NPS Form 10-900 OMB No. 1024-0018

477

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

RECEIVED 2280
JUN 12 2015
Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: Fox Stand
Other names/site number: N/A
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 5615 VT Route 14
City or town: Royalton State: VT County: Windsor
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

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

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national X statewide ___local

Applicable National Register Criteria:

X A ___B X C ___D

Laura Trieschmann June 2, 2015

Signature of certifying official/Title: **Date**

State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

7.23.2015
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	x
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	x
District	
Site	
Structure	
Object	

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
DOMESTIC: hotel
COMMERCE/TRADE: restaurant
DOMESTIC: single dwelling

Current Functions
(Enter categories from instructions.)
COMMERCE/TRADE: restaurant
DOMESTIC: multiple dwelling

7. Description

Architectural Classification
(Enter categories from instructions.)
EARLY REPUBLIC: Federal

Materials: (enter categories from instructions.)
Principal exterior materials of the property: BRICK; STONE: granite; METAL

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Fox Stand[1] is significant as a well-preserved inn, built during the turnpike era to capitalize upon the increased number of travelers needing safe and hospitable accommodations along the Royalton-Woodstock Turnpike. During the early 19th century, many such turnpikes were being constructed to provide both transportation between settled areas and commercial routes for the expanding market in manufactured and agricultural goods. An imposing building, the Fox Stand embodies the distinctive characteristics of a stagecoach tavern: its form, massing and prominent location render it instantly recognizable. One of the rare examples of such inns still standing in Vermont, it was designed to attract and impress travelers with its parapeted gables, prominent primary entrance, unusually wide central hall, grand staircase, ten fireplaces and second-floor ballroom. Named for its first owner, Jacob Fox, and constructed by local builder Amasa Dutton, Jr., it is an excellent example of a vernacular Federal-style building, constructed by a local builder with predominantly local materials. Despite some alterations over time, it retains a high degree of integrity of location, setting, design, materials, feeling, workmanship and association.

[1] A "stand" is the historic term for an inn or hotel of considerable size along a stagecoach route.

Narrative Description

Built in 1818 and located on the west side of VT Route 14, on a sloping site just east of the White River and Vermont Central Railroad line, the Fox Stand is a rectangular, six-by-four bay, two-and-a-half story, Federal style, load-bearing masonry building with an attached, wood-frame garage of recent construction. Supported by a granite rubble stone foundation, the exterior brick walls are set in a Flemish bond on the east (front) façade and in American common bond on the remaining three elevations. The cornice is molded and boxed with shallow returns, and the gable ends are stepped. The roof has a moderate pitch and is sheathed with sheet metal. Two large, interior brick chimneys, with square brick caps, pierce the ridge. Fenestration is asymmetrical and window openings primarily contain twelve-over-twelve historic wood sash, several protected by wooden storm sash. There are two window openings in each gable. Window openings basement level of the west (rear) wall contain two-over-two historic wood sash. Surrounds on the north, east and south are plain with granite sills and splayed timber lintels. Surrounds on the west wall are plain and lintels on the first and second levels are continuous with the coursing of the exterior brickwork. Window openings at the walkout basement level, however, are topped by brick jack arches. On the primary (east) façade, the central entrance, which is located in the third bay, features a wide, six-panel (inset) door. It is flanked by three-quarter sidelights and capped by a semi-elliptical tracery fanlight. The door surround is molded and defined by a brick, segmental arch with contrasting keystone.

Secondary entrances are located on the north, south and west. The north entrance is in the third bay, features a splayed lintel, contemporary two-panel six-light metal door and transom. It is accessed by a concrete, stone-faced ramp and steps. The south entrance, located in the second bay, features a wooden six-panel door, narrower than the primary entry door but otherwise identical. It is topped by a semicircular fanlight, and enframed by molded casings, and semi-circular brick arch with contrasting keystone - again echoing the primary entrance. It is accessed by two steps formed from rough, granite blocks. On the west, which presents as being three-stories tall, there are two entrances. One is at the main floor level and features a paneled, glazed door, identical to that on the north gable wall, with transom. Directly below it, is a wide, six-panel wood door, similar to the east and south doors but with panels arranged in two rows of three. It has a short transom and, like the basement window openings on this elevation, a plain surround and brick jack arch. Immediately south of this door, accessed through the breezeway, is a final entry door. It is identical to the upper west door and has flat and plain surround.

