town jail, served as a public meeting place, and was used for local performances and as a movie theater. Meanwhile, historic photographs from the late nineteenth century show Depot Square (Resource #14) ringed with large two-to-three-story, wood-frame commercial blocks, many of which displayed Italianate-style details. In addition to the commercial blocks, the 1866 wood-frame Universalist Church was an early anchor on the north side of Depot Square (**Figures 8-10**). Throughout the late nineteenth and early twentieth centuries, most of these buildings were lost to devastating fires, which local firefighters struggled to contain.

In 1879, the Northfield House, built by Charles Paine on the east side of Depot Square, burned down, and a new hotel was built at the site of the former hotel.⁴² This second smaller Northfield House was lost to fire in 1916, but thankfully the adjacent masonry Mayo Building (Resource #31) survived.⁴³ In 1899, the original Paine Block was destroyed by fire, and in 1904, a fire destroyed the Union Block at the corner of Depot Square and Central Street.⁴⁴ In 1922, the State of Vermont built the Vermont National Guard Armory (Resource #47) on the site of the Union Block.⁴⁵ Designed by Burlington architect Frank Lyman Austin and built by the H. Wales Line Company, the armory was for many years a training ground for Company F of the New England Guards as well as a public gathering place for large community events.

Starting in the 1920s, Northfield experienced a series of devastating fires that fundamentally transformed the village's commercial core. On April 4, 1926, a fire destroyed the Central Block,

⁴⁰ "Now Has Fine Banking Rooms," *News and Advertiser*, December 23, 1924, 1.

⁴¹ "Firemen's Reunion," *Vermont Christian Messenger*, December 21, 1865, 3.

⁴² Moseley, "History of the Old Northfield House," *News and Advertiser*, April 17, 1917, 3.

⁴³ "One Dead in Northfield Fire," *News and Advertiser*, October 24, 1916, 1.

⁴⁴ "Northfield Fire," *The Vermont Watchman*, May 19, 1904, 1.

⁴⁵ "Northfield Armory," *Montpelier Evening Argus*, June 1, 1922, 5.

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which occupied the north side of Depot Square; the building was quickly rebuilt, but the second building was itself destroyed by a fire in 1928.⁴⁶ 1928 also saw the destruction of a pair of commercial buildings located just east of the Vermont Central Railway Depot and the destruction of most of the Universalist Church (**Figure 19**). With so many fires occurring in rapid succession, the north side of Depot Square transformed from a collection of late-nineteenth-century wood-frame buildings erected in the Greek Revival and Italianate style to an early-twentieth-century commercial core with a mix of wood-frame and brick commercial buildings that mixed Italianate and Neoclassical design elements (**Figures 20-23**). The transformation began in 1929 with the construction of the Stebbins Block (Resource #18).⁴⁷ That same year, entrepreneur George Bardis erected Bardis's Little Hotel at 56-58 Depot Square (Resource #21) on the site of the two destroyed commercial buildings near the railroad depot. Bardis's Little Hotel contained a bowling alley and pool hall in the basement, a restaurant on the first floor, and a rooming house on the second floor, catering to travelers.⁴⁸ The following year, Northfield Lodge 19 of the International Order of Oddfellows (I.O.O.F), who had seen two buildings destroyed in three years, erected the I.O.O.F Block (Resource #17) for \$40,000.⁴⁹ The Oddfellows chose to build their new building out of brick with a steel frame to minimize the risk of fire. The building was designed by architect C.H. Crandall of Randolph, Vermont, and built by the Cummings Construction Company.⁵⁰ Following the construction of the I.O.O.F. Block, the north side of Depot Square experienced minimal changes, save for the construction of Sorrell-Maynard American Legion Post 63 (Resource #20) circa 1990.

While fires played a key role in the history of Northfield, the disastrous flood of 1927 likewise had a major impact on the town and the Northfield Downtown Historic District. Floodwaters destroyed the stone-arched Vermont Central Railroad bridge that historically spanned the Dog River just north of the historic district and inundated the former railyard, although none of the extant resources appear to have been damaged by the flooding. The most significant flood damage in Northfield occurred outside of the historic district along Water Street, on the west side of the Dog River (**Figure 24**).

Civic Improvements along South Main Street

During the early to mid-twentieth century, several improvements were made to South Main Street, bringing the area to its present appearance. The first significant change to South Main Street occurred in 1906 when the Brown Public Library (Resource #37) was built. The library's construction was financed by George Washington Brown, a former Northfield resident who amassed a fortune as the president of the United Shoe Machinery Company of Beverly, Massachusetts.⁵¹ Brown chose to build the library to serve as a memorial to his family, who were longtime Northfield residents.⁵² Before the library's construction, Brown purchased the former Charles Paine House (Resource #35) and moved it slightly north to its present location to provide

⁴⁶ "Northfield Block Burned," *Barre Daily Times*, April 7, 1926, 1.

⁴⁷ "Much Building on Village Square," *News and Advertiser*, July 30, 1929, 1.

⁴⁸ "Northfield Notes," *News and Advertiser*, December 29, 1929, 4.

⁴⁹ "Oddfellows Dedicate New Temple on Village Square," *News and Advertiser*, January 7, 1930, 1.

⁵⁰ "I.O.O.F Cornerstone is Laid," *News and Advertiser*, July 30, 1929, 2.

⁵¹ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 102.

⁵² "Brown Public Library," *News and Advertiser*, August 28, 1906, 6.

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more room for the library. While the library was under construction, the Charles Paine House served as a temporary town library.⁵³ Architect Fred Colburn designed the building while contractor J.W. Dornsife erected the library, which cost \$25,000 to build and equip.⁵⁴

In 1930, local businessman William H. Moriarty erected a Ford automobile showroom and garage at 51 South Main Street (Resource #33).⁵⁵ The building cost \$25,000 to construct and remained in active use until 1936, when it was sold to the Town of Northfield and remodeled as a municipal building.⁵⁶ The decision to remodel Moriarty's Garage came as the town sought to consolidate all municipal departments under one roof. The decision to remodel the garage was contentious, such that actual remodeling work did not begin until 1942.⁵⁷ Since that time, the Northfield Municipal Building has functioned as the municipal heart of the Town of Northfield.

During the 1930s, as the Great Depression gripped America, the federal government established the Public Works Administration, a New Deal-era program designed to finance major infrastructure projects, which could allow American workers to earn a living. In Northfield, the Public Works Administration financed the construction of a new post office (Resource #40). Prior to the construction of the post office, the parcel was occupied by a building known as the Park Inn.⁵⁸ The Park Inn fronted a small triangular park with a fountain that was present from the 1873 Beers map to the 1919 Sanborn map.⁵⁹ To facilitate the construction of the post office, the Park Inn and the small triangular park were demolished.⁶⁰ Ground was broken for the post office in 1937, and the building was built by the Loucks and Clarke Construction Company under the supervision of Edwin Fleming.⁶¹ In 1939, an artist working for the Works Progress Administration, another New Deal-era program, painted several murals inside the post office depicting Vermont workers engaged in farming, stone carving, and maple sugaring.

The DeWitt Clinton Lodge No. 141 Free and Accepted Masons was organized circa 1848 and initially held meetings in Northfield Center.⁶² By 1885, the Freemasons occupied the third floor of the Central Block on the north side of Depot Square.⁶³ Following the construction of the Mayo Building on the east side of Depot Square, the Freemasons relocated to the fourth floor of the newly built commercial block.⁶⁴ In 1950, the Freemasons purchased a lot from the Green

⁵³ "New Library Building," *News and Advertiser*, July 11, 1905, 1.

⁵⁴ "Brown Public Library," *News and Advertiser*, August 28, 1906, 1.

⁵⁵ "\$25,000 Garage an Asset to the Town," *News and Advertiser*, February 11, 1930, 1.

⁵⁶ "Purchase of Moriarty Garage Voted," *News and Advertiser*, July 16, 1936, 1.

