

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Lakeside Historic District (Boundary Increase)

other names/site number \_\_\_\_\_

2. Location

street & number 128 Lakeside Avenue

not for publication NA

city or town Burlington vicinity NA

state Vermont code VT county Chittenden code 007

zip code 05401

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide \_\_\_ locally. ( \_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria. ( \_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register.  
 See continuation sheet.  
 determined eligible for the National Register.  
 See continuation sheet.  
 determined not eligible for the National Register.  
 removed from the National Register  
 other (explain): \_\_\_\_\_

\_\_\_\_\_ Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

<u>1</u>	<u>1</u>	buildings
<u>2</u>	<u>          </u>	sites
<u>3</u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>          </u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register

57

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

NA

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	_____	Sub:	_____
	INDUSTRY		Manufacturing Facility
	_____		_____
	_____		_____
	_____		_____
	_____		_____
	_____		_____

Current Functions (Enter categories from instructions)

Cat:	_____	Sub:	_____
	INDUSTRY		Manufacturing Facility
	_____		_____
	_____		_____
	_____		_____
	_____		_____
	_____		_____

7. Description

Architectural Classification (Enter categories from instructions)

_____	Italianate
_____	Colonial Revival
_____	

Materials (Enter categories from instructions)

foundation	Concrete
roof	Metal
walls	Brick
	Marble
other	

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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.

\_\_\_\_\_ Property has yielded, or is likely to yield information important in prehistory or history.

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

Property is:

- \_\_\_\_\_ A owned by a religious institution or used for religious purposes.
- \_\_\_\_\_ B removed from its original location.
- \_\_\_\_\_ C a birthplace or a grave.
- \_\_\_\_\_ D a cemetery.
- \_\_\_\_\_ E a reconstructed building, object, or structure.
- \_\_\_\_\_ F a commemorative property.
- \_\_\_\_\_ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Industry

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Period of Significance

1894-1940

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Significant Dates

1899

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1917

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1937

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Significant Person (Complete if Criterion B is marked above)

NA

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Cultural Affiliation

NA

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Architect/Builder

Sheldon, F. P., architect

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Sears, C.H., builder

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Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # \_\_\_\_\_

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_\_\_

10. Geographical Data

Acreage of Property \_\_\_\_\_ Ca 12 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	666	706	3	18	840
2	18	811	709	4	18	672

\_\_\_\_\_ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jane Williamson, Historic Preservation Consultant

Organization \_\_\_\_\_ date 23 August 2010

street & number 25 Calarco Court telephone 802-658-7716

city or town Burlington state VT zip code 05401

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====  
Property Owner

=====  
(Complete this item at the request of the SHPO or FPO.)

name See continuation sheet

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

=====  
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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Lakeside Historic District (Boundary Increase), Burlington,  
Chittenden County, Vermont

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This nomination amends the Lakeside Historic District in Burlington, Vermont, which was listed in 1977. The existing Lakeside District, located south of Lakeside Avenue and bounded on the west by Lake Champlain and on the east by the railroad tracks, includes a park and fifty-seven residences that were managed by the nearby Queen City Cotton Company for its employees. This amendment adds the massive 1894 brick mill building, located further east on Lakeside Avenue, the railroad tracks, and a railroad bridge and underpass that crosses Lakeside Avenue. Adding the facility where the Lakeside residents worked adds an important missing piece and provides a complete picture of the neighborhood. One of the four resources in this amendment is noncontributing, and as a group the buildings and structures retain integrity of location, design, setting, materials, workmanship, feeling, and association.

### **58. Railroad Tracks**

The Rutland Railroad made its way up the west side of Vermont in the 1840s and reached what remains active as the main railyard on Burlington's waterfront in 1849. Two tracks skirt the Lakeside residential district on the east side and form the western boundary of the Queen City Cotton Mill property. A siding that once served the Mill is no longer visible.

### **59. Underpass and Railroad Bridge, 1909, Contributing**

The railroad tracks crossed Lakeside Avenue at grade until 1909 when this underpass was dug to prevent accidents at what had been a dangerous crossing. Workers dug down, well below original street level, to create the underpass; at the same time a bridge was raised above the road. Concrete was poured to create stepped-back retaining walls on either side. Four steel supports connected by three sets of cross-braces are embedded in the concrete in the lower wall and rise from it to help the upper retaining wall support the railroad bridge, which carries two sets of tracks across the narrow opening. A pedestrian path also crosses here, replacing a third railroad track. The Burlington City Bicycle Path is protected by a curved steel railing with uprights spaced approximately four feet apart and connected by six horizontals and an angled support. The sidewalk continues under the bridge on the north side and a metal grid stair provides access to the Path.

### **60. Queen City Cotton Mill, 128 Lakeside Avenue, 1894, Contributing**

This substantial brick factory, 302 feet by 118.5 feet, was built in 1894 and raised an additional story (to four) in 1917. A massive single-story rear ell with a sawtooth roof added in 1899 was demolished in 2001, as were a cotton storage facility added at the same time and a cloth-

inspecting room added in 1907. A counting room built in 1919 and an infill connecting it to the main block added in 1943 remain.

