



APPENDIX

APPENDIX C

Archaeological Investigations of the Roundhouse

Northeast Archaeology Research Center, Inc.

Jeannine Russell
Vermont Agency of Transportation
Environmental Section- 4th Floor
1 National Life Drive
Montpelier, Vermont 05663-5001

December 21, 2016

RE: Archaeological Resource Identification Mapping Study – Burlington Rail Yard Project, Burlington, Vermont

Dear Jen:

We write to inform you of the completion of the mapping study completed for the Rail Site VT-CH-736 in the Burlington Rail Yard Project. This mapping study has been completed at the request of the Vermont Agency of Transportation (VTrans) to assist them in their efforts to manage the historic Rail Site (VT-CH-736) in light of planned rail yard improvements (Figures 1 and 2). Recent planning work for the Rail Yard Project revealed possible site location uncertainties for the historic Rail Site, which includes remnants of the historic Rutland and Burlington, and Central Vermont railroads roundhouse and engine turn table dating to 1850. Given that staff of the Northeast Archaeology Research Center, Inc. (NE ARC) did the original work at the Rail Site (as the University of Maine at Farmington Archaeology Research Center – UMF ARC) as part of archaeological review of the former C-6 Alignment of the Southern Connector Project, VTrans requested we complete the site location/mapping study. In 1996 and 1997 the UMF ARC completed archaeological phase IB survey/phase II testing and exposed a section of the Rail site including a section of the engine turn table (Corey and Petersen 1997; Corey et al 1998). At that time, survey methods for site plotting consisted of compass angle and distance using a tape measure and compass to “tie” in archaeological testing and features in relation to known above ground features such as corners of buildings, electric poles, etc. Thus, given a probable “margin of error” utilizing this technique, we were asked to confirm the location of the Site.

Hutch McPheters, NE ARC IT Director, who was also on the UMF field crew during the 1997-1998 field work, completed the mapping study. This work included a full review of the original UMF 1997-1998 field notes and mapping details, the geo-referencing of the 1912 Sanborn map series (Sheet 29), and an on-site field inspection.

Hutch McPheters and former UMF ARC Staff Archaeologist, Richard Corey, who was the Field Director of the UMF work, completed the field inspection on November 8, 2016. The field inspection was coordinated with the Rail Yard personnel and Hutch and Richard were met on-site by

VTrans Archaeology Officer, Jeannine Russell. In the field, Hutch and Richard reconstructed the angle and distance recorded during the earlier field work, took photographs and GPS points on select above-ground features used as tie-ins during the 1997-98 field work that are still present today (Figure 6).

The result of the review and evaluation of the previous 1997-98 mapping details, the geo-referencing of the Sanborn map and the on-site field inspection, has resulted in a more accurate siting of the Rail site with an assumed degree of accuracy of less than one meter (Figures 2-6). The plotting of the Rail site is shown in Figures 2 and 3 and the shape file of the site will be provided to VTrans. It should be noted that although we are confident that this plotting of the Rail Site is more accurate than past mapping, for long-term management of the site, a small, 2-meter buffer may be warranted.

Please let us know if you have any questions and thank you for allowing us to complete this study.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ellen R. Cowie". The signature is fluid and cursive, with a large initial "E" and a stylized "C" at the end.

Ellen R. Cowie, Ph.D., Director
Northeast Archaeology Research Center, Inc.

References Cited

Corey, Richard P. and James B. Petersen

1997 *An Archaeological Phase IB Survey of the C-6 Alignment, Southern Connector Project, MEGC-M5000(1), Burlington, Chittenden County, Vermont.* University of Maine at Farmington Archaeology Research Center submitted to the Vermont agency of Transportation.

Corey, Richard P., Hugh H. Henry, Ellen R. Cowie and Catherine A. Quinn

1998 *Archaeological Phase II Testing of the C-6 Alignment, Southern Connector Project, MEGC-M5000(1), Burlington, Chittenden County, Vermont.* University of Maine at Farmington Archaeology Research Center submitted to the Vermont agency of Transportation.

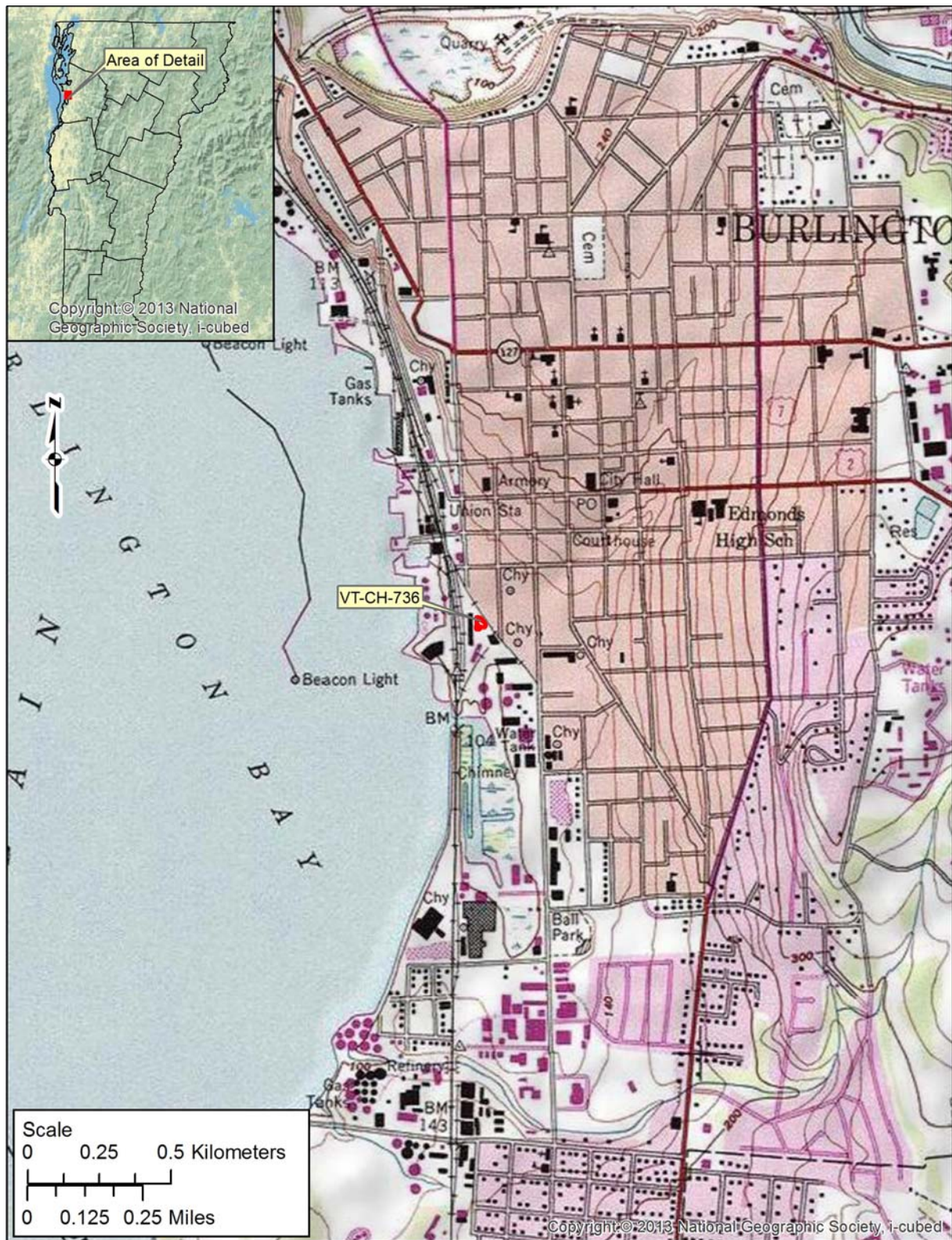


Figure 1. Topographic map showing the location of the Rail Site (VT-CH-736) in the Burlington Rail Yard Project, Burlington, Chittenden County, Vermont.

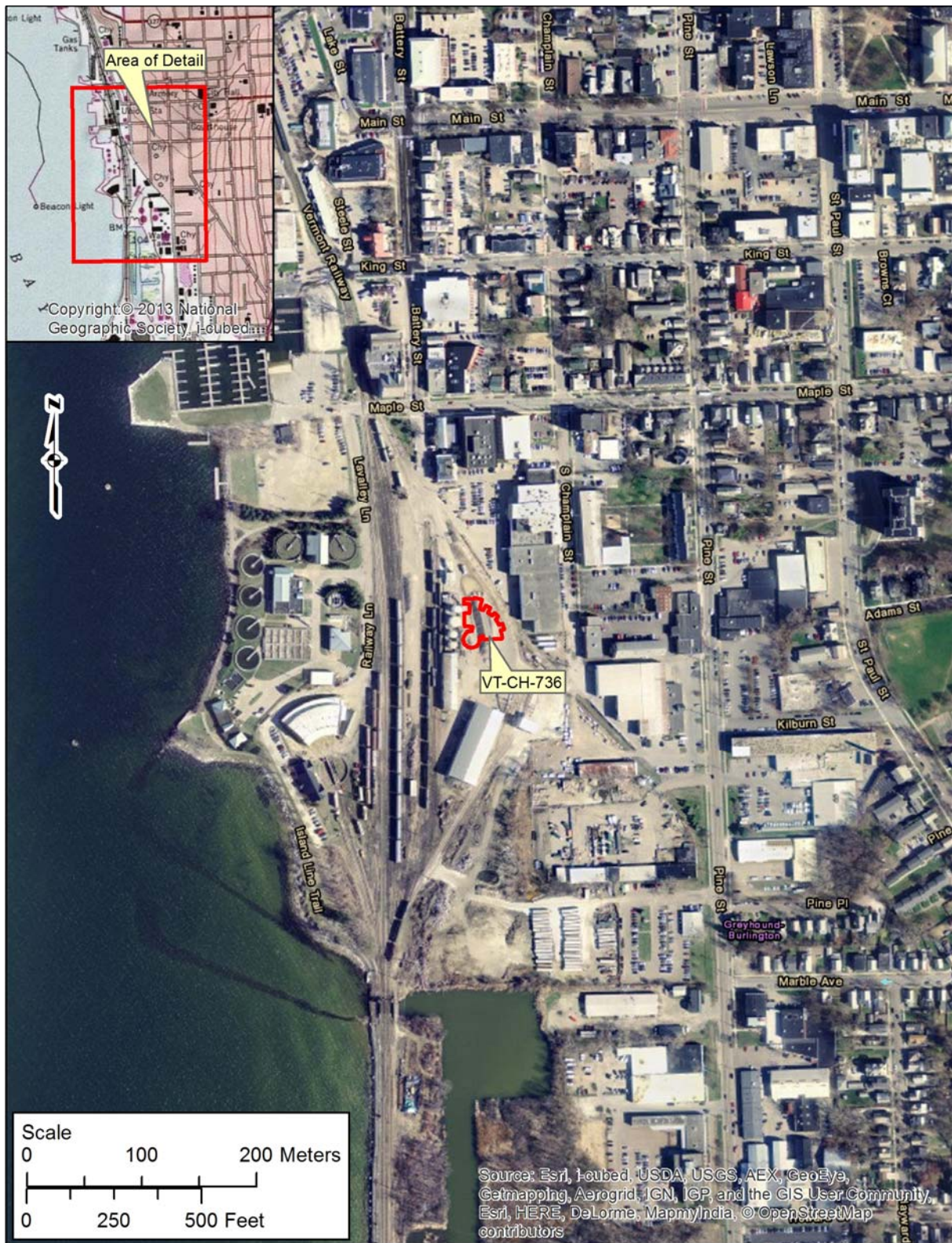


Figure 2. Aerial photograph showing the geo-referenced location of the Rail Site (VT-CH-736) in the Burlington Rail Yard Project, Burlington, Chittenden County, Vermont.

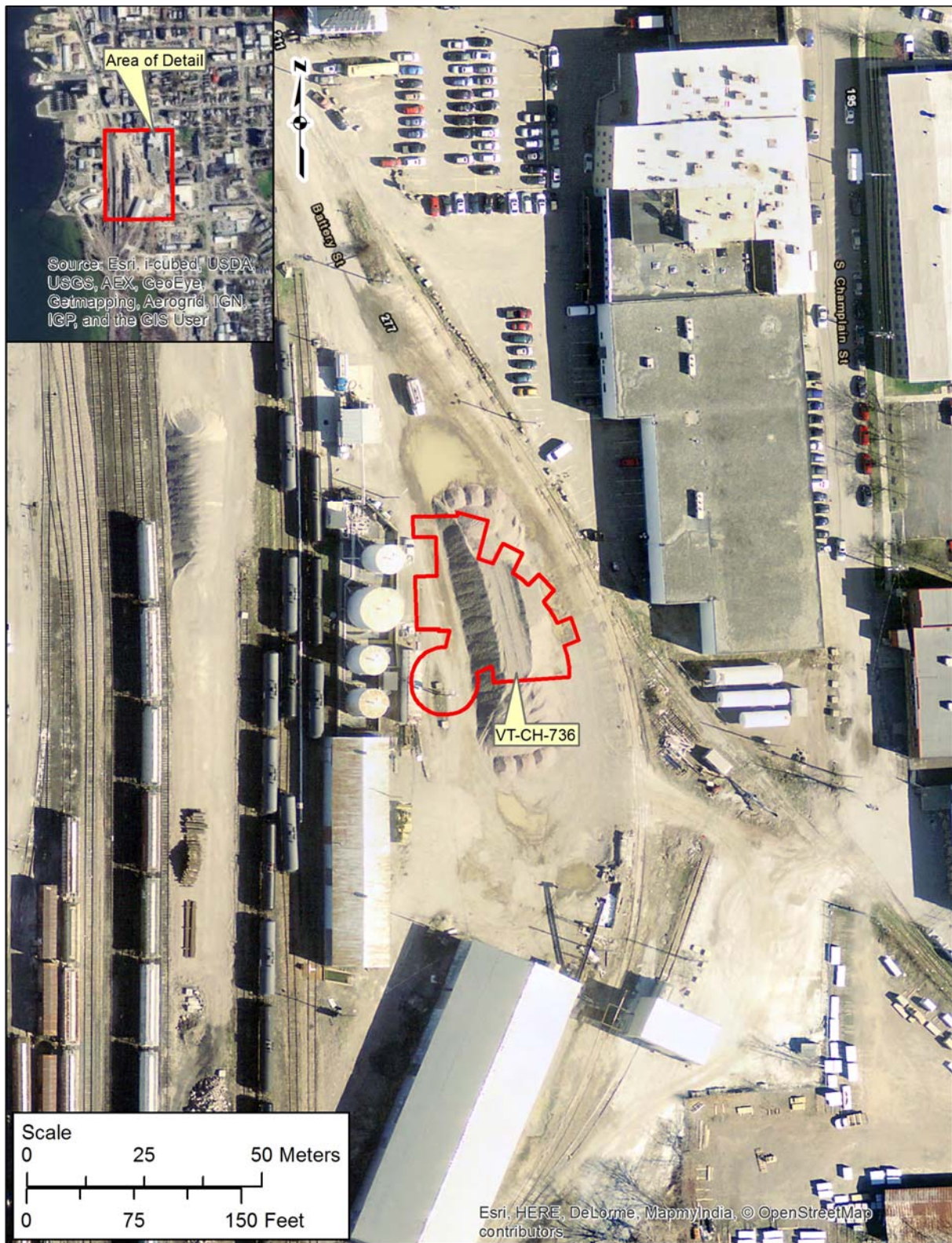


Figure 3. Aerial photograph showing the location of the Rail Site (VT-CH-736) in the Burlington Rail Yard Project, Burlington, Chittenden County, Vermont.

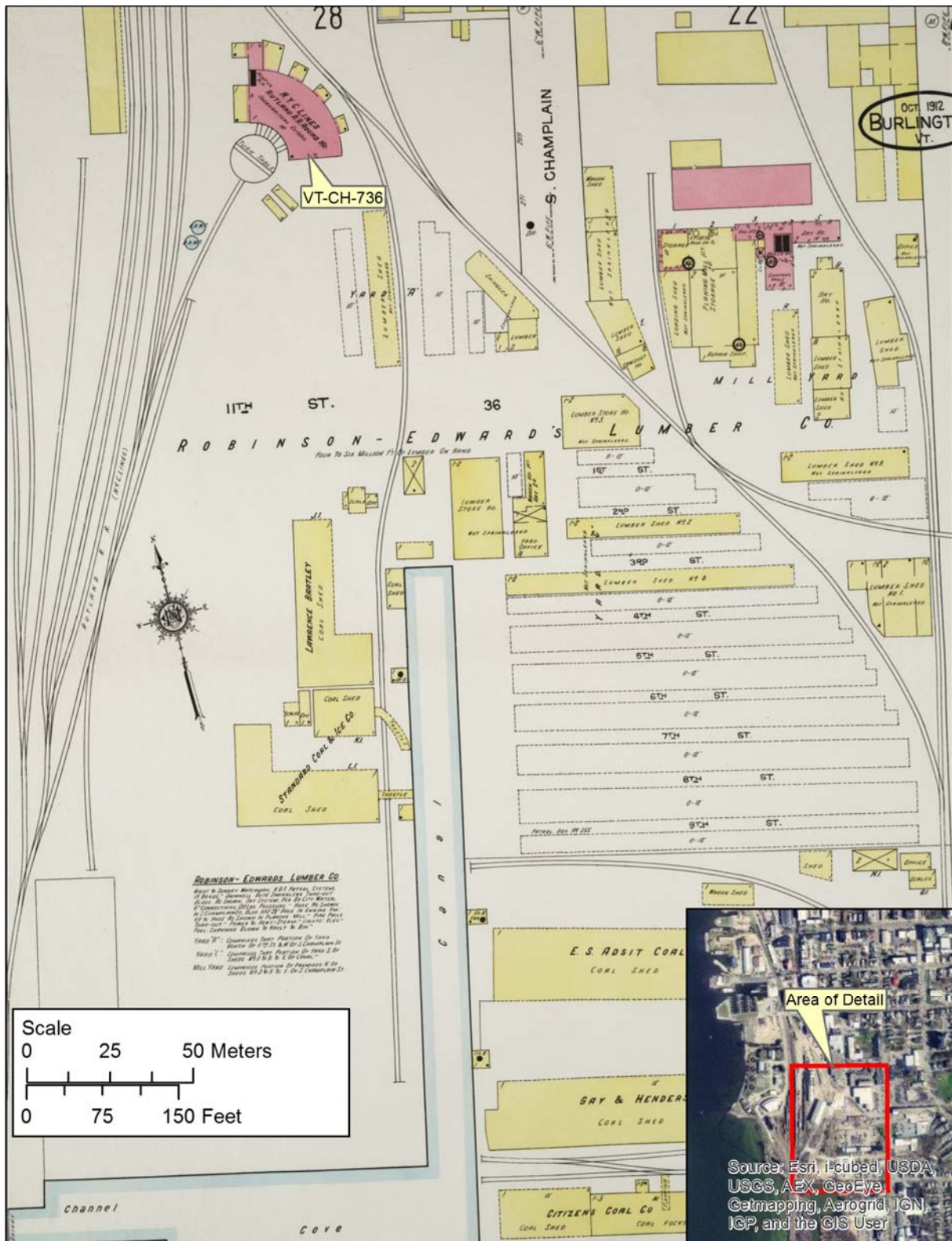


Figure 4. Sheet 29 of 1912 Sanborn Fire Insurance map showing the layout of the Rail Site (VT-CH-736) in the Burlington Rail Yard Project, Burlington, Chittenden County, Vermont.

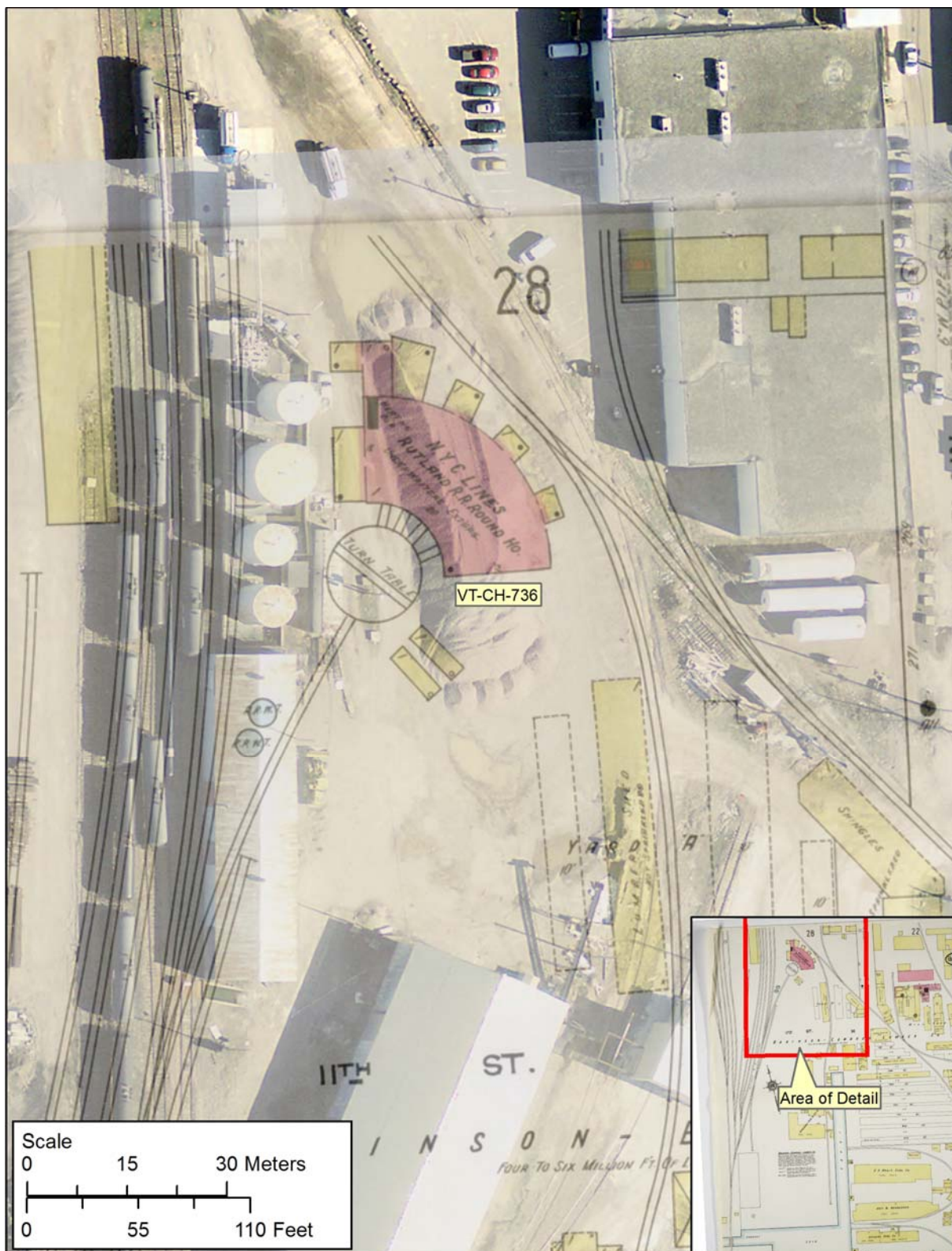


Figure 5. Aerial photograph with overlay of 1912 Sanborn Fire Insurance map (Sheet 29) showing the layout of the Rail Site (VT-CH-736) in the Burlington Rail yard Project, Burlington, Chittenden County, Vermont.