The current garage was built in 2013 and replaced a mid-20th century garage that had fallen into disrepair. Located on the rear elevation it is set back from the gable ends of, and at a lower grade than, the main block. Consequently, it is not visible from the north approach along VT Route 14 or from the front of the building, and only minimally visible from the south approach. Like the previous garage, it is set on a poured concrete slab and clad with wood clapboard. Its flat roof serves as a deck and is enclosed by a stylized, openwork balustrade. A wooden stair descends to ground level along the west elevation of the garage. On the south wall are two slightly rounded openings. The first contains a rollup garage door and opens into a standard automobile bay. The

second creates a pass-through under the deck and leads to an identical opening on the north wall. To the west of this north opening are two window openings containing 6/6 wooden sash.

A number of granite posts, originally located immediately east of the primary façade, now delineate a small parking area directly across VT Route 14.[2] An old driveway runs from the south end of the building around to the west. A field stone retaining wall flanks the building on the north and south, close to the river, and extends out to the road on the east.

Interior

On the interior, dominant features include ten fireplaces, eight of coursed brick and soapstone and two large brick fireplaces with bread ovens. Three of these fireplaces, two in the basement and one in the northwest room of the first floor, which are still intact, were covered over in 2013 to meet required health and life safety codes. The soapstone is said to be quarried from Broad Brook Mountain, located approximately one mile to the south. Hearths are also soapstone. Surrounds are generally plain; three fireplaces in first-floor rooms have wooden mantels.

Floors throughout the building are predominantly historic, wide-plank pine. On the first level, with the exception of the tavern room floor's reclaimed wide-plank floor, primary spaces feature tongue and groove maple. Historic interior doors, the majority of which remain, feature four raised panels.

On the basement and first floors, rooms are arranged around the central hall. In the basement, the central hall leads to two large rooms on the westerly half of the building, and several smaller ones on the east. These function as utility, boiler and cold storage rooms. The westerly rooms feature plaster walls and ceilings and large brick-and-soapstone fireplaces. The southwest room also contains a brick bread oven. The easterly rooms previously feature poured concrete floors (installed c.2013), exposed rubblestone and brick walls, and rough-sawn beams.

The first floor features a roughly symmetrical four-room plan anchored by the central hall. This unusually wide hall is graced by a large, single-flight, open string staircase with a simple, slender, squared balustrade - identical in design to the central staircase descending to the basement. It formerly led to the second floor, but the upper landing is now enclosed. The northwest room functions as a restaurant kitchen. The northeast and southeast rooms, former parlors, function as a bar and dining room for the restaurant respectively. The southwest room also functions as part of the restaurant. It is dominated by a large brick fireplace with brick bread oven, identical to the one in the basement below. A hierarchy of moldings exists throughout this level, with more elaborate trimwork limited to the significant former public spaces: the central hall and former parlors. Architrave moldings enframe doorways between the central hall and parlors, and the windows of the north parlor (now the bar), while plain trim surrounds all others.

The second floor is dominated by a long, narrow former ballroom on the easterly half. This now functions as a residential unit, with a small bathroom installed at the northerly end. The westerly

[2] These were relocated at the behest of the VT Department of Transportation c. 2012.

side of this level is divided into a number of smaller rooms. Formerly used as bedrooms during the Fox Stand's days as a tavern and, later, bed-and-breakfast, these also function as residential space. The northwestern rooms are part of the former ballroom unit; the southwestern rooms are a separate, smaller unit.

The third floor is the most intact and contains several small rectangular rooms, informally arranged – two on the north and one on the south, separated by a large, irregular-shaped room. Ceilings on this level are much lower than on lower stories. Walls are constructed of lime plaster over riven lath. Doors are hand planed and surrounds plain – both are unpainted. This level is not currently in use, nor are there any immediate plans to put it into use.

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.)

