



This house just south of the Post Office was once a barn. It was located at the site of the band stand in the Village. It was moved up the street to its present location and changed into a home.



The center of the village showing the cement bridge and the old watering tub where the farmers refreshed their horses. It shows the front of the hotel with a gas pump added. No longer just horses had to be refreshed.



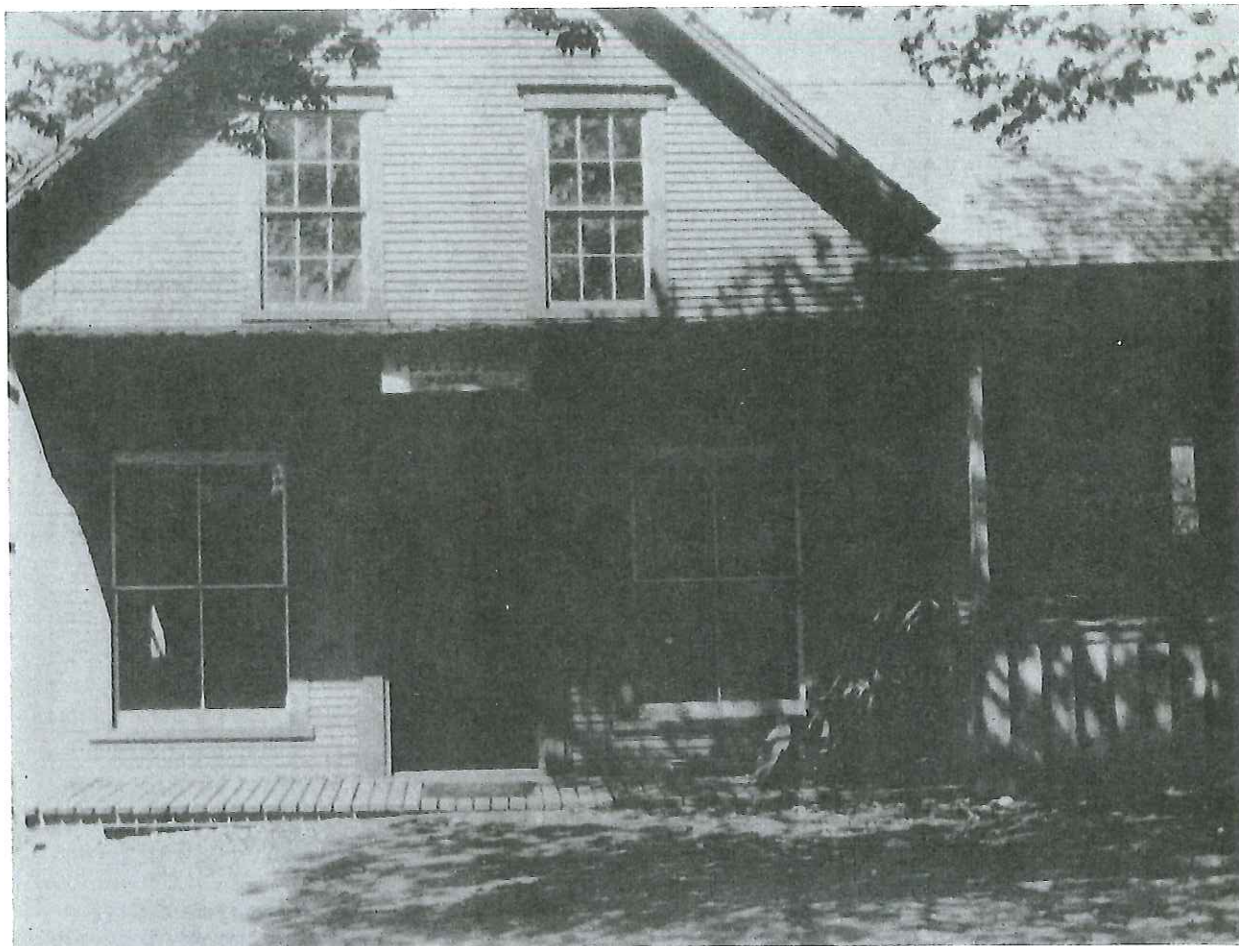


From the intersection of Warren Village and the Brook Road before Route 100 by-passed the Village.
It was open fields and farm land.