The main block is an eleven- by thirty-bay, four-story gable-front structure of brick set in common bond with bays separated by brick piers; it rests on a concrete foundation. A very shallow gable metal roof has eaves extending on all sides and plain, boxy metal supports below. A brick elevator shaft rises above the roof at the center of the front façade. Recessed rectangular panels are set into the brick between each window on the third floor and the one above it on the fourth. The front façade has a modern, one-story brick wing projecting from bays six through ten. This flat-roofed structure has windows on the south side and an entry with double glass and metal doors on the east side. The metal windows have two fixed panes, a tall vertical set over a square; there is one such window near the west end of the ell and a gang of five near the east end.

Windows are all metal replacements, and fenestration follows the same pattern on all but the east side: First-floor windows have large twenty-eight-light sash. Windows on the remaining floors have fixed vertical panes, those on the third and fourth floors are not as tall as those on the second. All windows have marble sills and are topped by segmental brick arches with solid panels filling the arched area above the rectangular sash. Variations in this basic pattern are noted: South – Bay eleven has been partially bricked in and has a new fixed-pane window. The second- and third-floor openings in bays six, nine, and ten have been bricked in. The fifth bay on the fourth floor has been bricked in. North façade – bays one through five on the first floor house a shed-roofed entry with pediments at either end over entry doors; openings in bays six through eleven have been bricked in. Bays five through eleven are bricked in on all remaining floors; the second and third bays are also bricked in on floors two and three. West side – bays six, twenty-nine, and thirty have been bricked in on the first floor; bays sixteen and seventeen have projecting pediments over entry doors instead of windows. A small one-story ell with a flat roof projects from bays twenty-one and twenty-two. The first and second bays on the first and second floors are occupied by the hyphen that connects to the boiler room. Bays twenty-one, twenty-nine, and thirty are bricked in on the second floor, the last bay has a small window.

The east side has two appendages; a four-story, two- by three-bay shed-roof brick tower projects at bays fifteen through seventeen. It has two windows on each floor on north and south sides and three windows per floor on the east side, all with marble sills and topped by segmental arches. Windows on the third and fourth floors of the main block north of this tower have twenty-light sash and twenty-eight-light sash on the first floor. A one-story brick ell at the northern end of the main block has openings on its north side only, two doors. Recesses under segmental brick arches on the south and east sides do not appear to have had openings.

A two-story, Colonial Revival style, flat-roofed wing of brick laid in common bond with a stepped parapet wall rests on a concrete foundation and extends east from the main block near the southern end of the east façade. Although built in two phases (1919 and 1943), the wing “reads” as one thanks to a molded wooden cornice and granite course at the sill level on the second floor, both of which encircle all three sides. The first six bays of the eleven-bay front façade have replacement windows on both floors. Bays seven through eleven have these same windows on the second floor, but they have splayed brick lintels. Pairs of replacement windows flank the central doorway on the first floor; set in segmental arched openings with keystones, they appear to be smaller than the originals as there is infill above and below the sash. The

recessed central entrance has a pedimented hood with full entablature and engaged Doric columns, paneled sidewalls, and a translucent decorative glass over the replacement door. Fenestration on the four-bay east façade is identical to that on the front. The pattern on the north façade varies; bays one through five have the same replacement sash on both floors, and a chimney rises between the fifth and sixth bays. Three windows are ganged together on the second floor and two windows and a door on the first floor fill the remaining bays.

Another set of appendages extends north and west from the northwest corner; a two-story, flat-roofed brick hyphen, whose segmental arched openings have been filled, connects to a three-story, flat-roofed brick boiler room. A tall brick smokestack with a flared top rises on its west side. There are no openings on the north side. North of the chimney on the west side are three vertical openings on the second floor. The first has been filled in, the second has twenty/eight replacement sash, and the third is filled with a louvered vent. The five bays south of the chimney have windows in one, two, four, and five on the third floor and all but the fifth have been bricked in. Second-floor windows are in the same positions, but all have replacement sash. One window centered in this wall on the first floor has been bricked in. The south façade of the boiler room has three six-light sash on the third floor, one tall nine/nine double hung window on the second floor, and a modern metal entry door on the first floor. All windows in this wing have brick segmental arches and marble sills. Both sections have molded cornices

#### **60a. Warehouse, ca 1975, Noncontributing due to age**

A large, double height building with a shallow gable roof rests on a concrete foundation at the north end of the parking lot. It has two sections, the southern one slightly wider than the northern and clad in textured metal panels. The rear section is clad in typical metal sheathing with vertical ridges. Both have single-pane windows in the second floor, square in the front section and narrow vertical rectangles in the rear. The south wall has a vehicle entry with an overhead garage door flanked by pairs of windows, then four more of the same windows. The east wall has a double glass entry door in the front section and four windows on the second floor. The rear section has two more doors and a vehicle entry, all with hoods supported by brackets, and ten windows on the second story. The north façade has four windows over a double metal entry door on the east end, two more metal doors, a vehicle entry with garage door, and another metal door on the west end. The west side has no openings.

United States Department of the Interior  
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## National Register of Historic Places Continuation Sheet

Section number 8 Page 1 Lakeside Historic District (Boundary Increase), Burlington,  
Chittenden County, Vermont

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The Lakeside Historic District, originally listed in 1977, included the residential neighborhood developed by the Queen City Cotton Company to house its workers – the only such company-owned and managed worker housing in Burlington, Vermont. By leaving out the mill buildings where Queen City employees worked, the nomination left out half the story. This amendment adds the mill and provides the history of the Queen City Cotton Company set in the context of Burlington industry in the late nineteenth century and first decades of the twentieth. Like the original district, this amendment is being nominated under Criterion A for local significance.