Figure 6. Top photograph: View southwest of existing conditions at the Rail Site. Bottom photograph: View southwest taken during the 1997 phase II testing at the Rail Site showing the exposed turn table at the Rail Site (VT-CH-73) in the Burlington Rail Yard Project, Burlington, Chittenden County, Vermont.



The University of Vermont

May 23, 2017

Jeannine Russell-Pinkham
Archaeology Officer
Vermont Agency of Transportation
One National Life Drive
Montpelier, VT 05633-5001

**End of Field Letter for Revised Phase II Monitoring and Evaluation for the proposed
Railyard Enterprise Project – Site VT-CH-736 Roundhouse Mitigation, Burlington,
Chittenden County, Vermont**

Dear Jeannine:

From May 3rd to May 6th, 2017, the University of Vermont Consulting Archaeology Program (UVM CAP) conducted a revised Phase II monitoring project of site VT-CH-736 (Rail site) as part of the Roundhouse Mitigation for the Waterfront South (WFS) Access project, located in Burlington, Chittenden County, Vermont (Figure 1). Specifically, the revised monitoring project undertaken by the UVM CAP included the monitoring, exposure, photography and mapping of structural elements along the eastern and northeastern sides of the Roundhouse used by the Rutland and Burlington Railroad and the Central Vermont Railroad from approximately 1851 to circa 1914. Previously, site VT-CH-736 was identified and investigated by the University of Maine at Farmington (UMF) (Corey and Petersen 1998a; Corey et al. 1999). In particular, the UMF studies did not investigate the structural elements located along the eastern and northeastern sides of the Roundhouse, now designated as Bay 1, 2, 3 and 4 by the UVM CAP in 2017 (Figure 2). The revised Phase II monitoring project was undertaken on behalf of the City of Burlington and Resource Systems Group Inc., (RSG) to provide assistance with locating, documenting and demarcating the Bay 1-4 structural elements, and to determine their potential significance, all with the goal of assessing the impact of the proposed project. The revised Phase II Monitoring project was undertaken as part of the Section 106 permitting process.

Field Methods

The Revised Phase II Monitoring project included several steps, all of which were designed to effectively address the goals of the study. The first included consultations between RSG and the UVM CAP, among others, at which time, strategies were devised to facilitate the ongoing gravel ballast operation in the railyard, existing utility locations, railyard safety, and RSG surveying schedule. In conjunction, the UVM CAP subcontracted the backhoe operator.

CONSULTING ARCHAEOLOGY PROGRAM

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Mechanical excavation of the historic era fill commenced in the northern portion of the roundhouse with the intent to relocate the joiner/oil shop, as mapped by the UMF. Once accomplished, the general scale of the Roundhouse could be determined. The gravel cap and historic era fill were removed in thin levels, in part due to the severe compactness of the matrix. At times, water filled the excavations, but this was expertly dealt with by the construction of temporary surface dams and small ponds.

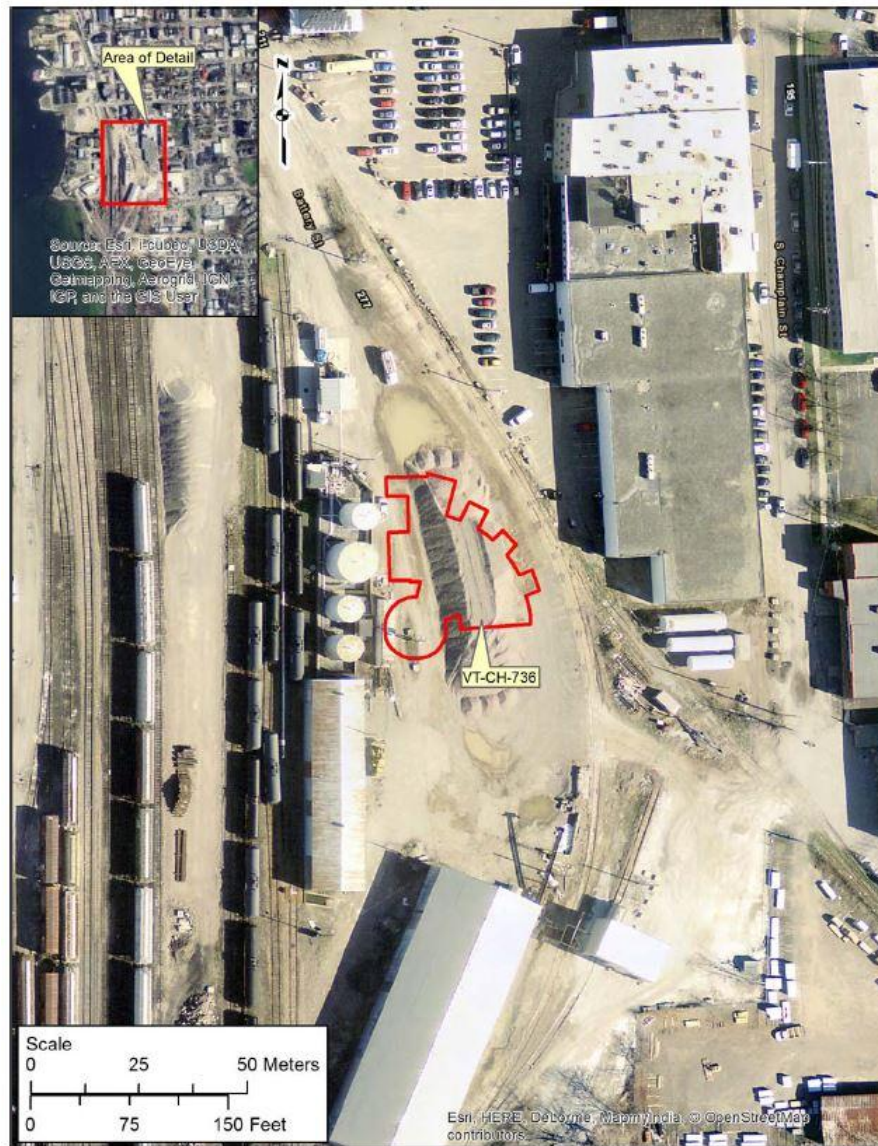


Figure 1. Aerial photograph showing the location of the Rail Site (VT-CH-736) in the Burlington Rail Yard Project, Burlington, Chittenden County, Vermont. Taken from Corey et al. 1999: Figure 3.



Figure 2. Georectified Sanborne's 1906 insurance map showing the limits of the roundhouse (site VT-CH-736) and the four identified bays overlain on an aerial photograph of the current Burlington Railyard area for the Burlington Rail Yard Project, Burlington, Chittenden County, Vermont.

At the conclusion of four days, all four bay elements were identified, exposed and photographed. In addition, a corner of the joiner/oil shop and the southeastern corner of the Roundhouse were also identified. Critical points such as corners and wall increments were demarcated with labeled grade stakes and then carefully back-filled. Once backfilled, the depth from the existing ground surface to the top of the structural component was recorded on the grade stake to aid the RSG survey. A table containing this data is presented in Appendix 1. In case the stakes were disturbed during gravel operations, a twelve inch metal spike was emplaced at the base of the stake. The grade stake locations were then recorded with a handheld Global Positioning System (GPS), as well as additional adjacent structural features such as the existing railroad spur line, corners of adjacent buildings and a utility pole. Lastly, a Total Station Laser Transit was utilized to record all of the above features. The maps produced from these activities can/will be used in conjunction with the RSG survey, which is considered to be the primary map for the project.

Results

Joiner/Oil Shop

The northeast corner of the joiner/oil shop was identified and demarcated with survey points A, B and C (see Figure 2). The identification of the northeast corner was important as it allowed for the extrapolation of the overall Roundhouse location. Identified at approximately 80 cm (31.5 in), sections of its east and north walls were exposed (Figure 3). Because this wall had been previously studied by UMF, it was not necessary to study its construction and other attributes.



Figure 3. View southwest of northeast corner of joiner/oil shop, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

Southeast Corner of Roundhouse

The southeast corner of the Roundhouse was identified and demarcated with survey points “O” and “P” (see Figure 2). At its exposed surface, this corner includes flat stone sub-base with a section of mortared brick along the south wall (Figure 4). At survey point “O”, the top of the feature is 43 cm (17 in) below the ground surface. The southeast corner, at survey point “P” is 28 cm (11 in) below the ground surface. The south wall ranges in width of 50-60 cm (20-24 in), and the east wall is approximately 25-30 cm (10-12 in) in width.



Figure 4. View northwest of southeast corner of Roundhouse, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

East Wall Section of Roundhouse

The surface of a section of the Roundhouse was identified and demarcated with survey points “D”, “E”, “F” and “G” (see Figure 2). This section of the wall was identified at a depth of 40-50 cm (16-20 in) below the ground surface. The surface of this wall includes long, thin south-north oriented stones with a section of mortared brock along the stone surface (Figure 5). Some of the stones have been displaced to the east. The juncture of the north wall of Bay 1 was identified in this area as a layer of brick extending to the east for approximately 3.0 m (9.8 ft).

A second wall juncture was identified at the northern exposed of the east wall. This wall extended to the northeast and an angle to accommodate the curve of the Roundhouse. This wall represented the south wall of Bay 2.



Figure 5. View west of exposed section of east wall of Roundhouse and north wall of Bay 1 (center of image) extending east, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

Bay 1

The surface of the south and north walls of Bay 1 were identified and demarcated with survey points “F”, “H” and “M” (see Figure 2). The north wall of Bay 1 was identified at a depth of 57 cm (22 in) below the ground surface (Figure 6). The west end of the wall was demarcated with survey point “F”, and the eastern end with point “H”. At this level, it included a layer of mortared brick on at least one course of stone where it attached to the east Roundhouse wall. This wall was 42 cm (16.5 in).



Figure 6. View north of north wall of Bay 1, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

The south wall of Bay 1 was identified approximately 4.95 m (16.2 ft) to the south of the north wall, at a depth of 50 cm (20 in) below the ground surface. The eastern end of this wall was demarcated with survey point “M” (see Figure 2). At its exposed surface, the wall appears as a layer of mortared brick on top of a course of stones, at least where it joins the east wall of the Roundhouse (Figure 7). The wall is approximately 30-35 cm (12-14 in) in width. As with the north wall, the south wall is approximately 3.0 m (9.8) in length.



Figure 7. View south of south wall of Bay 1, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

Bay 2

The south wall of Bay 2 was identified approximately 6.9 m (22.6 ft) to the north of the north wall of Bay 1 (see Figure 2). The east end of the south wall of Bay 2 was demarcated with survey point “I”, and east end of the north wall with survey point “J”. Both walls include portions of an exterior wall, suggesting that east end of the bay was partially enclosed (Figures 8 and 9). The width of Bay 2, from its southeast corner to its northeast corner measures 5.20 m (17.5 ft).

The walls of both walls are well-constructed and included closely set dressed stone, on top of which courses of brick were laid. The walls are uniform in width, and measure from 30-38 cm (12-14.9 cm), with the north and south walls thickest and the eastern wall the thinnest. An iron ring and bolt are present alongside the northeast corner of the north wall of the bay.

The fill covering Bay 2 gradually thickness to the north and west, with the southern wall of the bay present a 40 cm (16 in) below the ground surface, and northern wall from 40-50 cm (16-20 in) below the ground surface. As an observation, Bay 2 appears to be the most intact and well-constructed of the four bays investigated.



Figure 8. View west of south wall of Bay 2, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.



Figure 9. View west of north wall of Bay 2, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

Bay 3

The south wall of Bay 3 was identified approximately 6.10 m (20 ft) to the northwest of the north wall of Bay 2 (see Figure 2). The east end of the south wall of Bay 3 was demarcated with survey point “K”, and the east end of the north wall with survey point “L”. Both exposed eastern portions of the south and north wall are highly disturbed (Figures 10 and 11). The south wall includes portions of an exterior wall, suggesting that its eastern end may have been partially open. A variety of materials were identified within the surviving portions of the walls and include cut stone, rectangular marble stones measuring 10 x 20 cm (4 x 8 in), and degraded brick. The northern wall includes a larger square stone. Based on the level of preservation, it is not possible to determine the width of the south, north and external walls. The south and north walls of Bay 2 are present at 50 cm (20 in) below the ground surface.



Figure 10. View west of south wall and southeastern corner of Bay 3, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.



Figure 11. View west of north wall and northeastern corner of Bay 3, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

Bay 4

Bay 4 was located to the west-northwest of Bay 3, and adjoining the east wall of the joiner/oil shop (see Figure 2). The previous UMF study did not identify any structural elements of Bay 4; their trenching may have just fallen to the south of encountering the northern wall of the bay. The UVM CAP identified the remnants of the northeast corner of Bay 4, and it was demarcated with survey point “N”.

Extensive backhoe exploration of this area did not result in the identification of any substantial portion of Bay 4. Three small, conjoined stone tiles were identified and these to be all that remain of the northeast corner of the bay (Figure 12). No evidence of the north and east walls of Bay 4 were identified. The three stone tiles were identified at a depth of 50 cm (20 in) below the ground surface. It appears that the external walls of Bay 4 no longer exist.



Figure 12. View northeast of approximate location of northeast corner of Bay 4, site VT-CH-736, for the proposed Railyard Enterprise project, Roundhouse Mitigation, Burlington, Chittenden County, Vermont.

Conclusions and Recommendations

The University of Vermont Consulting Archaeology Program (UVM CAP) conducted revised Phase II Monitoring and Evaluation studies for the proposed Railyard Enterprise Project, site VT-CH-736 Roundhouse Mitigation in Burlington, Chittenden County, Vermont. As a result of this study, four previously unstudied structural elements associated with the Roundhouse were exposed, mapped and photographed. These four structural elements have been designated as Bays 1, 2, 3 and 4. Following their exposure, they were mapped by the UVMCAP with a handheld GPS, and the key points marked with stakes. At a later date, the survey crew for Resource Systems Group, Inc. surveyed those points to create an accurate map of the buried site's location. In doing so, the main objectives of this study were met, which were to accurately locate and document the bays to allow for informed planning on the overall design of the proposed project (Southern Parkway and the relocation of the existing railroad spur). As a result of this study, the horizontal and vertical position of Bays 1-4 were identified. In addition, the southeastern side of the Roundhouse was also identified in horizontal and vertical contexts.

Geoffrey Mandel
Field Supervisor

A handwritten signature in dark ink, appearing to read 'Charles Knight', with a stylized, elongated flourish extending to the right.

Charles Knight
Assistant Director

REFERENCES

Corey, Richard P., Hugh H. Henry, Ellen R. Cowie and Catherine A. Quinn

1998a

1999 *Archaeological Phase II Testing of the C-6 Alignment, Southern Connector Project, MEGC-M5000(1), Burlington, Chittenden County, Vermont*. Report prepared for the Vermont Agency of Transportation. Archaeology Research Center, University of Maine at Farmington, Farmington, Maine.

APPENDIX 1: UVM CAP Survey Data

Field Point	Feature Description	Depth Below Current Ground Surface
A	North wall of joiner/oil shop	32 in (80 cm)
B	Northeast corner of joiner/oil shop	32 in (80 cm)
C	East wall of joiner/oil shop	32 in (80 cm)
D	East wall of engine house	16-20 in (40-50 cm)
E	East wall of engine house	16-20 in (40-50 cm)
F	West end of Bay 1 North Wall	16-20 in (40-50 cm)
G	East Wall of engine house	16-20 in (40-50 cm)
H	East end of Bay 1 North Wall	22 in (57 cm)
I	East end of Bay 2 South Wall	16 in (40 cm)
J	East end of Bay 2 North Wall	16 in (40 cm)
K	East end of Bay 3 South Wall	20 in (50 cm)
L	East end of Bay 3 North wall	20 in (50 cm)
M	East end of Bay 1 South Wall	20 in (50 cm)
N	Approx. Northeast corner of Bay 4	20 in (50 cm)
O	Southeast corner of engine house	17 in (43 cm)
P	South Wall of engine house	11 in (28 cm)

State of Vermont
Project Delivery Bureau - Environmental Section
One National Life Drive
Montpelier, VT 05633-5001
www.aot.state.vt.us

Agency of Transportation

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[ttd] 800-253-0191

Memorandum

To: Vermont Advisory Council on Historic Preservation
From: Jen Russell, VTrans Archaeology Officer
Judith Williams Ehrlich, VTrans Historic Preservation Officer
Re: Three Alternative Alignments for the Burlington Railyard Enterprise Project
Date: January 9, 2018

The City of Burlington is in a supplemental scoping phase of project development for the Railyard Enterprise Project that proposes to “develop a network of multimodal transportation infrastructure improvements connecting Pine Street and Battery Street, which incorporate the principles of *Complete Streets*,” which is detailed in the January 8, 2018 memo from RSG. At this time, it is anticipated that the project will be funded with local and state dollars only so the proposed project will require review under 22 VSA 14. The supplemental scoping has identified three alternatives for the project, each of which is expected to adversely affect historic and/or archaeological resources. Because of the potential for an Adverse Effect determination under 22 VSA 14, the City of Burlington is requesting that the Advisory Council review the three alternatives and offer preliminary comments to assist the City in deciding which alternative to choose.

As the Advisory Council is aware, VTrans identifies appropriate mitigation measures for projects resulting in a determination of Adverse Effect. Per Appendix B (*Review of VAOT Undertakings under Vermont State Law*) of the *Programmatic Agreement Among the Federal Highway Administration, the Vermont Agency of Transportation, the Advisory Council on Historic Preservation, and the Vermont State Historic Preservation Officer Regarding Implementation of the Federal-Aid Highway Program in Vermont* (PA), VTrans chooses appropriate mitigation measures from a standardized list included in the PA. To further assist the City of Burlington choose from amongst the three project alternatives, VTrans requests that the Advisory Council also consider what mitigation measures should be part of the final project design. The list of Standard Mitigation Measures is attached to this memo.

At this early scoping phase and in consideration of further project design refinements, VTrans recommends that choosing from amongst the following mitigation measures would be appropriate for the potential anticipated adverse effects of the Burlington Railyard Enterprise Project:

1. Photographic Documentation
2. Future Work on Building
3. Interpretive Signage

We look forward to hearing your comments. Thank you!

STANDARD MITIGATION MEASURES

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 Building 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 VDHP, and one or more to appropriate local repositories. Copies of original plans for engineering structures should be part of the documentation package, if possible.
2. **Marketing and Sale.** VTrans shall develop a marketing plan and ensure that a property is advertised for sale in newspapers of general local circulation for a minimum of 30 days prior to the demolition or relocation of historic properties. The VTrans Officers shall review all purchase offers and may consult with SHPO. If VTrans selects a successful purchaser, VTrans may include preservation covenants in the transfer deed, upon recommendation of the VTrans Officers. If no successful purchaser is identified, VTrans may either convey the property without covenants or proceed with the demolition or relocation after the historic properties have been recorded pursuant to standards listed in 1. above.
3. **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 VTrans 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, VTrans shall prepare an amendment to the existing nomination form to reflect the relocation.
4. **Future Work on Building.** Future work on the exterior and/or Interior of the building shall meet the Secretary of the Interior's *Standards for Rehabilitation*.
5. **Lectures/Tours.** VTrans shall ensure that a qualified professional organize public lectures and tours of ongoing projects and excavations. Involvement of local school groups is encouraged. See Section 2D for more options.
6. **Public Education.** VTrans shall develop a public education program or project that enhances public understanding and appreciation of the resources on site or resources similar in location or type to the resources adversely affected by the project, and provide an outline of the program or project to the SHPO. VTrans shall report the results to the SHPO. See Section 2D for more options.
7. **Popular Publications.** VTrans, through the use of consultants as appropriate, shall produce and distribute a popular version of a technical report and/or, a booklet, pamphlet, or brochure that illustrates the work on a property, archaeological resources recovered from a site, the site's history, or its historic context. See section 2D for more options.
8. **Website.** VTrans shall post material on its website, with links to related sites, or, as appropriate, to develop a new non-VTrans website or enhance an existing one to aid public understanding of the resources on site or resources similar in location or type to the resources adversely affected by the project. See section 2D for more options.
9. **Interpretive Signage.** VTrans, through the use of research, shall produce one or more signs to describe the work on a property, archaeological resources recovered from a site, the site's history, or its historic context. VTrans and/or local interested parties shall plan the sign and address maintenance and long-term care of permanent signs. See section 2D for more options.
10. **Exhibits.** VTrans, in conjunction with appropriate consultants, shall develop and install a professional quality exhibit that describes the work on a property, archaeological resources recovered from a site, the site's history, or its historic context. Local installations or exhibits that travel to local schools are encouraged. See section 2D for more options.