- [x] 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.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
ARCHITECTURE
COMMERCE
TRANSPORTATION

Period of Significance
1818 – c. 1850

Significant Dates
1818
c. 1850

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Dutton, Jr., Amasa

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Fox Stand meets the requirements for listing in the National Register of Historic Places under Criterion A for its associations with transportation improvements and commercial expansion in Royalton and throughout eastern Vermont. It also merits listing under Criterion C for its distinctive architecture, which is representative of Federal-era taverns. A well-preserved example of its type in Vermont, it remains a notable area landmark. It stands in its original location along a transportation corridor that has been in continuous use since the early 1800s, now functioning as VT Route 14. Turnpikes developed during the late 18th and early 19th centuries in response to rapid industrialization and a need to move goods and people between distant places. As roads improved and more turnpikes were built, in rural areas such as Royalton, travel increasingly became part of everyday life. With the advent of the stagecoach business c.1800, nearly all New England towns were serviced by stagecoach routes within 15 years. Inns and taverns were erected at key points along the turnpikes to accommodate overnight travelers and their animals. Taverns weren't simply roadside hotels, however. Until the mid-1800s, taverns served the diverse needs of a society that had few specialized institutions. In addition to sheltering travelers and their animals when distances seemed vast and transportation was slow and hazardous, the tavern provided hospitality, food and drink to neighbors as well as strangers; provided a meeting place for local electorate and social groups; substituted for the meetinghouse, school, courtroom, store and hospital when needed; and its yard often doubled as a military training field, sports arena, stockyard and fairgrounds.[3] The Fox Stand played such a role in Royalton until the middle of the 19th century. A relatively rare example of a tavern of its size and construction in Vermont, it is significant on a state level for the period 1818-c.1850.

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

The Town of Royalton is centrally located in the state, on the east side of the Green Mountains. In 1769, the area of present-day Royalton was part of the first New York patent to be issued in what would eventually become the State of Vermont.[4] The first settler arrived in 1771, two years after the New York patent was granted, and within two decades 141 families called the Royalton area home.[5] A post office was established in Royalton Village in 1798 and by 1810 the town had an academy, several merchants, a lawyer, Freemason chapter and brickyard. It was a town considered to have good dirt roads lined by tidy, well-kept farms and orchards.[6]

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[3] James L. Garvin and Donna-Belle Garvin, *On the Road North of Boston: New Hampshire Taverns and Turnpikes 1700-1900* (Hanover, NH: University Press of New England, 1988), 1.
[4] Esther Munroe Swift, *Vermont Place-Names: Footprints of History* (Brattleboro, VT: The Stephen Green Press, 1977), 549.
[5] Hope Nash, *Royalton Vermont* (Royalton, VT: South Royalton Women's Club, 1975), 3.
[6] Nash, 3, 11, 12, 81.

The Fox Stand is located in a rural area near the geographic center of the town, approximately 3.5 miles west of the Village of South Royalton, which is the most developed area of the town (National Register, 1976).

Criterion A: Commerce & Transportation

Increasing industrialization, particularly in the northeast, highlighted a critical need for transportation improvements throughout New England. In a rare instance of agreement, Federalists and Democratic-Republicans, the leading parties of the day, agreed that the nation's prosperity depended upon it. The Cumberland Road (later renamed the National Road), which would eventually run 130 miles between Cumberland, MD and Wheeling, VA, began construction in 1811. The State of New York began constructing the Erie Canal in 1817, in order to link the Great Lakes to the Atlantic seaboard. In rural locations, such as Vermont, turnpikes were part of this great push for good transportation networks. Early roads were far from sophisticated and travel was difficult, slow and bumpy. Nonetheless, as people began to travel and ship goods over greater distances by stagecoach, enterprising individuals built stands (hotels or inns along the stage routes) to accommodate weary, hungry travelers and their horses. By 1825, almost all New England towns were serviced by a stagecoach route.[7]

Royalton's prosperity in the early 19th century was due in part to the construction of two turnpikes that met in the town. The first was the White River Turnpike, chartered on November 1, 1800. This turnpike began in White River Junction, on the west side of the Connecticut River and the border with New Hampshire, and continued northwest for approximately 20 miles through the towns of Hartford, Sharon and Royalton.[8] Today, VT Route 14 follows the path of the White River Turnpike. The second was the Royalton and Woodstock Turnpike, chartered on November 7, 1800. This turnpike ran north from the Woodstock court house to the Royalton meeting house. The road crossed the Barnard town boundary into Royalton near Royalton Hill, running along White River before crossing over it near the North Royalton Cemetery – a quarter mile from the future location of the Fox Stand.

