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**To:** Vermont Advisory Council on Historic Preservation  
**From:** Judith Williams Ehrlich, VTrans Historic Preservation Officer  
**Date:** March 15, 2018  
**Subject:** Vergennes Depot National Register Eligibility Report

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As you'll read in the attached VTrans review memo dated August 15, 2001, for the Ferrisburgh Park and Ride (Vergennes Depot Relocation) project, VTrans is required to hire a qualified professional to evaluate whether the relocated Vergennes Depot can be considered eligible for listing in the National Register of Historic Places. VTrans contracted with Mary Jo Llewellyn, architectural historian, to complete such an evaluation and her report, dated February 5, 2018, is also attached.

In her report, Ms. Llewellyn recommends that the Depot retains sufficient integrity to be considered National Register eligible, despite being moved. VTrans concurs with her recommendation.

As noted in the review memo, if VTrans and SHPO agree that the building is eligible, VTrans will nominate the property to the National Register. Before taking this next step, VTrans and SHPO conferred and decided it would be helpful to seek the Advisory Council's opinion on the ongoing eligibility as well. Therefore, VTrans is requesting that the members of the Advisory Council review Ms. Llewellyn's report and offer their opinion regarding whether the Vergennes Depot is eligible for listing in the National Register.

Thank you!

Historic Resource Group, Environmental Section  
Vermont Agency of Transportation  
National Life Building, Drawer 33  
Montpelier, VT 05633



Rec'd 8/21/01

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## MEMORANDUM

To: Rob Sikora, FHWA

Date: August 15, 2001

Subject: **ADVERSE EFFECT - STANDARD MITIGATION APPLICABLE**

Project Name: Ferrisburgh Park and Ride (Vergennes Depot Relocation)

Project Number: Ferrisburgh CMG PARK (15) SC

Location: Vergennes, Ferrisburgh

Distribution: State Historic Preservation Office  
Project Files, Environmental Section  
VTrans Project Manager

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The Vermont Agency of Transportation has reviewed this undertaking according to the standards and procedures detailed in the 4/5/99 Programmatic Agreement to implement the Federal-Aid Highway Program in Vermont and, the PA Manual of Standards and Guidelines. Project review consists of identifying the project's potential impacts to historic buildings, structures, historic districts, historic landscapes, and settings, and to known or potential archeological resources. The following details the VAOT Officers findings supporting our effect determination for this project of Adverse Effect - STANDARD MITIGATION APPLICABLE. Completion of this document evidences that FHWA has satisfied its obligations under Section 106 for this undertaking.

Project Description: This project constructs a State Park-and-Ride Facility in the Town of Vergennes, at the intersection of Routes 7 and 22A. A major component of the work includes the relocation of the historic Vergennes Depot from Vergennes to the new facility in Ferrisburgh to serve several functions. They include visitor center, office space, and display area for historical artifacts, documents and photographs. There are also plans to have the Depot serve again as a train station when AMTRAK service extends south to Ferrisburgh. SHPO concurrence for relocating the Depot was requested and obtained (memo from Scott Newman 7/5/2000). The balance of the proposed work includes landscaping, lighting, and the construction of the park and ride lot and access road from Route 22A. Please refer the attached site plans for specific locations of proposed features.

The current condition of the depot is extremely poor as detailed in the above-referenced memo. The depot will be substantially rehabilitated in accordance with the Secretary's Standards. Work

will include considerable repair and in-kind replacement of deteriorated and missing building elements. Interior spaces, features and finishes will be maintained with allowances for code compliance as required. The exterior will be restored to its historic appearance in accordance with the Secretary's Standards.