11. **Survey.** VTrans shall ensure that a qualified professional prepare a National Register of Historic Places nomination for the following resource:_____
12. **National Register.** VTrans shall ensure that a qualified professional research and prepare a written historic context statement for the class of resources affected by the project. The format of the context statement shall be determined in conjunction with the SHPO.
13. **Development of Historic Context.** VTrans shall ensure that a qualified professional research and prepare a written historic context statement for the class of resources affected by the project. The format of the context statement shall be determined in conjunction with the SHPO.
14. **Salvage of Architectural or Engineering Features.** VTrans shall identify appropriate parties to receive salvaged architectural or engineering features. VTrans shall ensure that the features are salvaged prior to demolition activities and properly stored and curated. When feasible, salvaged architectural features shall be reused in other preservation projects.
15. **Data Recovery of Archaeological Information.** The VTrans Archaeology Officer shall develop an Archaeological Data Recovery Plan that meets the Council's *Treatment of Archaeological Properties*, the SHPO's *Guidelines for Conducting Archaeological Studies* and the "Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites" (Federal Register, May 18th, 1999, Appendix B). Data Recovery projects shall include a significant public education and interpretation component. Materials recovered shall be curated and stored in accordance with 36 CFR 79. The VTrans Archaeology Officer shall provide a draft Archaeological Data Recovery Plan, including a detailed draft scope of work, to the SHPO prior to finalizing the Data Recovery Plan and offer the SHPO an opportunity to comment on it within 30 days.
16. **Replication of Bridge Features.** The new feature shall match the old in design, appearance, materials, craftsmanship, etc. as closely as possible.
17. **Development of a Scenic Overlook.** VTrans shall incorporate into the project design a place for the public to see and appreciate the scenic view at the site. Provision of the overlook should not create an adverse effect.
18. **Design of a New Bridge.** VTrans shall design a new bridge that is compatible with the surrounding historic and natural environment in design, massing, scale, width, materials, color, etc. The design shall be recognizable as contemporary, and while it may reference the design of the previous bridge, it shall avoid creating an inappropriate false historic appearance.

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: Pine Street Industrial Historic District

Other names/site number: N/A

Name of related multiple property listing:

N/A

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

2. Location

Street & number: Pine Street from Maple Street to the foot of the Barge Canal, including parts of South Champlain Street, Battery Street, Kilburn Street, Marble Avenue, Pine Place and the shore of Lake Champlain

City or town: Burlington State: VT County: Chittenden

Not For Publication: ☒

Vicinity: ☐ N/A

3. State/Federal Agency Certification

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

I hereby certify that this X 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 X local

Applicable National Register Criteria:

X A ___ B X C X D

Signature of certifying official/Title:

Date

Vermont Division for Historic Preservation

State or Federal agency/bureau or Tribal Government

Pine Street Industrial Historic District
Name of Property

Chittenden County, VT
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: ☒

Public – Local ☒

Public – State ☒

Public – Federal ☐

Category of Property

(Check only **one** box.)

Building(s) ☐

District ☒

Pine Street Industrial Historic District

Name of Property

Chittenden County, VT

County and State

Site

☐

Structure

☐

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

21

Non-contributing

16

buildings

13

4

sites

5

0

structures

0

0

objects

39

20

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY: manufacturing facility

INDUSTRY: processing site

INDUSTRY: industrial storage

COMMERCE/TRADE: (archaeology) trade

COMMERCE/TRADE: specialty store

TRANSPORTATION: rail-related

TRANSPORTATION: water-related

DOMESTIC: single-dwelling

GOVERNMENT: public works

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Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: business

COMMERCE/TRADE: professional

COMMERCE/TRADE: archaeology

LANDSCAPE: underwater

TRANSPORTATION: rail-related

TRANSPORTATION: water -related

TRANSPORTATION: pedestrian-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

Italianate

No Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: concrete, asphalt, brick, wood, iron.

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 Pine Street Industrial Historic District (the “District”) encompasses a one-half mile long section of Pine Street in what is known as Burlington’s “South End”, stretching from Maple Street south to the southern tip of the barge canal and from the east side of Pine Street into the shoreline of Lake Champlain. Included within the district are several maritime resources and archaeological sites associated with early industrial, maritime commercial and rail activity. Developed as an industrial and manufacturing center adjoining the City’s waterfront and rail yard, the District also includes several commercial buildings. Collectively, the resources in the District represent a spectrum of industrial, commercial, and transportation-related architecture and infrastructure that dates from the mid-19th century to the mid-20th century. Architecturally, the buildings are simply detailed and built of durable materials. They maintain a low profile, with the tallest building rising to four stories. The appearance and use of most of the buildings has evolved over the years, with some now sheathed in modern siding and the industrial buildings taking on new uses to keep them viable. The District retains historic integrity of location, design, setting, materials, workmanship, and association. The feeling of the District, however, has gradually transitioned from heavy industry to a more light-industrial/commercial character and since the early 1990s it has become known as an incubator for entrepreneurs and artists.

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Narrative Description

Development of the city did not extend much further south than Maple Street in the mid-19th century, but that changed with the arrival of the Rutland and Burlington Railroad and related infrastructure in 1849. The land encompassed by the District is largely flat, making it a favorable area for industrial development serviced by rail, water and vehicular transport. Beyond the eastern edge of the District the terrain begins its steep ascent uphill, where the development is more residential in nature. With rail serviced established, development advanced quickly and spurred the construction of the Pine Street Barge Canal Basin (HD #21) and its Breakwater (HD #21j) in 1868-69. At the same time, Kilburn Street and later Marble Avenue, Pine Place, and Howard Street (all running eastward, uphill from Pine Street) were laid out as the industrial development moved further south long Pine Street. Significant residential developments south and east of the District appeared in the late 19th and early 20th centuries, bookending the industrial area between the civic and commercial heart of the city to the north and residential neighborhoods to the south. As such, by the early 1930s sidewalks and streetlights were installed along one or both sides of Pine Street, making the area hospitable to pedestrians traveling through the industrial area from their South End homes to the downtown area. Although the large, brick manufacturing buildings maintain their architectural and physical integrity, the former gritty industrial feeling of the corridor has been diminished as new uses have filled buildings formerly utilized for heavy industry or commerce. Abandoned railroad sidings, concealed by tall grass, remain in place and signify the industrial past of the area.

The Pine Street Barge Canal Basin (HD #21) and the Burlington Rail Yard (HD #1-1g) remain today as intact and significant markers of the District's earliest industrial heritage. Each contains significant resources, both above and below ground and underwater. Maritime resources both within the canal and the canal breakwaters illustrate the breadth of commercial activities and the evolution of transportation associated with Burlington's waterfront from the early decades of the 19th century to the 1960s.

The 1869 Kilburn and Gates building on the corner of Pine and Kilburn Streets (HD #11) was the first factory to be built in the District and is one of the oldest industrial buildings in the city. This large structure spans the entire block between Pine and St. Paul Streets and, although altered to accommodate a range of uses, has remained in active use through many economic ups and downs – housing a furniture manufactory (1869), a cotton mill (1890), and a printing plant (1930). Today, it is home to several small companies and professional offices.

Several other brick commercial and manufacturing buildings, including the multi-story Malted Cereal Company (HD #19) and Welsh Brothers Maple Company (HD #15) complex, remain intact. Bullocks Standard Steam Laundry (HD #6) and White's Pure Milk Products (HD #10) date from the early 20th century and also contribute to the District's historic integrity. The largest contributing entity is the complex of structures at the corner of Pine and Howard Streets (#20-20c) constructed in the first quarter of the 20th century by the E.B. and A.C. Whiting Company. Buildings for drying, combing, dying, packing, and shipping of brush fibers were added to the

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main factory and storage buildings as the business expanded. These structures remain intact today and house retail businesses, offices, and numerous artist studios.

Pine Street has undergone a revival in the past three decades, with a new generation of entrepreneurs redeveloping the old industrial buildings to keep them viable in today's economy. It is now the center of a vibrant art and artisan community in Burlington's South End.

1. Burlington Rail Yard, 1849, Lavalley Lane, Contributing

The Rutland and Burlington Railroad laid track to the Burlington waterfront in 1849, and the main rail yard remains active today. Located on the western edge of the city adjacent to Lake Champlain on land owned by the State of Vermont, it is the northern terminus for the Vermont Railway, which operates the yard. The yard serves as a freight transfer center, maintenance facility, and storage area. The main track runs from south of the Drawbridge (HD #22) straight through the yard and continues north beyond the District boundary. Nine active tracks, each with a specific function, run east of the main track; functions include freight staging and switching, a dock and ramp facility, tank car storage, and transfer of petroleum and stone products. Five tracks run west of the main track and are used for staging freight cars, commuter rail staging and layover, storage of broken or damaged equipment, and transfer to the engine house.

1a. Vermont Railway Headquarters, 1985, 0 Lavalley Lane, Non-contributing due to age

The Vermont Railway is headquartered in a one-and-a-half-story, wood frame structure sheathed in clapboards with a gable roof of standing seam metal. It has three rectangular sections with the largest middle one projecting slightly forward and housing the main entrance, which also projects with a gable-roofed shelter over the glassed-in entryway. Large wooden brackets are placed under the eaves on all four sides. Pairs of vinyl windows are in the two end sections and flank the entrance in the center section. The south side has four of the same windows on the first story and two smaller ones centered in the peak of the gable; the north side has a centered glass entry door sheltered by a gabled hood supported by brackets and a small window centered in the peak. The roof on the east side of the two end sections has a peaked gable perpendicular to the main roof. There are three windows and one centered in the peak and a large vent in the center section.

1b. Railroad Engine Roundhouse, 1916-18, Lavalley Lane, Contributing

The existing roundhouse replaced an earlier roundhouse that was located to the east and burned in 1914. The west and east elevations of the engine house are brick laid in American bond with five bays delineated by brick piers; the central three bays are two full stories and the end bays one. Each bay has pairs of tall narrow window openings set in brick relieving arches. Fenestration patterns remain intact, although many window openings are infilled. The southernmost window on the west side has been filled in to accommodate a door, and the northernmost opening on the east façade is a doorway. All windows have concrete lintels and sills.

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The concave south elevation features seven train entries, with tracks from the turntable (HD #1c) leading to each opening. The convex seven-bay north elevation is delineated by brick piers, and each bay has three tall windows (some infilled) and concrete lintels and sills. The third bay from the west retains a small six light steel frame window which appears to be original. The sixth bay has been rebuilt to accommodate one large vehicle entry.

1c. Turntable, ca 1940, Lavalley Lane, Contributing

Located directly south of the Railroad Engine Roundhouse (HD #1b) is a turntable measuring ninety feet in diameter and set into a concrete-lined circular pit with a track running around the inside edge at the bottom. The turning mechanism runs around this track, connecting segments of track on either side. The turntable has a single track that accommodates one piece of equipment at a time with a curved metal guardrail on either side. Construction of the new Railroad Engine Roundhouse in 1916-18 included a new turntable pit, which was upgraded ca. 1940 with the present equipment.

1d. Pumphouse/Boiler room, ca 1920, Lavalley Lane, Contributing

A one-story, rectangular boiler room of common bond brick with a gable roof sheathed in asphalt sits east of the Railroad Engine Roundhouse. The nine-bay east elevation has six six/nine double hung windows with round-arched brick lintels and concrete sills. Doors fill the third, fifth, and ninth bays; the first has double wood doors with a five-light transom above, the second and third are six-paneled wood doors with arched tops like the windows, but the third one has been filled in to accommodate a new vinyl door. The west elevation has a doorway, two windows, two pairs of windows, another window, and another filled-in doorway; all windows are six/nine double hung sash and all openings have segmental brick arches. The north side has one six/nine windows and an infilled doorway. The south elevation has doors on either side of a six/nine window, all topped with rounded brick arches. The bottom sash of the window is boarded in.

1e and 1f. Salt Sheds, ca 1970, Battery Street, Non-contributing due to age

Two large rectangular all-metal buildings with gable roofs and raised concrete foundations house salt. The larger of the two (#1e) has a full-height opening with a sliding door on the west side, an entry door and two loading docks on the east, and no openings on north and south. The other (#1f) has no openings on west, south, and east; the north side has an entry for trucks picking up salt.

1g. Shelburne Limestone building, c. 2010, Non-contributing due to age

This metal sided, shed roofed, two bay structure is constructed over existing rail tracks, allowing for the entrance of railcars. The westerly bay is higher than the easterly, accommodating tanker style cars.

2. Warehouse, 1919, Dwelling/Office, 216 Battery Street, Non-contributing due to alterations

This two-story, nearly square structure with a hipped metal roof with extended eaves was built as an ironclad warehouse in 1919, but it was converted to residential use in 1981. It has a concrete foundation, and is sheathed in new metal siding on the north and east elevations and clapboard

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siding on west (front) and south elevations,. The north elevation has no openings; the rest of the elevations have altered and highly irregular fenestration including assorted new and replacement doors and sash. The façade has an assortment of windows and doors and a second story deck supported by large metal brackets and cables from the roof. A shed-roof dormer over the deck has three windows.

The south elevation has a shed-roofed extension with a window, entry door, and garage door, then two windows. The second story has a wooden deck over and partly supported by the first-story extension with sliding glass doors and a single glass door plus one window. The east elevation has another second-story deck ending in metal stairs leading up to another roof dormer and seven one/one double hung windows on the first story and four one/one double hung windows on the second.

Two windmills, solar panels covering the south slope, various whirly gigs, a wrought iron fence, a vertical “Rambler” sign projecting from the south elevation and old stovepipes on the roof reflect the building’s much-altered state.

3. Champlain Valley Fruit Company, 1909/c. 1920/c. 1930/1952, 241-243 South Champlain Street, Contributing

This long, narrow series of connected buildings measures 300’ from north to south. For many years, it housed the Champlain Valley Fruit Company, which began in 1915 and was originally located at 171 Battery Street. In 1918, the company moved to South Champlain Street by purchasing a warehouse and refrigeration plant built in 1909 by Wilson & Gaul.¹ Today, the buildings are referred to collectively as the “Independent Block”. This interconnected series of five buildings reflects the growth and development of the Pine Street industrial area. Its location provides immediate access to the rail and road transportation network. While the buildings have evolved and changed over the decades, they still reflect the industrial past of the complex and portions continue to be used for cold storage of bulk goods.

Looking westward at the facade, each component is described from left to right:

- The southernmost portion is a massive, one-story, flat-roofed concrete block building with four windows and a single loading dock door opening onto South Champlain Street. A railroad siding runs directly behind the building. It was constructed c. 1955 and served as warehouse space for the Champlain Valley Fruit Company.²
- The next section incorporates the 1909 Wilson & Gaul building, which was updated in 1952 with a modernist façade and a second story at the front of the building designed by

¹ *Burlington Weekly Free Press*, July 27, 1909. This article reports that Wilson & Gaul are “having a new three-story [sic] brewery storehouse put up on South Champlain Street.”

Burlington Weekly Free Press, “Warehouse Sold,” March 28, 1918. This article incorrectly states that the address of the warehouse is 234 South Champlain Street; it is actually 243 South Champlain Street.

² An aerial photograph of the Burlington waterfront dated 1953-1959 shows that this warehouse space had been built at the time.

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Whittier & Goodrich, a local architectural firm. The first story is brick and the second story is clad with wood and metal panels and bands of windows. The building has a flat roof. Projecting molding outline a double height entranceway with a window above a door set in a surround of molded, corrugated translucent glass. The same projecting molding outlines the second story and all its openings. The second story has gangs of three vertical-pane windows, one to the left and two to the right of the entrance panel; a fourth set has four panes. Windows on the first story also have vertical panes, but have a second smaller pane at the bottom. There is a gang of three to the left and two to the right of the door and then a single pane and a double entry door. The door is reached by concrete steps and a landing running across the front of all three sections. The west (rear) side of this section is built of concrete block. Ten single-pane windows are evenly spaced across the second story, and the first story has a flat-roofed metal enclosure extending out, and it has five loading dock entries. On the interior, evidence of early 20th century construction is visible in the form of massive timber posts and floor beams, poured concrete walls and floors for cold storage, and very closely spaced floor joists to support the weight of produce and liquor cases stores above.

- The next section is a two-story brick building built between 1926 and 1940 to fill the gap between the 1909 Wilson & Gaul Building on the left and the 1926 G.S. Blodgett Warehouse on the right. The building has a flat roof. It has five windows with vertical panes atop rectangular panes on the second story. The first story has two large shop windows flanking a double glass door topped by a glass panel. The ground slopes to the west, giving the rear (west) elevation three stories. It has replacement sash in three openings under concrete lintels in the third story, six one/one double hung windows on the second story, and four slightly larger one/one double hung windows with concrete lintels on the first story. The 1942 Sanborn map identifies this space as cold storage.
- The next section is two stories with a low-pitch gable-front roof. It is clad in vertical metal siding. A building in this location first appears on the 1926 Sanborn Map, occupied by the G.S. Blodgett Co. Inc./Wholesale Plumbing Supplies. It has six one/one double hung windows on the second story and five windows with a pair of vertical panes under a horizontal one and then an entry door on the first story on the front. The rear elevation has three sliding windows in the third story, the same double vertical panes under a horizontal pane on either end, and three windows with triple vertical panes in between on the second story. Five smaller versions of the two vertical under horizontal paned windows are on the first story along with a glass entry door. All windows in this section are of vinyl. On the interior, the light wood framing of the building is exposed in several areas indicating its construction in the 1920s. The 1942 Sanborn map shows that this space was still used by G.S. Blodgett. The 1950 map, however, indicates that by this date it was owned by the Champlain Valley Fruit Company and used for produce storage.
- The northernmost section is another infill structure, built c. 1960 based on concrete and metal construction visible on the interior. It presents a blank, metal-clad one-story wall on South Champlain Street. The building is accessed at grade in the back via a single

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loading dock door. It is sandwiched between the north wall of c. 1920 Blodgett building and a large concrete retaining wall. The top of the north wall, at the same grade level as South Champlain Street, is a remnant wall from a large auto garage that used to stand immediately to the north. The remnant wall is built of rock-faced concrete block and probably dates to the 1930s.

4. National Biscuit Company, 1923, 266 South Champlain Street, Contributing

A two-story, flat-roofed, brick commercial building has an original one-story, flat-roofed ell extending to the south; both main block and ell have a stepped roof parapet (protected by metal caps) on the façade and rest on a raised concrete foundation. A small, metal-clad, flat-roofed, rectangular projection at the juncture of main block and ell has a loading dock on its south side. The front (west) side of the main block has two one/one double hung windows centered in the second story and an entry door and two loading dock doors on the first story. The loading docks have been filled in with wood paneling, each with a pair of windows, and are topped by wooden molded pedimented hoods supported by pairs of large wooden brackets; small windows at the basement level under each loading dock door have been filled in. The façade of the ell has five pairs of one/one double hung windows; one window in the second and third pairs has been filled in; each pair of windows has the same basement-level openings, now filled in.

Three pairs of double hung windows are evenly spaced across the second story of the main block's south side; the first pair retains the original six/six sash, all others are replacements, and a door has been inserted between pairs two and three. The south elevation of the ell has three pairs of one/one windows. The east elevation has a pair of windows centered on the second story and a pair on the south end and a single window on the north end on the first story. The ell has two pairs of windows, a loading dock, two more pairs of windows, and another loading dock filled in with an entry door. All openings on the east side have windows in the basement level, covered with wire mesh to allow air circulation. All windows are one/one vinyl replacements unless otherwise specified and have concrete sills; all openings have splayed brick lintels.

5. Bobbin Mill Condominiums, ca 1983, 235 Pine Street (historic address)/234 South Champlain Street (present address), Non-contributing due to age and alteration

This condominium development has four two-story rectangular sections running parallel to Pine Street, with alternating sections set back from its neighbors. A gable-roofed, enclosed exterior staircase projects from each section. Renovations in 2014 included replacement vinyl siding and windows with new asphalt-shingles on the gable roofs.

Located to the west of these ca 1983 condominiums is the former Vermont Spool and Bobbin Mill (built 1905), which is listed in the National Register of Historic Places as a contributing resource in the adjacent Battery Street Historic District (1984 Amendment).

6. Bullocks Standard Steam Laundry, ca 1925, 257-277 Pine Street, Contributing

This one-story, flat-roof, rectangular commercial building has a brick front, the top of which is modestly decorated by two parallel rows of slightly projecting paired courses of brick stretchers; the rear addition is constructed of both rock-faced and plain concrete block. The southern half of

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the façade has sets of five large plate-glass replacement windows in the original openings flanking a double entry door, all with splayed brick lintels and brick sills. The northern half has fewer openings, and all may be later alterations – a door, a plate window, and a double hung window. The north elevation has three double hung windows in the front section and one in the rear addition. The southern elevation has one large window like those on the front and a doorway; an opening for vehicle entry near the rear corner has been bricked in. The rear elevation has several vehicle entry and loading dock openings, now closed in. A small wooden entryway projects from the rear elevation and provides a handicapped access ramp. The laundry was built on the site of various small structures of J. W. Goodell's stone manufactory by 1925, when it was listed in the Burlington City Directory. Today, it houses a number of retail and service businesses.

6a. Storage shed, ca 1990, Non-contributing due to age

A double-height, all-metal, T-shaped warehouse has a shallow gable roof and concrete foundation with a single vehicle opening on the east side and a double vehicle opening on the south; it stores carpeting for a retail business in the main building.

6b. Vermont Art Supply, ca 1990, Non-contributing due to age

A 1988 fire destroyed all historic fabric of what had been the stone-processing shed and showroom for J. W. Goodell's stone works. The existing building is a one-and-a-half story, gable roof structure with a concrete foundation and clapboard siding. The gable-front end has a three-part Palladian-style window (created from the same single-pane sash used throughout the building) centered in the upper story and a metal entry door, window, and vehicle entry door on the first story. The south elevation has seven windows. The north elevation has a full-length wall dormer with windows and doors; an exterior stair leads to a second-story balcony that spans the length of the building and provides access to the second story spaces. Openings include a window, two doors, four windows, two doors, and two windows, from east to west. The first story has two vehicle openings with garage doors and four windows. All windows have two side-by-side sliding sash.

7. M. & F. C. Dorn Bottling Works, 1919, 266 Pine Street, Contributing

The small rock-faced cement block bottling works first built in 1919 has been expanded repeatedly over the years into the current sprawling, multi-part complex. An ell was added to the east end by 1938 and the main block enlarged into a much bigger, two-story, L-shaped building, also of rock-faced cement block and topped by a flat roof. By 1960, the void of the L had been almost completely filled in, leaving only a small setback on the front (west) side. A nearly square, two-story, rock-faced cement block, flat-roofed garage and storage building was also added at this time, just to the east and north (catty corner to) the main building. Since then the two buildings have been connected by infills on both sides. A two-story but slightly taller concrete block ell with vertical wooden siding on the second story and a shed roof connects the two on the south and east sides; a shallow gable-roofed, one-story, metal warehouse structure connects them on the west and north sides. Most of the small setback on the front (west) side has also been filled in with a single-story, concrete block, flat-roofed addition.