Lumber was the predominant industry in Burlington at the end of the nineteenth century, and textile milling – wool and cotton – was second.<sup>1</sup> Both had long histories in the region, with the textile mills historically located at the source of waterpower – the falls on the Winooski River, which marked the boundary between Burlington and the neighboring town of Colchester. That changed in the era of steam. Proximity to transportation – the railroad – would now determine the location of new industrial development.

The depression of 1873 had a devastating impact in Burlington, but industry began to recover during the 1880s and losses were recouped. The Burlington Cotton Mill, for example, was forced into bankruptcy during the depression and purchased by J. H. Gates in 1880. He closed his furniture manufacturing business and moved the Cotton Mill from its historic location at Winooski Falls to his now-empty factory on Pine Street. Built to operate on steam power and served by a railroad siding, the facility provided work for 350 hands by 1890.<sup>2</sup>

Some of the recovery of the 1880s can be credited to the efforts of the Burlington Board of Trade. Established in 1886, it was originally chartered to revive the Canadian trade via Lake Champlain, but it had more success bringing factories to Burlington. The Queen City Cotton Mill was its greatest catch. Members noted at an 1892 Board of Trade meeting that Burlington offered freight rates twenty-two cents lower than those out of Boston and wages that were 30 percent less. These were key selling points for Board members who went out to pitch Burlington to potential developers.<sup>3</sup>

George Draper and Sons of Hopedale, Massachusetts was the largest manufacturer of textile machinery in the world and supplied virtually all such machines in the United States by the turn of the century.<sup>4</sup> Draper's engineering staff had worked for six years trying to increase the efficiency of the old standard Cartwright loom, which was originally introduced in 1786 and had seen no improvement in fifty years. Finally, in 1889 James Northrup developed a new

mechanism that changed and threaded bobbins automatically. The new machine replaced full bobbins from a magazine containing ten empties and had a “charging and filling” device that eliminated manual threading. Now, one weaver could tend up to twenty-four looms at once – three times as many as before. The Northrup loom would revolutionize the weaving industry, and Draper wanted to showcase it in a new plant not too far from the Massachusetts home office and was looking for a location with low wages and favorable freight rates. He found both in Burlington.<sup>5</sup>

The Board of Trade sent Frederick C. Kennedy, the experienced and successful manager of a woolen mill in nearby Colchester, and banker Charles P. Smith to investigate Draper and Sons. They returned with a positive report, and in May 1894 the Burlington City Council offered a five-year tax exemption if Draper would invest at least \$300,000 and employ at least 200 hands within a year. Draper agreed, recruiting a group of Burlington businessmen to form the Queen City Cotton Company and invest in the new factory – a model plant that would demonstrate the superiority of the new machine. Draper was good on his word and started the new facility with a capital investment of \$400,000.<sup>6</sup>

Draper settled on a tract of land on Lakeside Avenue (not yet named) in May 1894, chosen for its proximity to the Rutland Railroad tracks. Soon, a siding would be run to bring supplies to the mill and ship finished products out. He engaged architect F. P. Sheldon of Providence, Rhode Island, to design the factory and C. H. Sears of Fall River, Massachusetts to build it. The massive three-story brick building (#60) housed 792 looms and 25,960 spindles that produced cheesecloth, broadcloth, sateens, and twills for the Boston and New York markets. Raw cotton was processed and spun on the first floor; the second floor was devoted to weaving – and the new looms – and the third floor to spinning.

Draper and Sons showcased the new facility for stockholders, city officials, and the press in January 1895. The huge 800 horsepower engine (made by the Corliss Steam Engine Company of Providence, RI) was started up and run at full speed as “those present gave vent to their feelings of satisfaction and pleasure in applause and cheers.” The whistle blew, and the dignitaries filed into the main building.<sup>7</sup> The mill was in full operation a few short months later (May 1895) and experienced its first strike six weeks after that. Weavers objected to a speed-up, but a threat of replacements from Massachusetts brought them back to work. Sixty new looms were added in 1896, and the workforce grew to 300. Weavers and card room workers struck again in 1898 when Draper cut the piece rate. Management blamed competition, and Burlington’s mayor talked the strikers back to work.<sup>8</sup>

The Northrup loom gave Queen City a competitive edge, and business increased steadily. A boost from a five-year tax exemption in 1899 allowed Draper to add on. Calling on the team of Sheldon and Sears once again, he added a huge one-story space with a distinctive “sawtooth” roof north of the main mill; it was considered the largest single room in Vermont at the time. Weaving moved into the addition, and spinning frames took over the second floor. Now housing more than a thousand looms, Queen City Cotton employed 600 hands and was the largest taxpayer in Burlington. A new cloth room was added in 1907, a fourth floor was added to the main mill for more spinning capacity in 1917, and a new counting room was built in 1919.<sup>9</sup>

The company also went into the housing business in 1899, purchasing fifty lots on the south side of Lakeside Avenue between the railroad tracks and Lake Champlain. The first of twenty-six duplexes were ready for occupancy by November, making Lakeside the only company-owned housing development in Burlington. Queen City provided maintenance for both houses and streets and offered a nursery, medical services, and recreational facilities as well. At its height Lakeside housed more than 135 families, all of whom worked at the mill.