Above-Ground Historic Properties: The c. 1850 Vergennes Depot (Rutland Railroad passenger station) is individually listed in the State Register of Historic Places as #10 in City of Vergennes. It is located in the northeast section of Vergennes adjacent to the tracks on its original site. The 24 by 30 foot, clapboarded station consists of a two-story central pavilion with one-and-one-half story recessed side ells. Both the central pavilion and ells are capped by a metal roof, whose substantial overhang is supported under the eaves by single brackets. Each façade has a unique symmetrical design establishing a formal massing of the building. Despite its poor condition, the building retains its historic integrity and is eligible for listing in the National Register. Please refer to attached Historic Structures Report for complete architectural description. No other historic properties will be affected.

Archaeological Resources: The VAOT Archaeology Officer has reviewed this project and cleared it as No Effect. The sign-off sheet is attached.

Public Participation: The establishment of a Park-and-Ride Facility, the relocation of the Vergennes Depot, the creation of the Champlain Valley Visitor and Travel Center, and the proposed AMTRAC stop at the restored Depot – which comprise this project – are widely supported across the communities of Vergennes and Ferrisburg. Numerous public meetings have been held and the minutes document this support. As detailed in a 9/15/2000 memo to Sue Jamele from Scott Newman, the successful Transportation Enhancements application grant which will underwrite this project was signed by the City Of Vergennes, the Vergennes Planning Commission, the Town of Ferrisburgh, the Ferrisburgh Planning Commission and the VT Agency of Transportation.

Analysis: The relocation of the Vergennes Depot away from its original site will constitute an adverse effect on the Depot, which is eligible for the National Register. However, the proposed new site adjacent to the same RR line 1/3 mile north, and with a similar orientation to the RR tracks and open setting not compromised by modern development, will allow the Depot to retain its historic association with the Railroad, and restore its original vocation as a train station. In addition, the park-and-ride facility will be designed and constructed to achieve an unencumbered setting for the Depot. Therefore, we consider that the building will retain its eligibility for the National Register after the move.

#### Standard Mitigation Application:

1. **Photographic Documentation.** The VAOT shall ensure that the historic property is recorded prior to its demolition, alteration or relocation in accordance with Historic American Buildings Survey (HABS) or Historic American Engineering Record (HAER) standards, for nationally significant properties, or, for other properties, the Photographic Documentation Standards for Historic Structures adopted by the SHPO. The VAOT shall retain one copy, provide one to DHP, and one or more to appropriate local depositories. Copies of original plans for engineering structures should be part of the documentation package, if possible.
2. **Relocation.** In relocating the building, every effort shall be made to reestablish its historic orientation, immediate setting, and general environment in the new location, in accordance with 36 CFR 60. The VAOT Historic Preservation Officer shall evaluate the continued eligibility

of the moved building for the National Register of Historic Places, and provide a written evaluation to the SHPO. If the building is located within an existing National Register historic district, VAOT shall prepare an amendment to the existing nomination form to reflect the relocation..

3. **Future Work on Buildings.** Future work on the exterior and/or interior of the building shall meet the Secretary of the Interior's Standards for Rehabilitation.

4. **Interpretive Signage.** The VAOT, through the use of research, design and fabrication consultants as appropriate, shall produce one or more signs to describe the work on a property, archeological resources recovered from a site, the site's history, or its historic context.. VAOT and/or local interested parties shall plan the sign(s) and address maintenance and long-term care of permanent sign(s).

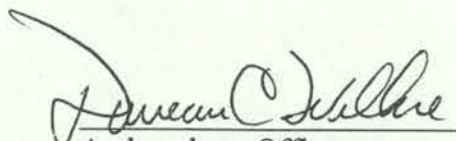
Stipulations:

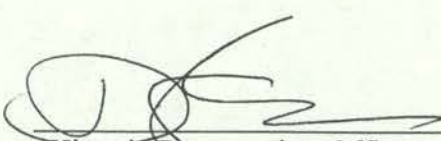
The VAOT Historic Preservation Officer, on behalf of FHWA, shall ensure that:

1. The above-stipulated standard mitigation measures are carried out as soon as is feasible.
2. All current and future rehabilitation work will be in compliance with the Secretary's Standards for Rehabilitation.
3. All rehabilitation work will be approved in advance by the VAOT Historic Preservation Officer, who will provide oversight for design and construction for this project to ensure compliance with the Secretary's Standards.
4. A 36-CFR-61 qualified professional will evaluate the relocated building for continued eligibility for listing in the National Register and provide a report detailing the findings to VAOT and to the SHPO. Where the VAOT and SHPO agree that the building retains eligibility, the qualified professional will prepare a complete nomination to the satisfaction of VAOT.

