Conditions Assessment Report

Newfane Railroad Depot

Cemetery Hill Road
Newfane, Windham County, Vermont

Prepared For:
Historical Society of Windham County

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Introduction

The purpose of this report is to provide a conditions assessment, treatment recommendations, and construction cost estimates for the 1880 Newfane Railroad Depot. The building is located on a ¾ acre parcel on Cemetery Hill Road in Newfane village, and is owned by the Historical Society of Windham County. It is a contributing resource in the Newfane Village Historic District, which is listed in the National Register of Historic Places.

The depot is in fair condition, has been used primarily for storage since the 1950s, and is essentially just a shell, making it uninhabitable and lacking in modern safety and accessibility features. The historical society intends to rehabilitate the building and use it as a railroad museum, which will serve as an annex to its existing museum in the village as well as a community gathering and exhibit space. The museum will be located in the former baggage/freight room, and the gathering/exhibit space will be located in the former waiting room and ticket office.

In July 2014, the historical society was awarded a $250 matching grant from the Robert Sincerbeaux Fund of the Preservation Trust of Vermont, which was applied to the $500 cost of this report. Future architectural plans, specifications and cost estimates may be based on this preliminary report. A site visit was conducted in August 2014, and this report identifies conditions available for a non-invasive visual inspection at that time.

History and Significance

The Newfane Railroad Depot was constructed in 1880 as part of the Brattleboro & Whitehall Railroad, which was initially intended to run from Brattleboro, Vermont, to Whitehall, New York. Only thirty-six miles of this railroad was constructed, from Brattleboro to South Londonderry, Vermont. It generally follows Route 30 and the West River through Dummerston, Newfane, Townshend, and Jamaica, and depots were constructed in these town's primary villages as well as in Williamsville, an area of Newfane, West Townshend, a village of Townshend, and a corner of Wardsboro.

The rail line was built as a narrow gauge; this had the advantage of a higher degree of curvature than a broad gauge, which was important considering the topography of the West River valley. The railroad opened for business in November 1880, and served as both freight transport and passenger service, exponentially expanding the economic and social opportunities of the inhabitants of the rural West River valley.

The Newfane Railroad Station was chosen as one of the "water stations" as it was located at the midpoint of the railroad line and on a plateau above the steep grades to the north and south. (The water was used to replenish the steam engines.) A building housing a water tank was constructed about 100 yards north of the depot, and remains standing. There were five water tanks along the railroad line, and Newfane's was one of two that was housed within a building. (The intact tank house is also owned by the historical society and will be part of the museum property.) A privately-owned grain mill was also constructed north of the depot.

The design of the depot was similar to that of most of the other depots on the West River Railroad, with a small waiting room/ticket office and baggage/freight room, and like most of the other stations, the station also provided telegraph operations. Brattleboro's *Vermont Phoenix* newspaper described the new Newfane Station buildings as "two very tasty buildings."

Newfane's first station agent and telegraph operator was local resident Joseph J. "J.J." Green. He was killed in 1886 while riding on a train that was traveling over a railroad bridge in Brattleboro that reportedly collapsed under the weight of the train. His wife then served as the station agent and telegraph operator, until about 1892. The third and last station agent at Newfane was Walter C. Ballou, who was related to the Greens. He served from 1892 until the railroad ceased operation, and was probably the longest running station agent of the West River Railroad. He also owned a grain and feed business (likely in the grain mill north of the depot), and was a realtor.

ca. 1885, courtesy of Dan Brooks. Note the width of the flat grade to the right of the depot, as compared to today (see next page), as well as the grain mill north of the depot and the tank house in the distance to the right of the tracks.

In 1905, the narrow gauge tracks were replaced with standard gauge tracks, and the name of the railroad line was changed to the West River Railroad, which it is still commonly known as. The station was enlarged about 1907. Although these investments imply otherwise, the value of the railroad was often overshadowed by frequent accidents (and resulting lawsuits), weather-related delays, and damage from flooding, and it became infamously known as "Thirty-Six Miles of Trouble".

2014

Also, despite the growth in summer tourism during the early twentieth century, and the resulting increase in ridership from the railroad junction in Brattleboro to rural locations, the railroad began to compete with buses and automobiles. The railroad's financial situation suffered as a result of these factors, and the railroad entered a period of economic decline.

The 1927 advent of the gasoline-electric locomotive, which replaced the steam locomotive, may have increased ridership and efficiency, but the flood of 1927 caused a great deal of track damage, and the railroad line north of Newfane was closed until 1931. The repairs were funded by a loan from the State, which was not repaid, so the State took control of the railroad and its lands, and shut the line down in 1936. The rails were removed by the late 1930s, and ownership of much of the railroad track beds reverted to the abutting property owners.

After the closing of the railroad, Ballou acquired the Newfane station, including the depot, the grain mill, the tank house, and a ¾ acre lot that straddled the track bed. He converted the waiting area to his real estate office, which was later taken over by Charlie Whitney. Ballou's grain mill north of the depot was later used as a jelly mill, abandoned in the 1950s, and demolished in the 1980s.

After Ballou's death in 1959, the property was conveyed to his daughter Fraye Ballou Brown, who sold it to William B. Mantel in 1965. Mantel, his wife Fannie, and their children, lived on the large farm east of the railroad station property. For a short time after acquiring the property, the depot building served as a youth club, and thereafter was used only for storage. Fannie Mantel (1921-2013) was a president and active board member of the historical society for many years, and her wish was that the historical society would eventually be the stewards of the station. Her children followed this wish, selling the property to the historical society in 2014.

Architectural Description

Site

The depot is located on Cemetery Hill Road, a quiet, dead-end gravel road that begins at Route 30 in Newfane village and ends at the Mantel farmstead. The depot sits at the south end of a long, narrow ¾ acre lot that is bisected by the railroad track bed. The former water tank house is located at the north end of the lot. A gravel driveway extends along the west side of the building and leads to the backyard of a property on Route 30. A brook trickles along the west side of the property. There is limited parking around the building, and some "make-your-own" parking spots along the road. There is a slightly descending east-west slope, so the foundation is more exposed at the west elevation.