A serious neighborhood hazard was corrected in 1909, making life safe for Queen City workers. The railroad tracks, heading north to Burlington's main railyard, crossed Lakeside Avenue between the residential neighborhood and the mill. Hundreds of workers crossed the tracks four times a day, morning and evening and also going home at noon – just as the Rutland Express passed by. The dangerous grade crossing took a number of lives over the years, including at least one child. Lakeside's Alderman B. J. A. Bombard testified to the danger at a hearing called in 1908 to consider construction of an underpass (#59). The crossing was rebuilt the next year when the underpass was dug and the bridge erected to carry the tracks overhead.<sup>10</sup>

War prosperity and labor shortages raised wages and expectations in the 1920s, a period when owners and workers were both proud of their little community. The Lakeside residential development included a park, a company store and two grocery stores, a nursery school, baseball diamond, and community club in addition to housing. The company band played weekly concerts throughout the summer. It was a nearly self-sufficient community that offered Queen City workers a “suburban” lifestyle with access to city center by trolley.

But competition from southern mills began to erode Queen City's fortunes by 1925, although that wouldn't be apparent for several years. Southern competition imperiled textile operations throughout the region; the Chase Mill, for example, was forced to close its operations at the Winooski Falls and on Pine Street in 1927.<sup>11</sup> The Queen City Mill invested \$300,000 in new machines in order to change production from sateen and twill to cotton yarn in response to competition, but that barely kept the spindles turning. The labor force was declining and making less money – wages fell by more than a quarter from 1929, the year of the stock market crash, to 1939. The Great Depression affected more than just the Queen City Cotton Mill, of course. The number of wage earners, their wages, and the value of what they produced all declined citywide during these years.<sup>12</sup>

The Depression of the 1930s brought more than economic woes to the Queen City Cotton Mill. The National Industrial Recovery Act, passed in June 1933 as part of the New Deal, guaranteed workers the right to collective bargaining and helped spur union organizing drives in many sectors. A textile industry organizer came to Burlington in 1934 and that June the Queen City workers went out on their longest – and last – strike.

The mill never fully recovered from this last strike, and the prospect of moving the operation south looked more and more promising. In the end, Queen City's owners took a more drastic measure. The company posted more than \$100,000 worth of real estate for sale in the spring of 1937, including both residences and the mill buildings, as it gave up on restoring profitability and its relationship with workers. The company dissolved in 1940, bringing this once-rosy story of a paternalistic employer and its workforce, the mill and the community to a close.

The Queen City Cotton Company was gone, but its buildings remained. E.B. and A.C. Whiting purchased the manufacturing plant in 1941. Whiting leased the mill to Bell Aircraft Corporation for its ordinance division in 1943, and Bell purchased it three years later. General Electric bought out Bell in 1947. The historic ancillary buildings are now gone, but the main mill continues to serve a number of different companies and functions.<sup>13</sup>

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<sup>1</sup> Joseph Amrhein, *Burlington, Vermont: The Economic History of a Northern City* (PhD Thesis, New York University School of Business Administration, 1958), 231.

<sup>2</sup> Amrhein, *Burlington*, 241.

<sup>3</sup> Amrhein, *Burlington*, 213.

<sup>4</sup> Amrhein, *Burlington*, 215.

<sup>5</sup> T. D. Seymour Bassett "The Lakeside Story, 1894-1948: Unplanned Growth and Change," *Chittenden County Historical Society Bulletin* 7 (May 1972):2.

<sup>6</sup> Amrhein, *Burlington*, 243; Bassett, *Lakeside*, 2.

<sup>7</sup> "Starting an Engine," *Burlington Free Press*, January 31, 1895.

<sup>8</sup> Amrhein, *Burlington, Vermont*, 243; Bassett, "Lakeside," 3; David J. Blow, *Historic Guide to Burlington Neighborhoods*, Volume I (Burlington: Chittenden County Historical Society, 1991): 86-87.

<sup>9</sup> T. D. Seymour Bassett, "The Lakeside Story, Part II," *Chittenden County Historical Society Bulletin* 7 (July 1972):2; Blow, *Historic Guide*, 86-87.

<sup>10</sup> Bassett, "Lakeside II, 2; Blow, *Historic Guide*, 86-87; Melissa Cook, "The Cotton Mill Ghost," *Chittenden County Historical Society Bulletin* 29 (Fall 1995).

<sup>11</sup> Amrhein, *Burlington*, 270; Bassett, "Lakeside II," 3.

<sup>12</sup> Amrhein, *Burlington*, 266-67.

<sup>13</sup> Bassett, "Lakeside II," 3; Blow, *Historic Guide*, 86-87.

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## National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Lakeside Historic District (Boundary Increase)  
Burlington, Chittenden County, Vermont

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This nomination amends the Lakeside Historic District in Burlington, Vermont, which was listed in 1977. The existing Lakeside District, located south of Lakeside Avenue and bounded on the west by Lake Champlain and on the east by the railroad tracks, includes a park and fifty-seven residences that were managed by the nearby Queen City Cotton Company for its employees. This amendment adds the massive 1894 brick mill building, located further east on Lakeside Avenue, the railroad tracks, and a railroad bridge and underpass that crosses Lakeside Avenue. Adding the facility where the Lakeside residents worked adds an important missing piece and provides a complete picture of the neighborhood. One of the four resources in this amendment is noncontributing, and as a group the buildings and structures retain integrity of location, design, setting, materials, workmanship, feeling, and association.

