

664

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

AUG 14 2015

1. Name of Property

Historic name: Bartlett Roundhouse

Nat. Register of Historic Places
National Park Service

Other names/site number: _____

Name of related multiple property listing: _____

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: south of U.S. Rt. 302 between Pine Street and Albany Avenue

City or town: Bartlett State: NH County: Carroll

Not For Publication: Vicinity:

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 ___ statewide x local

Applicable National Register Criteria:

x A ___ B x C ___ D

		<u>7/20/15</u>
Signature of certifying official/Title: <u>SHPO and Director</u>		Date
New Hampshire Division Of Historical Resources		
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

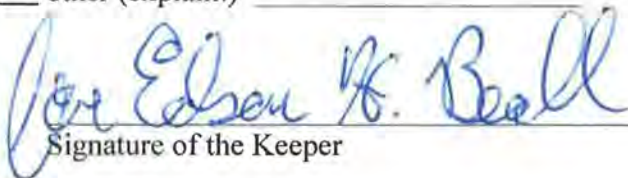
Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

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

9.29.15
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: rail related

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Late Victorian

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Weatherboard, wood, granite, concrete

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

Once a critical part of a terminal railyard in Bartlett village, the Bartlett Roundhouse is a vernacular, single-story, wood-frame building constructed in 1887 for the storage and repair of locomotives on the Portland & Ogdensburg Railroad line. Displaying a polygonal plan, the building was designed with six separate stalls which once faced an iron turntable. The large double doors which accessed each stall were designed to let in light while keeping out snow and ice. Ventilators (no longer extant) brought in fresh air, metal pipes assured a supply of water and a maintenance pit allowed railroad men to work underneath the engines. Although various alterations were made to the building in the 20th century to accommodate the changing technology of locomotives, the building, despite extensive deterioration, retains significant historic integrity.

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Narrative Description

Constructed in 1887, the Bartlett roundhouse is located on the Maine Central Railroad south of NH Route 302 on the west edge of the village of Upper Bartlett, one of several hamlets in the town of Bartlett, New Hampshire. The small village center is located in the Saco River valley within the White Mountains region. The village developed quickly after the arrival of the railroad in the late 19th century and is still dominated by historic wood-frame dwellings and structures of the late 19th and early 20th century today.

The roundhouse is a single-story, wood-framed structure with a mono-pitch roof which slopes down to the north and is constructed of built-up asphalt roll roofing on top of recently replaced wood board sheathing. The eaves display a slight overhang with exposed rafters on their underside. As originally constructed the roundhouse was designed to accommodate multiple engines with tracks leading from a turntable radially into the house. The term "roundhouse" is actually a misnomer; the building is not actually round but consists of a segment of a circle which is polygonal in plan, reflecting the division of the building into stalls. The Bartlett roundhouse originally had six stalls; the two southernmost stalls were removed about 1950. The walls of the building are largely sheathed in deteriorated wood clapboard siding over 2-3/4" x 5-3/4" wood studs spaced 24" on center. The studs are supported on a 3" x 8" sill. The building is set on a foundation combining cast-in-place concrete frostwalls on the perimeter with poured concrete footings supporting the interior wood columns below the concrete floor slab. In the area where the two southernmost stalls were demolished there are reportedly granite footings.

The east facade of the roundhouse consists of four sets of double doors which open into the building. The doors are constructed of vertical boards and each leaf originally had two 4 x 2-light panels set one above the other at the top of each door. The windows have been covered by boards on the exterior but the frames are still visible inside as are large iron hinges and metal swing cables. Historic photos suggest that these are not the original doors but were probably added in the early 20th century.

The south wall of the roundhouse has several windows on the lower level and a doorway which formerly led into the single-story c.1950 office (recently removed). The section of different colored (gray rather than green) and less deteriorated clapboards on the south wall demarcate the former office which enclosed this portion of the wall for more than fifty years. The upper area of the south exterior wall of the roundhouse is punctuated by a series of multi-light windows. This wall is not original to the building but was clapboarded and the multi-light windows added to bring more light into the building c.1950 when the southernmost two stalls were removed and the lower, single-story office was constructed in the northeast corner of the stalls footprint. The floor/foundation of the c.1950 office remains in front of the east portion of the south wall.