⁵⁷ "Municipal Building," *News and Advertiser*, April 2, 1942, 2.

⁵⁸ *Sanborn Fire Insurance Map from Northfield, Washington County, Vermont*. Sanborn Map Company, 1919. Map. https://www.loc.gov/item/sanborn08935_006/.

⁵⁹ Beers, F.W. *Northfield*. F.W. Beers and Co. 1873, Map.

<https://historicmapworks.com/Map/US/31334/Northfield/Washington+County+1873/Vermont/>

⁶⁰ "Post Office Likely to be Built at Park Inn Location," *News and Advertiser*, October 8, 1936, 1.

⁶¹ "News," *Newport Daily Express*, October 29, 1936, 2; "New Post Office to be Dedicated June 11," *News and Advertiser*, June 2, 1938, 1.

⁶² Northfield Town Historical Committee. *Green Mountain Heritage*, 160.

⁶³ *Sanborn Fire Insurance Map from Northfield, Washington County, Vermont*. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08935_001/.

⁶⁴ *Sanborn Fire Insurance Map from Northfield, Washington County, Vermont*. Sanborn Map Company, 1903. Map. https://www.loc.gov/item/sanborn08935_004/.

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Mountain Clinic and began to fundraise for the construction of a free-standing temple.⁶⁵ The purchase of the lot coincided with the centennial of the DeWitt Clinton Lodge (Resource #43), which likely spurred interest in establishing a free-standing temple. Fundraising for the project lasted multiple years, and the building was designed by architect Amory L. Williams and built by the Waugh Construction Company.⁶⁶ In 1956, the DeWitt Clinton Lodge's temple was built, although portions of the building were initially left unfinished due to a lack of available funds.⁶⁷

The final major change to South Main Street occurred in 1957 when a parish hall (Resource #45a) was built between the St. Mary's Episcopal Church (Resource #45) and the church's rectory (Resource #45a).⁶⁸ The construction of the parish hall brought the church complex to its present appearance and marked the final major change to South Main Street.

Changes Post 1957

The Northfield Downtown Historic District has experienced limited changes in the years following the construction of the parish hall at St. Mary's Episcopal Church (Resource #45b). The most common changes to occur within the district are the installation of replacement siding and the construction of small sheds or prefabricated outbuildings at the rear of residential properties. The two most significant changes to the district are the construction of Sorrell-Maynard American Legion Post 63 (Resource #20) and the construction of the Brown Public Library's addition in 1999 (Resource #37). The Sorrell-Maynard American Legion Post was established in 1919, following the end of World War I. For several decades, the post occupied the Charles Paine House (Resource #35); circa 1990, the Legion Post erected the present American Legion Hall at 48 Depot Square. In 1999, the Brown Public Library underwent a significant expansion. This expansion, a steel frame addition built off the rear of the building, provided meeting space and improved accessibility in the connection addition from the rear of the library to the rear of the Charles Paine House, occupied by the Northfield Historical Society.

Outside of the historic district, Northfield has been significantly impacted by the expansion of Norwich University, which grew throughout the twentieth century from a small military academy to its current campus with over 3,000 students. The growth of Norwich University has, like the stonecutting sheds and the railroad before it, provided vitality to Northfield's economy, allowing the downtown business district and the broader historic district to thrive.

⁶⁵ "Drawing of Northfield's New Masonic Temple," *The Barre Daily Times*, May 26, 1956, 4.

⁶⁶ "Drawing of Northfield's New Masonic Temple," *The Barre Daily Times*, May 26, 1956, 4.

⁶⁷ "Masonic Temple will be Built on Main Street," *News and Advertiser*, May 31, 1956, 3.

⁶⁸ "Church Project," *The Barre Daily Times*, April 3, 1957, 8.

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Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☒ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey # _____

☐ recorded by Historic American Engineering Record # _____

☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): 1213-86-1213-198

10. Geographical Data

Acreage of Property 24.1 Acres

Use either the UTM system or latitude/longitude coordinates

Northfield Downtown Historic District

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Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|----------------------------|-------------------------|
| 1. Latitude: 44.149751° N | Longitude: 72.658443° W |
| 2. Latitude: 44.149629° N | Longitude: 72.657714° W |
| 3. Latitude: 44.149257° N | Longitude: 72.656590° W |
| 4. Latitude: 44.149109° N | Longitude: 72.656663° W |
| 5. Latitude: 44.148982° N | Longitude: 72.656154° W |
| 6. Latitude: 44.149452° N | Longitude: 72.655922° W |
| 7. Latitude: 44.149372° N | Longitude: 72.655419° W |
| 8. Latitude: 44.149084° N | Longitude: 72.655067° W |
| 9. Latitude: 44.147786° N | Longitude: 72.655709° W |
| 10. Latitude: 44.147287° N | Longitude: 72.655747° W |
| 11. Latitude: 44.147140° N | Longitude: 72.655584° W |
| 12. Latitude: 44.146964° N | Longitude: 72.655683° W |
| 13. Latitude: 44.146870° N | Longitude: 72.655426° W |
| 14. Latitude: 44.145941° N | Longitude: 72.655849° W |
| 15. Latitude: 44.145859° N | Longitude: 72.655591° W |
| 16. Latitude: 44.145528° N | Longitude: 72.655742° W |
| 17. Latitude: 44.145679° N | Longitude: 72.656402° W |
| 18. Latitude: 44.146440° N | Longitude: 72.656390° W |
| 19. Latitude: 44.146440° N | Longitude: 72.657090° W |
| 20. Latitude: 44.145915° N | Longitude: 72.657104° W |
| 21. Latitude: 44.145961° N | Longitude: 72.658678° W |
| 22. Latitude: 44.146386° N | Longitude: 72.659220° W |
| 23. Latitude: 44.146949° N | Longitude: 72.659397° W |
| 24. Latitude: 44.147951° N | Longitude: 72.658903° W |
| 25. Latitude: 44.149298° N | Longitude: 72.657816° W |
| 26. Latitude: 44.149529° N | Longitude: 72.658556° W |

Or

UTM References

Datum (indicated on USGS map):

☐

NAD 1927

or

☐

NAD 1983

1. Zone:

Easting:

Northing:

2. Zone:

Easting:

Northing:

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3. Zone: Easting: Northing:

4. Zone: Easting : Northing:

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

The boundaries of the Northfield Downtown Historic District are depicted on the map labeled *Northfield Downtown Historic District* and mostly follow the parcel boundaries of resources in the historic district.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the Northfield Downtown Historic District were selected to encompass the historic core of the village. The northern boundary of the district is defined by the nineteenth- and early-twentieth-century commercial buildings along Depot Square, East Street, and North Main Street. The western boundary of the district is defined by the nineteenth- and early-twentieth-century railroad, residential, and industrial buildings located along Wall Street, Central Street, and Freight Yard Way. These boundaries were selected to capture all extant resources related to the Vermont Central Railroad and the industrial ventures that benefited from proximity to the railroad. The district's southern boundary along Central Street is defined by the limits of railroad-related residential development, while the district's southern boundary along South Main Street is defined by the transition from civic and ecclesiastic architecture to residential architecture. This transition occurs south of St. Mary's Episcopal Church. Finally, the eastern boundary of the district is defined by the parcel boundaries of the properties along South Main Street and East Street. The boundaries of the district were selected to include a group of extant significant historic resources dating from the early-nineteenth-century to the mid-twentieth-century related to the civic, religious, and commercial center of the community.