### **58. Railroad Tracks, Contributing**

The Rutland Railroad made its way up the west side of Vermont in the 1840s and reached what remains active as the main railyard on Burlington's waterfront in 1849. These tracks are used daily by the Vermont Railway freight cars. Two tracks skirt the Lakeside residential district on the east side and follow the western boundary of the Queen City Cotton Mill property. A siding that once served the Mill is no longer visible.

### **59. Underpass and Railroad Bridge, 1909, Contributing**

The railroad tracks crossed Lakeside Avenue at grade until 1909 when this underpass was dug to prevent accidents at what had been a dangerous crossing. Workers dug down, well below the original street level, to create the underpass; at the same time a bridge was raised above the road. Concrete was poured to create stepped-back retaining walls on either side. Four steel supports connected by three sets of cross-braces are embedded in the concrete in the lower wall and rise from it to help the upper retaining wall support the iron deck of the railroad bridge, which carries two sets of railroad tracks and the Burlington City Bicycle Path across the narrow opening. The bike path replaces a third railroad track and is protected by a curved steel railing on either side; the railing has uprights spaced approximately four feet apart and connected by six horizontals and an angled support. The sidewalk continues under the bridge on the north side and a metal grid stair provides access to the path.

### **60. Queen City Cotton Mill, 128 Lakeside Avenue, 1894, Contributing**

This substantial brick factory, 302 feet by 118.5 feet, was built in 1894 and raised an additional story (to four) in 1917. A massive single-story rear ell with a sawtooth roof added in 1899 was demolished in 2001, as were a cotton storage facility added at the same time and a cloth-

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## National Register of Historic Places Continuation Sheet

Section number 7 Page 2 Lakeside Historic District (Boundary Increase)  
Burlington, Chittenden County, Vermont

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inspecting room added in 1907. A counting room built in 1919 and an infill connecting it to the main block added in 1943 remain.

The main block is an eleven- by thirty-bay, four-story gable-front structure of brick set in common bond with bays separated by brick piers; it rests on a concrete foundation. A very shallow gable metal roof has eaves extending on all sides and plain, boxy metal supports below. A brick elevator shaft rises above the roof at the center of the front façade. Recessed rectangular panels are set into the brick between each window on the third floor and the one above it on the fourth. The front façade has a modern, one-story brick wing projecting from bays six through ten. This flat-roofed structure has windows on the south side and an entry with double glass and metal doors on the east side. The metal windows have two fixed panes, a tall vertical set over a square; there is one such window near the west end of the ell and a gang of five near the east end.

Windows are all metal replacements, and fenestration follows the same pattern on all but the east side: First-floor windows have large twenty-eight-light sash. Windows on the remaining floors have fixed vertical panes, those on the third and fourth floors are not as tall as those on the second. All windows have marble sills and are topped by segmental brick arches with solid panels filling the arched area above the rectangular sash. Variations in this basic pattern are noted: South – Bay eleven has been partially bricked in and has a new fixed-pane window. The second- and third-floor openings in bays six, nine, and ten have been bricked in. The fifth bay on the fourth floor has been bricked in. North façade – bays one through five on the first floor house a shed-roofed entry with pediments at either end over entry doors; openings in bays six through eleven have been bricked in. Bays five through eleven are bricked in on all remaining floors; the second and third bays are also bricked in on floors two and three. West side – bays six, twenty-nine, and thirty have been bricked in on the first floor; bays sixteen and seventeen have projecting pediments over entry doors instead of windows. A small one-story ell with a flat roof projects from bays twenty-one and twenty-two. The first and second bays on the first and second floors are occupied by the hyphen that connects to the boiler room. Bays twenty-one, twenty-nine, and thirty are bricked in on the second floor, the last bay has a small window.

The east side has two appendages; a four-story, two- by three-bay shed-roof brick tower projects at bays fifteen through seventeen. It has two windows on each floor on north and south sides and three windows per floor on the east side, all with marble sills and topped by segmental arches. Windows on the third and fourth floors of the main block north of this tower have twenty-light sash and twenty-eight-light sash on the first floor. A one-story brick ell at the northern end of the

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main block has openings on its north side only, two doors. Recesses under segmental brick arches on the south and east sides do not appear to have had openings.

A two-story, Colonial Revival style, flat-roofed wing of brick laid in common bond with a stepped parapet wall rests on a concrete foundation and extends east from the main block near the southern end of the east façade. Although built in two phases (1919 and 1943), the wing “reads” as one thanks to a molded wooden cornice and granite course at the sill level on the second floor, both of which encircle all three sides. The first six bays of the eleven-bay front façade have replacement windows on both floors. Bays seven through eleven have these same windows on the second floor, but they have splayed brick lintels. Pairs of replacement windows flank the central doorway on the first floor; set in segmental arched openings with keystones, they appear to be smaller than the originals as there is infill above and below the sash. The recessed central entrance has a pedimented hood with full entablature and engaged Doric columns, paneled sidewalls, and a translucent decorative glass over the replacement door. Fenestration on the four-bay east façade is identical to that on the front. The pattern on the north façade varies; bays one through five have the same replacement sash on both floors, and a chimney rises between the fifth and sixth bays. Three windows are ganged together on the second floor and two windows and a door on the first floor fill the remaining bays.