This building was first known as the "Warren House". It was bought by Horace Lyford in 1861 and run as a hotel until the death of Rubin Downer, when ownership passed to his son-in-law, Roy E. Long, in 1927. Roy had run a store and meat market in the ell part which at one time had been a car and wagon repair shop. Over this ell part there was a barber shop and a billiard room. The store was moved into the old hotel lobby and after 43 years Roy Long sold out to Carol Lippencott. She added many little shops and a bakery. It is now known as the "Warren Store". This old Building that commands the center of activity in Warren Village is clearly a historical building that has survived the pressures of the present society. A few changes have been made in its structure.



This building housed the Post Office for many years. Before that it had been located in various buildings. The mail came over Roxbury Mountain. The last mail carrier to travel that steep hazardous route was Gladys Bissell. After that it came from Middlesex and now from Montpelier. The first Post Office was in East Warren. For a while there was one there and one in the Village. East Warren had five different Post Masters after it was established May 27, 1857 and discontinued Dec. 31, 1907. Warren Village has had 22 different ones and all have been local residents.



It is now located in a new building across from the road to the Administration Building on the Common.

The Bragg House in the center of the Village. The section at the right housed a millinery shop and store. It is now joined to the main house and has been the "Pitcher Inn" for many years. Mrs. Vaun Drew had hundreds of Pitchers from all corners of the world hung around the dining room wall.