Attachments:

Maps  
Plans  
Photos

 8/15/01  
Archaeology Officer Date

 8/21/01  
Historic Preservation Officer Date

## Vergennes Depot

Evaluation of the National Register eligibility under Criteria Consideration B: Moved Properties  
February 5, 2018

The c. 1851 Vergennes Depot is individually listed in the Vermont State Register (Vergennes #10) and was determined to be eligible for listing in the National Register in 2001 as part of the Section 106 Review of the VTrans project CMP Park (15) SC. The project involved the construction of a new Park and Ride facility in the Town of Ferrisburgh. As part of the project, the historic depot was moved from its original location in Vergennes to the new Park and Ride facility one-third of a mile to the north, where it is intended to be used as a visitor center, office space and display area for historic artifacts, documents and photographs. Eventually it will again also be used for its original purpose as a railroad depot when AMTRAK service is extended south to Ferrisburgh. Section 106 Review determined that the relocation of the depot would have an Adverse Effect on the historic building. As part of mitigation for the Adverse Effect, the Section 106 Review stipulated that a 36 CFR 61 qualified architectural historian will evaluate the relocated building for continued eligibility for listing in the National Register and prepare a report detailing the findings to VTrans and the VT SHPO. This report documents that evaluation and makes the recommendation that the Vergennes Depot in its new location remains eligible for listing in the National Register under Criterion C: Design/Construction. The relocated depot is significant primarily for its architectural value and retains historic integrity and therefore meets the special requirements of Criteria Considerations B: Moved Properties.

The Vergennes Depot, or Station House as it is identified on the 1917 Valuation drawings of the building, was constructed c. 1851 in the Italianate style. The Historic Architecture of Addison County, the Vermont State Register of Historic Places, states that the Italianate style was first introduced in Vermont by wealthy businessmen who were early investors in Vermont railroads and other industries. The Depot was constructed on the west side of the Rutland and Burlington Railroad tracks just north of the commercial and civic center of the City of Vergennes. An associated Freight House with Italianate style trim (Vergennes # 11), also believed to date from c. 1851, was built immediately south of the Depot.

The Depot is a wood-framed structure composed of a two-story, rectangular, gable-front main block with one and one-half-story, gable-roofed wings projecting from its north and south elevations. The gable ends of the main block project out beyond the planes of the wing walls as a sort of pavilion. The primarily clapboarded Depot features wide, overhanging eaves supported on scroll-sawn brackets, original paired and three-part, elongated four-over-four and six-over-six wooden sash windows and simple, projecting molded window headers.

Early photographs of the Depot show that the first floor elevations of the west-facing pavilion-like main block were sheathed with horizontally-oriented flush boarding. The facade was highlighted by a three-part Italianate style arcade that spanned the width of the west wall. The outside arches were blind; the center arch was open and defined the main entry into the building.

The short north and south elevations were defined by single, shorter blind arches, each of which surrounded a narrow, four-over-four wooden sash window. The original Depot did not include an Operator's Bay window on its rear, track-side elevation. The feature, which was typical of later depots, was added to the Vergennes Depot presumably in the late 19th century.

At some time, the first floor elevations of the west-facing, projecting main block were covered with clapboards, obliterating the arched trim. The clapboarded west facade included only a door and window that together were centered in the wall plane. The door opening was filled with a glazed wooden door with a transom; the window was filled with a four-over-four sash. The four-over-four sash windows were retained in the short north and south elevations. The wings and rear elevation of the main block remained nearly unaltered, but for the added Operator's Bay window.