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

The north exterior wall of the building (facing Rt. 302) is punctuated by seven windows of two sizes, all of which are now boarded. The four windows to the east contain double-hung eight-over-eight sash and are examples of the original windows on the structure. The three windows to the west are larger and contain double-hung, twelve-over-twelve sash. These windows were added in 1913 when the stall was lengthened to accommodate longer locomotives. While the original windows display narrower, knife-edge muntins, these later windows have a more elaborate muntin pattern.

The west (rear) elevation of the roundhouse likely has less historic fabric than the adjacent walls. The back walls of stalls 5 & 6 stalls are thought to have been rebuilt at least three times due to run-away engines. There are four windows on this elevation. The original rear (west) wall of the other two stalls was largely destroyed by vandals and removed, necessitating the construction of a new plywood and stud partition to the east which is now fully exposed due to the removal of the deteriorated wall. The adjacent south wall of stall number 5 dates to 1913 when the building was extended. The south wall is punctuated by a window and a sliding door of diagonal boards which accessed the mechanic shop.

Interior Description

The interior of the roundhouse displays exposed studs and sheathing. All framing material is planed smooth. The major beams run in a north-south direction with the rafters displaying an east-west orientation. The 8" x 8" posts are approximately sixteen feet apart. Braced wood framed bents connect the posts to the beams and are fastened with bolts. Each stall originally had ventilation stacks in the roof to allow the exhaust from the steam locomotives to escape. There is a fuse box at the rear of stall 5. Several original suspended light fixtures still exist. Water pipes which once brought water into the building from nearby water tanks are also in place.

In the round house the floor consists primarily of what appears to be poured concrete but which in some areas has been covered with asphalt paving. Originally the engine house had a cinder floor. Segments of rail survive in each of the stalls. A maintenance pit was located in Stall 6 but has been filled. This allowed a mechanic to work under a locomotive. At the rear of stall 5 or 6 there is a concrete pad on which a stationary steam engine was installed. The boiler-like device provided heat and hot water for the building. A bathroom with a pull chain-operated toilet was located in the northwest corner of the building, at the rear of stall 6. The machinist shop was located at the rear of stalls 3 & 4. Here a variety of tools were kept including drill presses, saws, anvils and cutting and welding torches. Over the years, the rear wall of stalls 3 & 4 was largely removed by vandals, necessitating the construction of a modern partition to enclose the structure.

At the rear of stall 5 was the mechanic's office. This space has a wood floor and also included a radiator. A wooden cabinet provided storage for parts and flammable materials. A triangular work bench is located on the opposite wall.

Bartlett Roundhouse

Name of Property

Carroll Co., NH

County and State

In several places, interior posts have been chopped or whittled down, potentially compromising their structural integrity. In December 2006 a severely damaged column near the middle of the building was reinforced by boxing in the base of the column with pressure treated lumber (six foot long, 2 x 8s on two opposite sides and 2 x 12s on the other two, nailed together with galvanized 16-penny nails).

Description of Remainder of Lot

The Bartlett Roundhouse is located south of the former Maine Central railroad tracks which cross Main Street in Bartlett Village, just east of Pine Street and to the west of Albany Avenue. The landlocked parcel of land includes 3.25 acres of land. A train track with sidings and switches is still located north of the building. The area immediately adjacent to the roundhouse is cleared although the area to the south is wooded.

During its heyday, the roundhouse at Bartlett was a critical component in a compact terminal rail yard. The depot and freight house were located to the east of Albany Avenue; the depot (no longer extant) stood to the north of the main line. The clapboarded, gable-roofed freight house still stands to the southeast of the former depot location, on the south side of the tracks. A lower yard with a three track wye and a capacity of 84 cars was located east of the railroad station.

The center of activity including the upper yard and the roundhouse was located approximately 1,500 feet to the west of the railroad station. There was a three-track yard with a capacity of 56 cars on the north side of the main line while the engine house and service tracks were on the south side. On the service tracks the steam locomotives were refilled with coal, serviced and sanded. Today, all but one railroad track leading into the roundhouse has been removed. Outside the roundhouse there are switches installed after the turntable was removed in 1912 and designed to guide trains from one track to another. An office for the foreman was located just to the west of the roundhouse. The former car shop was located midway between the upper and lower yards, to the south of the main line. In the 20th century an electric coal conveyor was installed in the rail yard. From 1912 to 1933 there were above ground oil tanks and after 1950, a diesel fuel station was added. A 17,870 gallon water tank was located near the roundhouse. Today, only the foundation which supported the water tank remains. Any evidence of the other buildings which once existed is now obscured by vegetation and thick undergrowth.