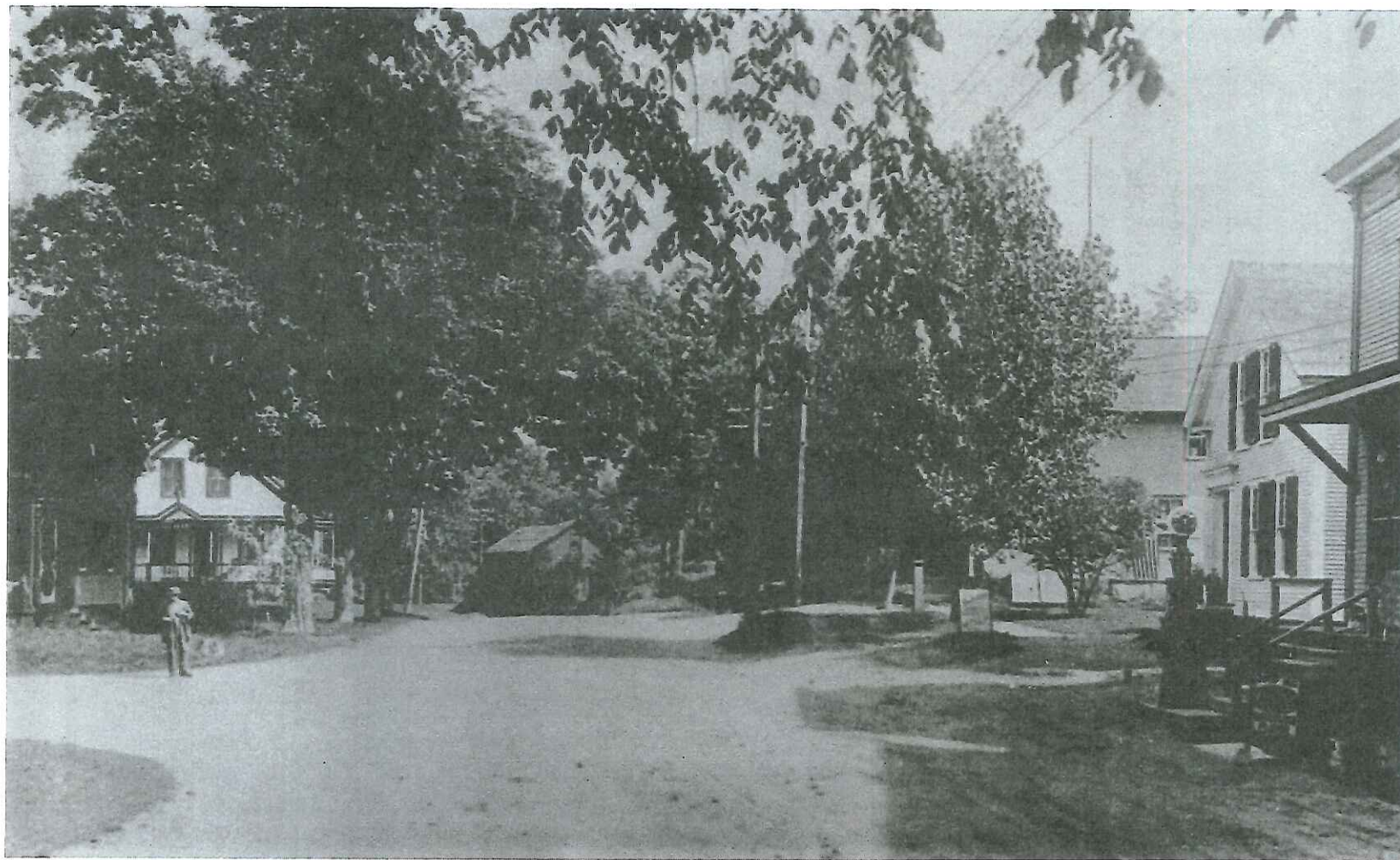


The front view of the Spalding Store that was later operated by "Parker and Ford". It shows the old hitching post where farmers tied their horses while trading there. It was a typical country store where one could buy most anything that was needed.

Harold Parker and Lawrence Ford are posing for this picture. The building had various owners after these men until it was torn down to become parking for the Pitcher Inn guests.



Warren Village when the blacksmith shop, Spalding's Store, the scales and the gas pump at Bragg's store were all part of the picture one saw when going to town.





Warren Village looking from the south. Spalding's store was torn down. The Dana Block just south of the bridge has been much changed to become an annex for the inn. The old bridge has been replaced, but the triangle at the corners is still present.



A view of the past and a view of the present in the Village.





A view of the Ulie Austin place from the field above what is now called "Trout Hollow", a development of small houses located in what was the old mill yard. The buildings are the Austin homestead with it's many barns next to the home of Emma Ford, a long time town clerk of Warren.

An old photograph of the Ulie Austin place in the early 1900's. The huge barns were torn down when the Route 100 by-pass was constructed. The house was large and contained a small apartment separated from the main part by a stair-way to the attic above. The early bath room, one of the first in town, only had a cold water hitch up.



It was on the Austin farm that the first ski tow in the Mad River Valley was located. It was started by the Warren Outing Club with Charlie Townsend, the prime organizer, David McNeill, farmer and fund raiser, Nap Drinkwine, mechanic and Roy Long furnishing the rope. It is believed the machinery came from the Woodstock Tow, the first in Vermont, when they replaced that particular part of their operation. Lyndol Ford has the arm patch worn by his father, Lyle, a member of the club. It was in operation in the late 1930's and abandoned when the members went separate ways. The land where it was located is owned by the Town of Warren.

The picture below is of the present house previously shown. The Village Road once route 100 is in front and the new one that by-passes the village runs in back of it. It is at the intersection of these two roads at the North end of the Village.



The mill and log pile that was located in what is now the "Trout Hollow" development. This mill went out in the 1927 flood. At that time it was being used only as a storage place.



A view of the old iron bridge just north of the Village taken from the Mad River below. The building at the left is the Grist Mill and the one at the right is the lumber mill located at what is now Trout Hollow. The bridge was rebuilt after the 1927 flood. The mills became a loss to the town and its historic heritage of being a mill town.



The Grist Mill built in 1808 was washed away during the flood of 1927. An underground penstock crossed under the highway from above the dam to the mill. Mary Bradley was the last owner. Here the children in the village watched Eugene Thayer grind the grain that the farmers bought for feed for their livestock. The sheds were used for storage of the grain. Parts of the foundation can be seen from the bridge which was replaced by a cement one after the flood.



This view looks south toward Warren Village. Below the home of the Roy Long's on the old route 100 at the north end of the village on Bradly Brook, there was a butter tub mill run by steam. The one opposite it on the right is the former Richardson home now an apartment complex and next is the home of a former town clerk, Emma Ford. The Pierce home opposite Ford's was torn down when the Route 100 by-pass was built.



This unique bridge on the old route 100 past the Golden Lion was replaced with the Kingsbury iron bridge after the 1927 flood. It was two kinds of bridges, both a covered bridge and a king-post bridge, all in one to span the Mad River.



Bradley Mill was built on the Mad River by Carlos Sargent about 1845 as a scythe and edge factory. It burned in the spring of 1880 and was rebuilt by John Bradley. In 1884 it was run by his sons Nelson and Mason. They made clapboards, shingles and bobbins. Later clothespins were manufactured there. It was located just north of the intersection of Route 100 south and the main street through town. Parts of the dam can still be seen.



The dam at Bradley Mill south of the village before the great flood.