11. Form Prepared By

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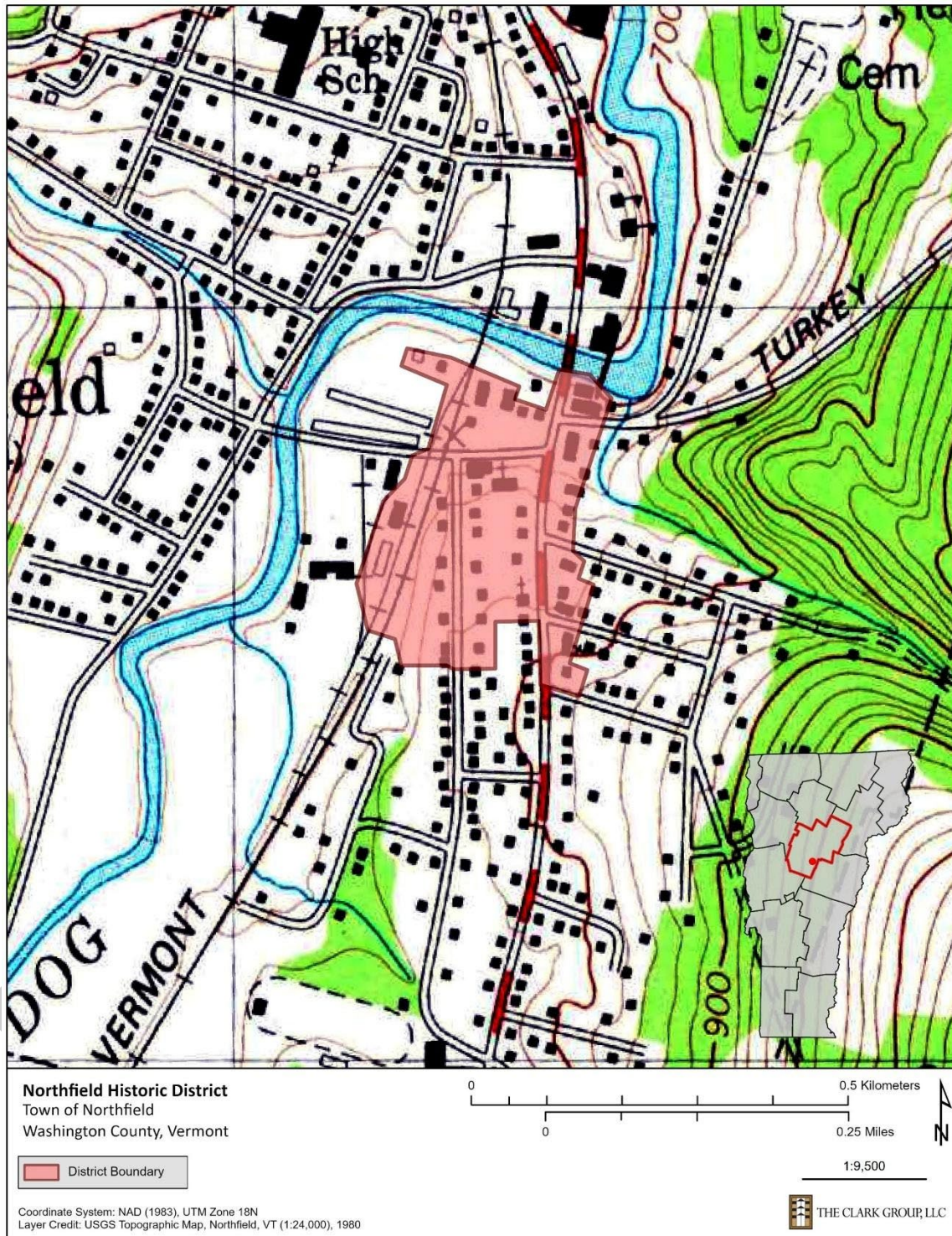
Additional Documentation

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.)

Northfield Downtown Historic District
Name of Property

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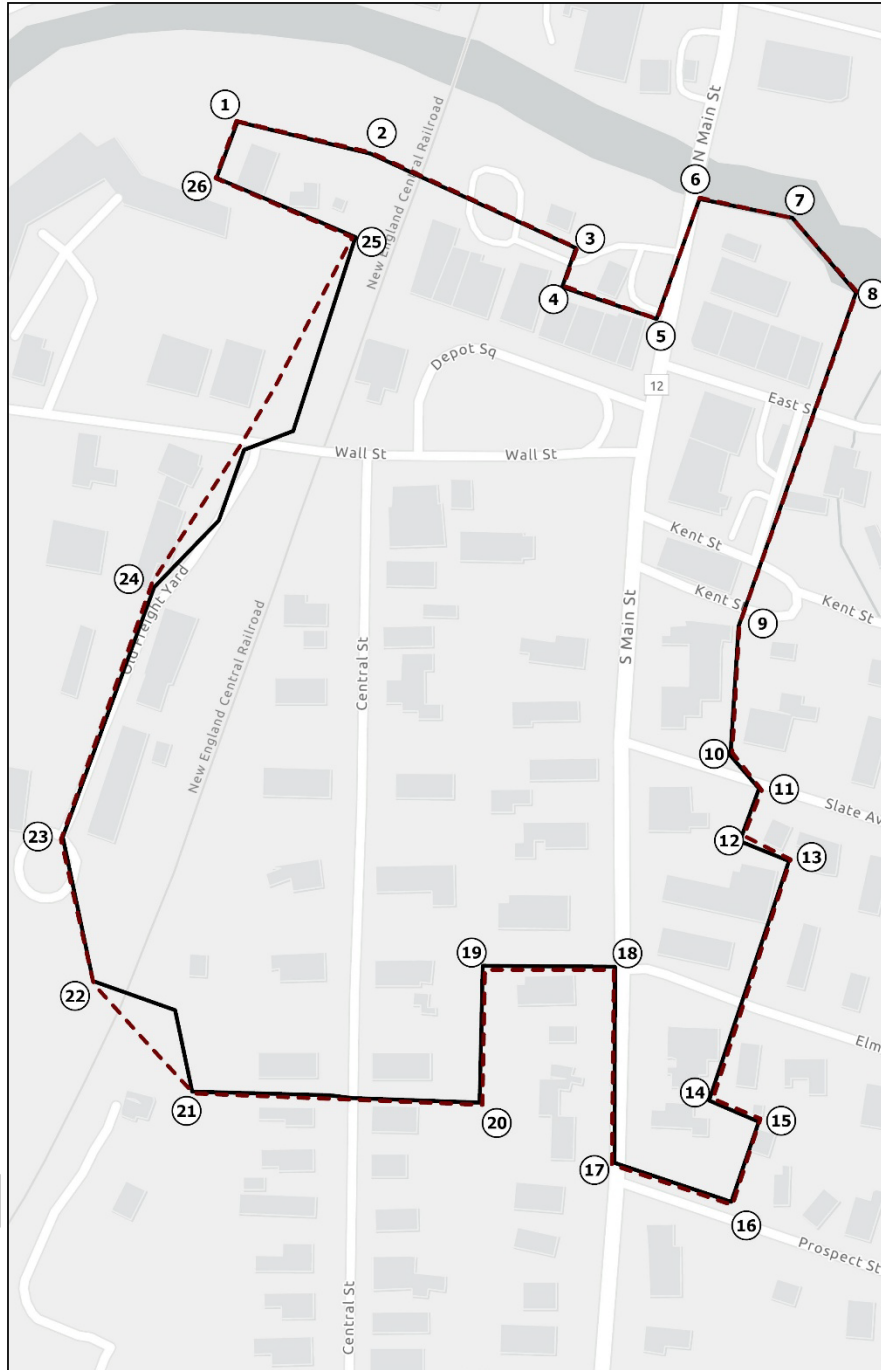
USGS Topographic Map showing the Northfield Downtown Historic District.