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

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.)

- 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.
- 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

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Areas of Significance

(Enter categories from instructions.)

Transportation
Architecture

Period of Significance

1887-1958

Significant Dates

1887
1912
c.1950

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Portland & Ogdensburg Railroad

Bartlett Roundhouse

Name of Property

Carroll Co., NH

County and State

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 Bartlett Roundhouse is eligible under Criterion A, Transportation History, at the local level as an integral component of the Maine Central Railroad Mountain Division. Beginning in the 1870s the railroad opened the White Mountains to tourism on a scale that transformed local communities from rural farm villages to busy and often luxurious resorts. The Mountain Division also initiated large-scale logging in what had been previously inaccessible forests. The roundhouse was one of the main points for motive power along the railroad line in the late nineteenth century. Locomotives were kept at Bartlett to assist trains over the grade leading to Crawford Notch and the engine roundhouse was equipped to handle everything but a major locomotive overhaul. By the early twentieth century, Bartlett had become the focal point of activity for the Mountain Division. In this building a substantial crew worked 24 hours a day, 7 days a week. The period of significance is 1887-1958, corresponding to the building's original date of construction and the date which the Maine Central ran its last passenger trains.

The roundhouse is also eligible for the National Register under Criterion C, Architecture and Engineering, as a well-preserved example of an increasingly rare railroad structure. While there have been alterations to the building and deterioration, the Bartlett roundhouse remains a largely intact representation of a vanishing railroad structure type.

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

Transportation History

The first railroad to service the town of Bartlett was the Portland and Ogdensburg Railroad which was granted a charter on February 11, 1867 and organized on January 10, 1869. It was backed by Portland, Maine investors who sought to promote the railroad to bring tourists to the White Mountains and to haul freight between Portland and the St. Lawrence Valley. Construction was begun in Portland in 1869 although the line did not reach Bartlett until the summer of 1873 due to the extensive bridging and excavation required. On July 8, 1873 through passenger cars began running between Boston and Bartlett via Portland. Facilities at Bartlett included a mansard-roofed, wooden three-story depot building, a turntable and a roundhouse designed to accommodate 4-4-0 engines. In 1884 the engine stable at Bartlett was extended to accommodate three locomotives.¹

The 18.5 mile section between Bartlett and Fabyan's (later part of Carroll) took more than a year to build due to the numerous engineering and construction challenges of Crawford Notch. The line eventually reached Fabyan's in August 1875. Due to steep grades, construction problems

¹ *Report of the Portland & Ogdensburg RR*, 1884, p. 7.

Bartlett Roundhouse

Name of Property

Carroll Co., NH

County and State

and a lack of cash, the P & O was primarily for summer travel and never really succeeded as a freight railroad. By 1884 the financial and physical condition of the P & O had deteriorated to the point that it was placed into receivership and reorganized. General Samuel J. Anderson of Portland was appointed receiver. In order to improve the unsafe conditions the entire New Hampshire mileage was laid with new 60-pound steel rails, bridges were reconstructed, trestle-work was filled and ballasting was improved. At Bartlett a new engine house was constructed in 1887. Records show that \$4,560.90 was expended on the engine-house in the year ending September 30, 1887 with another \$2,654.54 spent between October 1887 and September 1888. At the same time the yard was graded and considerable additions were made to the sidings.² The new six-stall engine house was thoroughly equipped with all the modern improvements for watering and steam heating. It was connected to a large tank house with large tanks. A six inch pipe was laid from the tank house to the main line at a point opposite the coal pen with an upright pipe. A new iron turntable was installed and the coal pen and two derricks at Bartlett were removed and rebuilt. The old engine house was moved across the track and used as a car repair shop and as headquarters for the bridge men. An old wood shed was torn down and rebuilt near the new engine house. According to the report of the railroad: "These improvements have been long needed at this station and could not be further delayed without serious inconvenience and danger of injury to the locomotives, several of which are always kept at this station".³

In August of 1888 the Maine Central Railroad, based in Portland, leased the P & O and its assets for 999 years. The original 91.7 mile P & O became part of the 627-mile long Maine Central Railroad and was renamed "The Mountain Division". Bartlett was designated as one of the main points for motive power on the line. Locomotives were kept at Bartlett to assist trains over the grade leading to Crawford Notch. The Bartlett roundhouse was equipped to handle everything but a major overhaul on a locomotive; this would be done at Maine Central's Rigby Engine House in Portland, Maine or the shops in Waterville, Maine.