Goodale and Neill's Mill was located on the Mad River with access from Route 100 by way of a high bridge. Even the road to the river is hard to find now. The land abuts the Lincoln Brook in the vicinity of the former Parker and Ford Mill, now the complex owned by "Dirt Road" manufacturing company. Mr. Neill lived in the village at what is now the entrance to the Warren Elementary school on the south side. Mr. Goodale boarded at the farmhouse just south of this mill at the home of William and Myra Carleton. Many piles of lumber covered the area which is now grown to brush.



Will Parson's Mill at the south end of the town on the Mad river just south of the Stetson Hollow Road. It had not been in operation for a long time and was taken out by the flood of 1927.

As you can see his work was done with the help of oxen. ^{nephew} Son, Roy, stands beside them. Father, Will, is with the other two children Rama and Floran.



The Hartshorn farm looks much the same today as it did years ago. It is owned by Mrs. Frances (Hartshorn) Rich and children. She is the granddaughter of Henry Hartshorn who bought it in 1864 and cleared the land for planting. He used a team of oxen. The barn was built in 1830 and the house in 1831 by Ezriah Hanks. A mill was built on the Lincoln Brook near the barn site to saw the lumber. Parts of the stone work are still there. The buildings have been kept in good condition and retained the character of the original builder. The farm was in operation before the days of silos and bulk tanks. The cream was separated from the milk and taken to the creamery.



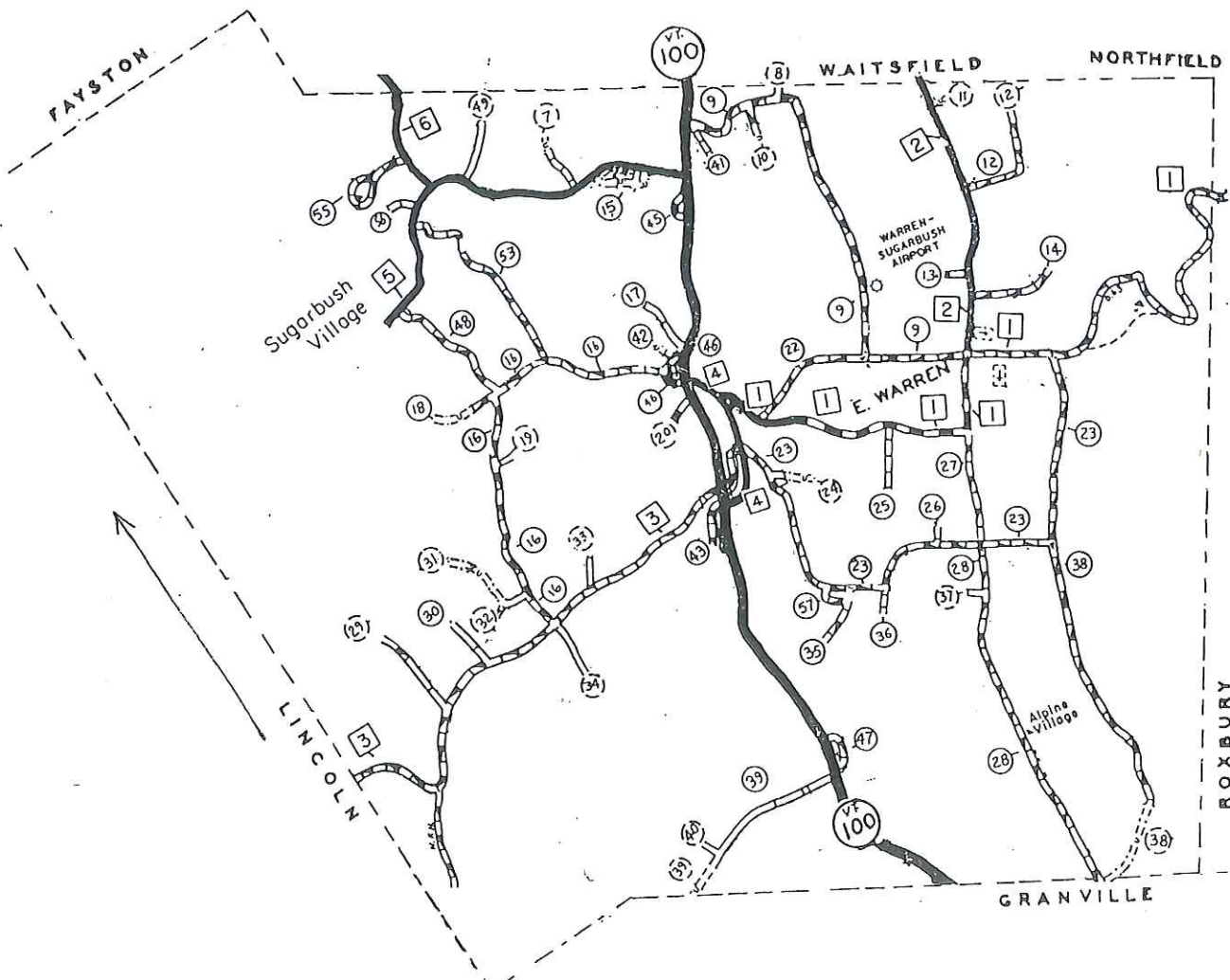
The Mountain road that runs by this house in the Lincoln Gap area was built by William Cardell. It was a toll road with the gate at the Parsons Place. Mr. Cardell amassed a large amount of property and was considered the wealthiest man in town. His house in the village was a show place compared with other homes.