Born in Connecticut c. 1773, Jacob Fox arrived in Royalton in 1800. He immediately proved himself to be a great entrepreneur, first in real estate then in manufacturing businesses. Among his exploits were a brickyard, tannery and shoe making shop.[9] With the advent of stagecoach service to Royalton, Fox seized another commercial opportunity by opening an inn. By this time he owned approximately 100 acres of land, and selected a location in close proximity to the turnpike and the river for his business. With an average speed of only seven miles per hour, stagecoaches could not traverse great distances efficiently and places to stop, eat, rest and care for the horses became necessary along each turnpike. Fox contracted local builder Amasa Dutton, Jr. to design and build the tavern and two brick houses on the opposite side of the

[7] Philip Elbert Taylor, *The Turnpike Era in New England* (New Haven, CT; Yale University Press, 1934), 246-247.
[8] Frederic James Wood, *The Turnpikes of New England and the Evolution of the Same Through England, Virginia and Maryland* (Boston, MA: Marshall Jones Co., 1919), 256-257.
[9] Taylor, 216, 219.

turnpike.[10] Construction of the inn commenced in 1816 and was completed two years later. Dutton also completed a third house and brick store for Fox in 1820 and 1821 respectively.

The inn proved to be one of Fox's most judicious investments and was soon a popular stopping point for turnpike passengers. Its proximity to Royalton and surrounding villages also made it a popular destination for locals, who would come to eat and drink with their neighbors, or hold meetings in one of the parlors. Groups like the local Freemasons utilized it frequently. Local singing schools, which emerged as a religious reform movement in the early 1800s, utilized the Fox Stand's impressive interior space to practice their choral arrangements. Balls and dances were held in the second-floor ballroom, which occupied the entire floor and had a platform for an orchestra; and the inn reportedly even hosted dignitaries like the General Marquis de Lafayette in 1825, as he made his way from Windsor to Montpelier during a tour of the United States.

Desiring to further maximize the inn's income-producing potential and gain more customers, Fox campaigned to have a bridge erected across the White River slightly southwest of the building. With support from a number of Royalton residents, he presented a petition, which included size specifications, to the town in 1831.[11] At a meeting on March 6, 1832, the town appointed a committee to enter negotiations with the Royalton and Woodstock Turnpike Corporation.[12] Not until 1837, however, was a new bridge authorized. Built by contractor Captain Isaac Damon and a builder by the name of Bartlett, it was poorly constructed and deemed unsafe within a year. The town declined to authorize construction of a replacement bridge, redirecting river crossings to an alternate bridge some distance away in the village center.[13]

The Fox Stand is significant for its association with developments in transportation and intra-state commerce during the early nineteenth century. The inn's success depended almost exclusively upon turnpike traffic, and its demise was directly impacted by another advance in transportation technology: the railroad. The end of the stagecoach age and launch of the railroad era significantly impacted the Fox Stand's profitability, as stagecoaches ceased running by c. 1850 and the turnpike itself ceased to be profitable by 1852.[14] The Vermont Central Railroad established a rail line from Windsor to Burlington in 1850, locating the new tracks no more than 500 feet from the route of the White River Turnpike. Rail passengers seeking respite or overnight accommodation chose establishments in town close to the train depot, and as a result rural accommodations like the Fox Stand quickly became obsolete and closed down.

[10] Hope Nash, *Royalton, Vermont* (Royalton, Vermont: South Royalton Women's Club, 1975), 12.
[11] Royalton Town Records, Volume 10, 271-2.
[12] Royalton Town Records, Volune 10, 281-2.
[13] Evelyn M. Wood Lovejoy, *History of Royalton, Vermont* (Burlington, Vermont: Free Press Printing Company, 1911), 278-9; Nash 156. (Note: the bridge has since been re-created.)
[14] Herbert Wheaton Congdon, "Notes on the Fox Stand," Papers Collection 1914-1972 (University of Vermont, Special Collections).