Northfield Downtown Historic District

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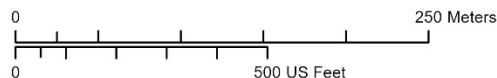
Number	Latitude	Longitude
1	44.149751° N	72.658443° W
2	44.149629° N	72.657714° W
3	44.149257° N	72.656590° W
4	44.149109° N	72.656663° W
5	44.148982° N	72.656154° W
6	44.149452° N	72.655922° W
7	44.149372° N	72.655419° W
8	44.149084° N	72.655067° W
9	44.147786° N	72.655709° W
10	44.147287° N	72.655747° W
11	44.147140° N	72.655584° W
12	44.146964° N	72.655683° W
13	44.146870° N	72.655426° W
14	44.145941° N	72.655849° W
15	44.145859° N	72.655591° W
16	44.145528° N	72.655742° W
17	44.145679° N	72.656402° W
18	44.146440° N	72.656390° W
19	44.146440° N	72.657090° W
20	44.145915° N	72.657104° W
21	44.145961° N	72.658678° W
22	44.146386° N	72.659220° W
23	44.146949° N	72.659397° W
24	44.147951° N	72.658903° W
25	44.149298° N	72.657816° W
26	44.149529° N	72.658556° W

Northfield Historic District
Town of Northfield
Washington County, Vermont

1:3,500



THE CLARK GROUP, LLC



- District Boundary
- District Vertices

WGS 1984 Web Mercator Auxiliary Sphere
ESRI Community Maps, VCGI, OpenStreetMap, Microsoft

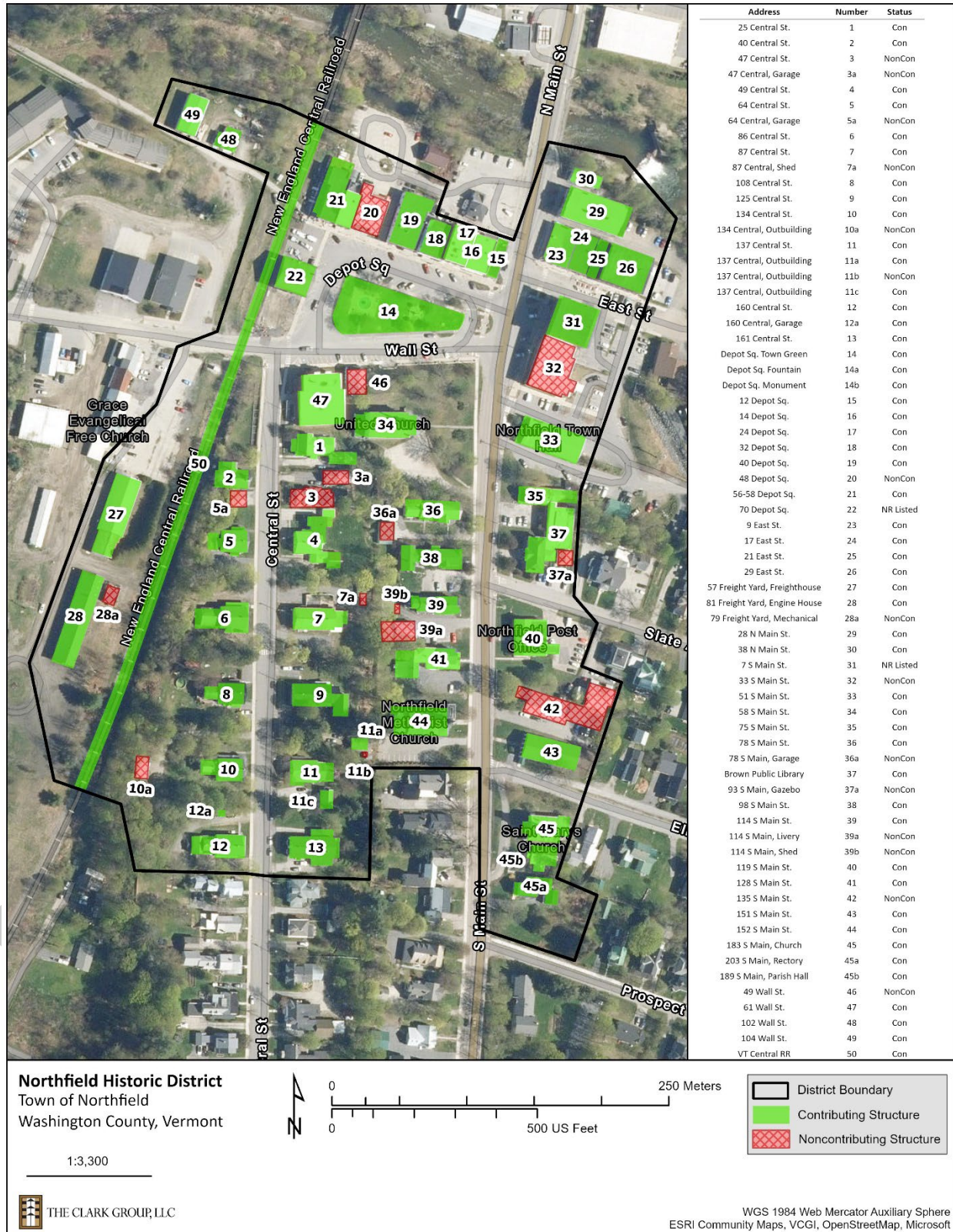
Northfield Downtown Historic District Map.

Northfield Downtown Historic District

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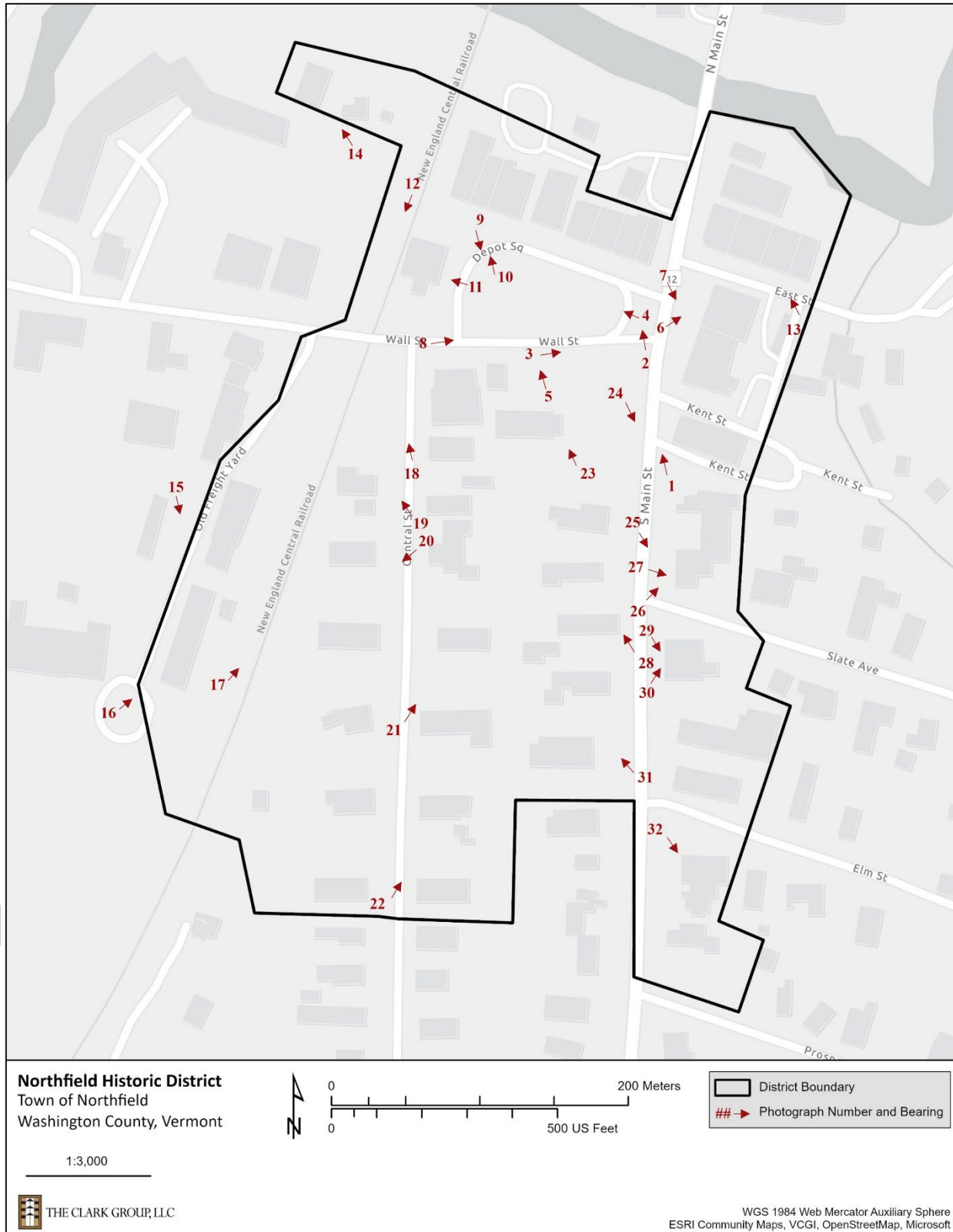
Northfield Downtown Historic District Map.

