

Chapter 1 : Gray Granite of Vermont

The state of Vermont owns around miles (km) of the miles (km) of track within the state. It leases it to Vermont Rail Systems, Green Mountain Railroad, and Washington County Railroad.

Its stories tell of early colonial settlement, industrial development, the coming of the railroad, a strong agricultural tradition, the migration of peoples searching for land and opportunity, and the development of small self-sufficient communities throughout the State. One of the smallest states, Vermont is a mountainous region with large rivers and valleys. The Green Mountain range, which extends through the center of the State and Washington County, is the largest and most prominent natural feature of Vermont. Ver, from the French word for green, vert; and -mont from mountain. Traveling south from Canada, French colonists were the earliest European immigrants to the land. Native Americans, primarily from the Abenaki tribe, have lived in Vermont for 10, years. During the 17th century a few French military settlements were establish and abandoned, and the area became primarily a thoroughfare between French and Native American settlements to the north and English settlements to the south. As the English slowly pushed north, the first white settlements was made at Fort St. Fort Dummer, near the present Brattleboro, was established in by Massachusetts colonists, and became the first permanent European settlement in Vermont. Photograph courtesy of the Vermont Division for Historic Preservation With New Hampshire and New York colonist laying claim to Vermont, there was a period of confusion in the 18th century as their land grants and titles overlapped. In the turbulent years leading to the American Revolution, several acts of rebellion took place in Vermont that were not against the British Crown, but against the province of New York. These skirmishes ceased when news of the Revolution reached the territory. The spreading news of their victories was significant, as it indicated to other colonists that the Revolution truly was a united American cause. Amidst the battles, debates and congresses of the Revolution, Vermont organized itself as an independent republic and was admitted to the Union as the 14th State in The connection of rail lines to Vermont in the midth century vastly expanded the possibilities for export and import of goods, information, and people. The impact of their presence in the town can be seen at the Socialist Hall and Italian Baptist Church. Vermont native, President Chester A. Two Vermont natives, Chester A. Arthur and Calvin Coolidge, served as President during this period. But changes in the 20th-century economy, that began early in the century, affected the viability of Vermont within an increasingly competitive and global market. Vermont has seen many changes during the last half of the 20th century. The historic sites of Washington County tell specific stories of Vermont history. Geographically, Washington County is located in the center of the State, home to the Capital City of Montpelier , the more industrial community of Barre , and many small towns and villages dispersed along the valleys of the Green Mountains. Washington County receives 40 inches of rain annually and has the heaviest snow fall of the State, averaging ten feet every year. This amount of precipitation has always been a challenge for Vermonters. Although it has the shortest growing season in Vermont, less than four months, Washington County was historically an agriculturally based economy, augmented by numerous small industries throughout the counties villages.

Chapter 2 : Vermont Railroads Collection : Free Texts : Free Download, Borrow and Streaming : Internet A

Fascinating history of the shortlines that served Vermont's granite industry for many years, including the Montpelier & Wells River and the Barre and Chelsea as well as the steepest adhesion railway east of the Mississippi.

Chapter 3 : Washington County Railroad () - Wikipedia

Traces the history of railroading in north-central Vermont with a focus on the Montpelier-Barre area from the s to Readers gain a clear sense of how these lines fit into the regional and international rail network, and how larger-scale social/economic factors affected the economic viability of railroads.

Chapter 4 : Granite to resume moving on Vermont's Washington County Railroad | Trains Magazine

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.

Chapter 5 : Vermont's Granite Railroads By www.nxgvision.com, www.nxgvision.comld, www.nxgvision.com

By Nahant Rocks-This review is from: Vermont's Granite Railroads: The Montpelier and Wells River and the Barre and Chelsea (Hardcover) Traces the history of railroading in north-central Vermont with a focus on the Montpelier-Barre area from the s to

Chapter 6 : Vermont's Granite Railroads : Robert C Jones :

Trains magazine offers railroad news, railroad industry insight, commentary on today's freight railroads, passenger service (Amtrak), locomotive technology, railroad preservation and history, railfan opportunities (tourist railroads, fan trips), and great railroad photography.

Chapter 7 : Library Resource Finder: Location & Availability for: Vermont's granite railroads : the Montpe

Visitors to the Vermont Historical Society in Barre can see the Burns Monument this winter as well as the Vermont Granite Museum's exhibition on the history of some of Vermont's granite sculptors.

Chapter 8 : Customer Service Contact Information

Vermont's granite railroads: the Montpelier & Wells River and the Barre & Chelsea / Robert C. Jones, Whitney J. Maxfield, William G. Gove.

Chapter 9 : Washington County Railroad - Granite District Map

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