Criterion C: Architecture

Herbert Wheaton Congdon, in his book *Old Vermont Houses, 1763-1850*, describes the Fox Stand as follows:

> Built on a north-south highway close to the intersection with a westerly one, the bright red brick walls of Fox Stand are a conspicuous feature of the landscape. The building is dignified and inviting despite the casual placing of windows and the absence of ornament…Those fortunate enough to see the interior find it even more attractive than the exterior…Like most old houses, it has a definite personality and seems to call out for the guests of its busy past.[15]

Since 1818, the Fox Stand has maintained a high profile near the junction of the historic Royalton & Woodstock and White River Turnpikes. It remains in its original location along a well-traveled transportation corridor that over the years has been widened, paved, and marked for present-day automobile transportation. The massing and design of this Federal building reflect the desires of the owner, Jacob Fox, and the builder, Amasa Dutton, Jr., to attract and impress travelers. One of few properties along this stretch of VT Route 14, it remains a focal point and landmark for visitors and locals alike. Its siting at the top of a small hill allows for an impressive view of the building from the White River and the historic railroad tracks. Three other structures, one wood frame to the north and two brick houses to the south, which were once part of the property, remain intact and are an important part of the little-changed streetscape. It is possible that the bricks for these buildings were made onsite or at the Broad Brook brickyard in Royalton.[16]

North of the inn, a series of outbuildings and connected barns, which included stables, were also built. Like those of other inns built during this era, the Fox Stand's barns and outbuildings were large, to accommodate carriages, horses, livestock and merchandise being transported to market. Historic photographs show two barns that rival the inn in length and width. Many taverns had barns or stables thirty or forty feet wide and fifty or sixty feet long and could accommodate between fifty and a hundred horses or oxen[17]; the Fox Stand was no different. These outbuildings, however, are no longer standing.

Significant and character-defining interior features include an unusually wide central hall, intact center-hall plan, ten fireplaces (for which locally quarried soapstone was used), an impressive second floor ballroom, and intact interior moldings and finishes.

While a number of Vermont's historic taverns remain standing, few of them compare in style and size to the Fox Stand. The Tavern on Mutton Hill in Charlotte, built in 1813 in the Federal style, is smaller in scale than the Fox Stand (National Register, 1982.) The Aiken Stand in Barnard, built in 1805, is executed in wood (National Register, 1983.) Likewise, the Old Deming Tavern

[15] Herbert Wheaton Congdon, *Old Vermont Houses, 1763-1850* (Peterborough, New Hampshire: William L. Bauhan, Inc., 1968), 123-124
[16] Mabel W. Mayforth, "Fox Stand Farm, Royalton Vermont," *Burlington Free Press*, October 9, 1937.
[17] Garvin, 30.

in Arlington, built c.1777, is a vernacular Federal/Greek Revival-style wooden building (National Register, 1989.) While the Kent Tavern in Calais (1833) is also built of brick, it differs significantly from the Fox Stand in that it was built in the Greek Revival style. In comparison to these and other stands in Vermont, the Fox Stand is possibly the best example of a Federal-style, brick stand that retains its rural setting adjacent to an important transportation corridor.

Jacob Fox (c. 1773 – 1853)

Jacob Fox married three times and sired twelve children: eight with Hannah Smith, whom he divorced in 1822; three with second wife Jerusha, who at age 39 died from a wagon fall in 1833; and one with third wife Martha, a Canadian. In 1820 the Fox household included thirteen males and females ranging in age from ten to forty-five. In 1840 three Africans, two male and one female, were also reported by the local census. Whether they provided free or enslaved labor is not known. Fox prospered and by 1822 was the town's largest landholder. At one time, the town itself came to Fox for financial assistance: Royalton town records show it to be in Fox's debt for $10.76 in 1832. A number of stories, not all of them flattering, circulated about his business practices. One tale involves a traveling peddler, whose blood stained the floor of one of the inn's bedrooms while his bones were found in the well. Another tale tells of Fox providing feed to travelers for their horses. Fox reportedly installed false bottoms on the grain boxes – so that when a horse reached the bottom, it would tilt and the feed would slide into a catch basin underneath, ready to be resold. Those stories, which are part of local folklore, have never been substantiated. Following the demise of the turnpike in the early 1850s, Fox reportedly died a poor man in 1853.[18] Martha survived him by twelve years, and both are buried in the nearby North Royalton Cemetery.