As described in a Maine Central tourist publication, Bartlett was an important stop on the way to Crawford Notch:

At the Bartlett station there is a preparatory pause for the coming event of the journey, a renewal of forces both physical and material; for here are refreshments for the inner man, and here also additional motive power is added to the train, for the accomplishment of the trying grades which occur in the run through the notch.⁴

In addition to its tourist value, the Mountain Division also transported considerable freight including lumber, pulpwood, cedar ties, telephone poles, limestone, ice, sulfur, coal, paper and

² *RR Commissioners Report*, 1889, p. 16.

³ *Second Annual Report of the President and Directors of the President and Directors to the Stockholders of the Portland & Ogdensburg Railway*, January 17, 1888. Portland: William M. Marks, 1888, pp. 7-9.

⁴ *The Maine Central: A Journal for Travelers*, June 1895, p. 18.

Bartlett Roundhouse

Name of Property

Carroll Co., NH

County and State

manufactured goods. In 1897 the Maine Central built a new passenger station and a new freight house in Bartlett.⁵ The station even included a restaurant.

Over the years, the rail yard evolved to meet changing needs. In 1912 the northernmost stall (stall 6) of the roundhouse was lengthened to 105 feet to accommodate articulated steam locomotives (2-6-6-2 class X locomotives). The Maine Central had recently acquired four of these locomotives from the Boston and Maine Railroad. Two of the locomotives were permanently assigned to Bartlett to assist in Crawford Notch. In 1913 the fifty-six foot turntable was removed because the 2-6-6-2 engines were too long for it. After this, all engines were turned on the wye near the freight house (both the wye and the freight house are still extant). The two lead tracks utilized a series of switches to access the six stalls of the engine house. A maintenance pit was also excavated at stall 6. The Bartlett depot burned in 1920 and was replaced that year by a smaller building which latter burned about 1958.

In response to general railroad decline, the Maine Central closed its engine house and shops in Lancaster in 1933. As a result, Bartlett became the focal point of activity for the Mountain Division. During World War II the Bartlett roundhouse was extremely busy due to an increase in freight traffic. At about this time the track leading to stall 5 was removed and that stall was never used again (second stall from left side).

The Bartlett roundhouse operated 24 hours a day, 7 days a week and had a substantial size crew. The engine house and car foreman supervised sixteen men on three shifts at the engine house and car shop. Including the station, freight house, section crew, signal personnel and train crews, Bartlett had a force of about fifty men.

After the war ended the demand for both passenger and freight service declined in the face of increased competition from trucks and automobiles. The old steam engines on the Mountain Division were replaced by diesel engines. In 1949-1950 the Maine Central determined that the Bartlett engine house needed to be redesigned to handle the new locomotives. Plans for a new, scaled-back roundhouse were developed which would have altered the building to look more like a rectangular engine facility. Work on the building was begun and the two southernmost stalls were demolished and replaced by a small office. But as traffic over the system continued to decrease, work on the upgrade was abruptly halted and the current structure remained in use.

In June 1958 the Maine Central ran its last passenger trains and the history of the roundhouse as a locomotive service facility ended. The other railroad structures at Bartlett were sold or demolished. The railroad station was sold to a ski club but later burned about 1958. The former freight house, east of Albany Avenue, still stands. In 1959 the roundhouse was sold to the State of New Hampshire. All but one track leading into the structure were removed and the maintenance pit in stall #6 was filled in. The chimneys and the ventilation stacks emerging from the roof were removed. From 1959 to the early 1980s the former roundhouse was utilized for the storage of road salt.

⁵ *Annual Report of the Directors of Maine Central Railroad, 1897, p. 6.*

Bartlett Roundhouse

Name of Property

Carroll Co., NH

County and State

Since that time the building has been vacant and vandalized. In 1994 the New Hampshire Division of Historical Resources (NHDHR) determined the New Hampshire segment of the Portland & Ogdensburg Railroad's Eastern Division (later known as the Mountain Division of the Maine Central Railroad) eligible for the National Register of Historic Places as an historic district.