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Photograph Key Map.

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Figure 1: Circa 1915 photograph of the former Vermont Central Railyard showing the engine house at right. The buildings erected west of the engine house included a vegetable canning factory and granite sheds. Image courtesy of the Northfield Historical Society.

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Figure 2: Circa 1840 painting of the village of Northfield by Mary Ann Paine. The painting shows the Paine Woolen Mill at center. Right of the mill is Northfield House, Charles Paine's hotel. Further up the hill, the Paine Meetinghouse and Charles Paine House are shown.⁶⁹

⁶⁹ Mary Ann Paine, *Village of Northfield*, Painting. Circa 1840. Brown Public Library.

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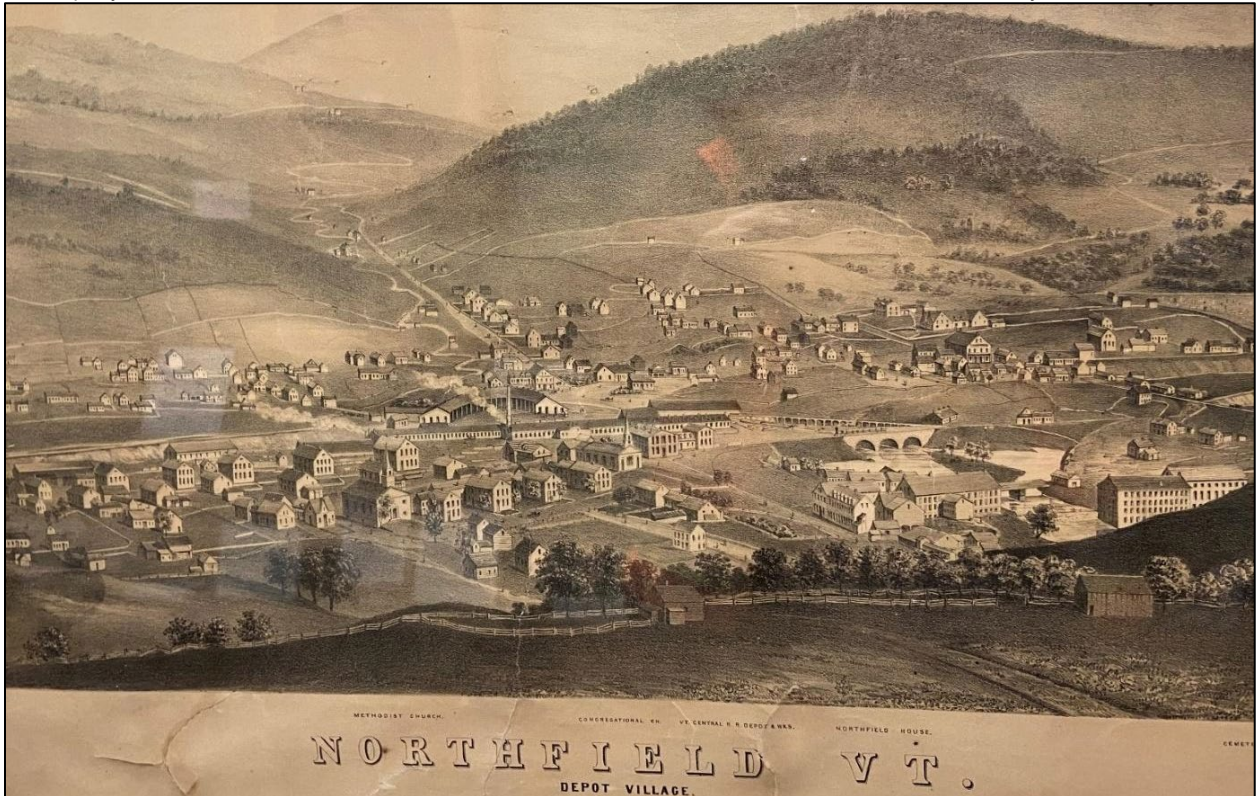


Figure 3: 1858 *Birdseye Map of Northfield, Vermont*. This map shows Depot Village soon after the establishment of the Vermont Central Railroad's railyard in the community. Image courtesy of the Northfield Historical Society.⁷⁰

⁷⁰ *Northfield Depot Village, 1858, Map, Northfield Historical Society Archives.*
Sections 9 - end page 64

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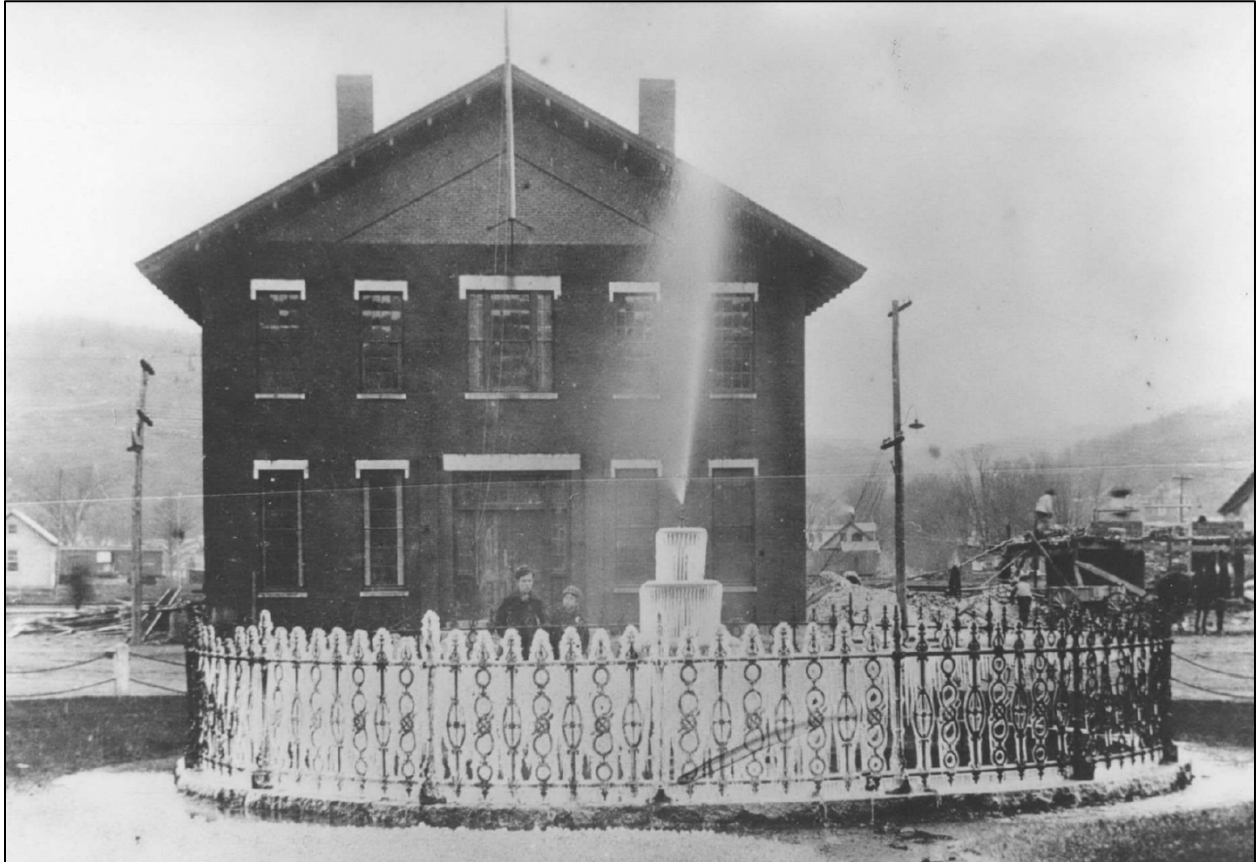