Another set of appendages extends north and west from the northwest corner; a two-story, flat-roofed brick hyphen, whose segmental arched openings have been filled, connects to a three-story, flat-roofed brick boiler room. A tall brick smokestack with a flared top rises on its west side. There are no openings on the north side. North of the chimney on the west side are three vertical openings on the second floor. The first has been filled in, the second has twenty/eight replacement sash, and the third is filled with a louvered vent. The five bays south of the chimney have windows in one, two, four, and five on the third floor and all but the fifth have been bricked in. Second-floor windows are in the same positions, but all have replacement sash. One window centered in this wall on the first floor has been bricked in. The south façade of the boiler room has three six-light sash on the third floor, one tall nine/nine double hung window on the second floor, and a modern metal entry door on the first floor. All windows in this wing have brick segmental arches and marble sills. Both sections have molded cornices

### **60a. Warehouse, ca 1975, Noncontributing due to age**

A large, double height building with a shallow gable roof rests on a concrete foundation at the

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north end of the parking lot. It has two sections, the southern one slightly wider than the northern and clad in textured metal panels. The rear section is clad in typical metal sheathing with vertical ridges. Both have single-pane windows in the second floor, square in the front section and narrow vertical rectangles in the rear. The south wall has a vehicle entry with an overhead garage door flanked by pairs of windows, then four more of the same windows. The east wall has a double glass entry door in the front section and four windows on the second floor, The rear section has two more doors and a vehicle entry, all with hoods supported by brackets, and ten windows on the second story. The north façade has four windows over a double metal entry door on the east end, two more metal doors, a vehicle entry with garage door, and another metal door on the west end. The west side has no openings.

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The Lakeside Historic District, originally listed in 1977, included the residential neighborhood developed by the Queen City Cotton Company to house its workers – the only such company-owned and managed worker housing in Burlington, Vermont. By leaving out the mill buildings where Queen City employees worked, the nomination left out half the story. This amendment adds the mill and provides the history of the Queen City Cotton Company set in the context of Burlington industry in the late nineteenth century and first decades of the twentieth. Like the original district, this amendment is being nominated under Criterion A for local significance.

Lumber was the predominant industry in Burlington at the end of the nineteenth century, and textile milling – wool and cotton – was second.<sup>1</sup> Both had long histories in the region, with the textile mills historically located at the source of waterpower – the falls on the Winooski River, which marked the boundary between Burlington and the neighboring town of Colchester. That changed with the arrival of the steam era. Proximity to transportation – the railroad – would now determine the location of new industrial development.

Textile production was one of several early industries developed at the Winooski Falls, the most important source of waterpower in Burlington and the surrounding area. From early settlement until the 1820s, most textile production remained in the home; that began to change, however, when wool carding and then fulling mills opened at the falls. In addition to significant waterpower, the site offered cheap transportation via Lake Champlain, a relatively skilled labor force, and immediate local demand for the product.<sup>2</sup>

Textile mills here were based on locally produced wool and “boomed” in the 1830s. The Winooski Manufacturing Company was chartered in 1833, but never got off the ground, followed by the Burlington Woolen Mill in 1835. This establishment dominated textile production at the Winooski Falls for decades, enduring several cycles of near collapse caused by changing tariffs and national economic turmoil, but always followed by rescue and revival. The Winooski Mill Company was incorporated in 1845 to process cotton and was a small operation even by Vermont standards; the Colchester Cotton Mill, organized as a subdivision of Burlington Woolen in 1880, operated 10,000 spindles. The textile labor force at the Falls doubled between 1850 and 1900, when there were four substantial brick mill buildings.<sup>3</sup>

The depression of 1873 had an adverse impact in Burlington as it did nationwide, but industry began to recover during the 1880s and losses were gradually recouped. The Burlington Cotton

Mill, for example, was forced into bankruptcy during the depression and purchased by J. H. Gates

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in 1880. He closed his furniture manufacturing business and moved the Cotton Mill from its historic location at Winooski Falls to his now-empty furniture factory on Pine Street. Built to operate on steam power and served by a railroad siding, the facility provided work for 350 hands by 1890.<sup>4</sup>

Some of the recovery of the 1880s can be credited to the efforts of the Burlington Board of Trade. Established in 1886, it was originally chartered to revive the Canadian trade via Lake Champlain, but it had more success bringing factories to Burlington. The Queen City Cotton Mill was its greatest catch. Members noted at an 1892 Board of Trade meeting that Burlington offered freight rates twenty-two cents lower than those out of Boston, and wages that were 30 percent less. These were key selling points for Board members who went out to pitch Burlington to potential developers.<sup>5</sup>

George Draper and Sons of Hopedale, Massachusetts was the largest manufacturer of textile machinery in the world and supplied virtually all such machines in the United States by the turn of the century.<sup>6</sup> Draper's engineering staff had worked for six years trying to increase the efficiency of the old standard Cartwright loom, which was originally introduced in 1786 and had seen no improvement in fifty years. Finally, in 1889 James Northrup developed a new mechanism that changed and threaded bobbins automatically. The new machine replaced full bobbins from a magazine containing ten empties and had a "charging and filling" device that eliminated manual threading. Now, one weaver could tend up to twenty-four looms at once – three times as many as before. The Northrup loom would revolutionize the weaving industry, and Draper wanted to showcase it in a new plant not too far from the Massachusetts home office and was looking for a location with low wages and favorable freight rates. He found both in Burlington.<sup>7</sup>