The Town of Warren has a mapped transportation system with numbered town roads. The roads, as well as the brooks and streams, took on the names of the early settlers or the character of the area through which they rambled. Many of the names have been changed through the years by new people settling here. The following is a list using the old names as much as research has identified them.

- #1. **The Brook Road** - from Warren Village to Roxbury town line.
- #2. **East Warren Road** - from North Four-Corners to the Waitsfield town line.
- #3. **Lincoln Gap Road** - from Route 100 South intersection to the Lincoln town line.
- #4. **Warren Village Road** - from Route 100 North intersection to the Route 100 South intersection.
- #5. **Sugarbush Access Road** - from Route 100 North to the Sugarbush Ski Area. Replaces former Grand Hollow Road.
- #6. **German Flats Road** - from Sugarbush Inn Intersection to Fayston town line.
- #7. **Tishman Road** - off Sugarbush Access Road to the former Richard Buzzell farm.
- #8. **Frank Whittelsey Road** - off Airport Road to former Bashaw farm which was later the Collister Buzzell farm.
- #9. **Airport Road** - off, Route 100 North to East Warren North four-Corners, formerly Lew Carrell and later DeFreest road.
- #10. **Cold Spring Farm Road** - off Airport Road, formerly Andrew Church Road.
- #11. **No Name** - part of Old Post Road near Waitsfield town line off East Warren Road.
- #12. **Cider Mill Road** - off East Warren Road to the Waitsfield town line.
- #13. **Applewood Road** - off East Warren Road to former Daniels farm, later the Klein Farm, now Applewood.
- #14. **Roth Development Road** - off East Warren Road to former Frank Lamb Farm, later the Robert Gove Farm.
- #15. **Grand Hollow Road** - off Sugarbush Access Road, old road to Grand Hollow before Access Road to Sugarbush.
- #16. **West Hill Road** - from Route 100 North to the Lincoln Gap Road.
- #17. **Shepherd Hill Road** - off Old Route 100 to Urdanetas' the former Shepherd farm, later Howard Austin Guest Home.
- #18. **Richardson Road** - off West Hill Road by Stetson', the former Allen Farm, to Chadwicks'.
- #19. **Wolford Road** - off West Hill Road to Wolford Farm former Win Moore Road, then Keator Road.
- #20. **Vaughn Brown Road** - off Route 100 to Steve Hewitt's the former Harold Green place, once the Brown Farm and the Hamlin Farm.