Fox Stand History post-1853

Following Fox's death, the Fox Stand became a private residence. In the mid-1940s, owners Ernest and Violet Palmer removed the carriage sheds, remodeled a barn into a summer home, partitioned the inn's ballroom and removed the orchestra platform. By 1950, the property had been subdivided and of the former 100 acres only three remained associated with the parcel. In 1978, the inn returned to its original function, and between 1988 and c. 2005 it operated as a bed and breakfast. In 2013, after a period of vacancy, a multi-year rehabilitation returned the building to use. The primary level has been restored to restaurant use, and the second floor to residential use (apartments).

[18] Congdon.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

BOOKS

Canfield, Mary. *Lafayette in Vermont.* Rochester, NY: Canfield and Tack, Inc., 1934

Capelle, Russell B. *Bygone Days on the Byways of Vermont.* Norwich University, 1993.

Congdon, Herbert Wheaton. *Old Vermont Houses, 1763-1850*. Peterborough, NH: William L. Bauhan, Inc., 1968.

Garvin, James L. and Donna-Belle Garvin. *On the Road North of Boston: New Hampshire Taverns and Turnpikes 1700-1900.* Hanover, NH: University Press of New England, 1988.

Lovejoy, Evelyn M. Wood. *History of Royalton, Vermont.* Burlington, VT: Free Press Printing Company, 1911.

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Taylor, Philip Elbert. *The Turnpike Era in New England.* New Haven, CT: Yale University Press, 1934.

United States Bureau of the Census, Population Schedules, Windsor County, VT. 1820-1850.

Wood, Frederic James. *The Turnpikes of New England and the Evolution of the Same Through England, Virginia and Maryland.* Boston, MA: Marshall Jones Co., 1919.

Wriston, John C. Jr. *Vermont Inns and Taverns, Pre-Revolution to 1925.* Rutland, VT: Academy Books, 1991.

UNPUBLISHED RESOURCES

Congdon, Herbert Wheaton. "Notes on the Fox Stand," Papers Collection 1914-1972. University of Vermont, Special Collections.

Fisher, Courtney. Historic Sites and Structures Survey, 1416-1. 1974

Overby, Osmund R. Historic American Buildings Survey. "Fox Stand (Inn)." HABS VT-ROY.V, 1. 1959.

Royalton Town Records.

NEWSPAPERS & JOURNALS

"Jacob Fox of North Royalton." *Green Mountain Gazette.* May 1988.

Mayforth, Mabel W. "Fox Stand Farm, Royalton, Vermont." *Burlington Free Press,* October 9, 1937.

Previous documentation on file (NPS):

_X__ 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
_X__ recorded by Historic American Buildings Survey #_HABS VT-37_
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X__ State Historic Preservation Office
____ Other State agency
____ Federal agency
_X__ Local government
_X__ University
_X__ Other
Name of repository: _Royalton Historical Society_____

Historic Resources Survey Number (if assigned): _1416-1_____

10. Geographical Data

Acreage of Property 3 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 43.823418° Longitude: -72.564587°
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:
2. Zone: Easting: Northing:
3. Zone: Easting: Northing:
4. Zone: Easting : Northing:

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

The boundary of the Fox Stand property is the same as that which is identified as Parcel Number A-250 in the Royalton town records.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is determined by that of the lot associated with the Fox Stand, which includes the building and related land. This boundary is sufficient to convey the historic significance of the Fox Stand.

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11. Form Prepared By

name/title: __Liisa Reimann_____
organization: __Blue Brick Preservation_____
street & number: __PO Box 3074_____
city or town:_____Burlington_____ state: __VT_____ zip code:___05408___
e-mail__liisa@bluebrickpreservation.com_____
telephone:___802-999-1634_____
organization: __Blue Brick Preservation, Inc._____
date:___11 November 2014_____

Extensive credit to students in the University of Vermont Historic Preservation Program, Burlington, Vermont, 2009: Heather Cox, Britta Fenniman, Lauren Hummer, Abigail Muse, and Laura Sadowsky.