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The section of the original structure facing Pine Street has three nine/one double-hung windows in the second story and two large plate glass shop windows on the first story, below which are single fixed-pane windows at the basement; all windows have concrete lintels and sills. The concrete block infill to the north has a door and two six-pane fixed sash windows. A large entry with a garage door fills the north end of the infill. This infill obscures most of the older building's brick front wall topped by a parapet, the west side of which has one and the north side two large shop-type windows with a horizontal fixed pane above two vertical fixed panes. The metal infill structure has a vehicle entry on the west side and entry doors on the north. The west side of the garage/storage building has five pairs of one/one double-hung sash with concrete lintels and sills evenly spaced across the second story. The first story has a new shop front with two glass doors, each flanked by pairs of fixed-pane shop windows; this entry is covered by an awning. A covered stairwell has been added on the north side. The north side has one three-pane fixed sash window, and the east side has the same windows as the west.

The south side of the 1938 building has twelve six/six double-hung sash on the second story arranged in two groups of six with an empty bay between; the first story has the same pattern of openings, but they have been filled in or had sash replaced. The back corner of this building is a single story built of plain concrete block and has a double entry door in what may once have been a loading dock entry. The concrete block rear connecting structure steps back and attaches here.

8. Burlington Venetian Blind Company Office, c. 1930, 270 Pine Street, Contributing

This flat-roofed building rests on a raised concrete foundation. The central front door is flanked by large shop windows; the second story has two/two double hung windows above those on the first story. The south elevation has windows in all bays on the first story and in the first and third on the second story; all are double hung with two/two sash. Plain wooden trim frames windows and doors as well as cornerboards. A two-story rear ell appears historic; it has an entry door and two windows on the first story and a window in the second bay above. A more recent one-story shed-roof addition extends to the east behind it and has one door and one window. All windows in the two ells are one/one. The Burlington Venetian Blind Company factory was located immediately south of this building, at the corner of Kilburn Street and Pine Street. It is no longer standing.

9. Curtis Lumber, ca 1985, 315 Pine Street, Non-contributing due to age

This retail building supply store – formerly T. A. Haigh and Company – was built on the site of the Barnes and Holt Spool and Bobbin Company (ca 1885) and destroyed by fire in 1980. The historic shed was not rebuilt, and the main building is new construction. The one-story retail section facing Pine Street is backed by a massive double-height metal warehouse structure. An enclosed entryway projects from the front of the building; it has a steep-pitched gable roof and glass entry doors on either side (north/south).

9a. Shed ca 1990s, Non-contributing due to age

A small, one-story shed with an asphalt shingle roof and vertical board siding appears to be a prefabricated structure. It has a door and two pairs of windows on the front (Pine Street) side. It

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houses an office.

9b. Lumber shed, ca 1980, Non-contributing due to age

Large double-height gable-roof storage shed with steel I-beam and dimensional lumber frame, sheet metal roof and siding.

10. White's Pure Milk Products, 1928/1945, 20 Kilburn Street, Contributing

First built by White's Pure Milk Products ca 1928, this rectangular concrete block and brick flat-roofed building was significantly enlarged by the Borden Company around 1945. The brick front faces Kilburn Street (south) and steps up the hill in three sections. The first section had two openings for vehicle entry, both of which have been filled in with shopfront glass and entry doors for retail and studio use. The middle section has a pair of metal nine/nine double hung windows flanking a modern metal door with glass panel. The third and largest section on Kilburn has three nine/nine metal windows in the first, second, and fourth bays and two small nine/nine windows in the third.

The seven-bay western elevation is of concrete block. The first (north) bay has a vehicle entry with a modern garage door and the second an entry door. The same nine/nine double hung metal windows are in bays three to seven. The eastern elevation is also of concrete block.

11. Kilburn and Gates, 1869/1988, 7 Kilburn Street, Contributing

This massive, 400' long, two-story building on a raised red stone foundation and topped by a shallow gable roof was originally part of the Kilburn and Gates factory complex constructed in 1869. Shortly after completion, the local press claimed it to be "the largest furniture factory in the United States, if not the world."³ The L-shaped building was designed by Burlington architect E.C. Ryer and spans the length of Kilburn Street.⁴ At the east end is the brick engine house with a 115' tall, square, brick chimney. Partway up the chimney, on the east side, is a marble plaque engraved with the date "1869". Extending to the west from the engine house is the wooden factory building, measuring 360' feet in length and 50' in width. Rehabilitated in 1988 for commercial rental, the factory building has heavy iron buttresses that date from the 1930s along the north elevation and nine/nine windows throughout. Plain wooden trim is found around windows and doors and at corners.

The eleven-bay north elevation faces Kilburn Street with each bay separated by an iron buttress set on a poured concrete base. The Pine Street (west) elevation has five windows on both first and second stories. The redstone foundation is fully exposed, with asymmetrical window placement at the second, third, and fourth positions. All foundation-level windows have double-hung sash and are smaller than those above. The south elevation lacks the supporting buttresses and has a large addition containing a restaurant/brewery and a United States Postal Service distribution facility.

12. Hulbert Supply Company, Inc., 1959, 332 Pine Street, Contributing

³ *Burlington Weekly Free Press*, "Kilburn and Gates Furniture Factory," December 8, 1871.

⁴ *Burlington Weekly Free Press*, "The Pioneer Shops," April 9, 1869.

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This concrete block building with an arched roof was built in 1959 by the Hulbert Supply Company. The seven- by nine-bay building has an arched corrugated metal roof and a raised concrete foundation. The west elevation has pairs of sliding windows in the first six bays and two small double hung windows in the seventh and corrugated metal in the gable arch above the business name. All entrances are on the south façade, and projecting piers one concrete block wide separate the nine unevenly spaced bays. A concrete stairway leads to a small porch and a glass entrance door in the first bay, the second bay has a sliding window like those on the front, and the third bay a sliding window and a bricked-in window opening. The next section has a stairway to a landing with an entry door and then a large recess with three loading dock openings regularly spaced with piers separating them. The three last bays have vehicle openings, separated by piers. The northern elevation has no openings and nine of the concrete block piers regularly spaced. A double-height metal warehouse with a shallow gable roof is attached at the eastern end and forms an L with the main block. Its western elevation has two loading docks and one vehicle entry; the north wall is of concrete block.

13. Burlington Street Department, 1934/1954/1969/1974, 339 Pine Street, Contributing

This long, narrow, rectangular brick building extends west from Pine Street and was built in four phases. Phase I, built 1934, was funded by the federal Public Works Administration (Project #2215). The original structure, as shown in Figure 1, consisted of a one-story brick building with an office at the east end and seven large garage bays – three with doors and four without doors. Attached to the west end of the brick building was a ten-bay repair shop, framed with steel beams and open on the north elevation. The south elevation was a brick wall with evenly spaced metal windows. At the west end of the repair shop was a two-story, brick, storage building. These original structures have flat roofs, concrete foundations, and bricks set in common bond with headers every sixth row.

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Figure 1. View looking southwest at the recently completed Burlington Street Department facility in 1934.
Photograph by Louis L. McAllister, courtesy of UVM Special Collections Library.

The east elevation of the building, facing Pine Street, has a stepped parapet wall set off by a row of vertical bricks; an area framed in brick enclosed a sign that read "Central Plant." Four metal windows with fixed four-light sections at top and bottom and an eight-light section in the center are evenly spaced across the façade. Windows have vertical brick lintels and concrete sills. Likewise, the north elevation of the one-story brick building has a stepped parapet wall set off by a row of vertical bricks; an area framed in brick encloses a sign that reads "Burlington Street Department". The three-bay two-story section has another stepped parapet wall on the north elevation with the same brick-framed recess for a sign that read "1865-1934."

Today the left half of the north elevation of the one-story brick building is concealed by the Phase II addition. The right half of the elevation has three overhead garage doors flanked by access doors. The next section still has ten bays, all of which are enclosed with overhead garage doors except for bays six and seven, which are infilled. All vehicle entries have the same vertical brick lintels seen on the windows. Both levels of the two-story brick building have central entries

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flanked by twelve-light metal windows, a vehicle entry on the first story and double-door loading entry on the second.

Phase II, built 1954, added a one-story, wood-framed addition onto the left half of north elevation of the one-story brick building. Designed by Street Department engineers and built by Street Department crews, the Phase II addition housed Street Department offices that were relocated from City Hall. The one-story, square addition has a flat roof and plywood siding. All windows have muntins running horizontally and doors have the same horizontal panes, creating a distinctive look. The east elevation has four pairs of two/two double-hung wooden windows and two, much smaller, windows of the same design. A shed-roofed extension on the north elevation shelters a fenced-in storage area, obscuring a door with sidelights, a block of nine horizontal-sash windows, paired three-horizontal pane windows, and another door with four horizontal panes. The west elevation has three, three-paned window groups flanking a paired set of three-pane windows.

Phase III, built 1969, extended the original building further to the west beyond the two-story brick building. This addition contained four-bay mechanic shop, tool crib, office, and three bays of equipment warm storage. This addition is constructed of different brick set in running bond; openings include a nine-light window and entry door, then seven vehicle entries with garage doors.

Phase IV, built 1974, added a small wood-framed addition to the west elevation of the Phase II addition. The southern elevation of the complex has windows running its entire length, with vertical brick lintels and concrete sills. Most lights retain original glass; sometimes it is missing or replaced. The first sixteen windows are the same four-, eight-, four-light configuration found on the east side. Starting from the east end, there are two windows, a smokestack, eight paired sets of windows (the first two have been bricked in), and another smokestack. Ten nine-light windows spaced widely come next; the tenth window is bricked in. The two-story section has three twelve-light windows evenly spaced on each story. The next one-story section has twenty-four light windows with no lintels, but with concrete sills. The western elevation has a single metal entry door at the south end.

13a. Chittenden Solid Waste District Drop-off Center, 1980, Non-contributing due to age

An all-metal, rectangular structure with a shallow gable roof and large entry on the north side sits just west of the Burlington Street Department building. It is a collection point for recycled materials.

13b. Chittenden Solid Waste District Drop-off Center, 1990, Non-contributing due to age

A second, much smaller, all-metal building with a shallow gable roof has a door and window on the west side; it houses the cashier.

14. Meunier Store/Glove Factory/Dwelling, 1901, 1-5 Pine Place, Contributing

Three-story Queen Anne style dwelling has a slate-covered gambrel roof and a concrete foundation. The house has been covered in vinyl siding and has all new one/one double hung

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windows. A distinctive, canted section on the northwest corner was added by 1942; it has a slate gable-roofed porch on the third story with turned posts and Italianate-style bracket supports and a turned balustrade. The canted section has windows on all three sides on the first and second stories. Another distinctive, Italianate feature is the row of brackets (identical to those on the porch) running under the eaves on the north (front), west, and south sides and on a one-story ell at the rear. The front faces north (Pine Place) and has a two-story porch, added by 1920, with a covered exterior stair giving access to a second-story door; the porch with square posts and railing appears to be all new. Windows flank the central doors on first and second stories; the upper story has a third window to the west.

The west side, facing Pine Street, has three windows on the first story, two in alternate bays on the second, and three above the first story windows on the third story. The southern elevation has windows in bays one, three, and four on the first and second stories and gable-roofed dormers in bays one, three, and four on the third story. The east elevation has an exterior stair to the second story leading to a landing and entry door and then continuing to the third story and a flat-roofed porch. The building historically had a rear porch (by 1920), but it's difficult to determine how much of the existing one is new material.

The building was constructed by Augustin Meunier, who operated a small grocery store on the first story and lived in the upper stories with his wife Josephine and family. Meunier died in 1908, and his sons Arthur, Fred, Louis and Emanuel opened a glove manufacturing business with the moniker *Meunier Brothers*. The glove factory was out of business by 1917. Members of the Meunier family continued to reside here into the late 1930s; the building has been an apartment house since.⁵

15. Welsh Brothers Maple Company, 7 Marble Avenue (historic address)/400 Pine Street (current address), 1917/1938, Contributing

Burlington architect Frank L. Austin designed this distinctive factory, with the main block facing Marble Avenue and four large storehouses to the east and south. The two-story, flat-roofed, main building is constructed of brick set in common bond and rests on a raised poured concrete foundation. The three-bay front has brick piers separating the bays and is topped by a stepped parapet wall; projecting piers at the two front corners have an inset in basket weave pattern. The central entry door has a molded pediment supported by brackets, both of redstone, sheltering a pedimented frame with the date 1917. Pairs of windows, each pair under a single continuous concrete lintel, flank the central front door; all have replacement glass. The second story has two windows with concrete lintels and sills in each bay, the three on the eastern end have been replaced with one/one sash, but the remaining original metal windows have fixed four-lights at top and bottom with an eight-light center sash that tilts to open. The western elevation has seven bays, also delineated by brick piers. The second story retains the original four-, eight-, four-light metal windows, two in each bay. All first-story windows are replacements – a four-light awning top and a fixed eight-light bottom, presumably replicating the missing originals. Replacements fill the original openings, but do not have true divided lights.

⁵ Norwood, Karyn, *From Cereal to Can Openers: Historic Industries along Pine Street*, <http://www.uvm.edu/~hp206/2013/pages/norwood/index.html>.

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The pier separating the second and third bays on the southern elevation is much deeper than the others and houses a chimney. Each bay has two windows, the same original windows on the second story and the same replacements on the first as those on the west side. Only part of the east side of the main block is visible, as the first storehouse is attached along this façade. It has pairs of twelve-light metal windows on either side of entry doors on both stories; all four windows to the north are one/one replacements. A modern wood stairway attached to the east side provides access to the second story and a second metal exterior stair continues to the roof. Finally, a one-story, rectangular, metal structure has been erected on the roof.

Four rectangular, one-story, flat-roofed, brick ells were added to the main block over time, to serve the growing needs of the company. The first was part of the original construction; attached along the east elevation and extending beyond the main block to the south, it creates a courtyard that once had a one-story infill, but is now open with concrete steps and access ramp. The ghosting of the demolished section is visible on west and south walls. The addition has three bays and parapets on the west and south sides similar to that on the front of the main block. Three one/one double hung replacement windows and a replacement entry door retain the original concrete lintels and sills on the west side; this is the entry to 388 Pine Street.

The second and third storehouses were added by 1938. The second is a trapezoid that extends east and south from the southeast corner of the first addition. The south elevation runs at a slant and a curved loading dock fills the corner recess between the two buildings and the space created by the canted wall. It appears that the southern wall was substantially rebuilt with concrete block; it has several modern windows and doors (window, door, window, window, door, window, west to east). The third storehouse is L-shaped and wraps around the north and east sides of the second addition. The long leg of the L extends beyond the second addition to the south, which houses a loading dock entry.

The addition of these ells created a large recess between the first and third storehouses along the northern side. The fourth addition filled this space, creating a long elevation to the east; it has three stories because the land slopes down to the north. The third story has four large sliding windows, the second story has one odd glass-filled opening, and the first story has four doors in various locations and two of the windows per the third story. A new, curved brick entryway at the northeast corner provides access. Four two-pane sliding windows are visible on the second story of the south and west sides. A small, square, one-story brick section was also added at this time, positioned in the corner of the L created by the main block and addition. It has two pairs of two/two double hung windows on the east side and four small two-light horizontal windows on the north.

16. Warehouse and office, 1966/1980, 345 Pine Street, Non-contributing due to alterations

The Green Mountain Petroleum Corporation building constructed here in 1966 was remodeled in the 1980s. More recently it was purposed as a Greyhound bus depot, but is currently vacant. The rectangular, metal-clad, four- by three-bay building with a shallow gable roof is set on a poured concrete foundation. The entrance faces away from Pine Street (west) and an open wooden porch

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runs the length of that side. Openings include a large single fixed-pane window, a glass entry door, two smaller two-pane windows, another glass entry door and two two-pane windows, and a single sliding-pane window. The east side has three of the large single-pane windows evenly spaced. The northern elevation has an entry door and three of the same windows; a handicapped entrance ramp wraps around to the west, giving access to the porch. The south side has an entry door at ground level and steps to a raised entry door.

17. Citizens Coal/Oil Company, 1900, 377 Pine Street, Contributing

This two-story, shed-roofed, seven- by two-bay building has asbestos shingle siding on the front and clapboard elsewhere; it rests on a concrete foundation. The high false front once had the company name painted on it. A pent roof spans the façade above the first story windows; a porch originally spanned the façade. The south half of the building once housed a scale, with a gateway through which wagons, and later trucks, could be driven and weighed; this was enclosed and finished inside after 1960. The northern half housed an office. The building retains some original two/two sash, mostly on the second story; all doors are new. Fenestration on the southern half of the front includes two/two double hung sash in bays one, two, four, and five on the second story and an entry door, paired one/one windows, another door, and another window on the first story.

The rear elevation has a second-story porch on the southern end providing access to the second story, which has a door and four windows. A paired window, door, and another window are under the porch roof on the first story. The northern half of the rear elevation has windows in bays one and three on the second story and a paired window, a small vent, and a horizontal fixed-pane window on the first story. All second-story windows on the rear are two/two double hung sash and one/one on the first story, unless otherwise indicated. Two exterior brick chimneys also rise on the west façade, one serving each half of the building. The southern elevation has a single two/two window centered in the second story. The northern elevation has paired one/one windows in bay one and two/two double hung sash in bay three on the second story; the first story has two bands of fixed-pane horizontal windows, three panes in each, on the first story.

17a. Wagon Shed, ca 1906, Contributing

This one-story, wood frame, seven-bay wagon shed, one of the original buildings, is west and south of the office. The gable roof is covered in tarpaper. All entries are on the north façade, seven openings for vehicles; the first one has an overhead garage door, the second and third have been filled in (the third has a stained-glass window), and four through seven have wooden double garage-type doors. The sixth and seventh bays bump out slightly. The building is sided in bead board on three sides, it was installed horizontally on the north and vertically on the east and south; the west side is sheathed in plywood.

The east elevation has a loft door centered in the gable. The south side has six small square stable windows and three six-pane sash ganged together; many of these have been boarded over.

17b. Stable/Carriage Barn, ca 1910, Contributing

A two-and-a-half story, wood frame stable barn with novelty/shiplap siding stands behind the office building to the north. It has an asphalt shingle covered gable roof and a concrete foundation. A modern entry door has been added between the original pair of square, four-light

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stable windows and the carriage entrance on south façade; a hay door provides access to the loft above. The north elevation has no openings, and the east has four single-pane stable windows evenly spaced across the ground story and a new crank casement window centered in the gable. The west side once had the same openings as the east side, but the stable window openings have been altered; the same new window is centered in the gable. An open, exterior stair provides access to a second-story open deck that spans the rear elevation and to a modern entry door below the gable window. A small gable-roofed shed of concrete and plywood sits under the deck and may support it. It has double doors on its south side.

17c. Storage Building, ca 1978, Non-contributing due to age

A massive, two-story, shallow gable-roofed, metal building runs east to west behind the office and may rest on the site of the original coal sheds. It has three garage-door openings in the east end and garage, loading dock, and entry door openings in the west façade. It houses four businesses, three of which have entries on the southern façade.

18. Farrell Distributors, ca 1970, 405 Pine Street, Non-contributing due to age

Large one-story, flat-roofed, metal clad building on a concrete foundation has no openings on the north and south sides. The front (east) has two triple-pane sliding windows, an entry door, four triple-pane sliding windows, another entry door, and another window. Loading docks and vehicle entries for trucks are on the west end.

19. Malted Cereal Company, 1900, 431 Pine Street, 1900, Contributing

This large, three-story, flat-roofed factory of brick laid in common bond has a raised redstone foundation and granite watertable. The façade has nine bays separated by full-height brick piers and each bay has a two-story brick-relieving arch with granite keystone and sill. The opening is treated as one, though it opens on two stories. The lower section has pairs of two/two sash topped by a spandrel panel and then round-headed two-pane windows on the second story. The third story windows are pairs of two/two sash and also have granite keystones and sills. The wall height increases at the seventh bay, and there, the third story windows have an extra pane above the two/two sash and splayed brick lintels and keystones. The original openings, shapes, and configurations of these distinctive windows have been retained, but the original sash have been replaced with vinyl throughout the building. Examination of permitting records confirms that all windows in the main brick building were replaced in 2010. The cornice and top of each pier is corbeled with rows of brick. A fifteen-light double entry door in the sixth bay has a hood suspended from cables and a modern wood deck and stairs with metal railings. Window wells and four four-light sashes provide light to the basement level in all but the second and sixth bays.

A one-story concrete block addition (ca 1960) extends from the north elevation; in 2009 it was resheathed in wood and corrugated metal siding and the front deck and railings were replaced. The west elevation has modern metal frame windows and door entrances, with vertically elongated windows wrapping around the northwest corner onto the north elevation. Above this the metal siding is punctured with the outline logo of a machinist, and the letters "maltex." This

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ell also extends to the west, supported above ground on concrete piers as the land slopes down, and creates an L. It has loading dock entries on its interior, south- and west-facing sides.

The west elevation had a one-bay, one-story extension spanning five bays of the main block that was raised to two stories by 1938 and to three stories by 1960; it has a vinyl window with two fixed panes above pairs of sliding sash in each bay. The remaining four bays of the main block visible on the western elevation have double hung windows with two/two sash, round-arched brick lintels, and granite sills in each bay on the second and third stories. First story windows have the same lintel, but two side-by-side panes. The partially destroyed brick walls of an original boiler room extend from the west side creating a small courtyard. A new brick entryway has been built on the west side in the corner of the newer extension and the main block. It has a metal gable roof and a central door flanked by windows like those above and one window on the south side.

The south elevation has similar double hung two/two windows with round arched lintels and granite sills – five windows on the third story and three on second and first stories and in the raised redstone foundation. The remaining two windows are covered by a one-story, flat-roofed, brick addition (ca 1960) with a wooden deck and stair to an entry door.

20. E.B. and A.C. Whiting Company, 400 Pine 1902/1915/ca 1960, Contributing

The first structure in this varied industrial complex dates from 1902, when the large main block on the corner of Pine and Howard Streets was rebuilt following a fire. The 1902 building was later enlarged and most of the other buildings were constructed between 1912 and 1919. A final large addition was built ca 1960.

The three-story frame structure with a shallow gable roof has two-story shed-roofed wing along the full length of the west wall. It rests on a concrete foundation. A large bay projecting diagonally from the southwest corner of the third story has two/two sash and is a prominent feature.

The two-story section of the west wall has been recovered with metal sheathing, but it appears the original iron cladding remains beneath. The second story has five pairs of twelve/eight double hung windows, then a single one/one, then two eight/eight windows. The first story has bands of windows, originally consisting of three eighteen-light sash.