Exterior

The approximately 51' x 16' one story balloon-framed building is oriented north-south and has a poured concrete foundation, clapboard siding, an open-eave asphalt-shingle gabled roof with a very deep overhang, and flat-stock trim. There is also a modern metal bulkhead at the west elevation, which provides access to the unfinished cellar. Architectural trim includes stickwork eave brackets and decorative stickwork trusses with drop finials at the gables, cyma recta window sill blocks, and flat-stock window and door casings, cornerboards, and eave fascia.

The building is divided into a waiting room/ticket office and a baggage/freight room, and each section is accessed by a doorway at the east elevation. There is also a second doorway to the baggage room, which is centered on the north gable wall. The waiting room has a five-panel pedestrian door, and the baggage room has large vertical-board doors with multi-pane transom windows. The east door is hinged, and the north door, which is blocked by a pile of furniture, appears to be boarded shut. The waiting room/ticket office section is lighted by five two-over-two wood windows; two at the south gable wall, two at the west elevation, and one at the east elevation. The baggage room is unfenestrated.

Interior

The waiting room/ticket area is at the south end of the building, and the baggage/freight room is at the north end. They are divided by a partition wall with an open doorway at the west end of the wall. This doorway retains its historic grooved casing on the side facing the waiting room. There is a section of wall structure between the waiting room and ticket room that was originally part of a full-width, finished partition. The ticket window and its flat-stock trim, shelf and filigree metal brackets, survive within the wall structure, as well as one jamb and lintel of the doorway between the waiting area and ticket office, which are in the center of the wall. The waiting/ticket room has narrow tongue-and-groove wood flooring, full-height beadboard wall sheathing at the north wall, beadboard sheathing at the ceiling of the ticket room, and an exposed wall and ceiling structure elsewhere. The beadboard is partially painted, and partially varnished. The ceiling height, when finished, is 12' – 6". The baggage/freight room is unfinished, with

rough wood floors and an exposed wall and roof structure. An old scale and its weighing platform sit in the southeast corner of the room.

Significant Historic Features

Significant historic features of the depot include the massing and roofline, roof brackets, gable stickwork, clapboard wall sheathing, exterior trim, doors, double-hung wood windows, transom windows, structure, tongue-and-groove wood flooring, beadboard sheathing, ticket window, and scale.

Construction Chronology

The building is very intact, especially at the exterior. About 1907, the building was extended about eighteen feet to the north, the doors to the baggage room were moved to their extant locations, and the floor plan was modified. The wall between the waiting room and baggage room was moved north to its extant location, the wall containing the ticket window was added, and a window at the west elevation was moved.

Porter Thayer, ca. 1910

Note the difference between the length of the building in the c. 1885 and c. 1910 photographs. (The hill to the east has also encroached more on the rail bed, due to erosion.) Other evidence of the expansion includes the exposed original baggage room door frame, which is straddled by the moved interior wall, the difference in stud weathering and spacing of the baggage room wall structure, and the remains of the original north gable, which includes cut off post sections. The original foundation was fieldstone, and was replaced with the extant poured concrete foundation in 1980s. The original roof had wood shingles, which was later replaced with a

corrugated metal roof, and the asphalt shingle roof dates to the 1980s. A corbelled brick chimney originally rose from the wall between the rooms, and was removed in the 1980s. The flat-stock trim at the roof eaves replaced the original molded trim. The clapboard siding at the north gable end appears to have been replaced. The door to the waiting room appears to date to the early twentieth century.

Judging by the markings on the exposed wall and ceiling structure of the waiting room/ticket office, this space originally had plastered walls and ceilings and beadboard wainscoting. Later, the plaster was replaced with full-height beadboard sheathing, as seen on the extant beadboard wall. The beadboard would likely have been varnished. The full-height beadboard sheathing may have replaced the plaster as the passing trains may have caused the plaster to crack.

The baggage/freight room was probably always unfinished due to its utilitarian use. This is evident by the lack of plaster or nail ghost marks. The scale and platform are original, and it is likely that the doors were originally interior sliding doors on a roller track. The bottom roller track of the east door survives.

Conditions Assessment

Site

The east-west grade descent, and water drainage off the roof, have caused erosion at the east side of the building and a resulting negative slope of grade toward the foundation. This allows water to collect along the foundation and penetrate the foundation into the cellar. This not only causes damage to the foundation, but the moisture in the cellar will eventually cause the floor structure to rot.

There are no designated parking spots, although there is room for cars to park along the west edge of the property, between the building and the road, and along the road. There is also ample parking on Route 30, which is a short distance from the depot. The building is currently not handicap-accessible due to the step up from grade into the doorways.

Foundation/Cellar

The poured concrete foundation appears to be in good condition structurally, but the north end of the building had a sloppy pour and there is an extra layer of concrete hanging down the side. There is also a crack in the foundation at the north end of the west elevation. While these conditions are not a major structural issue, they do affect the aesthetic appearance of the building and draw attention to the non-historic foundation. The foundation is also partly covered with styrofoam boards, which may be trapping water and preventing the breathability of the foundation, as well as also affecting the aesthetics of the building. It is likely that there is a high water table under the depot, which also creates a moisture issue in the cellar due to rising damp. The cellar is only accessible via a hole in the floor of the baggage room. Although the bulkhead doors are operable from the interior, this configuration is impractical.

Structure

Depending on the location of grade along the east elevation, this wall's sill plate is either too close to grade or below grade, and it is undergoing water damage. The rest of the sill plate is covered with wood boards and could not be examined from the exterior. From the cellar, rot is visible at the sill in sections along the east elevation. There are three rows of cut joists at the northeast corner of the cellar, and a hodgepodge of insufficient vertical supports under the floor joists. There is a bulge in the wall at the left end of the west elevation, possibly caused by the misalignment of the new foundation with the wall.

Moisture damage is also visible at the corners of the roof, mostly at the exterior under the overhangs but also at the north end's interior roof corners. Water damage caused by extensive moisture infiltration is visible in the location of the former chimney, as seen in the baggage/freight room.

Clapboard Siding and Trim

The clapboard siding is generally in good condition and has been replaced in sections. Areas of siding at the base of the west elevation and south gable wall are cracked and split. The trim is generally in good condition, but has areas of rot at the eave corners. All of the siding and trim has worn paint.

Roof

The roof has outlived its useful life and must be replaced. After it is removed, the roof sheathing should be inspected from above as there may be areas of rot.