Figure 4: Circa 1890 photograph of the Vermont Central Railway Depot following the demolition of the depot's wings. The Depot Square Fountain is visible in the foreground.⁷¹

⁷¹ Chester Leibs, "Central Vermont Railway Depot," National Register of Historic Places Inventory/Nomination Form, January 2, 1974, Page 23.

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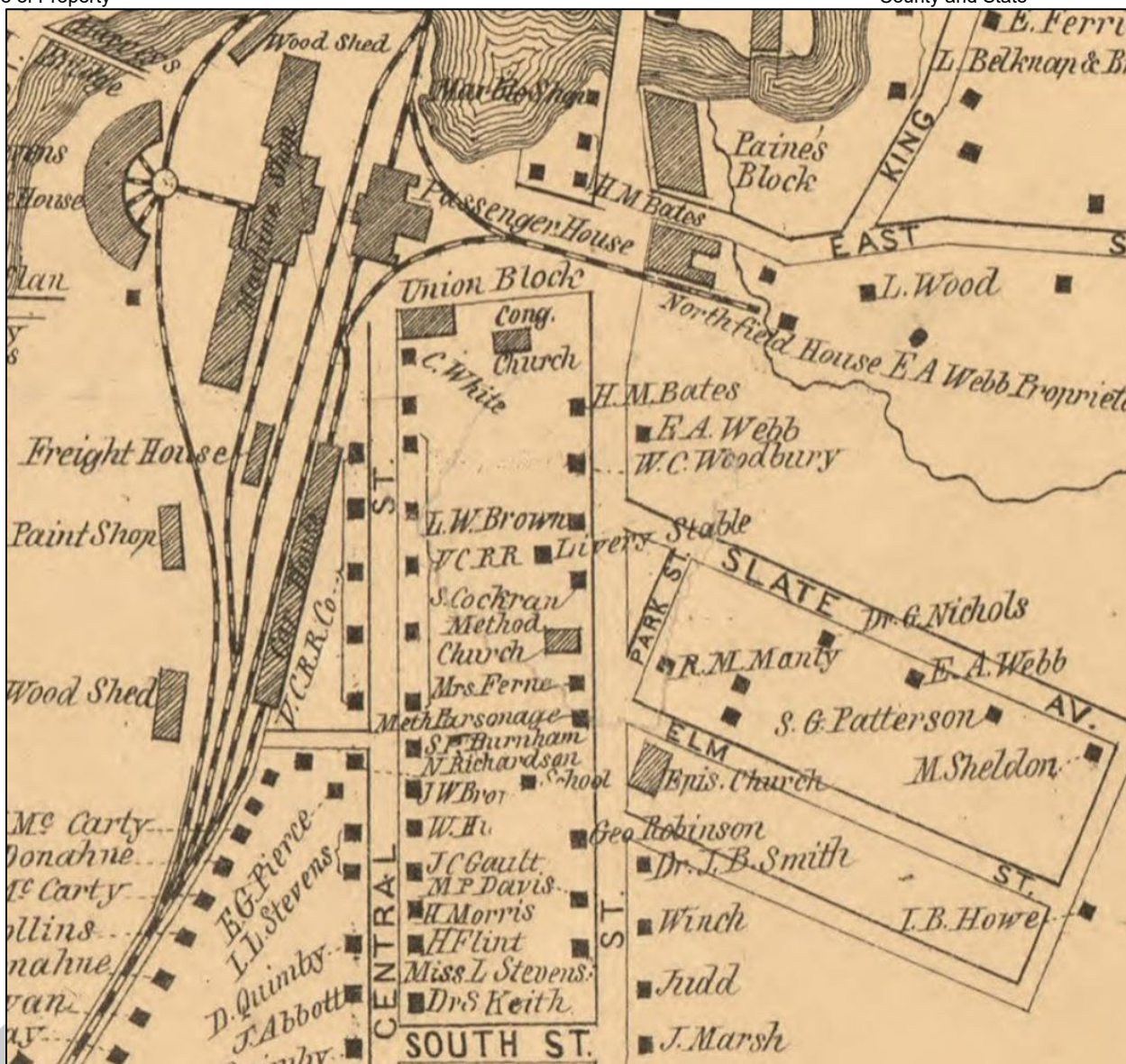


Figure 5: 1858 Henry Francis Walling Map of Washington County, Vermont, showing the core of Depot Village as well as the dense network of railroad tracks and railroad buildings that had been developed just west of the village. Image courtesy of the Library of Congress.⁷²

⁷² Walling, Henry Francis. *Map of Washington County, Vermont*. New York: Baker & Tilden Publishers, 1858. Map. <https://www.loc.gov/item/20125862>.

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Figure 6: Circa 1875 stereoscope showing one of the double houses on Central Street. Image Courtesy of the Northfield Historical Society.



Figure 7: Circa 1868 streetscape showing the houses built by the Vermont Central Railroad on Central Street. Image courtesy of the Northfield Historical Society.

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Figure 8: Circa 1870 photograph of Northfield showing Depot Square, South Main Street, and the Vermont Central Railroad railyard. The photo shows the historic district following the removal of the railroad tracks that originally occupied the center of Depot Square. Multiple historic resources are shown in the photograph. From left to right, the visible resources include: St. Mary's Episcopal Church, the Northfield Methodist Episcopal Church, the four Stephen Cochran-built houses, the Charles Paine House, the United Church of Northfield, and the Vermont Central Railway Depot. Image courtesy of Norwich University Archives.⁷³



Figure 9: Circa 1875 view of Northfield showing Depot Square, Charles Paine's Hotel, the Vermont Central Railway Depot, and the railyard. Image courtesy of the Northfield Historical Society.⁷⁴

⁷³ "Northfield, Vt., approximately 1907-1918," Circa 1870, Photograph, <https://archives.norwich.edu/digital/collection/p16663coll1/id/1821/rec/69>.

⁷⁴ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 20.