The first band has replacement one/one sash, the next band has new five-light wooden windows. A loading door separates the second band from the third, which has the same five-light replacement sash. A final window like the five-light bands has only two lights. The third story of the main structure is visible above the shed roof and appears to retain its iron cladding. It has ten two/two double hung windows evenly spaced along the entire length. The south wall of the main block is sheathed in aluminum siding. The two-story section has eight/eight double hung windows in bays one to three and bay five on the second story. Windows on the first story are all replacements and two are on each side of an entry door. The three-story main block has three two/two double hung windows evenly spaced on the third story and smaller windows between

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them. One sixteen-light metal window remains on the second story along with an eight/eight double hung. What was a large opening with a sliding door on the first story has been filled in and contains a sixteen-light metal window and a twelve-light wooden window to the east of an entry door.

A two-story shed-roofed section extends to the east of and is set back from the main block. It has a mixture of vertical board, shingle, and aluminum siding and irregularly placed window openings with a one/one double hung window, two sixteen-light metal windows, and a nine-light window. The variety of siding materials and windows makes it difficult to discern the original fenestration.

Another extension to the east, dating from 1942, is a one-and-a-half story addition with a shallow gable roof and corrugated metal siding on a concrete block foundation. A loading dock runs the length of the south side; a pent roof shelters an entry door, two loading entries with garage doors, another entry door and a bank of three modern vinyl one/one windows. The east elevation has one small window and a recently added entry door. The north side has a single large vehicle or loading entry.

A one-and-a-half story, common bond brick ell added ca 1915 extends from the north side of main block; it has a low-pitched gable roof and rests on a concrete foundation. The west elevation has two windows on the second story flanking a vehicle entry door on the first story; a third window on the second story has an entry door beneath it. A shed-roofed section with a door and window extends to the west. A brick parapet wall is visible above and behind the shed roof. The north wall has two windows with concrete lintels and brick sills to the west of a large entry door. A loading dock platform runs the length of the east side. It has the same window and doors as the north side, but here the windows flank the door. Part of the original iron cladding is visible at the connection with the main block, which has two nine-light windows and an entry door on the first story under a metal shed roof.

Another ell added ca 1915, the drying room is a two-story, three- by twelve-bay common bond brick structure with a shallow-pitched gable roof and a concrete foundation; it was once joined to the combing room, a twin ell parallel to and east of the first, by a building between them. It is joined to the main block by a breezeway on its south side.

The west elevation second story has twelve-light metal windows in all twelve bays, but sash have been replaced in all but the last bay. The first story has eight-light metal windows in bays one and nine to twelve; sash in one and nine have been replaced. Bays six to eight had four-light windows, now filled in, and bays two, three, and five have no openings. An eight-light window in bay four is placed lower than the others.

The second story of the east elevation has sixteen-light metal windows with concrete sills in bays one to five; the openings get smaller in bay six and smaller again, to accommodate the sloping roof of the structure that once joined the drying and combing rooms. The flashing and shadow of the former building are visible on this wall. Only one original sash remains, in bay twelve. The

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first story has entry doors with arched brick lintels in bays nine and ten, and the same windows with splayed brick lintels and concrete sills in bays eleven and twelve, sash replaced.

The north wall has three evenly spaced windows with splayed brick lintels and concrete sills on the second story; all sash replaced. The first story has two windows closely spaced under the first window above, one window under the second upper window, and a modern doorway under the third. All have replacement sash. The south wall is not accessible.

The combing room, also added ca 1915, is two-story, six- by twelve-bay common bond brick structure with low-pitched gable roof and concrete foundation was once joined to the drying room by a building between them. It remains joined to the main block by a diagonal, wood frame, covered ramp entering at the southwest corner.

The south wall second story has sixteen-light metal windows in all bays but the first, which is where the ramp from the main block attaches; the sash in bay four has been replaced. The first story has the same windows, lintels, and sills in bays one, two, and four to six; bays three and four now have a large entry with a garage door, and an entry door opens in bay five. The east elevation first story has sixteen-light metal windows with concrete sills in bays one to four, six to nine, and eleven and twelve (sash replaced); a large entry with a garage door opens in bay five and an entry door in bay ten. Twelve-light metal windows with splayed brick lintels and concrete sills were originally in all bays on the second story; they have been covered over in bays three to six, nine and ten, and the sash replaced in bays eleven and twelve.

The west elevation second story has similar fenestration, flashing and ghosting of the demolished section as seen on the east side of the drying room. The second story has sixteen-light metal windows with concrete sills in bays one to five, then openings get smaller in bay six and smaller again, to accommodate the sloping roof of the structure that once joined the combing room to its twin; the flashing and ghosting of the building are visible on this wall. The first story had similar windows in bays one to three and an entry door in bay four.

The north wall has sixteen-light metal windows with splayed brick lintels and concrete sills in all six bays on the second story; sash has been replaced in bays one, two, and four. The first story has similar windows, lintels, and sills in bays one to three and five and six, but all sash have been replaced; an entry door opens in bay four.

20a. Fiber Machine Shop, ca 1915, Contributing

This long rectangular, four- by one-bay, one-story, common bond brick building is divided into four sections by brick firewalls. It has a low-pitched gable roof with two skylights in each section and rests on a concrete foundation. The west-facing façade has four double entry doors topped by segmental brick arches and flanked by twelve-light metal windows with splayed brick lintels and brick sills. The door in bay one has been glassed in to create a large shop window; the right-side window in bay two has replacement sash, the left-hand window in the third bay has been enlarged. Both windows in the fourth bay have been altered; the left-hand has replacement sash and the right has been enlarged. The east elevation provides service entry to the retail

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businesses inside and has a shed-roofed wood lean-to section running from the third bay nearly to the north end. The first bay has a window, loading dock, and a window with replacement sash; bay two has a window, double entry door, and window, both retain the original twelve-light metal casements. All windows have splayed brick lintels.

The north side has twelve-light metal windows in bays one and three. The south wall has a small window, an entry door like those on the west with segmental arched brick lintels, and a twelve-light metal window; both windows and a small vent in the peak have splayed brick lintels and brick sills.

20b. Combing and Dye House, ca 1915, Contributing

One-story, five- by eight-bay brick structure in common bond has a low-pitched gable roof that extends to four feet above ground on the east and rests on a concrete foundation. It connects to 20e on its north façade. The west-facing façade has a stepped parapet wall and sixteen-light metal windows in bays one, five, and six; there are no openings in bays three, four, and eight, and a door opens in bay two. A boiler room with smokestack once extended west from this façade, but was demolished. A small dye house remains, also extending to the west and forming an L with the main block. The south elevation of the dye house – where the boiler room once attached – is sheathed in vertical wood siding and has a loading dock entry. The west façade has sixteen-light metal windows with concrete sills in bays one to three. A framed clerestory with seven six-light fixed sash windows rises from the ridge of the gable roof.

The south wall has two sixteen-light metal windows in bays one and two, a vehicle entry with a modern garage door in bay three, and entry door in bay four, and a small window in bay five. All windows have concrete lintels and sills, and the entry door has a concrete lintel. The east elevation has window openings in bays one through six, originally with four-pane sash, which have been removed or replaced in bays one, two, and four; all have concrete lintels and sills. Bays seven and eight have entry and garage doors. The long east slope of the roof is sheathed in tar paper and has three skylights.

20c. Industrial, ca 1960, Contributing

A massive rectangular building sheathed completely in corrugated metal has a gable roof with ventilators and rests on a concrete foundation. The west elevation has a loading dock entry and two small windows under a pent roof. The south elevation connects this building to 20d and has an entry door near the west end and a vehicle entry near the east end. The north and east façades have no openings.

21. Pine Street Barge Canal Basin, 1868-69, Contributing

Lawrence Barnes and Company hired Luther Whitney of Port Douglas, New York, to fill a swampy area of ground on the shore of Lake Champlain south of Maple Street and excavate a small pond into a two-acre basin.⁶ It measured 300-feet square and eight-feet deep with a drawbridge over the entrance to accommodate train traffic. Canals that could handle Canadian

⁶ *Final Supplemental Environmental Impact Statement, Burlington, Vermont MEGC-M5000 (1)*, (February 1997), 16.

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lumber barges were dug from the basin's northeast and southwest corners to create vastly expanded docking for barges loaded with lumber and later coal and oil. The northern canal was fifty-feet wide and 600-feet long and the southern canal seventy-five-feet wide. A pier extending 700 feet into the lake once sheltered the eighty-foot wide inlet.

21a. Marine Railways & Boathouses, late 19th century, Contributing

Two structures (VT-CH-106) are located adjacent to the south side of the Barge Canal Basin (HD #21). These are the remains of a marine railway that was used to haul boats out of the water and onto land for maintenance and repair. Extant portions of each structure include poured concrete ramp walls that extend downward into the south end of the basin and a series of parallel poured concrete footings. Two sets of railroad tracks extend northward from the south edge of the basin approximately twenty meters into the basin, at which point they disappear into sediment for an undetermined additional length. Early 20th century Sanborn Fire Insurance maps indicate two, wood-framed, one- and two-story boathouses in this location with ramps extending northward into the basin. Due to the restricted nature of the Superfund site, photo documentation was not possible.

* Please note: Resource descriptions written in **bold** are for archaeological sites and should be redacted prior to public distribution.

21b, c, d, e, f, g, h, i. Canal Boats, 19th century, Contributing

As shown in Figure 2, the submerged remains of eight canal boats have been identified in the Barge Canal Basin. All the vessels are of the same basic size, dimension and class, but they exhibit different construction characteristics and are presumed to have been built at different shipyards. During environmental remediation in 2002 and 2003 the canal was partially dewatered, and the water in the basin froze in January 2003. Canal boats b-f were partially exposed, permitting Lake Champlain Maritime Museum officials to document the boats. They are now fully submerged and remain filled with one to four feet of sediment.

- 21b. Vessel 1 (VT-CH-800) is in the northeast corner of the basin and has debris from the shoreline covering one end of the boat. The other end and sides appear to be intact.**
- 21c. Vessel 2 (VT-CH-802) lies parallel to Vessel 3 (#21d). The bow end is broken, but the sides appear to remain intact. The bow is pointed toward the south. The boat likely had a maximum length of 98 feet, but the remains are only 92 feet in length. The bow and stern are largely missing. It was estimated that 3 feet of the vessel lie below the mud, and was not accessible for documentation in 2003.**
- 21d. Vessel 3 (VT-CH-801) is located along the eastern side of the basin and appears to remain intact. The vessel has a length of 96 feet 9 inches and a beam of 18 feet. The hull is preserved up to approximately 1 feet below deck level.**
- 21e. Vessel 4 (VT-CH-798) lies directly north of Vessel 5 (21f) and appears to remain relatively intact.**

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21f. Vessel 5 (VT-CH-799) lies on the west side of the basin and appears to be the best preserved of the group of wrecks in the canal. Portions of the four interior bulkheads, the bow and the stern remain intact.

Three wrecks are noted on 20th century charts of Lake Champlain in the southern end of the Barge Canal. As of 2008, the US Army Corps of Engineers assumed their continued existence and they were assigned Vermont Archaeological Inventory numbers. They are likely to be canal boats similar to the other vessels within the Barge Canal.⁷

- 21g. Vessel 6 (VT-CH-803)**
- 21h. Vessel 7 (VT-CH-804)**
- 21i. Vessel 8 (VT-CH-805)**

⁷ Kane, Adam I., Christopher R. Sabick, and Joanne M. DellaSalla" Phase I Archaeological Survey of Burlington Harbor in Lake Champlain, Burlington, Chittenden County, Vermont." Prepared for the U.S. Army Corps of Engineers (New York, 2008), 100.

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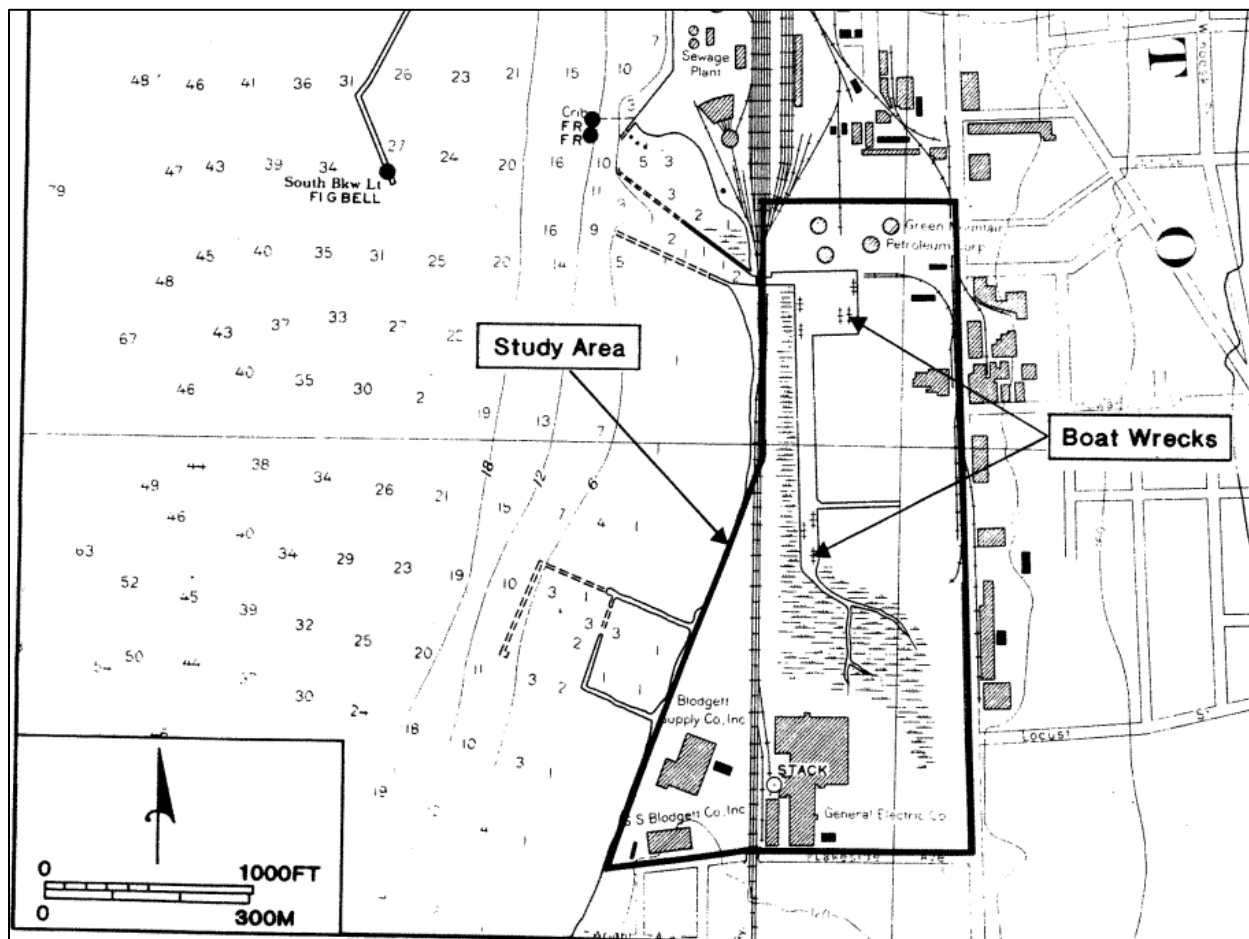


Figure 2: Detail, Chart of Burlington Harbor
(U.S. Army Corps of Engineers, 1968.) From *A Stage IA Cultural Resources Survey of the Pine Street Canal Superfund Site* (Burlington, John Milner Associates), 1992, Figure 6.

21j. Breakwaters, late 19th century, Contributing

As shown in Figure 3, 19th and early-20th century maps show a pair of breakwaters located at either side of the Barge Canal Basin outlet. A substantial portion of the south breakwater remains visible above the water. This structure, constructed of stone slabs and rubble, extends from the shore of the canal outlet northwest into Lake Champlain. On the north side of the canal outlet, the curve of the Lake Champlain shoreline is lined with rubble, and a short rubble breakwater extends northwest into the lake from the outer portion of the curve of the shoreline. Remnants of both breakwaters are present under the surface of the water.

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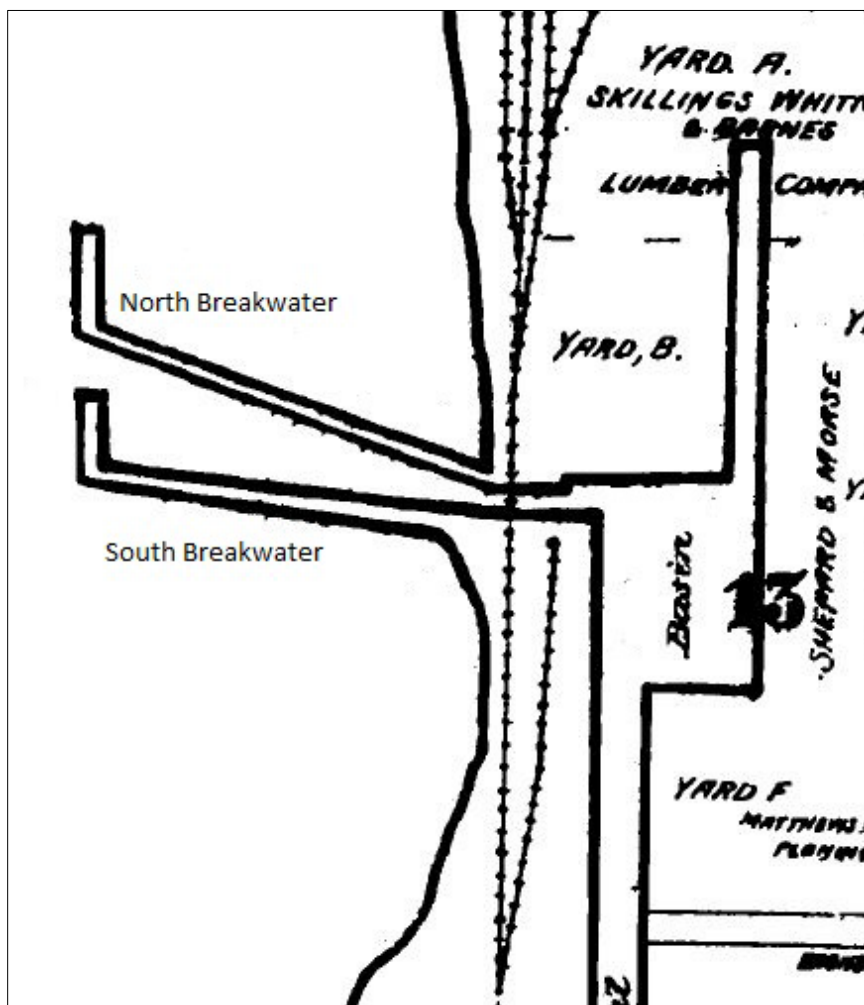


Figure 3. Detail of 1885 Sanborn Fire Insurance Map, showing north and south breakwaters.

22. Drawbridge, 1919, Contributing

The first bridge across the outlet of the canal basin was constructed c. 1849 to carry the tracks of the Rutland and Burlington Railroad (later the Rutland Railroad) and consisted of a single-track wooden structure. In 1893, it was replaced by an iron gallows-framed jack-knife drawbridge. The existing steel trunnion bascule bridge was designed and built by the Strauss Bascule Bridge Company of Chicago in 1919. Strauss offered several basic designs; this one is a vertical overhead counterweight type.

The barge canal drawbridge originally consisted of a steel-framed moving leaf with a main trunnion, counterweight trunnion, and concrete counterweight. A steel-framed tower extended across the bridge thirty-eight feet above its base. The leaf rested on poured concrete bridge seats anchored to the banks of the channel by pilings. The moving or bascule leaf pivoted on a main trunnion mounted to the north bridge seat. Rising above the main trunnion is the trunnion tower. A link at the top of the tower connected to the counterweight trunnion and then to the

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counterweight, which was, in turn, connected to the tail trunnion on the tail of the moving leaf behind the main trunnion. The combination of power generated by the bridge engine and the shifting of the counterweight permitted the moving leaf to be raised and lowered. The moving leaf carried two railroad tracks across the clear channel opening; the leaf is eighteen feet wide. (McVarish et al, 2001 includes a detailed description and schematic drawings of the 1919 bridge and its operations.)

The drawbridge was rarely opened after the turn of the 20th century and is no longer functional. The concrete counterweight was removed in 1987 and placed on the north shore of the barge canal outlet west of the bridge. The operator's house remains, but is now a concrete shell. The bridge machinery remains largely intact, although not operational, and is visible from the Burlington Bike Path pedestrian bridge.

23. *Hildegarde* (VT-CH-794) 1876, Contributing

Located at the entrance to the Pine Street Barge Canal, VT-CH-794 was initially identified along with the other wrecks near the Barge Canal Breakwater during a Phase I Archeological study of the barge canal area. As shown in Figure 4, the wreck is located between the two submerged breakwaters at the entrance to the Pine Street Barge canal, and is closest to the southern wall. The *Hildegarde* is a sailing yacht, built in Islip NY in 1876. She was christened the sloop-yacht *Niantic*. In 1902, she was registered in New York City as a yacht with a crew of seven. She was converted into a steam-screw ferry boat with an engine and boiler from a decommissioned vessel at Rouses Point, New York, until converted into a workboat. Her final employment was as a tug boat for a stone barge operated by Herb "One Arm" Pashbee during the 1930s. She moved stone barges from Fiske's Landing at Isle La Motte to Burlington Harbor, where goods were transferred to a railroad flatcar and taken to Rutland for processing.