Doors and Windows

The exterior doors no longer hang properly and are difficult to open and close, and do not have properly working hardware. The windows are in poor condition and have broken sash cords. A 30" wide paneled door is stored in the cellar; it is likely that this hung in the doorway in between the ticket office and baggage room.

Interior Finishes

Most of the building is lacking in interior finishes. The remaining flat-stock trim is in good condition, and the beadboard sheathing and grooved door casing have alligatored paint finishes.

Mechanical Systems

The only mechanical system is electricity, which may include the original knob and tube wiring as well as upgrades no later than the 1960s. The electrical system must be replaced. There are two exterior lights that should be repaired or replaced in-kind.

Accessibility

The building is not accessible by wheelchair at the exterior doors. The doorway between the waiting area/ticket office and baggage/freight room is 28" wide between the door stops and 29" wide without the door stops. The minimum width allowed for wheelchair accessibility is 32".

Treatment Recommendations

This is an intact historic building, and every effort should be made to preserve its significant features. See page 6 for a list of these features, and the *Secretary of the Interior's Standards for Rehabilitation* (in Appendix) for general guidance. The recommendations below correspond to the conditions listed above, and were written with the assistance of a general contractor who has experience with the rehabilitation of historic properties. The list of specific treatments and their costs are in the table on page 16.

It is important that the work is overseen and carried out by a general contractor who is experienced with the rehabilitation of historic properties that are listed in or eligible for the National Register of Historic Places. Volunteer work is acceptable on areas of the building that do not require specialized historic preservation experience, such as roofing, painting, electrical service, and platform construction. However, the volunteers should be experienced contractors performing work in their own field, and should be overseen by the general contractor. Structural repairs and the restoration of historic materials such as trim, siding, windows and interior finishes should only be undertaken by employees or subcontractors of the general contractor, and the general contractor should inspect the roof sheathing after the shingles have been removed.

Site

The following treatments should be employed to address water infiltration at the east side of the building:

Regrade the slope so that water drains away from the building and install perimeter drainage as follows:

- Excavate the ground at the east side of the building
- Damp-proof the foundation up to grade
- Install a footing/perimeter drain pipe
- Install 1 ½" stone at footing depth
- Install clean structural backfill to grade
- Continue drain pipe around gable ends of building
- Determine in field the necessity of continuing drainage at west side

Additional work that should be considered:

- Install second drain into basement to either eliminate need for sump pump; OR
- Provide drain for sump pump

If a full length platform is to be constructed, provide a surface "curtain" drain at outer edge of platform to address surface water from the hillside, and to collect water from the surface of the platform. The concrete piers of the platform should be installed during this phase of work, as well as sill repairs (see below).

An ADA-compliant parking space can be designated at the west side of the building. Signage should be placed along the driveway to encourage parking here, rather than at the south or east sides of the building. Parking at the south end of the building would alter the historic feel of the property. However, parking should still be allowed here during events due to the limited parking issue.

Foundation/Cellar

The styrofoam should be removed, and the cracks in the foundation should be filled with expandable epoxy. The extra layers of concrete from the sloppy pour should be removed if this will not damage the foundation. The application of paint or sealant is discouraged as this may trap moisture in the foundation and will also create a general maintenance issue.

In the cellar, a polyethylene vapor barrier should be laid on the floor to prevent rising damp. The bulkhead doors should be modified to allow exterior access, as it is impractical to access the cellar via a hole in the baggage room floor.

Structure

Damaged sections of the east sill should be repaired or replaced, and this work should occur in coordination with the grade excavation work, when the grade is lowered to below the east sill. The sill could be pressure-treated, if it will be concealed by a full façade platform, or a historically-accurate rough sawn timber sill.

The cut floor joists in the northeast corner should be repaired. A centered longitudinal support beam should be installed under the floor structure, and the hodgepodge vertical supports in the cellar should be removed. Since it is easier to perform this work from above, and the flooring in the baggage/freight room is damaged beyond repair, sections of the flooring could be removed to perform the repair work.

The roof structure should be inspected in areas where the roof sheathing is removed due to moisture problems.

Roof

Although the depot historically had a wood shingle roof and a new wood shingle roof would enhance the historic appearance of the building, this may be too impractical from a maintenance standpoint, and very costly. As the building currently has an asphalt-shingle roof, it would be acceptable to replace the existing roof with an asphalt shingle roof. This roof should be as

unobtrusive as possible by consisting of a grey, monochrome three-tab type of shingle. "Architectural" or multi-shade shingles are strongly discouraged.

Work will include the removal of the existing roofing, the repair or replacement of water-damaged plywood sheathing, the leveling of the sheathing plane at the chimney hole, and the installation of new roofing paper and 2,100 sq. ft. of shingles.

Clapboard Siding and Trim

Damaged and rotted pieces of siding and trim should be replaced in-kind. There should be no wholesale replacement of elements that only have small areas of damage; only dutchman replacement. The siding and trim should be properly prepped and repainted using methods recommended in the National Park Service's Preservation Brief 10: *Exterior Paint Problems on Historic Woodwork.*

Doors and Windows

The doors and windows are historic features and should be restored and made operable.

Windows

The windows should be restored by a professional window restoration company, prior to the exterior repainting of the building. If it is financially feasible, the rope and pulley systems should be restored. Although in the near future the building will only be used from Memorial Day to Columbus Day, if storm windows are desired, then removable interior single-panel storms are recommended. These could be stored in the cellar during the warmer months. Adjustable and portable wood-framed screens are also recommended.

Although the baggage/freight room lacks natural lighting, new windows or skylights should not be considered as this will cause adverse effect to the historic appearance of the building. (See door recommendation below.)

Exterior Doors

The door to the waiting room should be repaired and replaned so that it hangs correctly within the door opening. The historic latch should be preserved, and a new ADA-compliant door knob or lever assembly should be installed beneath it. The door should only be lockable from the exterior in order to allow emergency egress from the interior.

The two exterior doors to the baggage/freight room should be repaired and preserved. In order to allow more light into the room, it is recommended to fix the north door open as if it was on a roller track (or actually install on an antique roller track), and install a window in its place. The door opening should be retained as evidence of the historic appearance of the building, and the appearance of the new window should not create the false historic appearance of an old window.

The east door could also be placed on roller tracks and made operable, or repaired as a hinged door.