The new Park and Ride facility in Ferrisburgh is located on the north side of Vermont Route 22A, just west of its intersection with VT Route 7 and east of the railroad track. The parking facility currently serves vehicular traffic but will also provide parking for those using the train once rail service is extended south to Ferrisburgh. The Depot was moved one-third of a mile north and placed at the west end of the parking area, on the east side of the railroad track. The north/south compass orientation of the relocated building was retained, as was its spatial relationship to the railroad track. Its east/west relationship to the track was reversed so that the building can serve not only as a visitors center but also again as a depot once rail service is re-established. The Depot is now oriented so that its originally west-facing public facade is east-facing, towards the Park and Ride. The Operator's Bay on the rear/track-side elevation continues to provide a vantage point up and down the track.

Once the vacant Depot was moved to its current location its renovation began. When the deteriorated clapboards were removed from the first floor elevations of the now east-facing main block, flush board siding and remnants of the Italianate arches were discovered in situ. The historic photographs and physical evidence on the building were used to restore the facade and short north and south elevations so that today the Depot appears as it did when it was originally constructed.

On the west (rear) track-side elevation, only the second story of the main block projects forward; the main block's lower level wall is on the same plane as the wing walls. The projecting upper level is supported on large, decorative brackets. A typical, added Operator's Bay window is centered in the ground level of the main block. The three-sided bay window features a six-over-six window flanked by four-over-fours on its wide, track side that mimics the original three-part windows on the gable ends of the wings. The short diagonal sides of the bay are lit by single four-over-four sash. The bay window is flanked by two four-panel wooden doors. The second story of the main block is lit by three, evenly-spaced six-over-six sash windows.

The Depot's matching wings are symmetrical. The eave elevations are lit by centered and paired, elongated four-over-four wooden sash. The gable ends feature centered, three-part elongated windows composed of a six-over-six sash flanked by four-over-four windows. Matching but smaller three-part windows are centered above in the gables.

The Depot currently rests on a poured concrete foundation and is roofed with standing seam metal. Historic sash windows have been restored and retained as part of the rehabilitation. Seriously deteriorated or missing building components have been replaced in kind. Much of the

interior plan is intact, including a ticket window in the main block and waiting rooms in the wings. Historic beaded board wall and ceiling finish has been retained; some of the bead board has been painted.

The distinctive Italianate trim on the Vergennes Depot has been accurately and carefully restored. The building is a very good, early and intact example of the Italianate style of architecture in Vermont and therefore appears to be individually eligible for listing in the National Register under Criteria C: Design/Construction because it embodies the distinctive characteristics of a type, period, or method of construction. These include the gable-front, two-story pavilion-like main block, Italianate style wooden arcade carried on pilasters, belt coursing, wide over-hanging eaves supported on decorative brackets, and elongated four-over-four and six-over-six, double hung wooden windows.

The relocated Vergennes Depot clearly retains historic integrity of design, materials, workmanship, and feeling. It retains integrity of association because, despite its move, it is still integrally connected to the track of the former Rutland and Burlington Railroad and remains able to convey a direct link to the earliest period of railroad history in Vermont.

Its integrity of location has been impacted because the building has been moved to a new location. The Depot's original north/south compass orientation has been maintained at the new location, as have its linear relationship and proximity to the railroad track. The reversal of its east/west orientation will enable the Depot to function in a new way that is compatible with its original use. Importantly, reversal of the east/west orientation will also allow the Depot to service its originally-intended purpose.

The historic setting of the Depot has been impacted by its move but the impact is not especially significant. The original setting was north of and separate from the economic and civic center of Vergennes, in an environment that was generally open and undeveloped in the mid-19th century as well as today. The character of new setting is very similar to that of the original setting. Because of the design of the adjacent Park and Ride facility, the setting will remain a generally undeveloped area at the perimeter of the City of Vergennes.