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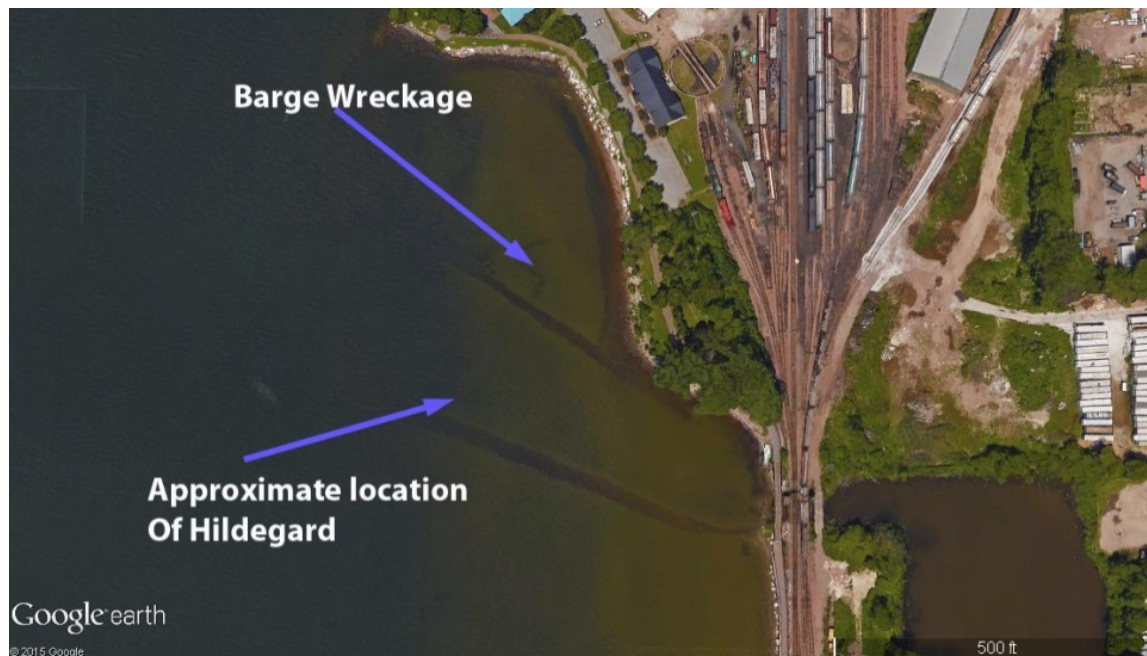


Figure 4: Google image capture, provided and annotated by Christopher R. Sabick of the Lake Champlain Maritime Museum.

**24. Maritime group of three construction barges; VT-CH-795, VT-CH-793, VT-CH-797
Mid-20th century. Contributing as a group.**

An extension to the northern breakwater connected to Roundhouse Point, creating another small basin. A gap between the breakwater allowed passage of vessels to the basin; however, in 1893 the opening was enclosed. In 1960 or 1961 the U.S. Army Corps of Engineers created an opening to allow work barges to enter and moor inside the basin during the repair of the greater Burlington Breakwater. Several barges from Falmouth, Massachusetts, were brought to the lake from the Hudson River and, upon completion of the breakwater repairs, were abandoned. Today they present as a jumbled debris field of disarticulated sides, ends, decks, bottoms of hulls and miscellaneous deck hardware, as shown in Figure 5. As the lake is shallow in this location, the site has been severely affected by ice and storms. Through analysis, researchers from the Lake Champlain Maritime Museum could distinguish three barge bottoms, five sides and one deck. All three vessels are similar in construction and likely built at the same boatyard.

Construction barge 1 (VT-CH-795)

87' long and 32' at beam. Side are disarticulated, both ends extant but detached.

Construction barge 2 (VT-CH-793)

Largely incomplete, chine log measurement was 73'. This barge lies alongside the southern portion of the submerged breakwater. Two ends are present, and the bottom planking lies beneath the sand.

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Construction barge 3 (VT-CH-797)

Parallel to the breakwater and closer to shore than VT-CH-793, only a few timbers apparent protruding from the sand.

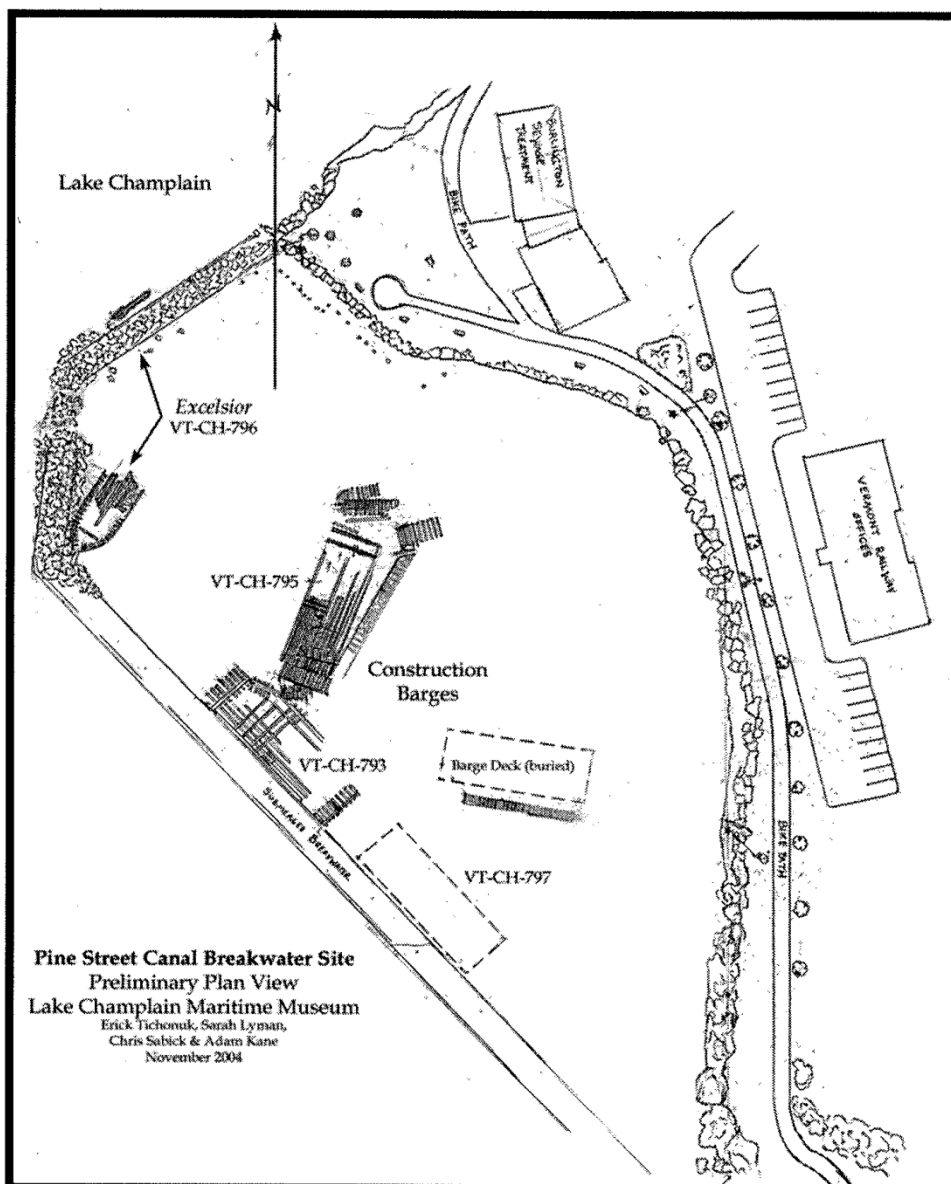


Figure 5: Plan view of the Pine Street Canal Breakwater site.

25. *Excelsior* (VT-CH-796) 1850, Contributing

Built in Willsboro, New York, in 1850, the schooner-rigged vessel is 87' long, 25' in breadth with a gross tonnage of 99.08. A Permanent Enrollment issued at Burlington on May 20, 1884, lists Mary A. Kiernan of Burlington as the owner, and Henry Dupee as master. The

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October 17, 1885, issue of the *Burlington Free Press* reports that: “The spars of the old schooner Excelsior, which was sunk at the mouth of the cove last fall were removed yesterday. This was one of the largest schooners that used to ply on the lake.”⁸ The vessel is broken in two, with stern located west of the 1893 breakwater, as shown in Figure 5. Conceivably the vessel was fragmented when the basin was opened in 1960-61, with the dislocation and repositioning of the stern separate from the vessel.

26. Rail Site, (VT-CH-736), 1851-52, Contributing

The Rail Site was identified in 1996 by the University of Maine/Farmington during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. Phase II testing was undertaken in 1997. Here is the foundation remnants of the Rutland and Burlington Railroad facility constructed in 1851-52, which was a roundhouse with a full interior turntable. This facility is remarkably preserved beneath the current Vermont Railway railyard, as shown in Figures 6 and 7. The circular foundation remnants of the railroad turntable along with a substantial amount of the quarter-round style foundation of the Rutland and Burlington Railroad engine house remain. A brick lined floor and at least two brick constructed maintenance pits are preserved within the interior portion of the engine roundhouse itself.

The engine house burned in 1917. The turntable remained in service for several more months, being retired in April 1918.

⁸ Burlington Free Press, October 17, 1885, 4:1.

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Figure 6: Brick floor of roundhouse. Image from Phase II testing done in 1997 by the University of Maine Farmington of VT-CH-736. From the *Archaeological Testing of the C-6 Alignment, Southern Connector Project, MEGC, M-5001, Burlington VT.*

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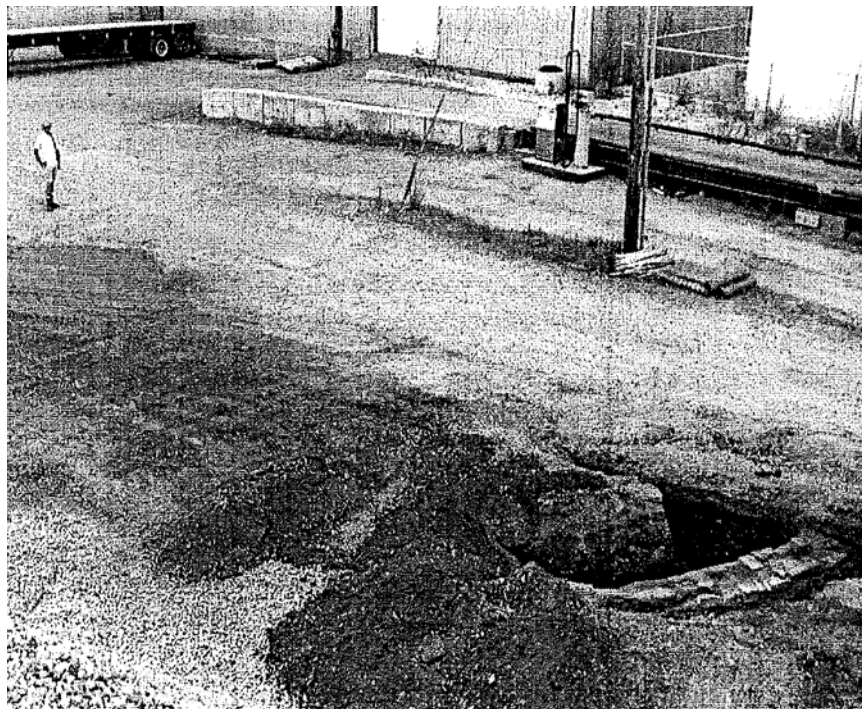


Figure 7: Partially excavated turntable, view to southwest. Image from Phase II testing done in 1997 by the University of Maine Farmington of VT-CH-736. From the *Archaeological Testing of the C-6 Alignment, Southern Connector Project, MEGC, M-5001, Burlington VT.*

Among the five archaeological sites identified within the railyard vicinity, this site is the most significant to date. The archaeological investigations confirm the substantial remnants of the original 1851 engine house and turntable in largely unaltered condition.

27. Coal Site, VT-CH-734; Non-contributing

The Coal Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. It is a historic Euroamerican site, related to the early settlement and development in the mid- to late 19th century.

28. Gregory Site, VT-CH-732; Non-contributing

The Gregory Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project, and studied in a Phase II testing in 1997. The Gregory site consists of the stone foundation remnants of a lumber or wagon shed or perhaps a yard office which was once located near Burlington's waterfront. The building is shown on several Sanborn Fire Insurance maps, but by 1938, the building is no longer illustrated. The phase II testing revealed only limited, poorly preserved structural remnants with little associated significant historic artifact deposits. All of the artifacts recovered from the Phase II testing were from fill deposits, typically associated with household living and the result of dumping; not related to activities at the site. As a result of the Phase II testing it was determined that the Gregory site is not eligible for the NRHP

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given the lack of integrity of structural remnants and lack of significant archaeological deposits.

29. Post Site, VT-CH-733; Non-contributing

The Post Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. It is a historic Euroamerican site, related to the early settlement and development in the mid- to late 19th century; however, lack of significance has precluded additional investigation of the site.

30. Lawn Site, VT-CH-735; Non-contributing

The Lawn Site was identified in 1996 during the Phase IB archaeological survey of the C-6 alignment for the Southern Connector Project. It is a historic Euromerican site, related to the early settlement and development in the mid- to late 19th century; a lack of significance precluded additional investigation of this site.

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

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(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.)

Industry

Transportation

Archeology: Historic – Non-Aboriginal: Transportation

Archeology: Historic – Non-Aboriginal: Maritime History

Period of Significance

1849-1969

Significant Dates

1849

1868-69

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

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Austin, Frank Lyman

Ryer, E.C.

Strauss Bascule Bridge Company

Whittier & Goodrich

Whitney, Luther

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 Pine Street Industrial Historic District encompasses several blocks along Pine Street in Burlington, Vermont, and extends west into Lake Champlain. It is being nominated under Criterion A for its significance locally as the site of the second wave of the lumber industry in Burlington, which began a few years after the Civil War when Burlington ranked third in the nation for lumber processing. The area continued to serve as the city's main industrial corridor and multi-modal transportation hub into the mid-20th century. It is nominated under Criterion C for period or method of construction, particularly for the Burlington and Rutland Rail Yard (HD #1), Railroad Engine House (HD #1b) and Turntable (HD #1c), the Pine Street Barge Canal (HD #21) and Drawbridge (HD #22) as well as the numerous examples of commercial/industrial architecture (HD #10, 11, 15, 19, 20). It is also being nominated under Criterion D for several historic archeological sites and shipwrecks that are located within the areas of the rail yards, the canal basin and its breakwater. The earliest local industry in Burlington was sited at the source of waterpower, specifically the falls on the Winooski River, which flows between Burlington and the city of Winooski. Industrial development on Burlington's Lake Champlain waterfront began in the mid-19th century, most notably with the Pioneer Shops, a large manufacturing facility that burned in April 1858. While the waterfront areas north of Main Street have been redeveloped as a place for recreation and entertainment in the 1980s, the Pine Street corridor retains an active rail yard, warehouses, and former industrial buildings that have been converted to new uses. As such, it is the most significant remaining site of industry in the city proper. The Period of Significance begins in 1849, when the Rutland Railroad arrived, and ends in 1969, the date of construction for the last contributing resource.

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

Early Industrial Activity

Burlington grew on the eastern shore of Lake Champlain beginning in the 18th century, with its main port at the foot of Maple Street and associated development along Battery Street. Its access to Vermont's stands of virgin timber and proximity to Canada – a mere 50 miles – positioned it to flourish as a lumber center. Burlington's first lumber era, from early settlement until nearly 1850, sent acres of the state's timber north to Canada, which provided the most direct access to the insatiable European market. The immense logs were joined together in massive rafts and

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floated northward on Lake Champlain. Burlington's waterfront was a busy place in these early years and home to many businesses and services related to shipping; but not the main industrial center. Manufacturing relied on waterpower at this time, which the waterfront lacked. Industry was concentrated at the opposite end of the city, on the falls of the Winooski River.

As the Quebec lumber market flourished, Vermont's rich stands of forest were gradually depleted. The deforestation of Vermont did not, however, spell the end of Burlington's lumber industry. Instead, the flow of timber reversed direction, and Canada's previously untapped forests were cut and sent south, renewing Burlington's status as a lumber capital, this time as a processing center in addition to a port.⁹

The arrival of the railroad near Burlington's waterfront in 1849 and the dredging of the barge canal twenty years later set the stage for the extension of Pine Street south of Maple Street to Howard Street, where stacks of Canadian lumber soon covered acres of ground. Planing mills, bobbin mills, a venetian blind manufacturer and a furniture factory opened along Pine Street to transform the raw lumber and create profits for Burlington's "lumber barons." Essential to the nascent lumber import activities, railroad arrival and manufacturing expansion was due to the visionary efforts of two prominent Burlington businessmen: Timothy Follett and Lawrence Barnes. Each made significant personal investments that assured Burlington's long term commercial growth and manufacturing dominance; only one survived financially.

Timothy Follett & Lawrence Barnes

Timothy Louis Follett (January 5, 1793-October 12, 1857) was a lawyer and leading businessman in Burlington, commonly associated with the firms of Mayo & Follett; Follett and Bradley; or Follett & Co., wholesalers at the Stone Store on Burlington's waterfront.¹⁰ Follett's commercial interests included sale of heavy goods, molasses, and sugar; all of which were imported and exported via water at their Burlington Bay warehouse, central to business interests of the day. A keen businessman and a prominent politician, Follett understood that Burlington's increasing commercial base would benefit from the wider reach of the infant railroad, which had reached Winooski by 1849. Follett purchased "all of the visible land south of Maple and west of Pine, [which] has been reclaimed from a marsh."¹¹ Filling in the watery cove was necessary to accommodate railroad expansion into Burlington's waterfront.¹²

Burlington Historian David Blow writes:

⁹ William G. Gove, "Burlington the Former Lumber Capital": *Northern Logger and Timber Processor* (May 1971), 19-20, 38-43; William S. Rann, *History of Chittenden County* (Syracuse, NY: D. Mason, 1886), 325.

¹⁰ The Stone Store is located on the northwest corner of Maple and Battery Street, contributing resource # 1 in the original Battery King Street Historic District.

¹¹ David Blow, *Historic Guide to Burlington Neighborhoods*, Volume I (Burlington: Chittenden County Historical Society, 1991), 95.

¹² Reference is made here to the *Map of Burlington Village* (n.d., assumed 1827-1849.) Lafayette St. (Pine) stops south of Maple at "Cove." A swamp and the ravine lead into what is now the barge canal. There is no development south of Maple Street.

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Timothy Follett first began filling in the marsh. He purchased 65 acres of prime waterfront land to use for a terminal and freight yard for his Rutland Railroad and during the fall and winter of 1850 built the Rutland station which faced the end of Battery Street.”¹³

It was the arrival of the Rutland and Burlington Railroad (#1, 1a-1g) on Burlington’s waterfront in 1849 that set the stage for revival. Burlington’s Lake Champlain port was ideally located to receive lumber from Canada by water and ship it out by rail, and Burlington was the only place in the area where water and rail came together.

Presdee and Edwards’ *Map of Burlington VT* (1853) clearly illustrates the Rutland and Burlington Railroad connection from Follett’s dock at the bottom of Maple Street, continuing south along the waterfront. The Burlington and Rutland depot and engine house are illustrated as complete.¹⁴

Follett’s foresight, business perspicacity and financial investment had brought the railroad to Burlington harbor, making the waterfront ripe for commercial, transportation and manufacturing growth. Here the raw timber would be unloaded from barges, seasoned in the yards, milled into lumber or manufactured wood products, and shipped south by rail.

Follett’s business acumen and prosperity remains evident in the fine Greek Revival home constructed at 63 College Street, designed by Ammi B. Young.¹⁵ The building remains a testament to his success and prominence in Burlington’s business community, yet became the bitter spoils when Follett’s financial world tumbled in 1853. Follett was forced to sell his beautiful home to his railroad rival, Henry R. Campbell, of the competing Vermont Central Railroad. Follett died in Burlington a broken man, tortured by his business failure and in financial ruin. His heavy investment in the Rutland and Burlington Railroad had cost him his enormous fortune and his social standing. His obituary alludes to the significance of his accomplishments, stating: “Mr. Follett was a public-spirited man, and aided greatly in making Burlington the largest and most prosperous commercial town in Vermont.”¹⁶

Mr. Follett may have been first to anticipate the value of the railroad to Burlington commercial interests, but he was not alone.

Lawrence Barnes (June 8, 1815-June 21, 1886) arrived in Burlington in 1855. Prior to his arrival, several of his business enterprises had failed. After serving early indenture as a laborer and carpenter, Mr. Barnes then worked in a spool and bobbin manufactory for ten years, when he left to begin “lumbering.” Unsuccessful in this endeavor, he purchased 10,000 acres and a ½ interest in a lumber business in Island Pond, Vermont. He subsequently lost both investments. Barnes began purchasing lumber at Three Rivers in Canada, and learned that sorting lumber for its

¹³ Blow, *Historic Guide*, 95.

¹⁴ *Map of Burlington VT* (New York: Presdee & Edwards, lith. of Sarony & Major, 1853).

¹⁵ Follett House, 1840. Listed on the National Register of Historic Places October 30, 1972.

¹⁶ Obituary of Timothy Louis Follett, *Burlington Free Press*, October 13, 1857.

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intended purpose could result in greater profit margin. He expanded his business interests by contracting to make sugar boxes for delivery to New York; however, at this enterprise he also failed.¹⁷

Upon relocation to Burlington in 1855, Barnes began importing lumber purchased at Three Rivers. He opened a yard for Canadian lumber on Maple Street in 1856 and opened the first planing mill in 1857. Lumber sheds and mills covered the waterfront within a decade, and the trade increased steadily for the next forty years.¹⁸

Among the first to grasp Burlington harbor's role as a transshipment point, Barnes found a loophole in the tariff legislation that made importing Canadian lumber economically seductive. Barnes learned that dressed lumber was both cheaper to transport and commanded a higher price, as well as being duty free. The savings were substantial: 12.5% in freight expenses. His clever manipulation not only expanded his business investments, but also the commercial interests of Burlington harbor which responded with new manufactories and building ventures constructed specifically to use the Canadian lumber which poured into the wharves. This plan proved so profitable that space on Burlington's main port was soon exhausted. Not to be thwarted in his drive to increase business, Barnes simply created more frontage.

Following Follett's example, he began to fill a parcel of swampy land he owned along Lake Champlain just south of Maple Street; here he would create the infrastructure to sustain Burlington's thriving lumber industry. An area known as the cove, "a mere frog pond in summer and skating pond in winter" according to the *Burlington Free Press*, was turned into a basin that was 300-feet square and 8 feet deep (HD #21) in 1868-1869.¹⁹ The work was done per recorded agreement with the Rutland Railroad Company which shouldered \$12,000 of the cost, but was collaborative in that the basin and canals were constructed partly on the lands of the railroad company and partly on the land owned by Barnes. The agreement was specific to shared access across the lands of each, with the railroad having exclusive management of the drawbridge.²⁰ Canals that could accommodate Canadian lumber barges extended from the northeast and southwest corners, the northern one 55' wide and 600' long (constructed by Barnes' partner Whitney, on behalf of the railroad) and the southern canal 150' long and 75' wide (constructed by Barnes and D. W. Skillings, a partner in his lumber business).²¹ An 80-foot opening from the lake into the basin was created at the basin's northwest corner and topped by a drawbridge (#22) to accommodate rail traffic. Finally, two, 700' breakwaters (#21j) were constructed to shelter boats as they entered the basin. Barnes and D.W. Skillings were signatories to the terms of the

¹⁷ Biography of Lawrence Barnes: <http://www.onlinebiographies.info/vt/chit/barnes-l.htm>.