Interior

The interior should be restored to its historic appearance, with modifications considered for programmatic use, as long as no existing historic features are removed.

Waiting Room and Ticket Office

As this area will be used as one space, a community gathering and exhibit room, it is acceptable to leave the wall in between the waiting room and ticket office partly open. This may entail the removal of the partial doorway, the creation of a trimmed opening, and the retention of the ticket window. As it is likely that the waiting room/ticket office originally had beadboard wainscoting and plaster walls and ceilings, and then later had full-height beadboard wall sheathing and ceilings, restoring either is acceptable, with skim-coated gypsum-board walls and ceilings as an appropriate substitute for plaster. (The gypsum-board alternative will be less costly to construct and paint.) The existing beadboard, as well as the tongue-and-groove flooring should be stripped and treated with a natural finish, and the new beadboard should match the existing beadboard. The windows should have flat-stock trim that matches the trim of the ticket window.

Baggage/Freight Room

The exposed structure should remain exposed, as this is the historic appearance of the room and conveys its utilitarian use. The water-stained and rotted wood elements in the location of the chimney should be replaced in-kind. The flooring may be replaced with wide, rough-plank wood flooring to match existing. The scale and platform should be retained.

Mechanical Systems

Electrical

The electrical system requires complete replacement. In order to provide electricity during construction, the new electrical service and a temporary outlet should be installed during the first phase of construction. The system should include a small 60 or 100 amp breaker panel and MC cable wiring, which is a metal shielded cable with a flexible metal jacket. (With the limited use of the building, the open stud cavities, and some exposed wiring in the freight room, rodents chewing the plastic shielded "Romex" wiring is a concern.) Each room should have between four and six duplex outlets and two ceiling lights similar to the "warehouse" style lights currently at the exterior of the building.

No other mechanical systems will be installed in the near future, so the electrical system should be designed to handle portable electric heaters in each room. The system should also be able to handle a dehumidifier and sump pump in the cellar.

Heating

If a heating system is desired in the future, a central air system could be installed in the basement with floor registers in each room.

Handicapped Accessibility & Life Safety Issues

According to *Accessibility for Historic Buildings: A Field Guide*, which was prepared specifically for Vermont users,

> In 1990, the Americans with Disabilities Act, 42. U.S.C §12182 *et seq.* (ADA), was passed to ensure that discrimination against people with disabilities was not permitted under the law. "No individual shall be discriminated against on the basis of disability in the full and equal enjoyment of the goods, services, facilities, privileges, advantages, or accommodations of any place of public accommodation by any private entity who owns, leases (or leases to), or operates a place of public accommodation." (28 CFR §36.201.) The best way to ensure the full and equal enjoyment of the built environment is to remove the architectural barriers that present problems for individuals with disabilities. According to the federal regulations implementing the requirements of the ADA, barrier removal includes, but is not limited to: creating designated accessible parking places; installing ramps and making curb cuts; widening doorways…
>
> Realizing that removing architectural barriers from historic buildings might be expensive and could damage the historic significance of these properties, The Americans with Disabilities Act Accessibility Guidelines (ADAAG) provides an alternative standard for historic buildings and sites. Historic properties must comply with ADAAG to the maximum extent feasible, but when full compliance would threaten or destroy the historic significance of the building, alternative minimum standards may apply.

In the case of the Newfane Depot, barriers include the lack of a designated accessible parking space, the step up from grade into the doorways, and the deficient width of the doorway between the main rooms. These issues should be addressed by a registered architect that has experience working with buildings listed on the National Register of Historic Places, but will be discussed here as a preliminary assessment. Any accessibility upgrades to the building should be based on the National Park Service's *Preservation Brief 32: Making Historic Properties Accessible*, as well as the *Field Guide* mentioned above. These are both available online at the following websites:

http://accd.vermont.gov/sites/accd/files/Documents/strongcommunities/historic/AccessGuide.Final_.pdf

http://www.nps.gov/tps/how-to-preserve/briefs/32-accessibility.htm

Exterior Platform/Ramp

As the building originally had a full-façade platform, it would be appropriate to reconstruct the platform, or a shallower version of it. This would also provide a level entrance to the building at both of the east elevation entrances.

If a ramp is constructed instead, its maximum slope should be 1:12. The landing should be 5' x 5' and at the same level as the doorway threshold. However, since beyond the landing this ramp may be relatively short, it may have a slope of 1:6 if it will not run more than two feet in length. The proximity of the ramp to grade should prevent the need for a railing. Another possibility for an accessible entrance is a landscaped berm, but care must be taken to not cover the sill plate and cause rot.

The design of the platform or ramp should be reviewed by a historic preservation professional to ensure it will not cause adverse effect to the historic appearance of the building. It may have a pressure-treated structure, since this will be concealed, and tongue-and-groove Douglas Fir decking. In order to be compatible with the historic appearance of the building, the decking should not be pressure-treated wood. Douglas Fir is moderately rot resistant, but should be refinished every couple of years with either Cabot's Australian Timber Oil, Penefin, or Messmers.

Interior doorways

The interior doorways must be wide enough for the passage of a wheelchair. The minimum clear width for single wheelchair passage is 32". This includes doorways with hinged doors; the clear width must still be 32". Since the doorway between the ticket office and baggage room is less than 32", it must either be widened, or the exterior door to the baggage room must be made an accessible entrance. If the interior doorway is widened, the vertical door casings should be carefully removed and replaced in the doorway, and the horizontal casing should be replaced with a matching reproduction casing. If this door is not widened, it is likely that the door stored in the basement belongs in this door opening, and should be reinstalled if this meets the programmatic needs of the museum. It could also be installed and fixed in an open position.

Bathroom

The building is currently lacking sanitary facilities, but it has been determined that the construction of a bathroom would be too costly to undertake. The museum and assembly space will not be inhabited for long enough periods of time to warrant a bathroom, and there is a portable toilet at the neighboring Newfane Country Store, as well as bathrooms at the nearby Moore Free Library, Town Offices, and the historical society's museum. There is an inactive septic system, however, that could be used if the historical society decides to install bathroom facilities.

