

Union Station, White River Junction, Vermont
Plans, 1935-1938
Plans Size A

Introduction

The collection consists of approximately 50 blueprint architectural plans for the construction of the Union Station in White River Junction, Vermont. They came to the Vermont Historical Society via Mr. Frank J. Barrett, Jr. of White River, Vt. Mr. Barrett, who owns his own architectural firm in White River Junction, obtained the prints from a previous owner of the building.

Institutional History

The current railroad station at White River Junction sits in a triangular area between railroad tracks and was built after the previous station burned down in 1911. The station served the Central Vermont and the Boston and Maine Railroad, each railroad having its own passenger platform. Because of disputes between Central Vermont and the Boston and Maine Railroad, a new station wasn't built until 1937.

The station was designed by engineers and architects of the Central Vermont Railway, the Boston & Maine Railroad, and the Railway Express Agency, in the Georgian Revival neoclassical style. Jens Frederick Larson of Hanover, New Hampshire, was a consulting architect. The building façade is made of brick and the doors are surrounded by entablatures and pediments. The gable roof has an elaborate cornice, and the standing seam copper roof is topped with an octagonal cupola with more copper roofing. At the building's center, is a 2-1/2 storey main area, a one storey wing is on each side of the center, and a freight warehouse is located at the north end. Inside the building, there was a waiting area and lunch counter. Union Station currently serves as a stopping point for many freight trains, as well as Amtrak's "Vermonteer."

Scope and Content

Union Station at White River Junction, Vermont, was finished at the end of 1937. The construction took place as a two-part project, one builder built the actual train station, the other builder built the Express Room. The builders used two different sets of drawings although only one note on the Express Room plans indicates the existence of a separate railroad contract. The note can be found on the plans at a party wall, a term indicating more than one party had ownership in that particular wall. Outside architectural details remained the same in both projects, the main differences can be found inside the structure.

The plans came from two different sources: the railroad plans came from the Office of the Chief Engineer, and the Express Agency plans came from R. W. Thompson, Superintendent of Buildings, Railway Express Agency, New York, New York.

This collection is arranged with the two sources in mind. Folder 1 contains the main sets of plans from each source and Folder 2 has the miscellaneous detail sheet for each source. The

railroad set of plans not only contains the normal design details in architecture, electrical, plumbing, and other drawings, but also has site and civil engineering plans. The Express Agency set has similar architectural and building plans, but completely ignores almost everything outside the area of the building they will occupy.

The miscellaneous detail drawings are probably what is known as shop drawings. They include full sized drawings of architectural details such as finished carpentry and details for door and window construction. The miscellaneous details drawn by Thompson contain standard details for project construction of any express room in any building.

Related Collections

Inventory

- Plans A 01 General information
 - A twenty drawing set of plans for the construction of the station
 - Miscellaneous architectural details sheets for doors, window, fixtures at Union Station

- 02 A five drawing set of plans for the construction of the express room
 - Miscellaneous architectural details sheets for doors, window, fixtures at the Express Office
 - A two drawing set of plans for a wooden awning over the platform
 - A one drawing plan for a metal awning over the platform