¹⁸ Hamilton Child, *Gazetteer and Business Directory of Chittenden County for 1882-1883* (Syracuse, NY: Printed at Journal Office, 1882), 108; Rann, Chittenden County, 326; David J. Blow, *Historic Guide to Burlington Neighborhoods*, Volume I (Burlington: Chittenden County Historical Society, 1991), 96.

¹⁹ *Burlington Weekly Free Press*, May 1, 1868, 2; David Wallace Orr, "The Port of Burlington, Vermont: Site and Situation, a Study in Historical Geography" (Master's Thesis, University of Vermont, 1972), 78-79; Richard P. Corey and James B. Petersen, *Archaeological Phase 1A Testing of the C-6 Alignment* (Burlington, 1998), 26; Blow, *Historic Guide*, 96.

²⁰ City of Burlington Land Records, 4:311-313.

²¹ Ibid.

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agreement with the railroad, which included construction of cribbing in both channels, and placement of excavated earth “one half on each side of said canals, and have the same properly leveled and graded back upon the adjoining lands.”²² The wetlands surrounding the basin were transformed with tons of fill, and a new industrial district was born.



Figure 8. Detail of the *Bird's Eye View of Burlington and Winooski map* (Madison, WI: J.J. Stoner, 1877). Pine Street cuts diagonally across the upper portion of the image, with the Kilburn and Gates factory in the upper left and the Barge Canal Basin in the lower half. Courtesy of UVM Special Collections.

Because both the lake and canals froze during the winter, immense stockpiles of timber were unloaded and stored to keep the steam-powered mills operating throughout the long cold season. The area south of Maple Street and east of Lake Champlain was soon filled with stacks of lumber, and with Barnes's own mills leading the way, the Pine Street corridor emerged as

²² Ibid.

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Burlington's industrial center. Lumber sheds and mills covered the waterfront within a decade as sales ballooned to more than 40 million board feet annually.²³

Two immense lumber firms grew on Pine Street from Lawrence Barnes's enterprises. Skillings, Whitney and Barnes was the direct descendent of Barnes's original 1856 operation and maintained offices in Boston, Detroit, Montreal, and Albany as well as Burlington. At its height around 1870, the firm shipped from 70 to 100 million board feet of lumber annually.²⁴ Shepard, Davis and Company, formed in 1869 and later called Shepard and Morse, was the successor to Barnes's Canadian interests; it operated the largest planing mill in the country. Shepard and Morse had 4,000 feet of dock frontage with space for 30 to 35 barges at once. Its 25-acre yard held 30 million board feet of lumber, and the firm's 300 Burlington employees dressed 30 million board feet annually.²⁵

Due in large part to these two enterprises, Burlington ranked third among lumber depots in the United States, with its peak year in 1873, when 170 million feet of lumber passed through Burlington's port and mills.²⁶ An 1877 bird's eye view of Burlington shows the rail yards, barge canal system, and acres of stacked lumber. Ships are depicted moving within the harbor, the canals and the canal basin.

The area encompassed by the Pine Street Industrial Historic District was a natural extension of lumber and manufacturing ventures established earlier along the waterfront north of Maple Street. One important enterprise, a large manufacturing complex called the Pioneer Mechanics Shops, was lost to fire April 4, 1858. City leaders were desperate to replace the business interest, and offered \$8,000 to anyone who could restore the buildings and businesses. Lawrence Barnes assumed the task, and successfully reconstructed the buildings (three, 100' x 50') and had the manufacturing interests back up and running again within ninety days.²⁷ Although located north of the boundaries of the Pine Street Industrial Historic District, this anecdotally confirms the commercial importance of the waterfront and the shrewdness of Lawrence Barnes in maintaining business interests associated with the harbor. The extant buildings from that enterprise on Lake Street are listed in the Vermont State Register of Historic Resources.

The determined business concerns of Lawrence Barnes are reflected in the musings of a Winooski railroad station agent, anxious to demonstrate to his superiors his prowess at soliciting freight business. From Jonas Wilder's journal:

The Peck Co...were wholesale heavy hardware and grocery merchants in Burlington and had a warehouse on the lake dock. A schooner from Canada left with them some 16,000 feet of fine Canada pine lumber to sell; it was the best quality. Deacon Chase of Nashua came up to buy iron, nails and some kinds of

²³ Gove, "Burlington," 39.

²⁴ Child, *Gazetteer*, 109; Rann, *Chittenden County*, 466; Gove, "Burlington," 40.

²⁵ Gove, "Burlington," 40-41; Rann, *Chittenden County*, 467.

²⁶ Gove, "Burlington," 408; Rann, *Chittenden County*, 472-473.

²⁷ <http://www.onlinebiographies.info/vt/chit/barnes-l.htm>.

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groceries; he had a sash and door factory and kept a store. When down to the storehouse, Peck showed him the lumber; he was pleased with it and the price was very low, but said he could not buy because the freight would prevent. Peck asked him to ride over and see me; they came in and Peck made known the business. It went through my mind like electricity that if we could start a trade in that Canada pine it would add largely to our earnings. I said to the Deacon, "I will ship the lumber at your own price." He replied, "That ain't quite fair; I have no idea what you can afford; make some suggestions." I said, "How would \$4 per thousand do?" He asked, "Will you take it at that rate?" I replied, "Yes."

Some three weeks later a man came into my office, said his name was Barns [*sic*], asked me if I had shipped some pine lumber to Mr. Chase of Nashua at \$4 a thousand. I said yes; he then asked if I would ship for him at the same rates (he was a lumber merchant.) I said, yes, all you wish. He told me he was started for Canada to buy lumber, if he could get those rates. I told him I would extend it at the same rates to Manchester, Lawrence, Nashua, Lowell, and Boston. That settled it for Burlington to be a lumber market; in four years, Burlington was only third lumber market in the states.²⁸

Wilder continues:

I mention these circumstances to show the importance of the railroad management being ever on the watch to assist in developing new business, and do it at once. Barns [*sic*] Co. got rich in war time; one year they paid government tax on \$90,000 income.²⁹

As a partner and a facilitator in the expanding industrial corridor, the role of the railroad cannot be underestimated. The Beers Atlas Map (1869) is most telling: the railroad links Battery (Water) Street to the new commercial activity along Pine Street.³⁰ A "V" shaped spur provides a direct connection to Kilburn & Gates lumber lot and furniture factory, the Burlington Manufacturing Company (owned by Barnes), the Rolling Mill, and a nail factory. Pine Street extended no further than Howard Street on paper; however, lot ownership on both sides and south was linked to manufacturing interests.³¹ Among those identified are Shepard and Stearns, Flint & Hall, and Shepard & Hall.³² This early rail connection allowed raw goods to be delivered and finished product to be loaded directly from the site of manufacturing facilities. Access to

²⁸ Jonas Wilder, "The Journal of Jonas Wilder, Railroader." *Vermont Quarterly* Vol. XIV No. 3 (July 1946), 122-125.

²⁹ Ibid.

³⁰ *Atlas of Chittenden County* (New York, NY: F.A. Beers, 1869).

³¹ The lot at the terminus of Pine Street on the 1869 Beers Map is identified as belonging to Barnes. Map subscribers include: *L. Barnes and Company, Wholesale dealers in Canada and Michigan Lumber. Steam Mills for Planing, Jointing and Matching.*

³² A. T. Stearns is identified as on the *west side of Pine, northeast of Barge Canal; manufacturers of Patent Gutters, conductors...for the trade by new and improved machinery.* Kilburn and Gates were wholesale manufacturers of Cottage Furniture.

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trunk lines was immediate. The 1877 Birds Eye View of Burlington confirms the inevitable: the railroad connection between Battery Street and Pine Street has continued south.³³ Manufacturing interests flank both sides of the road and are noted in subscriber footnotes (L. Barns[sic] Son & Co. Lumber Mills; L. Barns, Son & Co., Marble Works; Shepard, Morse & Co., Lumber Mills, Kilburn and Gates Furniture Factory; Bronson's, Weston, Dunham & Co. Lumber Mill). Pine Street is awash in stacked lumber. Canals and the drawbridge (HD #22) are complete, with ships in the basin and along wharves. A retaining wall east of the Kilburn and Gates Furniture Manufactory demonstrates the grade change, a remnant of the ravine that formerly lead to the swampy cove filled by Barnes and opened for business. The railroad spurs that thread along and through Pine Street today remain largely intact, providing tangible evidence of a circulatory system that fed industry and maintained Burlington's commercial and manufacturing prominence for more than a century. Sections of the rail emerge from grassy overgrowth or have been interrupted by highway pavement, but remain clearly legible as the transportation and freight corridor that created and served the industrial district. The railroad pathway is the strongest remaining testimony and evidence of Pine Street's industrial prosperity, confirming the movement of goods from water and land to rail; north to south, east to west.

The competition between the Rutland and Burlington Railroad and the Central Vermont Railroad (known as the Vermont Central until the 1870s) was nearly continuous and provided an intensity of competition that enhanced Burlington's commercial and manufacturing growth. With both lines competing for the Boston traffic, the firms found profit in interchange of freight (not always willingly, but out of necessity) and the odd lease of each other's rail line. The Rutland Railroad wanted the New York trade, both freight and passenger, as early at 1869. Vermont's Island Line became the Montreal to New York route c. 1900. Annual reports provided by the railroad commissioner's document increasing expansion of rail lines, materials and tonnage. The Biennial Report of the Rutland Railroad Commissioners for 1871-72 shares that 100 miles of railroad was built in Vermont in the preceding year for a total of 182 ½ miles (at a time when only 60,000 miles of broad gauge railway were in operation in all of the US).³⁴ Vermont had more freight houses than passenger stations, demonstrating the priority and superiority of freight cargo.³⁵ Burlington's passenger depot, Union Station, located outside the Pine Street Industrial Historic District,³⁶ was constructed by the Rutland and Central Vermont Railway as partners in 1915-16 at a cost of \$142,000; a grudging but necessary partnership between railroad rivals to attract passengers to their active freight corridor. As businesses within the Pine Street industrial corridor were providing the materials and finished goods, the railroad extended the commercial marketplace and facilitated transit throughout Vermont, the northeast, and beyond.

³³ *Birds Eye View of Burlington and Winooski VT* (Madison, Wis.: J. J. Stoner).

³⁴ *Biennial Report of the Railroad Commissioner for 1871-1872*; (S.l., sn.), University of Vermont, Special Collections, HD2767.V5 V46a, 8.

³⁵ *Ibid.*, 5.

³⁶ Union Station is listed in the National Register of Historic Resources as a contributing resource in the Battery Street Historic District. Listing date is November 2, 1977.

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Maritime Resources

Included within the Pine Street Industrial Historic District are maritime-related archaeological resources both within the Pine Street Barge Canal (#21), and the outstretched arms of its breakwater (#21j). The canal itself is the repository of eight sunken barges (#21b-21i), a collection of vessels representing modes of water transportation from the mid-19th century to the early 20th century.³⁷ A great deal of information about the specific manner of lake transit via canal has been gleaned from documentation taken in the fall of 2002 and winter of 2003 of the five northerly barges, including measurements, dimensional drawings, and photographs. Collectively, the information has contributed to the replica construction of the canal boat *Lois McClure*, a working educational vessel docked in Burlington harbor. Three of the vessels remain in the southerly end of the barge canal, noted on mapping completed by the U.S. Army Corps of Engineers in 1968.

Several other vessels are within the “arms” of the barge canal breakwater: three mid-20th century work barges (VT-CH-793, VT-CH-795, and VT-CH-797), the mid-19th century lake schooner *Excelsior* (VT-CH-796), and the 1876 sailing yacht turned tug boat *Hildegarde* (VT-CH-794). The latter best illustrates the water-to-rail commercial activity in the Pine Street Industrial Historic District, as her last assignment was hauling stone from Isle La Motte to Burlington, where her cargo was loaded onto a railroad flatcar for shipment and processing in the Rutland area.³⁸

Stone Yards and Processing

The Pine Street Industrial Historic District was also home to two large stone yards, one of them also tied to Lawrence Barnes. Characteristic of his business acumen, Barnes understood that business diversification would strengthen and complement existing waterfront enterprises, and recruited young Charles Hayward from Rutland to nurture a new stone business. Barnes was one of several founders of the Burlington Manufacturing Company, which became active in 1870. With a workforce of 500 to 600 men, the firm processed marble quarried in Vermont for sale nationwide. Hayward won the good favor of his employer, eventually marrying Barnes’ daughter, Ella. Hayward was the manager of the Burlington Manufacturing Company, but is recognized also for his residential development adjacent to the south end industrial area; notably the establishment of Hayward Street and other property within the area known as the “Five Sisters” neighborhood.³⁹

J. W. Goodell and Company, established in 1875, employed 150 men in its Pine Street yards. Goodell’s specialty was design and fine carving of granite, again sold nationwide.⁴⁰ Like the lumber industry, these stone-processing enterprises were made viable by proximity to water, essential to sawing and polishing stone, and rail transport. Today an assortment of marble

³⁷ John Milner Associates, *A Stage IA Cultural Resources Survey of the Pine Street Canal Superfund Site, Burlington Vt* (Danbury, Connecticut: John Milner Associates, Inc., 1992), Figure 6.

³⁸ Lake Champlain Maritime Museum, *Phase I Archaeological Survey of Burlington Harbor in Lake Champlain, Burlington, Chittenden County, Vermont* (New York: U.S. Army Corps of Engineers, 2009), 93.

³⁹ *Burlington Weekly Free Press*, “The Decease of Chas. R. Hayward.” October 5, 1893, p. 5.

⁴⁰ Rann, *Chittenden County*, 427-473.

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and stone remnants is scattered about the railyard, along the Burlington Bike Path and visible in the shallow waters of the waterfront, conspicuous remnants of the area's industrial past.

Related Industries

The concentration of lumberyards resulted in a host of dependent companies setting up shop nearby. Joel and Stephen Gates, along with partner Chaney Kilburn, were among the first to purchase land in the district after the Barge Canal was built, and their company, founded in 1865, was the first of the enterprises allied to the lumber trade to open on Pine Street. The Kilburn and Gates Factory (HD #11), stretching the entire length of Kilburn Street between Pine Street and St. Paul Street, was constructed in 1869 to house what was described as the largest furniture manufactory in the country in 1871. When it opened in 1869, it counted 115 employees. The factory used steam power to produce thousands of interchangeable parts for a line of "cottage" (casual) home furnishings. The parts were shipped by rail to a sister establishment in Philadelphia for assembly, painting, and marketing. A railroad spur that connected to the Kilburn and Gates Lumber Yard and business remains extant. The business had shrunk by 1880, so Gates converted the factory to weaving cotton; ten years later, the Burlington Cotton Mill employed 350 workers and produced 25,000 yards of cloth daily. The mill changed hands in 1912 and then closed during the Great Depression. It reopened as the Lane Press in the 1930s and a wholesale beverage business in the 1940s.⁴¹ Burlington architect Graham Goldsmith purchased the property in 1988 and rehabilitated it for commercial/office space.

Other allied industries included Barnes and Holt's Spool and Bobbin Works, established on Pine Street in 1875. Matthews and Hickok was organized in 1871 with a Pine Street mill manufacturing packing boxes (currently the site of HD #19). Nothing remains of either firm. Fire destroyed the Matthews and Hickok Mill, and T. A. Haigh and Company used the old Barnes and Holt woodworking mill as a warehouse when it opened on Pine Street in 1928 (currently the site of HD #9). A 1980 fire destroyed the historic mill building at the rear of the retail lumber supply business.

The Burlington Venetian Blind Company incorporated in 1884 and opened its factory the next year on the northeast corner of Pine and Kilburn Streets. A complex of buildings populated the site by 1890, at which time it employed 75 workers making 700 blinds per week and claimed to be the largest blind producer in the county. Only one of the Venetian Blind Company's buildings remains today (HD #8) – a two-story office that once had lumber sheds extending behind and was added to the complex in the 1920s.⁴² More recently, Conant Metal and Light made and distributed lighting fixtures there (and at 266 Pine Street), continuing the industrial/commercial use. An antiques business has recently moved into the space. The Venetian Blind Company factory buildings are gone and the land serves as a parking lot.

Burlington's lumber industry was hit hard by the depression in the mid-1870s like the rest of the country, but recovered. Although it never reached its pre-1873 peak again, upwards of 1,500

⁴¹ See Joseph Amrhein, "Burlington, Vermont: The Economic History of a Northern City" (PhD diss., New York University School of Business Administration, 1958), 225; Blow, *Historic Guide*, 96.

⁴² See Child, *Gazetteer*, 105-106; Amrhein, *Burlington*, 230; Rann, *Chittenden County*, 471.

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residents found employment in the lumberyards in the 1880s. Serious decline had set in by 1891, however, as imports of Canadian lumber began to drop in response to competition from the newly developed forests of the western states. The final blow came in 1897 when Congress passed the Dingley Tariff imposing a duty of \$2 per thousand on Canadian lumber. This was a blow Burlington's lumbermen could not survive, and the area began to transition from heavy industrial processing to light industrial food production and related businesses.⁴³

Pine Street continued to support new industries into the 20th century, some building on the ruins of the old. The original railroad engine roundhouse burned in 1918 and a new one was built immediately afterward (HD #26); in 1916, the track path was straightened. William J. Patten organized the Malted Cereal Company in 1899 and built the existing three-story brick factory (HD #19) on the ruins of Matthews and Hickok's planing mill in 1900. The first floor was used for storage and production, the second floor for packing, and the third floor for advertising. The company produced 300 cases of malted cereal daily and reached a high point in 1953, when an engineer developed a new maple-flavored oat cereal called "Maypo." The company survived various changes in ownership, the last of which closed the Burlington plant in 1969 and moved the operation out of state; Maypo continues to be produced today by Homestat Farm, Ltd. Green Mountain Industries opened a woodworking factory in the complex in 1973, and a Burlington developer renovated the old factory into incubator space for small businesses in 1984.⁴⁴

The old E. B. and A. C. Whiting Brush Company (#20-20c) complex remains largely intact on the northeast corner of Pine and Howard Streets, and the old buildings continue to serve a multitude of artists and small businesses. Enoch Bangs Whiting purchased an interest in the Burlington Brush Company in 1873 and convinced his son Alfred Catlin Whiting to run the business. The factory they built at the corner of Pine and Howard Streets stored and processed a variety of natural fibers for brushes. When fire destroyed the building in 1902, the Whitings built a new factory on the same site and to the same plan; over time they enlarged it significantly and added numerous ancillary structures. The primary concern of the business was the processing of wild fibers imported from China, India, Russia, Mexico, and Argentina; the fibers were cleaned, sorted, processed, dyed, and then sold to brush manufacturers. Eventually, the Whiting Company became the largest brush fiber concern in the world. A. C. Whiting sold the business and retired to Florida in 1920.⁴⁵ The Whiting buildings, known today as Howard Space, provide studios for dozens of artists and artisans and several retail businesses.

Another of the businesses on Pine Street with buildings extant is Welsh Brothers Maple Company (HD #15) at the corner of Marble Avenue and Pine Street. Llewellyn and Charles Welsh developed "Vermont Maid Syrup" in the late 19th century. This combination of pure Vermont maple syrup and cane sugar proved so successful they soon needed larger quarters to

⁴³ Although Burlington saw the biggest import of lumber in its history during April of 1897 (*Burlington Free Press*, May 20, 1897, 5:7), the July 26, 1897 issue (5:2) provides that 60,000,000 board feet of lumber are waiting in Burlington Harbor. The importation of white pine from Canada has closed due to Dingley Tariff. Burlington residents marched in protest of the lumber tariff unsuccessfully. *Burlington Free Press*, June 14, 1897, 5:3.

⁴⁴ Blow, *Historic Guide*, 89.

⁴⁵ Blow, *Historic Guide*, 90.

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keep up with demand. Their new factory, designed by Burlington architect Frank Lyman Austin, was erected in 1917 and enlarged at several points. The company was purchased in 1928 and again in 1968, when production was moved to New Jersey.⁴⁶

Bullocks Standard Steam Laundry (HD #6) was established on part of the old Goodell and Company stone works in 1925, and Michael C. Dorn built a bottling plant at 266 Pine Street (HD #7) to produce his Venetian Ginger Ale that same year. Dorn expanded in 1938 and by 1942 the company had merged with Coca-Cola. The complex was purchased and converted to incubator space in 1989; Conant Metal and Light purchased it in 2000 and connected it to its original location at 270 Pine Street (HD #8).

The Pine Street Industrial Historic District includes two buildings on South Champlain Street. The National Biscuit Company (Nabisco) set up shop on College Street in 1898, making only bread at that time. The company moved production to a factory at 266 South Champlain Street (HD #4), built in 1923 on the site of an old planing mill. The building has provided office space among other uses. Champlain Valley Fruit Company erected a modest L-shaped warehouse at 237 South Champlain Street (HD #3) in the early 20th century. Like many structures in the district, this one was enlarged and added to several times over the years; it currently combines a warehouse for Vermont Cabot Cheese and an expanding distillery operation that manufactures alcohol-based organic bitters and herbal tonics marketed through health food stores.



Figure 9: Detail of Lithograph of the Kilburn and Gates Mill looking northwesterly by Beers, J.B. & Co. Courtesy of Special Collections, Bailey/Howe Library, University of Vermont.

⁴⁶ Blow, *Historic Guide*, 91.

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What remains clear is the fundamental and evolutionary role that emerging and progressively enhanced modes of transit played in turning a mud bog into a seat of manufacturing and commerce that has continued for more than a century and a half. Lawrence Barnes' inchoate vision to fuel Burlington business by linking water and road to rail spawned a transportation network with tendrils that encompassed pedestrian path, carriage and cartways, canal tow paths, turnpikes, rail beds, shipping lanes, ferry route, bike paths and highway. This web interconnected land, water and rail as well as worker, workplace, and market. J. B. Beers' lithograph (Figure 8) shows combinations of man and beast, cart and wagon, ship and railroad managing the daily activity of transporting Burlington's manufactured goods on linked pathways. These complex transportation corridors were the circulation system that assured the success of the manufacturing base and ultimately Burlington's overall economy. Historic maps confirm that while some modes changed, corridors remain present and vibrant. A comparison between a 1937 ortho photograph (below left) and a 2015 image (below right) reinforce the continuing connections and pathways between Pine Street, South Champlain Street, and Battery Street; confirmation of continuing historic transportation patterns and fabric.