Exterior Egress and Fire Safety

Although this is a small building, life safety issues, such as fire egress, should be addressed by a registered architect as well as a representative of the Vermont Department of Public Safety. The Department has a special policy for historic resources. *Fire Prevention and Building Code Compliance for Historic Buildings: A Field Guide*, should be consulted when planning upgrades for code compliance. It is available online at the following website:

http://www.uvm.edu/histpres/307/LifeSafetyFieldGuide.pdf

It is likely that only one means of egress will be required, as there is no location in the building that is more than 100 feet from each exterior door. The exterior door to the waiting room is more adaptable to egress requirements than the large and heavy door to the baggage room, so it is recommended that the waiting room door is used as the entry and exit point of the building. For any room or space with only one exit, the maximum occupant load requirement is 50 people. This should not be an issue with this building. For rooms with more than 50 occupants, doors must swing in the direction of egress (i.e. the doors must swing out of the room). As the exterior door currently swings in, against the direction of egress, if it is determined that the occupancy of the building may exceed 50 people, the door should be rehung to swing outwards.

One smoke detector should be installed in each room.

Preservation Priorities & Cost Estimates

The following is a list of preservation treatments listed in order of priority, plus cost estimates. These estimates are for planning purposes only, and the estimates do not include pre-construction costs such as design and permitting.

Regrade and construct exterior drainage system	4,400
Install electrical service and a temporary outlet	1,400
Construct piers for ramp or platform during excavation	600-1,000
Replace damaged sections of sill	3,300
Replace asphalt shingle roof with asphalt shingles	5,600
Repair floor structure/wall bulge/replace freight room flooring	5,100
Repair clapboard siding and wood trim & ornamentation	3,450
Repair foundation	200
Repair windows and doors	1,400
Repaint exterior	5,000
Install new interior wiring and lighting	3,500
Restore interior finishes and adjust doorway	7,850
Paint interior	2,800
Construct handicap-accessible platform or ramp	1,600-5,650
Total	**46,200- 50,650**

If the project is undertaken in phases, they should be as follows:

Phase One: $9,700-10,100

Perform excavation and drainage improvements
Install piers for either ramps or platform
Repair sill
Install electrical service

Phase Two: $5,600

Replace roof

Phase Three: $5,100

Repair floor structure
Replace flooring in baggage/freight room
Repair bulge in west wall

Phase Four: $5,050

Repair clapboard and exterior trim
Repair foundation
Repair windows

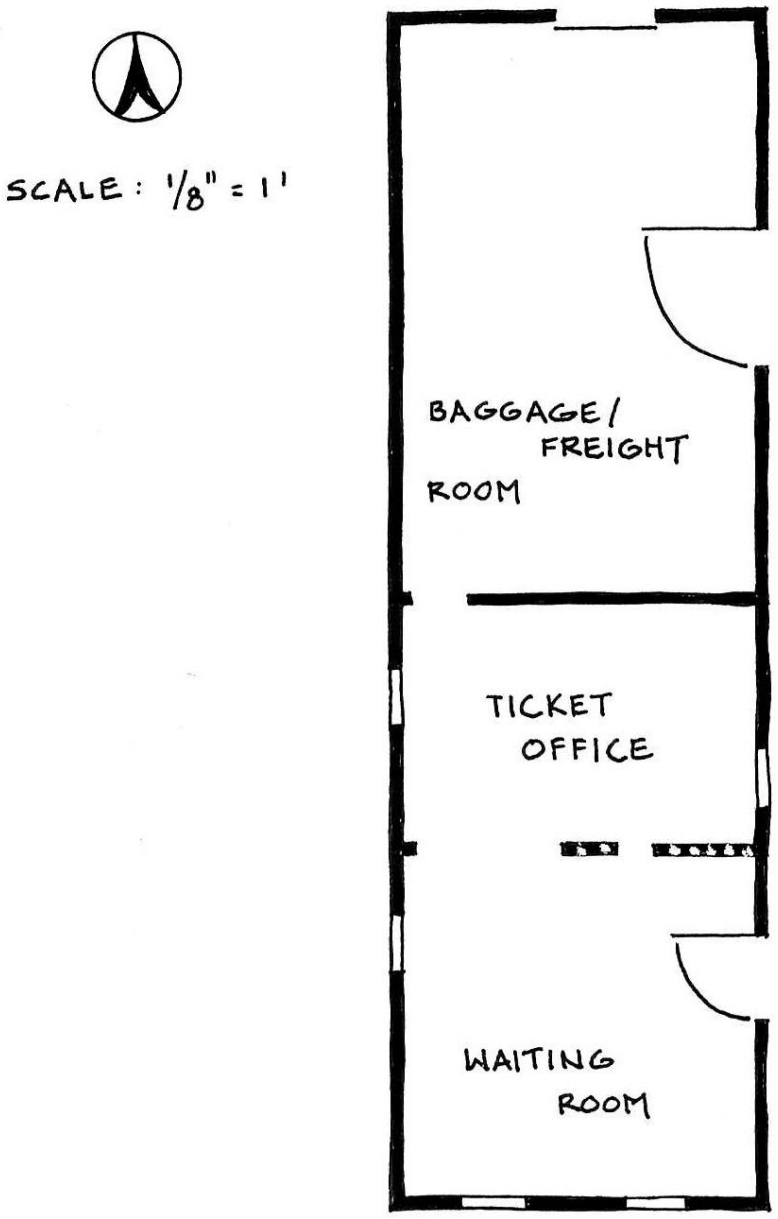
Phase Five: $5,000

Repaint exterior

Phase Six: $15,750-$19,800

Restore interior finishes
Install new electrical wiring
Construct ramps or platform
Repair doors and install new hardware