Additional Documentation

Submit the following items with the completed form:

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

Photographs

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

Photo Log

Name of Property: Fox Stand

City or Vicinity: Town of Royalton

County: Windsor State: VT

Photographer: Liisa Reimann

Date Photographed: Photograph 1: 11/2012
Photographs 2 – 4: 12/2013
Photographs 5 – 6: 5/2015

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

1 of 6. View looking west, showing the east (front) elevation.

2 of 6. View looking northwest, showing the east (front) and south (side) elevations.

3 of 6. View looking north, showing the south (side) elevation.

4 of 6. View looking southeast, showing the north (side) and west (rear) elevations.

5 of 6. Interior view looking east, central entry hall and main entry door.

6 of 6. Interior view looking west, showing the central entry hall and staircase leading to second floor.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

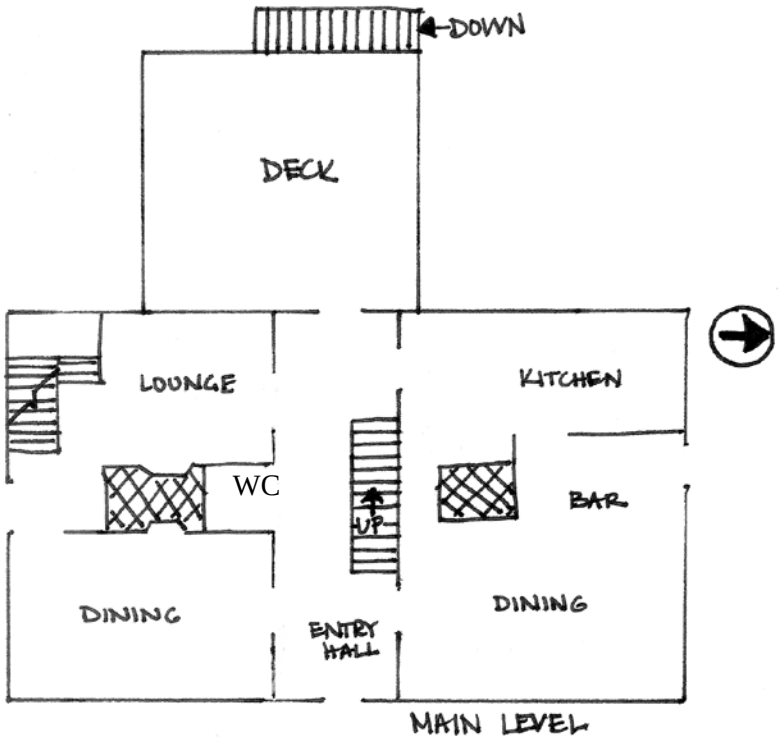
United States Department of the Interior
National Park Service

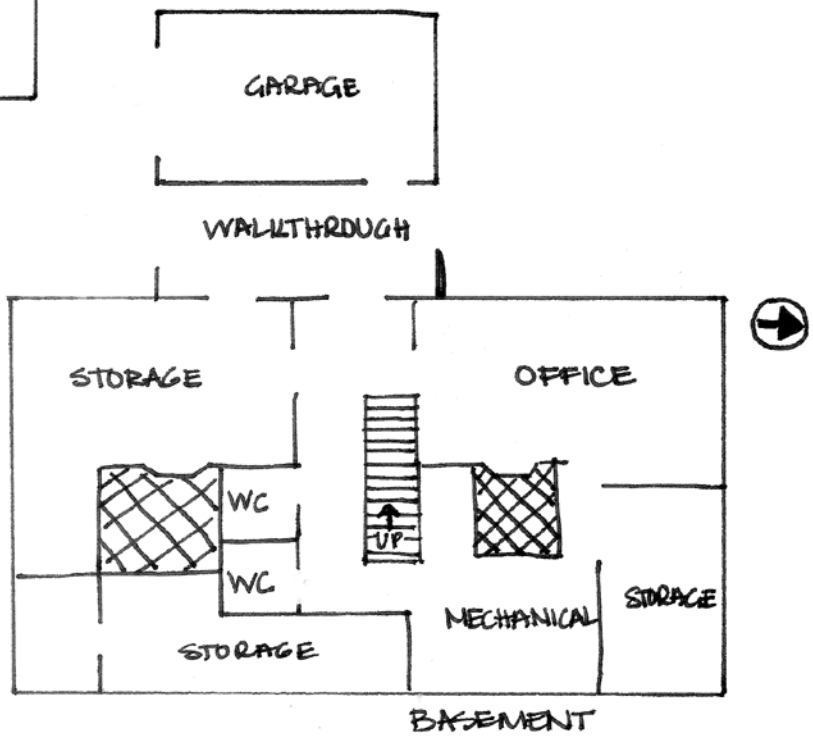
National Register of Historic Places
Continuation Sheet