In recent years the New Hampshire Bureau of Rail and Transit has made two unsuccessful attempts to obtain Scenic Byways funding to repair the roundhouse and develop it as a visitor center. Similarly, a plan by the Conway Scenic Railroad to use the building was never realized. The Bartlett Roundhouse Preservation Society, a non-profit 501(c)3 organization, was formed in March 2008 and in August 2008 the roundhouse was listed on the New Hampshire State Register of Historic Places. Since that time, the c.1950 office addition to the south which was built when the two southernmost stalls were removed and the machine shop to the west of stalls 3 & 4, both of which were in a state of collapse, have been removed. The roof has been replaced.

Architecture

The Bartlett Roundhouse is also significant as a fairly well preserved example of an increasingly rare type of 19th century railroad structure. While it does not reflect any particular architectural style, it retains distinctive, character-defining details including a plan which is a segment of a circle, reflecting the division of the building into stalls which were originally oriented to a round turntable in order to access to the building by locomotives requiring repair or storage. As seen here, double doors with glass panes were used to let in light and doors swung inwardly so as not to get stuck in ice and snow. Roof membranes are often supported by a series of wooden bents. Ventilators were another common feature of roundhouses as was an engine pit, designed to facilitate working under the engine. Both the ventilators and engine pit were removed in later years.

Alterations to the Bartlett roundhouse reflect changing technology during its useful years. In the early 20th century one of the stalls was lengthened to accommodate longer, articulated steam locomotives. Fifty years later, the two southernmost stalls were demolished, reflecting another advantage of the building design which was that the roundhouse could be readily expanded or changed.

In 1898 there were approximately 35 engine houses/roundhouses on the various Boston & Maine lines in the State of New Hampshire alone.⁶ Today, only a few roundhouses remain in the state. There is a badly deteriorated brick roundhouse at West Lebanon that originally served the Northern Railroad. A wood-frame, four stall roundhouse is visible at North Conway and the North Walpole yard retains a five-stall roundhouse which is also still in use. Only a portion of Keene's roundhouse survives today and has been converted to commercial use.

⁶ This figure does not include the Maine Central, successor to the Portland & Ogdensburg, which built the Bartlett roundhouse or the Fitchburg Division which had not yet been acquired by the Boston & Maine.

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

9. Major Bibliographical References

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

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Mallett, Scott C. "Bartlett Engine Terminal, Bartlett, N.H., History 1873-Present", December 11, 2005.

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Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Report of the President and Directors, Engineer and Treasurer of the Portland & Ogdensburg Railroad. Portland: Bailey & Noyes, 1869-1885.

Robertson, Edwin B. and Benjamin W. English, Jr. *A Century of Railroad in Crawford Notch.* Robertson & English: 1975.

Waldron, Holman D. *Crown of New England: Mt. Washington and the White Mountain Range via the Crawford Notch.* Boston: Maine Central Railroad, 1893.

Walker Transportation Collection, Beverly, Mass.

Wallace, R. Stuart and Lisa B. Mausolf. "New Hampshire Railroads: Historic Context Statement", Prepared for the New Hampshire Department of Transportation, April 2001.

Previous documentation on file (NPS):

- 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
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 3.25 acres

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

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: 44.076683 | Longitude: -71.287319 |
| 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: |

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

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

The Bartlett Roundhouse boundary was drawn to include the roundhouse and associated turntable (now removed). The south, west, and north boundaries correspond to the land's existing property line.

From the southwesterly corner of the property line, the Bartlett Roundhouse boundary proceeds in a northerly direction along the property line 320 feet and then extends another 100 feet to intersect with the property's northerly line. At this point, the boundary turns east to follow a general easterly course along the property line for 430 feet. The roundhouse boundary then extends due south for 320 feet until it intersects with the southern property line. The boundary then follows the property line west for 20 feet and, along with the property line, turns to extend south for 40 feet. The property line and boundary then reorient to follow a general westerly direction for 350 feet until the intersection with the starting point at the property's southwesterly corner.

Boundary Justification (Explain why the boundaries were selected.)

The boundary was drawn to include only the roundhouse and its immediate setting. Other associated structures, including a nearby shed which may have served as sleeping quarters for railroad employees, were not included, as the resource in question is the roundhouse itself.

11. Form Prepared By

name/title: Lisa Mausolf, Preservation Consultant
organization: for NH Department of Transportation
street & number: 6 Field Pond Drive
city or town: Reading state: MA zip code: 01867
e-mail lmausolf@att.net
telephone: (781) 944-5958
date: August 2014

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

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: Bartlett Roundhouse

City or Vicinity: Bartlett

County: Carroll

State: NH

Photographer: Peter Michaud

Date Photographed: June 26, 2014

Photo 1: View looking southwest at east (façade) and north elevations.