Floor Plan



All photographs taken in spring and summer of 2014

Facing south from former track bed

Facing north from road

Facing northwest toward south and east elevations

Facing southeast toward north and west elevations

Facing southwest toward east and north elevations

Facing west toward east roof slope

Facing east toward north and west elevations

Facing east toward west elevation

Facing south toward west elevation, yellow arrow points to bulge in wall

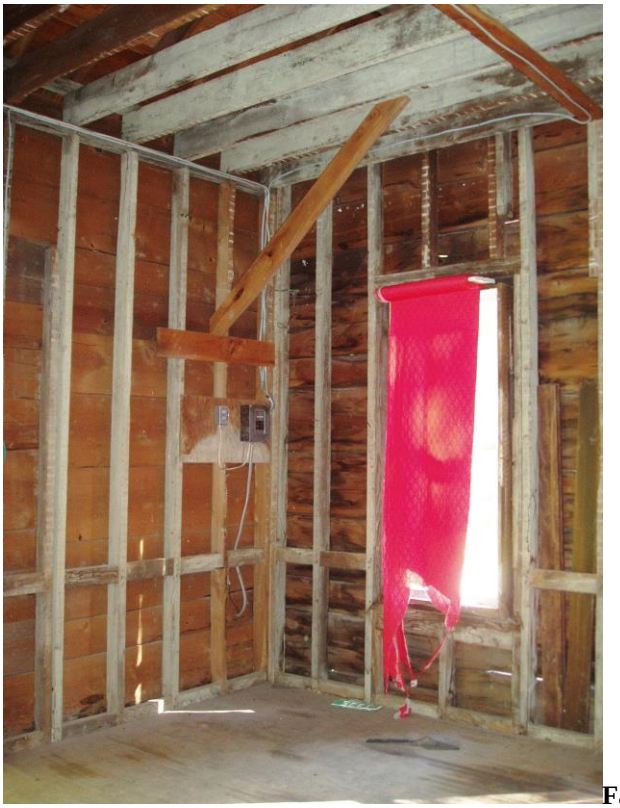
Southeast corner

Northwest corner

Northeast corner

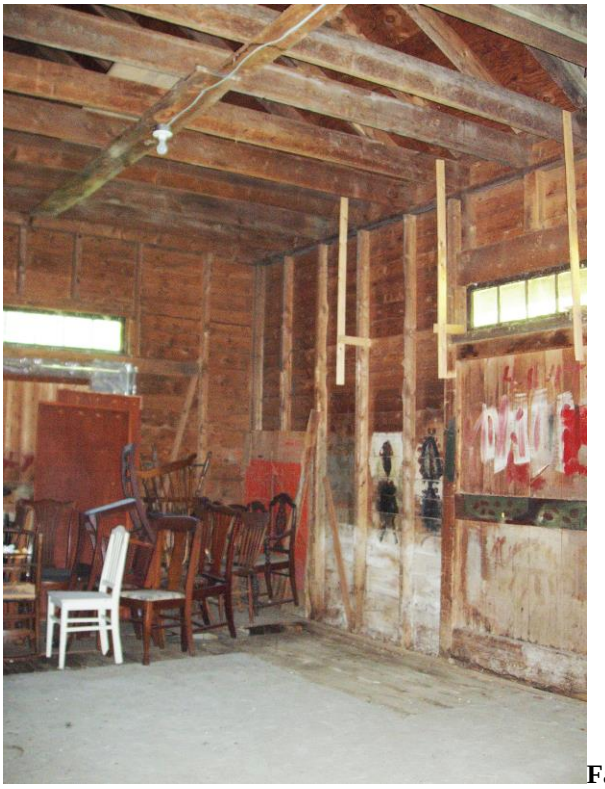
Facing northeast corner of waiting room

Facing northwest from waiting room to ticket office



Facing southeast in waiting room

Facing northwest in ticket office



Facing northeast in baggage room

Facing south in baggage room toward location of former chimney

Facing southwest in baggage room toward scale

Facing south from bulkhead. Note insufficient beam support.

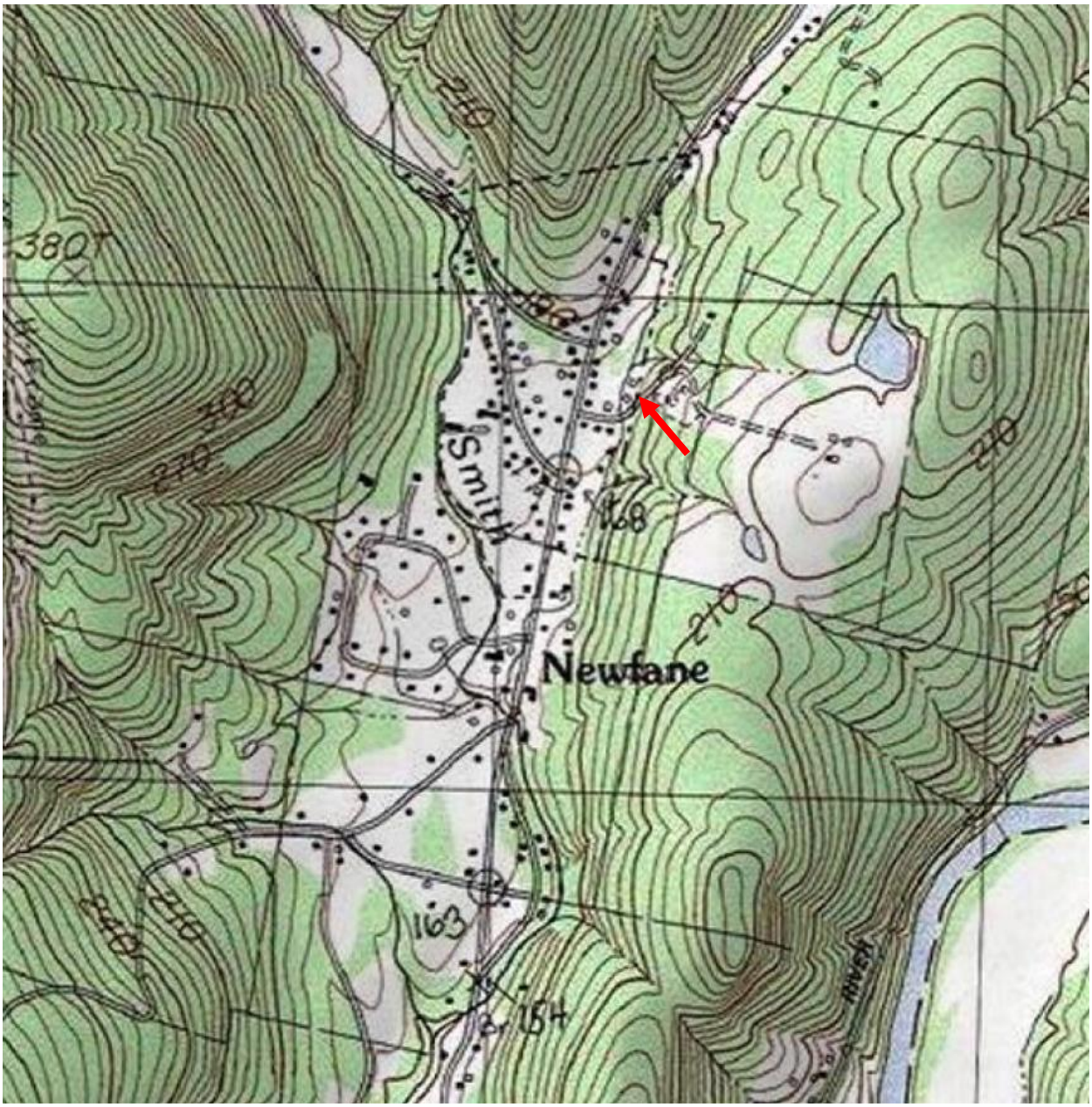
Facing northeast from bulkhead. Note insufficient beam support.