Fox Stand
Name of Property
Windsor, VT
County and State
N/A
Name of multiple listing (if applicable)

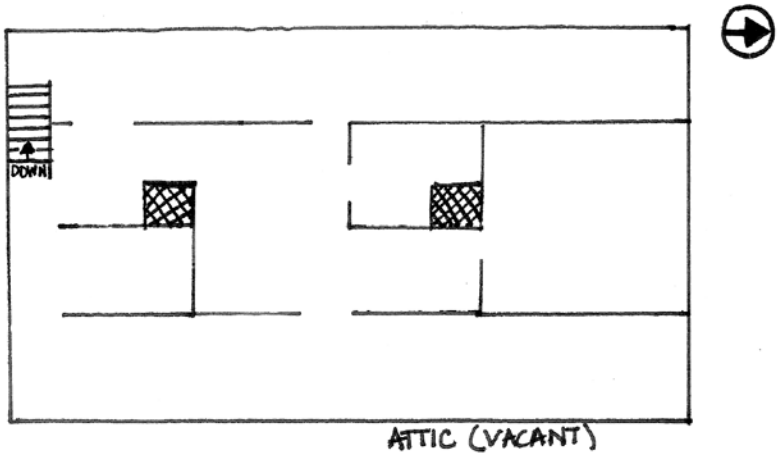
Section number Existing Conditions Sketch Floor Plans Page 1

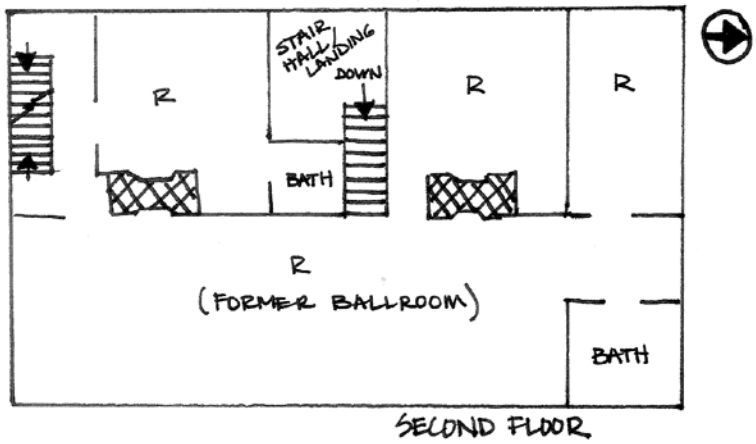
[Drawings not to scale]





[Drawings not to scale]





R= RESIDENTIAL

Figure 1. Undated (pre-1946) photograph of the Fox Stand and barns, view southwest (private collection).

Figure 2. Undated photograph (pre-1946) of the Fox Stand and outbuildings, view northeast across the White River (private collection).

Figure 3. 19th century turnpikes in central Vermont. The small square at center shows the approximate location of the Fox Stand. (Map reproduced from Frederic James Wood, *The Turnpikes of New England and the Evolution of the Same Through England, Virginia and Maryland.* Boston, MA: Marshall Jones Company, 1919.)

Fox Stand, Royalton, VT

VT Center for Geographic Information

vermont.gov

LEGEND

- Airports
- Rail Lines
- Town Boundaries
- County Boundaries
- Buildings
- Village Boundaries

1: 6,320

June 1, 2015

0.20 0 0.10 0.20 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

NOTES

This map was created with the VT Interactive Map Viewer.

Fox Stand, Royalton, VT

VT Center for Geographic Information

vermont.gov

LEGEND

- Airports
- Rail Lines
- Town Boundaries
- County Boundaries
- Buildings
- Village Boundaries

1: 790

June 1, 2015

0.02 0 0.01 0.02 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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