- #21. Flat Iron - loop around Village by the church to the Brook Road intersection.
- #22. Freeman Road - off Brook Road to Airport Road, once called the Dump Road
- #23. Fuller Hill Road - off Village Road to Alpine Village and Prickly to the Roxbury Mountain Road.
- #24. Murray Road - off Fuller Hill Road to Murray Farm.
- #25. Clois Robinson Road - off Brook Road to Peter Behn's, formerly road to Thayer and Brown places.
- #26. Blair Road - off Fuller Hill Road to Herb Blair Farm now the Rupert Blair Farm.
- #27. Windy Willy or Trask Road - from Brook Road corner to Alpine Village corner (now part of the Plunkton Road).
- #28. Plunkton Road - off Fuller Hill Road to Granville Town line (also called Alpine Village Road).
- #29. Hanks Road - off Lincoln Gap Road to just across the bridge at the Hanks Farm, now National Forest land.
- #30. Gravel Pit Road - off Lincoln Gap Road to old DeLong Farm and Robert Jones' Camp.
- #31. Old South Hollow Road - off Carleton Road, former Strachen or DeLong Farm. (Old Charlie Brown Road).
- #32. Carleton Road - off West Hill Road, formerly Strachen or DeLong Farm.
- #33. Victry Hill - off Lincoln Gap Road to old DeLong Farm.
- #34. Thayer Road - off Lincoln Gap Road at intersection with West Hill Road (unimproved).
- #35. Ann Burns Road - off Fuller Hill Road, part of the former Cardell Road connecting with route 100.
- #36. Peter Streit Road - off Fuller Hill Road to former Fuller Farm.
- #37. Pat Cassidy Road - off Plunkton Road to the former Casey Jones or Edgar Town Farm.
- #38. Prickly Mountain Road - off Fuller Hill Road at the intersection by Old Eldridge Farm or Larrow Farm to the former Buzzell and Beacott Farms. (Also Old Post Road to Granville town line.)
- #39. Stetson Hollow Road - off Route 100 South to the National forest Land.
- #40. off Stetson Hollow Road to old Paul Tierney place now in National Forest.
- #41. Volkstown Road - off Airport Road at route 100 intersection. (Part of Old Route 100).
- #42. Sam Whitworth Road - off Old Route 100 to Whitworth Farm. (North of the Village).
- #43. Bobbin Mill Road - off Route 100 South, now "Dirt Road Co." that replaced the former Clad Miller road and later Parker and Ford Mill Road.
- #44. Covered Bridge Road - formerly road from Village to Lincoln.
- #45. Powder Hound Road - formerly part of Old Route 100 between Sugarbush Access Road and Top Gas. (Norm Robinson Farm, then Turner Farm and Hartshorn Farm).

- #46. **Old Route 100 Route** - off Road 100 North to West Hill Road.
- #47. **Old Route 100 Road** - off Route 100 South to Stetson Hollow intersection.
- #48. **Inferno Road** - off Sugarbush Access Road to West Hill Road (former Mouse Lodge or Allen Road).
- #49. **Eurich Road** - off Sugarbush Access Road, replaced by Southface Condominium Road.
- #50. **Clay Brook Road** - Unused at present, off the Golf Course road.
- #51. **Old Inferno Road** - off new Inferno Road, now private.
- #52. **Brown Road** - off covered Bridge Road, (formerly the road to Lincoln.) to Route 100 South.
- #53. **Golf Course Road** - off West Hill Road to Sugarbush Access Road. (former road to Corliss farms).
- #54. **Estin Park Road** - now part of the Golf Course Road.
- #55. **Sugarbush Village Road** - private road off Sugarbush Access Road intersection at the Inferno Road and Sugarbush parking lot.



Before the days of automobiles the town roads were opened with a snow roller that packed the snow down so the sleds and sleighs could travel over them. This is a picture of that long forgotten vehicle.