The Vergennes Depot retains enough of its historic features to convey its architectural value and it is significant primarily for that architectural value. The Depot retains integrity of design, materials, workmanship, feeling and association. Therefore the Vergennes Depot in its new location meets the special requirements of Criteria Consideration B: Moved Properties because it appears eligible to the National Register under Criteria C: Design/Construction.

The Vergennes Depot is also architecturally significant because it was likely designed by Vermont architect Gurdon P. Randall. Gurdon Randall (1821 - 1884) was born in Braintree, Vermont and studied architecture under Asher Benjamin in Boston. He returned to Vermont where he was apparently employed by the Rutland and Burlington Railroad before moving to Syracuse and finally to Chicago where he established a very successful architectural practice. Randall worked primarily in the Italianate and Renaissance Revival styles and is well-known for his design of religious, educational and public buildings, including University Hall at Northwestern University.

The 1851 Annual Report of the Rutland and Burlington Railroad recorded that the station houses at Vergennes and Chester had burned and were being rebuilt. The Directors' monthly meeting

minutes from February that same year reported that "Resolved that proposals be solicited for building a Station House at Vergennes and one at Chester on the plan proposal by Mr. Randall and that Mr. Randall be instructed to obtain proposals and contract for the building of this said building with the approval of the President ".

An entry on Gurdon P. Randall is included in the 1868 publication Biographical Sketches of the Leading Men of Chicago. "Until the age of thirty, he confined himself exclusively to designing and construction of churches and railroad buildings, making a specialty of the latter. Nearly all the buildings of the Vermont Central and the Rutland and Burlington Railroads, together with many of those on the New York Central and the Syracuse and Binghamton Railroads, are of his designing, and were supervised by him in their construction."

The Vergennes Depot, apparently the second depot constructed at Vergennes, is historically significant because it is one of only a few surviving first generation railroad buildings in Vermont. Public architectural taste was evolving in the mid-19th century from the more formal, classical Greek Revival style towards more eclectic, romantic styles including Italianate. The Rutland and Burlington Railroad was completed in 1849. The new "modern" design of the c.1851 Depot is indicative not only of the changing public taste but also of the tremendously exciting impact and important role of the railroad in mid-century Vermont. The federally-mandated Valuation maps and drawings indicate that in 1917, the Railroad Station at Vergennes include a number of buildings and structures. Among these were the Station House or Depot, the c. 1851 Freight House, a coal shed, water tank, ice house, barn, stock yard, old passenger coach used for staff housing, old box car used for storage and a privy. Today only the Depot and Freight House are still standing.

# Vergennes Depot

## Legend

- DR@ Power Equipment
- Feature 1
- Feature 2
- Ferrisburgh Park & Ride



North

1000 ft



Photo 1. View NE, Vergennes Depot in its original location, showing the west (front) and south elevations. Date unknown. Photo credit: Laz Scangas



Photo 2. View SW, Depot in its original location prior to the addition of the Operator's Bay, date unknown. The c.1851 Vergennes Freight House is south of the Depot. Photo credit: Laz Scangas



Photo 3. View SE, Vergennes Depot in its original location, 2010. Clapboards had been installed over the west elevation arcade.



Photo 4. View NW in its original location on the west side of the tracks, 2010.



Photo 5. View NW, Vergennes Depot in its new location, 2017. Remnants of the arcade and flush board siding were discovered when the deteriorated clapboards were removed



Photo 6. View NW, detail of the restored arcade on the public, now east, elevation.



Photo 7. View SW, showing the east and north elevations of the relocated depot. The tracks are now on the west side of the building.



Photo 8. View S, showing the north elevation and the railroad tracks to the west.



Photo 9. View S, showing the Vergennes Depot in its new location on the east side of the railroad tracks. The Operator's Bay on the rear (now west) elevation is not original to the first generation RR building but was added later in the 19th century. The bay was a typical feature on later Depots.