

APR 9 1980

Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED SEP 10 1980
DATE ENTERED DEC 10 80

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Plaistow Carhouse (Trolley Barn)

AND/OR COMMON
Lagasse Amusement Company Building

2 LOCATION

STREET & NUMBER
27 Elm Street

NOT FOR PUBLICATION

CITY, TOWN
Plaistow

CONGRESSIONAL DISTRICT

VICINITY OF 1

STATE
New Hampshire

CODE
33

COUNTY
Rockingham

CODE
015

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Town of Plaistow

STREET & NUMBER
Town Hall

CITY, TOWN
Plaistow

VICINITY OF

STATE
New Hampshire

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Rockingham County Registry of Deeds

STREET & NUMBER
Rockingham County Courthouse

CITY, TOWN
Exeter

STATE
New Hampshire

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Plaistow Carhouse (Trolley Barn) is a multi-bayed, essentially rectangular brick structure of which the primary mass (the carhouse itself) is approximately 50' wide and 150' long. A wing to the east of the carhouse, designed for use as an office/waiting room, is also of brick construction and measures approximately 35' x 18'.

The carhouse section of the structure is one story high and flat-roofed, with a monitor roof running its entire length. Its gable front facade contains two overhead doors and improvised in-fill of brick and wood (the four original paired doors have been removed). A broad lintel spans the entry, above which is an inscription stone. The roof line is marked by a corbeled cornice rising to a course of rusticated, rough-faced granite coping. The carhouse facade is topped by a parapet gable, from which several courses of brick, the corbeled cornice and the granite coping have been removed. The windows of the monitor roof are now boarded up, but intact.

The southwest elevation of the carhouse contains ten recessed bays separated from each other by piers. Each bay contains two tall windows with six-over-six sash, rough granite sills and radiating voussoirs. Above each pair of windows is a horizontal line of four-course corbeling that extends from the recessed wall outward to the plane of the side wall proper. The rear elevation contains three bays with six windows identical to those of the southwest elevation. These windows are now filled in with concrete blocks.

The 2-story, 5-bay office/waiting room wing to the east of the carhouse displays a facade containing two 4-panelled doors (the upper panels of glass), which are topped by radiating voussoirs. The doors are offset in the gable wall and between them are three windows with two-over-two sash, also with radiating voussoirs. The second-story windows have splayed brick lintels. All of the windows in the facade have projecting rough granite sills. The 2-bay northeast elevation of the office/waiting room wing contains windows with identical treatment. The roof line of this wing is marked by a corbeled cornice and granite coping identical to that of the carhouse proper.

A 1-story, 3 x 2 bay transformer room is attached to the rear of the office/waiting room wing. Its northeast elevation contains three bays. Two tall windows topped by radiating voussoirs occupy the north bay, the central bay has been filled in with brick, and the south bay has been altered to accommodate a new door. (A portion of the original transom light and the radiating voussoir, however, are still visible.) A corbel-capped chimney rises from the outside wall of the rear elevation.

A wooden shed projects from the east corner of the carhouse. The building is set back from the road and is surrounded by flat open land.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1901

BUILDER/ARCHITECT Shaeff & Jaastad Company

STATEMENT OF SIGNIFICANCE

The significance of the Plaistow Carhouse (Trolley Barn) is both historical and architectural. It stands today as a symbol of a relatively short-lived interurban transit system that existed only from the very late nineteenth century through the first few decades of the twentieth century.

Designed by the Shaeff & Jaastad Company of New York and built in 1901, its history spans the era of the trolley car. The Haverhill-Plaistow service was discontinued in 1930 and the next year the rails were removed and the carhouse was sold at a public auction. It was used for the storage of carnival equipment by the Lagasse Amusement Company until its purchase by the Town of Plaistow in 1979.

Architecturally, the building exemplifies a type of late nineteenth and early twentieth century industrial design that provided a utilitarian facility without sacrificing a concern for aesthetics in its decorative detail. This concern is particularly reflected in the use of various masonry design elements such as a prominent parapet gable with inscription stone on its main facade, a long row of recessed bays with corbelling detail on its side wall, and segmentally arched windows displaying both splayed lintels and radiating voussoirs.