This advancing intermodal network not only connected goods to manufacturing sites and products to market; it accommodated local workforce access to production sites as well. The business boom was paralleled by worker influx, reciprocal in need and benefit; one augmenting the other. The increasing number of manufacturing employees could find housing proximate to workplace, filling Burlington's older and new neighborhoods with a strong and large local

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workforce. This was the identity of many neighborhoods, with labor force walking to job sites within the district.

The story of economic development in the South End has complex connections with rising population of the city, an increase in immigrant workers, housing expansion, growth of educational services, a rising number of professional trades and tradesmen, expansion of roadways and transportation systems, and other related but predictable social markers. Each of these stories finds its basis in the Pine Street Industrial Historic District.

Some of the district's manufacturing buildings are gone – victims of fire and economic turmoil. Those that remain have taken on new uses over the years to keep them productive. Structures and sites within the district largely retain historic integrity of location, design, setting, materials, workmanship, feeling, and association. Pine Street and its immediate area have undergone a revival in the past three decades, with a new generation of entrepreneurs re-developing the old buildings to keep them viable in today's economy. The Pine Street Industrial Historic District continues the spirit of manufacturing with a new wave of "maker" spaces that have created a ripple wave of small industry. The early investments of Timothy Follett and Lawrence Barnes toward an enhanced transportation system continue to be the foundation for the success of the Pine Street Industrial Historic District. Those networks remain complex and interconnected, demonstrating evolutionary adaptability to accommodate access for walker, biker, truck, trailer, kayaker, ferry, locomotive, or SUV. With a blended identity of manufacturing and creative industry, the Pine Street Industrial Historic District has become the center of a vibrant art and artisan community in Burlington's South End. This new wave of enterprise is primarily known for its creativity, vitality, and innovation; the foundation on which it was born.

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Map of the City of Burlington, Vermont (Philadelphia, Pa: G. M. Hopkins, 1890).

Web tool: <http://wboykinm.github.io/btv-1937/#17/44.47153/-73.21501>
Burlington 1937/2015.

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: University of Vermont, Special Collections
Agency of Transportation, State of Vermont

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 92.6 acres +/-

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates *See attached map with Lat/Long Coordinates*

Datum if other than WGS84: NAD83

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- | | | |
|-------------|----------|-----------|
| 1. Zone: 18 | Easting: | Northing: |
| 2. Zone: 18 | Easting: | Northing: |
| 3. Zone: 18 | Easting: | Northing: |
| 4. Zone: 18 | Easting: | Northing: |

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

The Pine Street Industrial Historic District boundary is defined by the area that housed the lumber and allied industries after the construction of the Barge Canal in 1868-1869. The boundary of the Pine Street Industrial Historic District is shown as the dashed line on the

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accompanying map titled "Pine Street Industrial Historic District, City of Burlington, Chittenden County, Vermont."

Boundary Justification (Explain why the boundaries were selected.)

The Pine Street Industrial Historic District boundary was drawn to include the area of historic resources relating to the industrial development of Pine Street made possible by the arrival of the railroad in 1849 and the building of the Barge Canal and Basin in 1868-69. The industrial development recognized by the Pine Street Industrial Historic District was located south of Maple Street. The eastern boundary marks the edge of the industrial center at the point it gives way to residences. The properties east of the District's eastern boundary are nearly all residential, with one or two small retail businesses. The southern tip of the barge canal and the Maltex property form the southern boundary because that is where the relevant and contributing historic resources end. The area surround the barge canal includes several acres of undeveloped land that have been designated a superfund site by the Environmental Protection Agency. There are two factories on the east side of Pine just south of Howard Street, but they would be non-contributing due to age. No resources relating to the Pine Street Industrial Historic District have been identified further south. The District is bounded on the west by Lake Champlain, and extends into the lake around the outer edges of the two breakwaters.

11. Form Prepared By

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telephone: 802-658-7716

date: August 2010

name/title: Mary O'Neil, City of Burlington Planning and Zoning Department, Certified Local Government Coordinator.

organization: City of Burlington

street & number: 149 Church Street

city or town: Burlington state: VT zip code: 05401

e-mail: mcneil@burlingtonvt.gov

Pine Street Industrial Historic District
Name of Property

Chittenden County, VT
County and State

telephone: 802-865-7556

date: March 2016

name/title: Devin Colman, State Architectural Historian

organization: Vermont Division for Historic Preservation

street & number: 1 National Life Drive, Floor 6

city or town: Montpelier state: VT zip code: 05620

e-mail: devin.colman@vermont.gov

telephone: 802-828-3043

date: March 2017

Additional Documentation

Submit the following items with the completed form:

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

Photographs

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

Photo Log

Name of Property: Pine Street Industrial Historic District

City or Vicinity: Burlington

County: Chittenden

State: VT

Photographer: Mary O'Neil

Pine Street Industrial Historic District

Name of Property

Chittenden County, VT

County and State

Date Photographed: December 12, 2015

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

- 1 of 65: View looking north/northeast at HD #1b Railroad Engine Roundhouse.
- 2 of 65: View looking south at railroad tracks and train in HD #1 Burlington Rail Yard.
- 3 of 65: View looking southwest at HD #1e Salt Shed (center) and HD #1g Shelburne Limestone Building (left).
- 4 of 65: View looking east at HD #2 Warehouse.
- 5 of 65: View looking south at HD #1c Turntable and HD #1a Vermont Railway Headquarters.
- 6 of 65: View looking north at HD #3. Champlain Valley Fruit Company.
- 7 of 65: View looking north at the northern section of HD #3. Champlain Valley Fruit Company.
- 8 of 65: View looking north/northwest at HD #1c Turntable, HD #1b Railroad Engine Roundhouse, and HD # 1d Pumphouse/Boiler Room.
- 9 of 65: View looking southwest at HD #4 National Biscuit Company.
- 10 of 65: View looking north/northwest at HD #1a Vermont Railway Headquarters and HD #1d Pumphouse/Boiler Room.
- 11 of 65: View looking southwest at HD #5 Bobbin Mill Condominiums.
- 12 of 65: View looking west at HD #6a Storage Shed, with north end of HD #6 on left.
- 13 of 65: View looking west at HD #6b Vermont Art Supply.
- 14 of 65: View looking northwest at HD #6 Bullocks Standard Steam Laundry.
- 15 of 65: View looking east at HD #7 M. & F.C. Dorn Bottling Works.
- 16 of 65: View looking southeast at HD #7 M. & F.C. Dorn Bottling Works.
- 17 of 65: View looking northwest at HD #9 Curtis Lumber.

Pine Street Industrial Historic District

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- 18 of 65. View looking west at HD #9a Shed.
- 19 of 65. View looking west at HD #9b Lumber Shed.
- 20 of 65. View looking northeast at HD #10 White's Pure Milk Products.
- 21 of 65. View looking north at HD #10 White's Pure Milk Products.
- 22 of 65. View looking northwest at HD #10 White's Pure Milk Products.
- 23 of 65. View looking southeast at HD #11 Kilburn and Gates.
- 24 of 65. View looking east along north wall of HD #11 Kilburn and Gates.
- 25 of 65. View looking west from St. Paul Street at HD #11 Kilburn and Gates. Brick engine house in foreground.
- 26 of 65. Detail of "1869" date block on chimney at HD #11 Kilburn and Gates.
- 27 of 65. View looking east at additions on south wall of HD #11 Kilburn and Gates.
- 28 of 65. View looking east at HD #12 Hulbert Supply Company.
- 29 of 65. View looking west at HD #13 Burlington Street Department.
- 30 of 65. View looking southeast at HD #14 Meunier Store/Glove Factory/Dwelling.
- 31 of 65. View looking northeast at HD #7 M. & F.C. Dorn Bottling Works (left) and HD #8 Burlington Venetian Blind Company Office (right).
- 32 of 65. View looking northeast at south wall of HD #8 Burlington Venetian Blind Company Office (left) and rear of HD #7 M. & F.C. Dorn Bottling Works.
- 33 of 65. View looking south across Marble Avenue at the north façade of HD #15 Welsh Brothers Maple Company.
- 34 of 65. View looking northeast at south façade and west elevation of HD #15 Welsh Brothers Maple Company.
- 35 of 65. View looking west at HD #17 Citizens Coal/Oil Company.
- 36 of 65. View looking north along railroad siding tracks between HD #17 Citizens Coal/Oil Company (left) and Pine Street (right).

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- 37 of 65. View looking west at HD #17a Wagon Shed.
- 38 of 65. View looking north at HD #17b Stable/Carriage Barn.
- 39 of 65. View looking west at HD #17c Storage Building.
- 40 of 65. View looking south along railroad siding tracks between Pine Street (left) and HD #18 (right).
- 41 of 65. View looking southwest at HD #19 Malted Cereal Company.
- 42 of 65. View looking southwest at HD #19 Malted Cereal Company.
- 43 of 65. View looking northwest at HD #19 Malted Cereal Company.
- 44 of 65. View looking north at HD #19 Malted Cereal Company.
- 45 of 65. View looking southeast at HD #20a Fiber Machine Shop (right) and HD #20c Industrial Building (left).
- 46 of 65. View looking southeast at HD #20 E.B. and A.C. Whiting Company.
- 47 of 65. View looking northeast at HD #20a Fiber Machine Shop.
- 48 of 65. View looking northeast at HD #20b Combing and Dye House.
- 49 of 65. View looking west at rear of HD #20 E.B. and A.C. Whiting Company.
- 50 of 65. View looking north at HD #20 E.B. and A.C. Whiting Company.
- 51 of 65. View looking north/northwest at HD #21j Breakwaters.
- 52 of 65. View looking north at HD #22 Drawbridge.
- 53 of 65. View looking north at HD #22 Drawbridge, detail of raising/lower mechanisms.
- 54 of 65. View looking south into HD #1 Burlington Rail Yard, with HD #2 Warehouse on left.
- 55 of 65. View looking north along Pine Street, with HD #16 Warehouse and Office on the left and HD #14 Meunier Store/Glove Factory/Dwelling on right.
- 56 of 65. View looking southwest at HD #18 Farrell Distributors (foreground) and HD #19 Malted Cereal Company (background).

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- 57 of 65. View looking south along Pine Street, with HD #20c Fiber Machine Shop and HD #20 E.B. and A.C. Whiting Company on left, and HD #19 Malted Cereal Company on right.
- 58 of 65. View looking southeast at rear portions of HD #20 E.B. and A.C. Whiting Company.
- 59 of 65. View looking west at HD #21 Pine Street Barge Canal basin and HD #22 Drawbridge.
- 60 of 65. View looking south/southeast at HD #22 Drawbridge, with train.
- 61 of 65. View looking west/northwest at 21j Breakwaters, from HD #22 Drawbridge.
- 62 of 65. View looking south/southeast at railroad tracks between HD #9 Curtis Lumber (left) and HD #9b Lumber Shed (right).
- 63 of 65. View looking south/southeast from Roundhouse Point across sites of HD #24 Construction Barges, HD #25 *Excelsior*, and HD #21j Breakwaters (rear center).
- 64 of 65. View looking southwest at HD #21 Pine Street Barge Canal Basin.
- 65 of 65. View looking west/southwest from Roundhouse Point at portion of breached breakwater and site of HD #25 *Excelsior*.

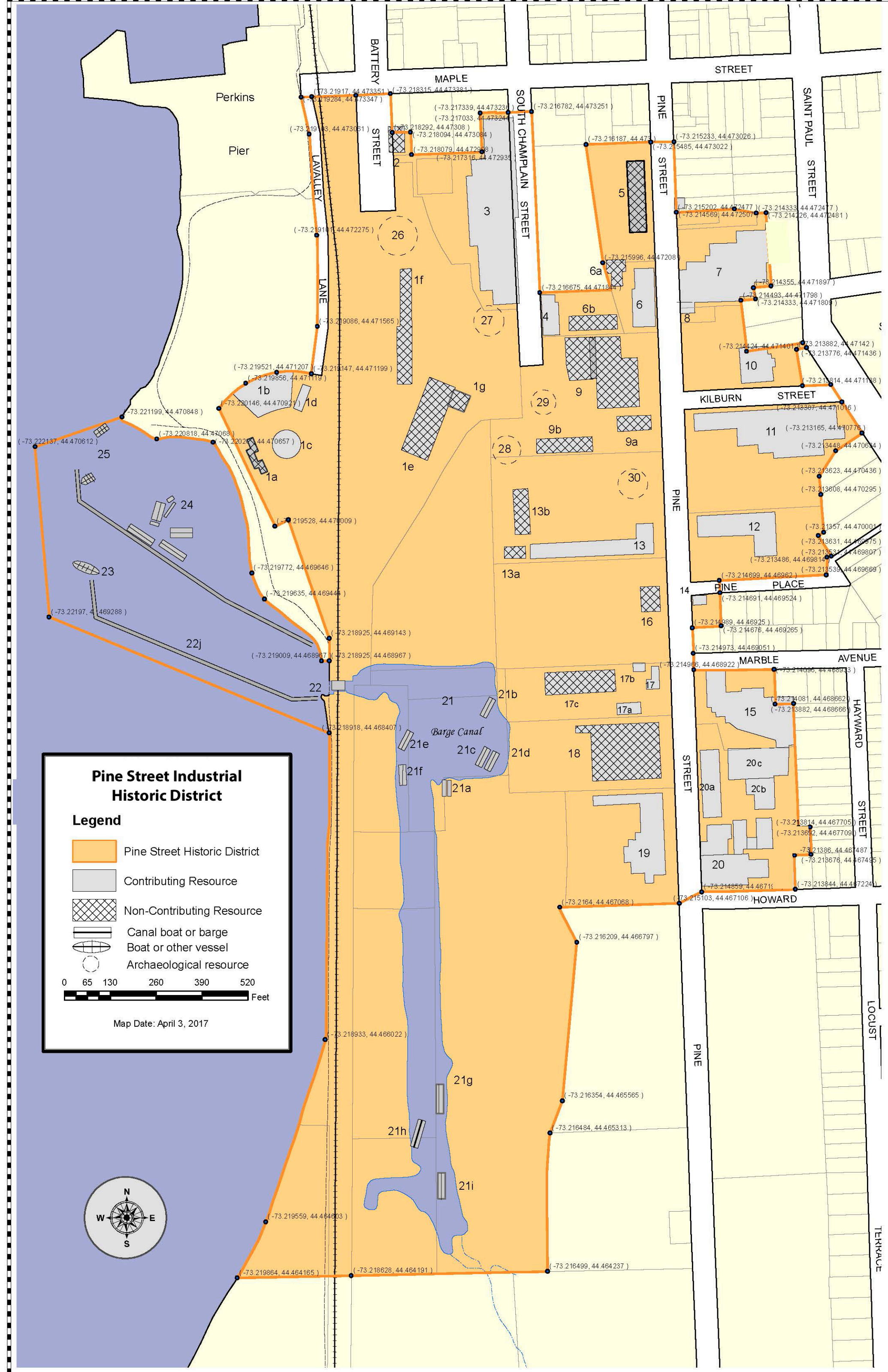
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding

Pine Street Industrial Historic District
Name of Property







Chittenden County, VT
County and State

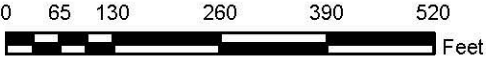
this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior,
1849 C. Street, NW, Washington, DC.



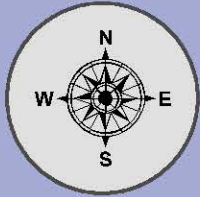
Pine Street Industrial Historic District

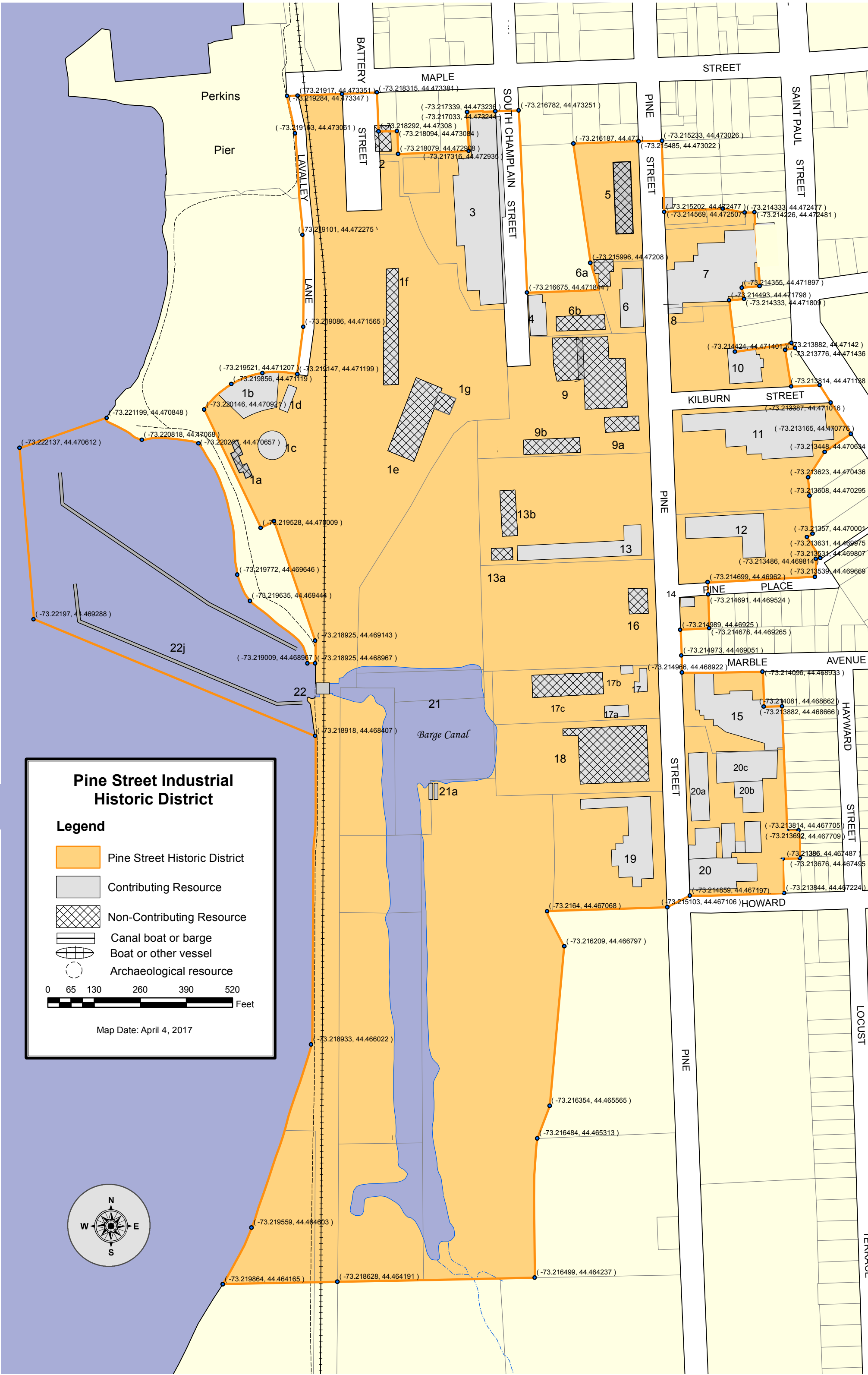
Legend

-  Pine Street Historic District
-  Contributing Resource
-  Non-Contributing Resource
-  Canal boat or barge
-  Boat or other vessel
-  Archaeological resource



Map Date: April 3, 2017





United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property _____

County and State _____

Section number _____ Page _____

Name of multiple property listing (if applicable) _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 100001751

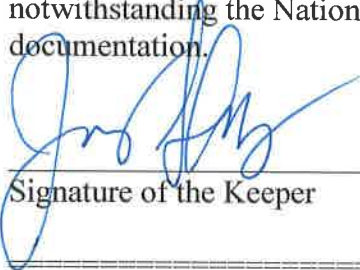
Date Listed: 10/16/2017

Property Name: Pine Street Industrial Historic District

County: Chittenden

State: VT

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

10/16/2017

Date of Action

Amended Items in Nomination:

Section 10: Lat/ Long coordinates

Pine Street Industrial Historic District
Burlington, Vermont

Lat/Long Coordinates, starting at top left corner, going clockwise:

Latitude	Longitude
44.473347	-73.219284
44.473351	-73.21917
44.473381	-73.218315
44.47308	-73.218292
44.473084	-73.218094
44.472908	-73.218079
44.472935	-73.217316
44.473236	-73.217339
44.473244	-73.217033
44.473251	-73.216782
44.471844	-73.216675
44.47208	-73.215996

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44.473026	-73.215233
44.472477	-73.215202
44.472507	-73.214569
44.472477	-73.214333
44.472481	-73.214226
44.471897	-73.214355
44.471809	-73.214333
44.471798	-73.214493
44.471401	-73.214424
44.47142	-73.213882
44.461436	-73.213776
44.471138	-73.213814
44.471016	-73.213387
44.470776	-73.213165
44.470634	-73.213448
44.470436	-73.213623
44.470295	-73.213608
44.470001	-73.21357
44.469975	-73.213631
44.469807	-73.213531
44.469814	-73.213486
44.469669	-73.213539
44.46962	-73.214699
44.469524	-73.214691
44.469265	-73.214676
44.46925	-73.214989
44.469051	-73.214973
44.468922	-73.214966
44.468933	-73.214096
44.468662	-73.214081
44.468666	-73.213882
44.467705	-73.213814
44.467709	-73.213692
44.467487	-73.21386
44.467495	-73.213676
44.467224	-73.213844
44.46719	-73.214859
44.467106	-73.215103
44.467068	-73.2164
44.466797	-73.216209
44.465565	-73.216354
44.465313	-73.216484
44.464237	-73.216499
44.464191	-73.218628
44.464165	-73.219864

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44.464603	-73.219559
44.466022	-73.218933
44.468407	-73.218918
44.469288	-73.22197
44.470612	-73.222137
44.470848	-73.221199
44.47068	-73.220818
44.470657	-73.22026
44.469646	-73.219772
44.469444	-73.219635
44.468967	-73.219009
44.468967	-73.218925
44.469143	-73.218925
44.470009	-73.219528
44.470921	-73.220146
44.471119	-73.219856
44.471207	-73.219521
44.471199	-73.219147
44.471565	-73.219086
44.472275	-73.219101
44.473061	-73.219193

The Vermont State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)