Facing east from bulkhead. Yellow arrow points to damaged section of sill.

Facing southeast from bulkhead. Yellow arrow points to damaged sections of joists.

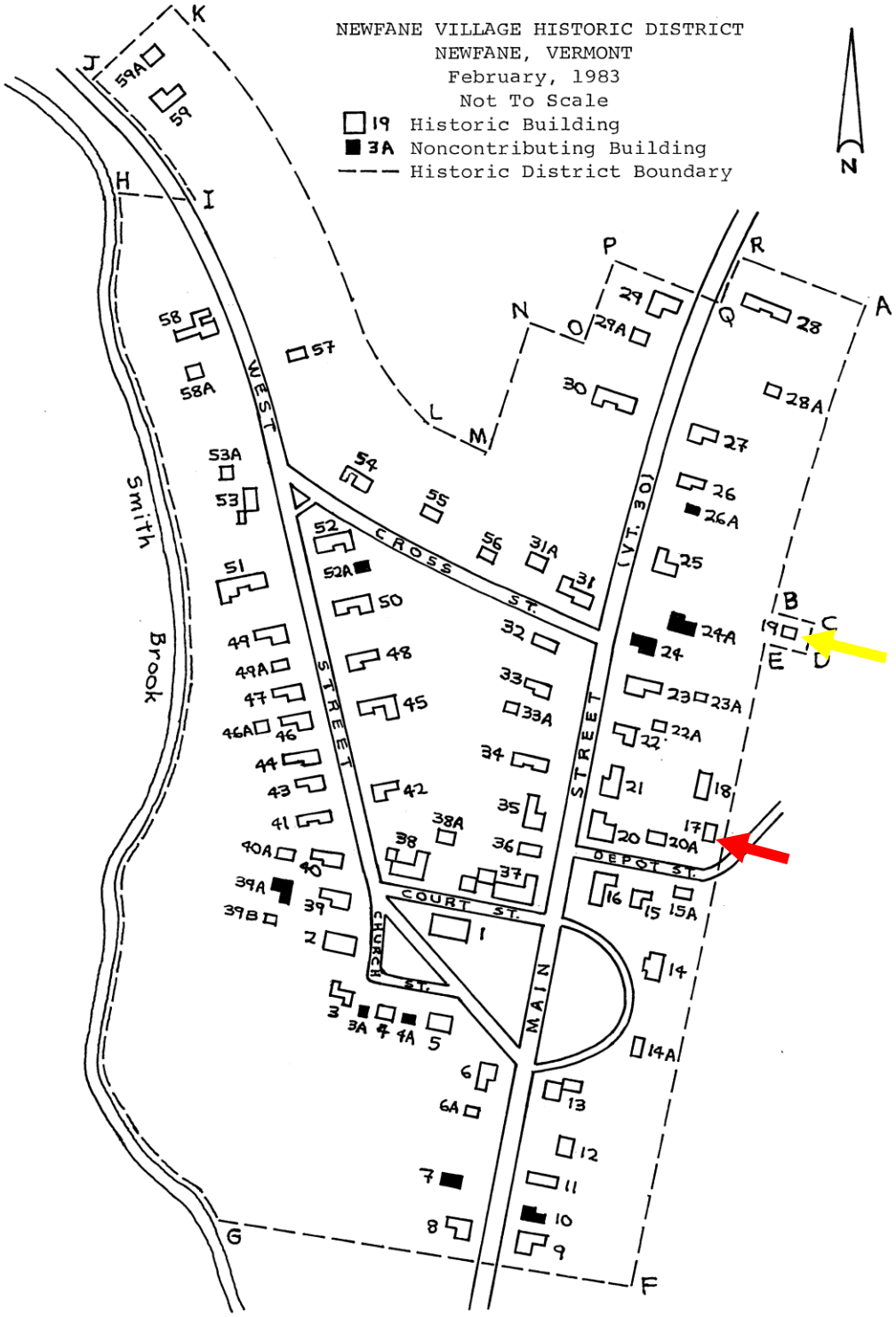
USGS Map of Newfane Village

Red arrow points to Railroad Depot

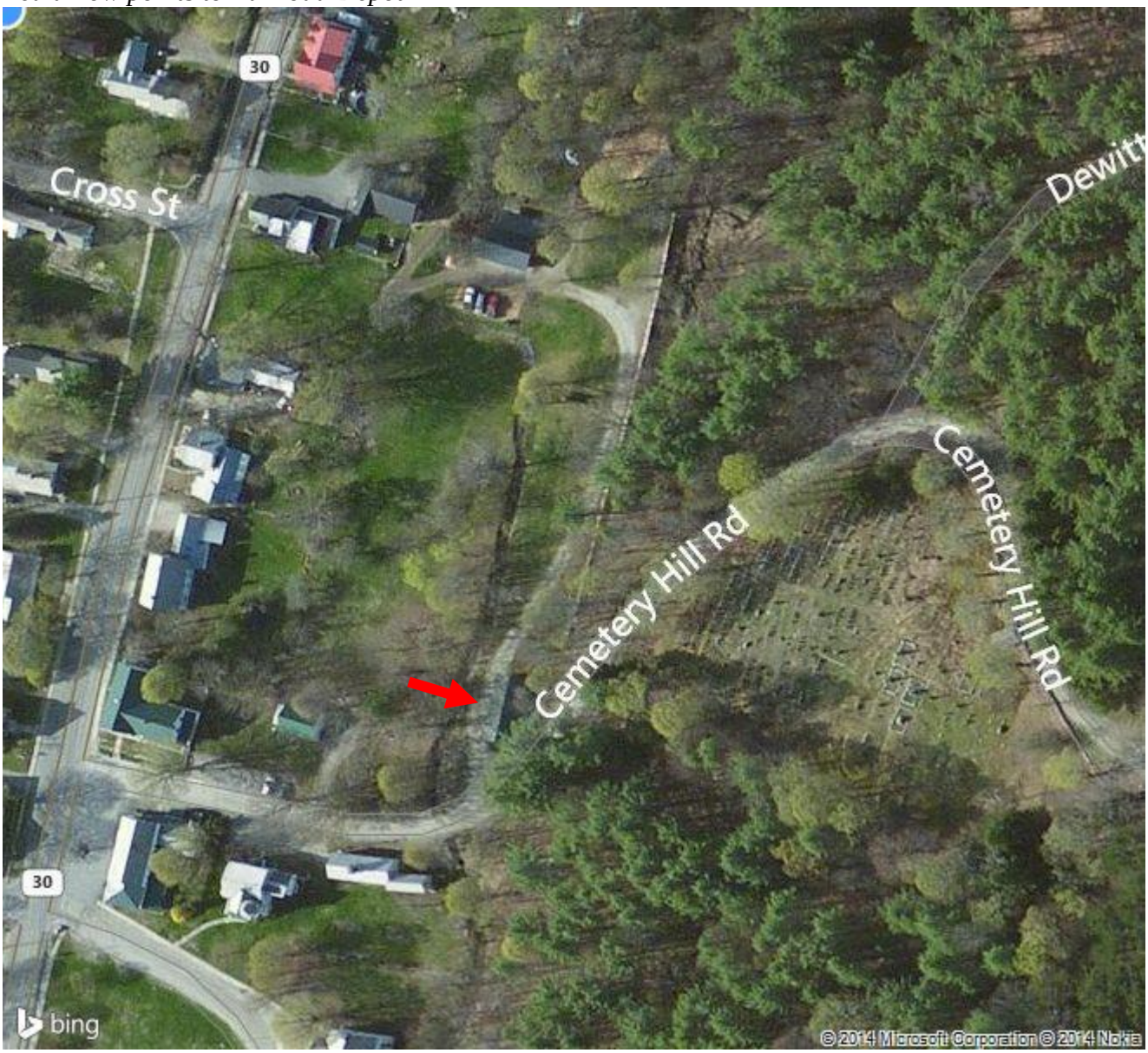


Newfane Village Historic District

Red arrow points to Railroad Depot, Yellow Arrow points to Tank House #18, which was the grain mill, is no longer standing



Red arrow points to Railroad Depot



Excerpt of Newfane Village Historic District National Register of Historic Places Nomination

17. former Newfane Depot (Depot Street); c.1880

The former depot of the abandoned West River Railroad marks the alignment of the railroad grade at the Depot Street crossing. Retaining its original appearance, the modest one-story, wood-framed and clapboarded building extends three bays along its trackside (east) eaves facade, its gable roof sheathed with asphalt shingles. Chamfered stickwork decorates the gables of the two-bay north and south elevations; similar outriggers support the deeply overhanging eaves of the east and west elevations. The two-over-two sash have bracketed sills. Transomed sliding doors on the east and north elevations distinguish the former baggage/freight room in the north half of the building, now used primarily for storage.

The Secretary of the Interior's Standards for Rehabilitation

The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Excerpt of *Funding Directory for Historic Preservation Projects in Vermont*

People's United Bank Community Development
Loans available for purchase of historic properties, rehabilitation, new construction, bridge loans (to cover costs while waiting for grant funding or waiting for pledges to be paid in on a capital campaign), or lines of credit for working capital.
Range: Depends on the project, owner equity, risk factors, etc.
Eligibility: Individual business owners, small businesses, non-profit organizations, municipalities, and lessees
Deadlines: None, loans are made throughout the year
Contact: Arne Hammarlund, Community Service Manager, People's United Bank, P. O. Box 804, Brattleboro, VT 05302-0804, Telephone: 802-258-4090, Arne.Hammarlund@peoples.com