The building basically retains its integrity and is little changed from its original appearance except for temporary work and alterations to its facade, including the replacement of the original trolley doors.

The Town of Plaistow is now (1980) considering the possibility of adapting the building for re-use as a headquarters for its police and fire departments.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Cavin, Ruth. Trolleys: Riding and Remembering the Electric Interurban Railways. New York, New York: Hawthorn Books, Inc., 1976.

Cummings, O. R. "Trolleys to Hampton Beach, Massachusetts Northeastern Street Railway, Vol. 3, Amesbury Division." Manchester, New Hampshire: New England Electric Railway Historical Society, Inc., 1966.

ACREAGE NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. 5.7 acres.

UTM NOT VERIFIED

UTM REFERENCES

A	1 9	3 2 9 0 0 0	4 7 4 4 8 6 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION Tax Map Ref. No. 59, Block 1, Lot 15.

A lot of approximately 5.7 acres, abutted on the north by Elm Street, on the south by the property of J. Alden Palmer, Jr., on the east by the properties of John Palmer and Vernon Cheney, and on the west by the properties of David Goddard and David P. De Marco.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
None			
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Lance Bennett/Bernard Hiatt, Preservation Advisers

April 9, 1980

ORGANIZATION

Strafford-Rockingham Regional Council

(603) 778-0885

STREET & NUMBER

1 Water Street

CITY OR TOWN

Exeter

STATE
New Hampshire

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Commissioner, Dept of Resources & Economic Development
NH State Historic Preservation Officer

DATE

July 29, 1980

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

[Signature]

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

12/10/80

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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RECEIVED 12/4/80
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

The Plaistow carhouse was constructed in 1901 for the Haverhill, Plaistow & Newton Street Railway, one of three companies comprising a through trolley line between Haverhill and Amesbury, Mass. via Plaistow, Newton and a corner os Fouth Hampton N.H. Regular operation over this line commenced on May 8, 1902 and one week later the operation of through trolleys between Haverhill and Hampton Beach, N.H. via Plaistow, Newton, South Hampton, Amesbury, Salisbury, South Seabrook and Seabrook Beach began

Constituent companies of this through line included the Haverhill & Plaistow and the Amesbury & Hampton Street Railways, both Massachusetts corporations, and the Haverhill, Plaistow & Newton and the Seabrook & Hampton Beach Street Railways, both incorporated in New Hampshire. All four of these companies were consolidated with the Massachusetts Northeastern Street Railway on April 1, 1912.

Through trolley service between Haverhill and Hampton Beach ran during the late spring, summer and early fall only, cars at other times of the year running between Haverhill and Amesbury or between Haverhill and Smithtown Square, Seabrook. Additional service was provided between Haverhill and the Plaistow carhouse throughout the year to accomodate Plaistow residents employed in Haverhill.

The greater part of the former Seabrook & Hampton Beach Street Railway-- from Smithtown Square to Seabrook Beach-- was abandoned in 1920 and three years later trolley service was discontinued between Rowe's Corner, Newton, and Smithtown Square via Amesbury. Then, in February 1928, the trackage between Rowe's Corner, Newton, and Dow's Corner, Plaistow, was abandoned and on Sept. 2, 1930 the last trolleys ran between Haverhill and Plaistow, motor buses taking over the following day.

For economy's sake, the Plaistow carhouse was closed as an operating center on June 25, 1927 and cars assigned to the Haverhill-Newton run were operated from the Merrimac carhouse of the Massachusetts Northeastern Street Railway. This arrangement did not prove satisfactory and the Plaistow facility soon was reopened and served until the end of trolley service between Haverhill and Plaistow. The building was sold late in 1931 to Leonard Wing of Haverhill for \$2,000 plus 1931 taxes on the building.

One significant historical feature of the Plaistow carhouse is that it is one of the relatively few trolley car barns in New England designed by the New York engineering firm of Sheaff & Jaastad, others being located in Salem, Pelham, Hampton and Rochester, N.H. and Portland, Me. Of those in New Hampshire, all but those in Pelham and Hampton are still standing, the Plaistow carhouse being little changed from its progoma; a!ear-ance except for temporary work at the front of the building, replacing the doors used during the trolley era.