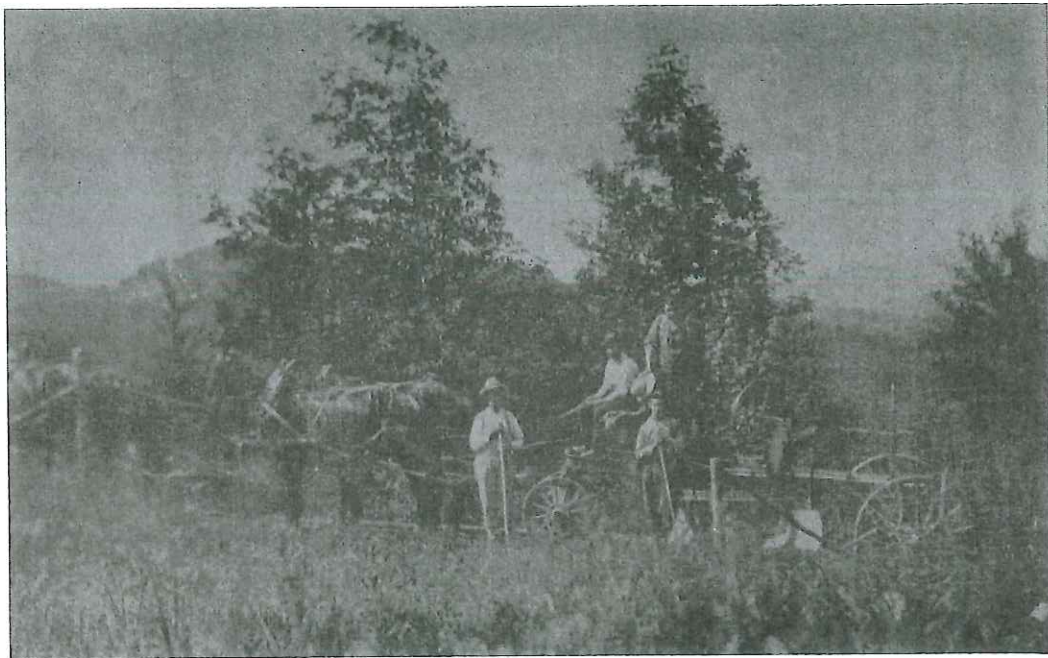


In 1875 there was much excitement concerning a proposed railroad through Warren. December 25 the town voted to subscribe \$22,402.24 for capitol stock in the Green Mountain Railroad Co. The matter died at that time even though it was surveyed from Moretown through Warren south to Mendon and Rutland. It was to be a steam road of standard gauge but the project never materialized.

The road crew in the day of the horses that worked the roads instead of trucks. The crew who rebuilt the Brook Road after the great flood. Most of these men are no longer living.



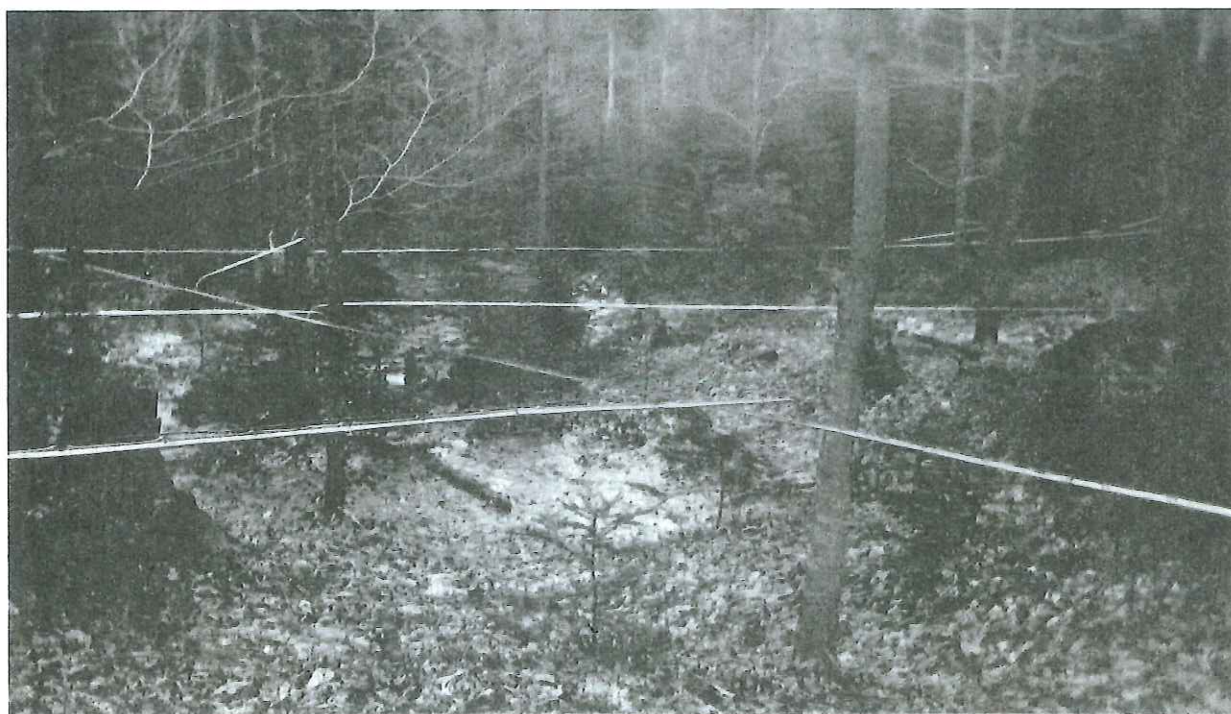
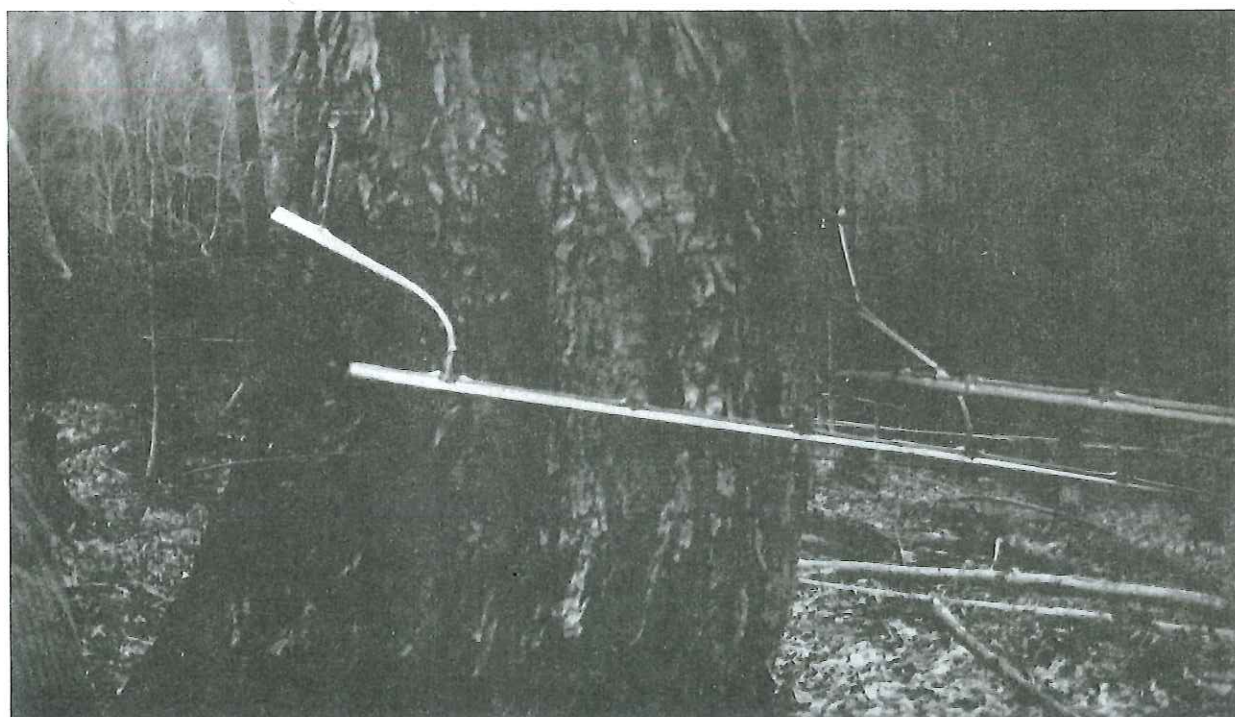
The grader that was used to maintain the town roads was drawn by horses. It was a hot, dusty job riding and operating this machine.