Cultural Facilites Grants
Operated in partnership with the Vermont Arts Council, the Vermont Division for Historic Preservation, the Vermont Historical Society and the Vermont Museum and Gallery Alliance, this program offers state grants to improve facilities used for providing cultural events and activities for the public, includes wiring, heating, lighting, stage work, bathrooms and accessibility improvements. Structural work and routine maintenance are not usually funded. Grantseekers' workshops offered.
Range: $750 - $20,000.
Eligibility: Municipalities and non-profit organizations.
Deadlines: Early fall
Contact: Stacy Raphael, Arts Learning, American Masterpieces and Community Arts
E-mail: sraphel@vermontartscouncil.org Phone: 802-828-3778

Cultural Facilities Grant Program
The cultural facilities grant program is administered by the Vermont Arts Council in conjunction with the Vermont Historical Society, and the Vermont Division for Historic Preservation. The purpose of the program is to enhance or expand the capacity of an existing building to provide cultural programming. The program awards grants on a competitive basis to nonprofit organizations and municipalities to make improvements to community facilities that provide cultural activities for the public.
Range: $1,000 - $30,000 and require a 1:1 match. The matching funds must be either cash or 50% cash and 50% in-kind.
Deadline: Fiscal Year 2014 grants - May 13, 2013 for projects taking place between September 1, 5 2013 and August 31, 2014. Contact: Michele Bailey, Program Director, ADA Coordinator. Vermont Arts Council, 136 State Street, Montpelier, VT 05633-6001, (802) 828-3294.
mbailey@vermontartscouncil.org

Vermont State Historic Preservation Grants
State 50:50 matching grants for the repair and restoration of historic buildings listed or eligible for listing in the National Register of Historic Places in Vermont. Details on website. Applications are available in late July. There is one grant round per year.
Range: $1,000 - $20,000.
Eligibility: Municipalities and non-profit organizations.
Deadline: Early October
Contact: Caitlin Corkins, Vermont Division for Historic Preservation, One National Life Drive, 6th Floor, Montpelier, VT 05620-0501. Telephone: (802) 828-3047.