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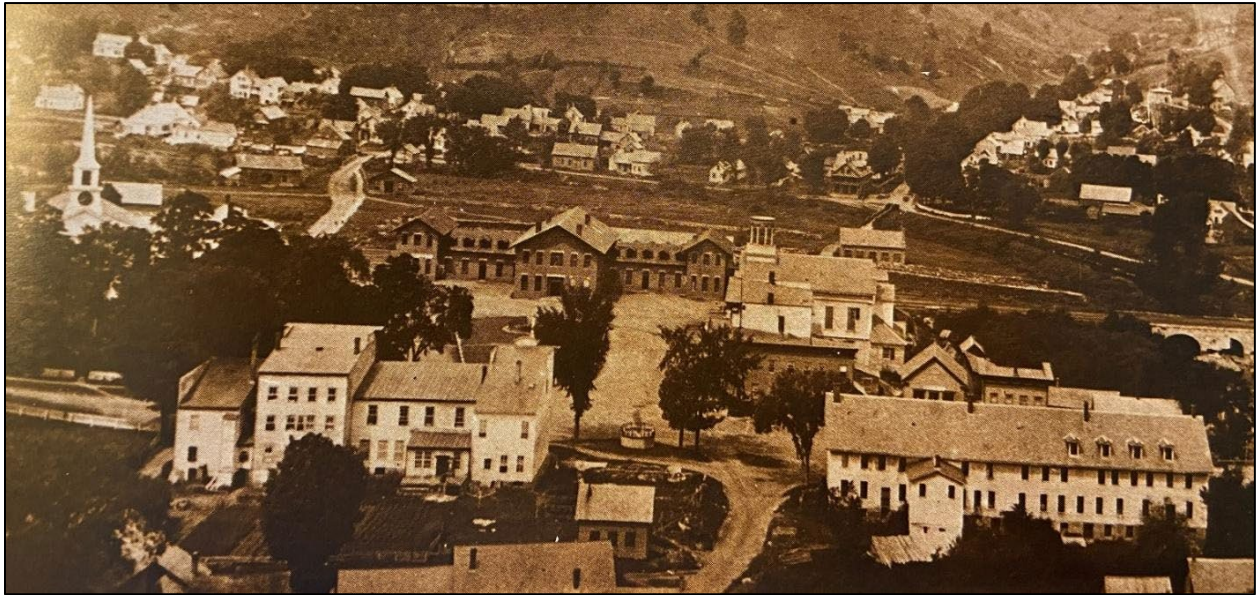


Figure 10: 1887 photograph showing a significantly changed Northfield following the removal of the roundhouse and several other railyard resources, and the destruction of Charles Paine's hotel. Image courtesy of the Northfield Historical Society.⁷⁵

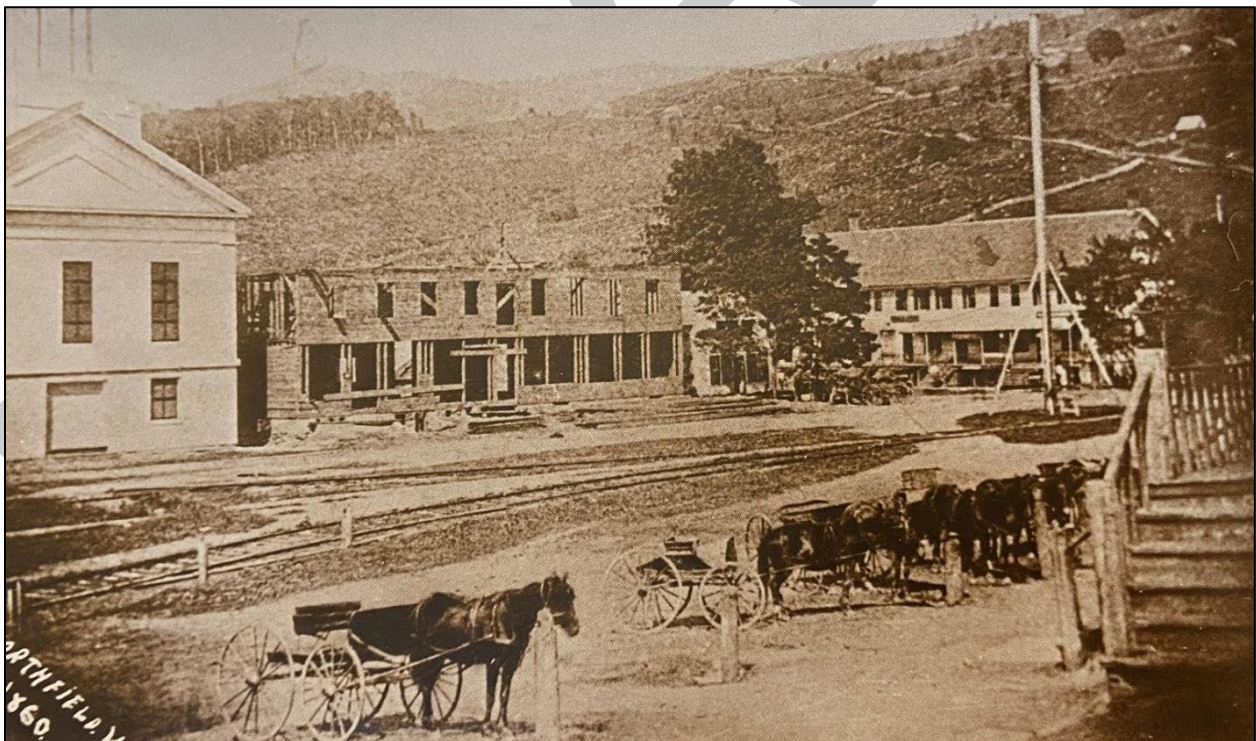


Figure 11: Circa 1867 photograph of the future Depot Square showing tracks from the Vermont Central Railroad. The Northfield House is visible at center right, while the Universalist Church

⁷⁵ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 21.

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and an under-construction commercial building are visible at center left. Image courtesy of the Northfield Historical Society.⁷⁶



Figure 12: Circa 1870 photograph of the future Depot Square showing the space following the removal of the railroad tracks. The Vermont Central Railway Depot is also visible. Only the center block of the building remains extant. Image courtesy of the Northfield Historical Society.⁷⁷



Figure 13: 1885 photograph of Depot Square during the unveiling of the Civil War Monument. Image courtesy of the Northfield Historical Society.⁷⁸

⁷⁶ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 16.

⁷⁷ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 23.

⁷⁸ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 22.

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Figure 14: Circa 1907 photograph of Dr. Mayo outside his house at 98 South Main Street. The Brown Public Library is visible on the opposite side of Main Street. Image courtesy of the Northfield Historical Society.⁷⁹

⁷⁹ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 89.
Sections 9 - end page 71

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Figure 15: View of Depot Square looking east in 1913. The view shows three of Dr. William Mayo's main contributions to the commercial landscape of Northfield. The Mayo Building (1), the New Paine Block (2), and the Northfield Trust Company Building (3). These three resources help to define the east side of Depot Square and are some of the oldest commercial resources in the community. Image courtesy of the Northfield Historical Society.⁸⁰

⁸⁰ McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 26.
Sections 9 - end page 72

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Figure 16: Circa 1915 photograph showing the Mayo Armory Block, Northfield Trust Building, 17 East Street, and 21 East Street. Image courtesy of Norwich University Archives.⁸¹



Figure 17: Circa 1910 Photograph of the Old Village Hall. By this point, the Old Village Hall functioned as a fire station, town meeting hall, and movie theater. Image courtesy of the Northfield Historical Society.

⁸¹ "Daylight Bakery and Pearl Theatre," circa 1915, Photograph, Norwich University Archives, <https://archives.norwich.edu/digital/collection/p16663coll1/id/1862/rec/351>.

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Figure 18: Circa 1909 photograph of the Old Village Hall showing one of Northfield's volunteer firefighting companies. Image courtesy of the Northfield Historical Society.⁸²

⁸² McIntire and Cleveland, *Picture Northfield: A Photographic Study*, 93.
Sections 9 - end page 74

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Figure 19: 1928 photograph showing the destruction of the Houston-Judkins-Metcalf-Clough blocks on the north side of Depot Square. These buildings were located just east of the railway depot. Image courtesy of the Vermont Historical Society.⁸³

⁸³ Vermont Historical Society, "Houston-Judkins-Metcalf-Clough Blocks Fire," 1928, Photograph, Digital Vermont, <https://www.digitalvermont.org/items/show/992?collection=15&page=2>.

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Figure 20: Circa 1915 postcard showing the north side of Depot Square. From right to left, 14 Depot Square (Extant), the Central Block (nonextant), the Universalist Church (extant), 29-35 Depot Square (nonextant), and 37-43 Depot Square (nonextant) are visible. Image courtesy of Norwich University Archives.⁸⁴



Figure 21: Circa 1930 photograph of Northfield showing the north side of Depot Square. Image courtesy of the Northfield Historical Society.