The Allis Chalmers tractor that was used to plow the roads in the early 1940's. It was a hard task for the Road Commissioner to drive this machine. There was no protection from the wind and blowing snow. Alone on those back roads was a frightening experience with no way of getting help if one was in trouble.



The old days of sugaring when the first pipe line was available. It was a terrible thing to clean, as well as installing. It did save gathering the sap from buckets and did run down hill to a holding tank.





Another hard task was plowing the fields with horses. William Carleton and his Morgan horses plowing a garden plot at the site of a block house on his property. This old house has long gone the way of many other places in Warren and the site is now hard to find.

DO YOU REMEMBER.....

Going to a barn dance at AbeVanDuensen's new barn?
Seeing Laurence Hanks making furniture?
Lyford's Hotel and Livery?
Perley Hayes cutting ice on the mill pond?
Corn roasts in George Long's pasture?
Walking through the long shed adjoining the steam mill?
Water tub on Brook Road beyond the swimming hole?
The round barn in East Warren?
Spending an afternoon with Anna Buzzell Hartshorn?
Loads of hay being weighed at Bragg's store?
Peeking into the old well at the triangle?
Improvement Society and Ladies' Aid Meetings?
The Bungalow back of Brook's Mill?
Hitching post in front of J.L. Spaulding's store?
The church in East Warren?
Warner Moore's Store?
Blake's Blacksmith Shop?
The many mills along the Mad River?
The old iron bridge north of the Village?
May Carleton cutting hair?
Will Ferno repairing shoes?
George Ford's delicious apples?
The husking bees at Richardson's?
Abel's Shop near the Covered Bridge?
Taking a can of cream to the creamery?
Attending "Woodman of America" meetings?
Driving a sleigh with bells ringing?
Climbing Potato Hill when it was a narrow path?
Dancing in Tucker's barn, now Kingsbury's?
Walking home on Friday night from school in Waitsfield?
The day the 1927 flood took out the Grist Mill?

If you remember all of these, you're older than we are who compiled this reminder of days in Warren.