The Board of Trade sent Frederick C. Kennedy, the Burlington Woolen Mill's highly experienced and successful long-time manager, and banker Charles P. Smith to investigate Draper and Sons. They returned with a positive report, and in May 1894 the Burlington City Council offered a five-year tax exemption if Draper would invest at least \$300,000 and employ at least 200 hands within a year. Draper agreed, recruiting a group of Burlington businessmen to form the Queen City Cotton Company and invest in the new factory – a model plant that would

demonstrate the superiority of the new machine. Draper was good on his word and started the new facility with a capital investment of \$400,000.<sup>8</sup>

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Draper settled on a tract of land on Lakeside Avenue (not yet named) in May 1894, chosen for its proximity to the Rutland Railroad tracks. Soon, a siding would be run to bring supplies to the mill and ship finished products out. He engaged architect F. P. Sheldon of Providence, Rhode Island, to design the factory and C. H. Sears of Fall River, Massachusetts to build it. The massive three-story brick building (#60) housed 792 looms and 25,960 spindles that produced cheesecloth, broadcloth, sateens, and twills for the Boston and New York markets. Raw cotton was processed and spun on the first floor; the second floor was devoted to weaving – and the new looms – and the third floor to spinning.

Draper and Sons showcased the new facility for stockholders, city officials, and the press in January 1895. The huge 800-horsepower engine (made by the Corliss Steam Engine Company of Providence, Rhode Island) was started up and run at full speed as “those present gave vent to their feelings of satisfaction and pleasure in applause and cheers.” The whistle blew, and the dignitaries filed into the main building.<sup>9</sup> The mill was in full operation a few short months later (May 1895) and experienced its first strike six weeks after that. Weavers objected to a speed-up, but a threat of replacements from Massachusetts brought them back to work. Sixty new looms were added in 1896, and the workforce grew to 300. Weavers and card room workers struck again in 1898 when Draper cut the piece rate. Management blamed competition, and Burlington’s mayor talked the strikers back to work.<sup>10</sup>

The Northrup loom gave Queen City a competitive edge, and business increased steadily. A boost from a five-year tax exemption in 1899 allowed Draper to add on. Calling on the team of Sheldon and Sears once again, he added a huge one-story space with a distinctive “sawtooth” roof north of the main mill; it was considered the largest single room in Vermont at the time. Weaving moved into the addition, and spinning frames took over the second floor. Now housing more than a thousand looms, Queen City Cotton employed 600 hands and was the largest taxpayer in Burlington. A new cloth room was added in 1907, a fourth floor was added to the main mill for more spinning capacity in 1917, and a new counting room was built in 1919.<sup>11</sup>

The company also went into the housing business in 1899, purchasing fifty lots on the south side of Lakeside Avenue between the railroad tracks and Lake Champlain. The first of twenty-six

duplexes were ready for occupancy by November, making Lakeside the only company-owned housing development in Burlington. Queen City provided maintenance for both houses and streets and offered a nursery, medical services, and recreational facilities as well. At its height Lakeside housed more than 135 families, all of whom worked at the mill.

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A serious neighborhood hazard was corrected in 1909, making life safe for Queen City workers. The railroad tracks, heading north to Burlington's main railyard, crossed Lakeside Avenue between the residential neighborhood and the mill. Hundreds of workers crossed the tracks four times a day, morning and evening and also going home at noon – just as the Rutland Express passed by. The dangerous grade crossing took a number of lives over the years, including at least one child. Lakeside's Alderman B. J. A. Bombard testified to the danger at a hearing called in 1908 to consider construction of an underpass (#59). The crossing was rebuilt the next year when the underpass was dug and the bridge erected to carry the tracks overhead.<sup>12</sup>

War prosperity and labor shortages raised wages and expectations in the 1920s, a period when owners and workers were both proud of their little community. The Lakeside residential development included a park, a company store and two grocery stores, a nursery school, baseball diamond, and community club in addition to housing. The company band played weekly concerts throughout the summer. It was a nearly self-sufficient community that offered Queen City workers a "suburban" lifestyle with access to city center by trolley.

But competition from southern mills began to erode Queen City's fortunes by 1925, although that wouldn't be apparent for several years. Southern competition imperiled textile operations throughout the region; the Chase Mill, for example, was forced to close its operations at the Winooski Falls and on Pine Street in 1927.<sup>13</sup> The Queen City Mill invested \$300,000 in new machines in order to change production from sateen and twill to cotton yarn in response to competition, but that barely kept the spindles turning. The labor force was declining and making less money – wages fell by more than a quarter from 1929, the year of the stock market crash, to 1939. The Great Depression affected more than just the Queen City Cotton Mill, of course. The number of wage earners, their wages, and the value of what they produced all declined citywide during these years.<sup>14</sup>

The Depression of the 1930s brought more than economic woes to the Queen City Cotton Mill. The National Industrial Recovery Act, passed in June 1933 as part of the New Deal, guaranteed workers the right to collective bargaining and helped spur union organizing drives in many

sectors. A textile industry organizer came to Burlington in 1934 and that June the Queen City workers went out on their longest – and last – strike.