⁸⁴ E. Huntley & Co, "Northfield VT. Depot Square," 1907, Postcard, Norwich University Archives, <https://archives.norwich.edu/digital/collection/p16663coll1/id/1825/rec/14>.

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Figure 22: Circa 1925 photograph of South Main Street looking northwest towards 12 Depot Square, 14 Depot Square, and the I.O.O.F. Building during the winter. Image courtesy of the Northfield Historical Society.

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Figure 23: Cavalry parade photograph from 1948 showing a group of Norwich University cadets at Depot Square. In the background from right to left: the I.O.O.F. Building, the Stebbins Building, 40 Depot Square, and a now non-extant building are visible. Image courtesy of Norwich University Archives.⁸⁵

⁸⁵ Rodney H. Peterson, "Norwich University Cavalry Troop, Depot Square, Northfield, Vermont, 8 May 1948," 1948, Photograph, Norwich University Archives, <https://archives.norwich.edu/digital/collection/p16663coll1/id/2157/rec/2>.

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Figure 24: Photograph from November 1927 showing the immediate aftermath of the flood of 1927. In the photograph, floodwaters have inundated the former railyard and Water Street. Many of the buildings within the historic district were not damaged by the floodwaters. The Vermont Central Railroad Engine House is visible near the center of the image. It is denoted by a red arrow. Image courtesy of Norwich University Archives.⁸⁶

⁸⁶ Roger Sherman, "Flood of 1927," 1927, Photograph, Norwich University Archives, <https://archives.norwich.edu/digital/collection/p16663coll1/id/2955/rec/2>.

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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 does not need to be labeled on every photograph.

Photo Log

Name of Property: Northfield Downtown Historic District

City or Vicinity: Northfield

County: Washington County

State: Vermont

Photographer: Matthew Shoen

Date Photographed: May 7, 2026

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

1 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0001

View of Depot Square commercial properties from South Main Street. Visible properties include: the Northfield Municipal Building (#33), Common Café (#15), The Northfield Pharmacy (#16), and the I.O.O.F. Block (#17). Camera facing northwest.

2 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0002

View of the commercial properties on Depot Square. Visible resources include Depot Square (#14), Common Café (#15), The Northfield Pharmacy (#16), and the I.O.O.F. Block (#17), the Stebbins Building (#18), and 40 Depot Square (#19). Camera facing northwest.

3 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0003

View of the commercial properties on Depot Square. Visible resources include Depot Square (#14), the Soldiers Monument (#14b), Common Café (#15), the Northfield Pharmacy (#16), the I.O.O.F. Block (#17), the Stebbins Building (#18), the Mayo Building (#31), and the Northfield Savings Bank (#32). Camera facing northeast.

4 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0004

View of the commercial properties on Depot Square. Visible resources include Depot Square (#14), the Soldiers Monument (#14b), the I.O.O.F. Block (#17), the Stebbins Building (#18), 40 Depot Square (#19), and the Vermont Central Railway Depot (#22). Camera facing northwest.

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5 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0005

View of the commercial properties on Depot Square. Visible resources include Depot Square (#14), the Fountain (#14a), 40 Depot Square (#19), the Sorrell-Maynard American Legion Post 63 (#20), the Bardis Building (#21), and the Vermont Central Railway Depot (#22). Camera facing northwest.

6 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0006: View of the downtown commercial district showing the corner of Main and East Street. Visible resources include: the Mayo Building (#31), the Northfield Trust Building (#23), 17 East Street (#24), 21 East Street (#25), the Paine Block (#26), the Mayo Armory Block (#29), and 38 North Main Street (#30). Camera facing northeast.

7 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0007

View of the Mayo Building (#31), the Northfield Savings Bank (#32), and the Northfield Municipal Building (#33). Camera facing southeast.

8 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0008

View of Depot Square from Central Street. Visible resources include Depot Square (#14), the Fountain (#14a), the Soldiers Monument (#14b), the Vermont National Guard Armory (#47), the Sorrell-Maynard American Legion Post 63 (#20), 40 Depot Square (#19), the Stebbins Building (#18), the I.O.O.F. Building (#17), and the Mayo Building (#31). Camera facing northeast.

9 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0009

View of Depot Square (#14), the Vermont National Guard Armory (#47), 49 Wall Street (#46), and the United Church of Northfield (#34). Camera facing southeast.

10 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0010

View of the Bardis Building (#21), 102 Wall Street (#48), and 104 Wall Street (#49). Camera facing northwest.

11 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0011

View of the Vermont Central Railway Depot (#22). Camera facing west.

12 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0012

View of the rear elevation of the Vermont Central Railway Depot (#22), the Vermont Central Railroad (#50), and the Vermont Central Railroad Freight House (#27). Camera facing south.

13 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0013

View of the commercial properties on East Street. Visible resources include the Northfield Trust Building (#23), 17 East Street (#24), 21 East Street (#25), and the Paine Building (#26). Camera facing northwest.

14 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0014

View of 102 Wall Street (#48) and 104 Wall Street (#49). Camera facing northwest.

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15 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0015
View of the Vermont Central Railroad Freight House (#27) and the Vermont Central Railroad Engine House (#28). Camera facing southeast.

16 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0016
View of the Vermont Central Railroad Freight House (#27) and the Vermont Central Railroad Engine House (#28). Camera facing northeast.

17 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0017
View of the Vermont Central Railroad (#50). Camera facing northeast.

18 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0018
View looking down Central Street towards Depot Square. Visible resources include 25 Central Street (#1), the Vermont National Guard Armory (#47), and the Vermont Central Railway Depot (#22). Camera facing north.

19 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0019
View of the Old Village Hall (#2) and garage associated with 64 Central Street (#5a). Camera facing northwest.

20 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0020
View looking up Central Street at several of the former railroad houses. Visible resources include 64 Central Street (#5), 86 Central Street (#6), and 108 Central Street (#8). Camera facing southwest.

21 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0021
View looking down Central Street at several of the former railroad houses. Visible resources include 125 Central Street (#9), 87 Central Street (#7), and 49 Central Street (#4). Camera facing northeast.

22 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0022
View looking up Central Street at several of the former railroad houses. Visible resources include 137 Central Street (#11) and 161 Central Street (#13). Camera facing southeast.

23 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0023
View of the United Church of Northfield (#34). Camera facing northwest.

24 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0024
View of South Main Street showing the Northfield Municipal Building (#33), the Charles Paine House (#35), the Brown Public Library (#37), and the United States Post Office-Northfield (#40). Camera facing southeast.

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25 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0025
View of South Main Street showing the Brown Public Library (#37) and the United States Post Office-Northfield (#40). Camera facing southeast.

26 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0026
View of the Brown Public Library (#37). Camera facing northeast.

27 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0027
View of the Brown Public Library (#37). Camera facing east.

28 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0028
View of South Main Street showing several residential properties. Resources include the 128 South Main Street (#41), 114 South Main Street (#39), and the Dr. William Mayo House (#38). Camera facing northwest.

29 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0029
View of South Main Street showing the DeWitt Clinton Lodge No. 141 (#43), St. Mary's Episcopal Church (#45), and the St. Mary's Episcopal Church Rectory (#45a). Camera facing southeast.

30 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0031
View of St. Mary's Episcopal Church showing St. Mary's Episcopal Church (#45), St. Mary's Parish Hall (#45b), and the St. Mary's Episcopal Church Rectory (#45a). Camera facing southeast.

31 of 31: Vermont_WashingtonCounty_NorthfieldDowntownHistoricDistrict_0032
View of the Northfield Methodist Episcopal Church (#44) and 128 South Main Street (#41). Camera facing northwest.

Paperwork Reduction Act Statement: This information is being collected for nominations 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.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering, and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.





























