The mill never fully recovered from this last strike, and the prospect of moving the operation south looked more and more promising. In the end, Queen City’s owners took a more drastic

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measure. The company posted more than \$100,000 worth of real estate for sale in the spring of 1937, including both residences and the mill buildings, as it gave up on restoring profitability and its relationship with workers. The company dissolved in 1940, bringing this once-rosy story of a paternalistic employer and its workforce, the mill and the community to a close.

The Queen City Cotton Company was gone, but its buildings remained. E.B. and A.C. Whiting purchased the manufacturing plant in 1941. Whiting leased the mill to Bell Aircraft Corporation for its ordinance division in 1943, and Bell purchased it three years later. General Electric bought out Bell in 1947. The historic ancillary buildings are now gone, but the main mill continues to serve a number of different companies and functions.<sup>15</sup>

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<sup>1</sup> Joseph Amrhein, *Burlington, Vermont: The Economic History of a Northern City* (PhD Thesis, New York University School of Business Administration, 1958), 231.

<sup>2</sup> Amrhein, *Burlington*, 190-194

<sup>3</sup> Vincent Edward Feeney, *The Great Falls on the Onion River: A History of Winooski, Vermont* (Winooski Historical Society, 2002), 37, 81, 104; Amrhein, *Burlington*, 188-199.

<sup>4</sup> Amrhein, *Burlington*, 241.

<sup>5</sup> Amrhein, *Burlington*, 213.

<sup>6</sup> Amrhein, *Burlington*, 215.

<sup>7</sup> T. D. Seymour Bassett “The Lakeside Story, 1894-1948: Unplanned Growth and Change,” *Chittenden County Historical Society Bulletin* 7 (May 1972):2.

<sup>8</sup> Amrhein, *Burlington*, 243; Bassett, *Lakeside*, 2.

<sup>9</sup> “Starting an Engine,” *Burlington Free Press*, January 31, 1895.

<sup>10</sup> Amrhein, *Burlington, Vermont*, 243; Bassett, “Lakeside,” 3; David J. Blow, *Historic Guide to Burlington Neighborhoods*, Volume I (Burlington: Chittenden County Historical Society, 1991): 86-87.

<sup>11</sup> T. D. Seymour Bassett, “The Lakeside Story, Part II,” *Chittenden County Historical Society Bulletin* 7 (July 1972):2; Blow, *Historic Guide*, 86-87.

<sup>12</sup> Bassett, “Lakeside II, 2; Blow, *Historic Guide*, 86-87; Melissa Cook, “The Cotton Mill Ghost,” *Chittenden County Historical Society Bulletin* 29 (Fall 1995).

<sup>13</sup> Amrhein, *Burlington*, 270; Bassett, “Lakeside II,” 3.

<sup>14</sup> Amrhein, *Burlington*, 266-67.

<sup>15</sup> Bassett, “Lakeside II,” 3; Blow, *Historic Guide*, 86-87.

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### Maps

*Burlington, Vermont* (New York, NY: Sanborn Fire Insurance Maps) – 1900, 1912, 1926/1938, 1942/1960.

City of Burlington, Vermont, Tax Parcels and Lot Numbers, Map 53-2.

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### *Boundary Description*

This boundary adjustment to the Lakeside Historic District in Burlington, Vermont adds the Queen City Cotton Mill building associated with the existing residential area listed in 1977. Beginning at point A on the original district map, the north-south boundary continues north, crosses Lakeside Avenue, and follows the west side of the railroad tracks 647.56 feet from the street to the northern property line of 128 Lakeside Avenue at point K on the amended district map. The railroad right of way (and northern boundary of the District) jogs approximately 20 feet west at 251.56 feet from the street. At point K the boundary turns to run east 458.48 feet along the property line to point L, where it turns and proceeds south, following the property line 678.69 feet back to the north side of Lakeside Avenue at point M. Here it turns to follow the northern edge of Lakeside Avenue 534.63 feet west back to the railroad tracks and underpass at point N. It then runs south along the east side of the railroad right of way 950.5 feet from the street to point O, where it crosses the tracks to point B on the original map and completes the adjustment to the boundary.

### *Boundary Justification*

The purpose of this boundary adjustment is to add the Queen City Cotton Mill building to the already listed residential neighborhood where many of its employees lived. The two are joined at northeast corner of the residential area and southwest corner of the Mill property by the railroad track bridge and underpass.

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*Photograph List*

All photographs were taken in Burlington, Vermont by Jane Williamson. Negatives are on file at the Division for Historic Preservation in Montpelier, Vermont.

<u>Photo No.</u>	<u>Date</u>	<u>Description of View &amp; Direction</u>
1 of 4	2/20/2010	Looking east down Lakeside Avenue; existing historic district on the right and the Queen City Cotton Mill building (#60) in the distance on the left.
2 of 4	11/2009	Looking east on Lakeside Avenue; railroad bridge and underpass (#59), center, with the edge of existing historic district on the right and Queen City Cotton Mill building (#60) at left.
3 of 4	11/2009	Looking west and north at Queen City Cotton Mill (#60)
4 of 4	11/2009	Looking north at boiler room and west façade of Queen City Cotton Mill building (#60)

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## Property Owners

<u>HD #</u>	<u>Owner</u>	<u>Address</u>
58	Vermont Railway	1 Railway Lane, Burlington, VT 05401
59	Vermont Railway	1 Railway Lane, Burlington, VT 05401
60-a	Fortieth Burlington, LLC	67 Lewiston Road, Grosse Pointe Farms, MI 48236



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