Photo 2: View looking northwest at south and east elevations. Note platform of former c.1950 office in front of south wall.

Photo 3: View looking east at north and west (rear) elevations.

Bartlett Roundhouse

Name of Property

Carroll Co., NH

County and State

Photo 4: View looking north at south wall of 1913 addition to stall 5; to right is rear (modern) wall of stalls 3 & 4 with platform remaining from former machine shop (no longer extant).

Photo 5: View of interior framing looking northwest at stalls 5 & 6. Note repairs to timber post and new roof boards.

Photo 6: Interior view looking southeast from rear of stall 6.

Photo 7: Interior view looking eastward from rear of stall 6 toward entrance. Note surviving track.

Photo 8: Detail of front double doors, looking north from stall 5.

Photo 9: Detail of front double doors, looking northeast, stall 3.

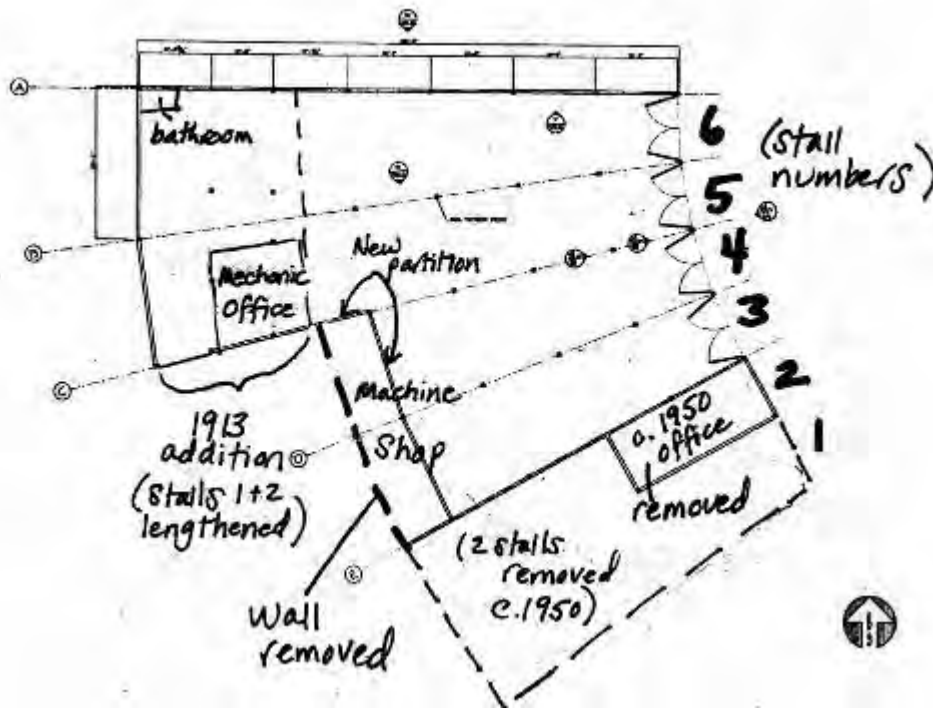
Photo 10: Detail of wooden window.

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.

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State



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Name of Property

Carroll Co., NH
County and State



Bartlett Roundhouse, 1890

Note angled corners and higher openings at entrances as well as stylized ventilators.

Source: Walker Transportation Center, Beverly Historical Society, Beverly, Mass.



Bartlett Roundhouse, 1936

Note changes to openings and ventilators. Visible in distance behind third ventilator is roof of nearby water tank.

Source: Walker Transportation Center, Beverly Historical Society, Beverly, Mass.

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State



Bartlett Roundhouse, c. 1930

Source: Bartlett Historical Society, Bartlett, New Hampshire



Bartlett Roundhouse, 1963

Note two stalls have been removed and replaced by small office. Tracks and ventilators also removed.

Source: Walker Transportation Center, Beverly Historical Society, Beverly, Mass.

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State



Aerial view of Bartlett Roundhouse and railyard about 1950 prior to the removal of two stalls and adjacent water tower.

Source: Bartlett Historical Society, Bartlett, New Hampshire

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Photo 1



Bartlett Roundhouse
Name of Property

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County and State

Photo 2



Bartlett Roundhouse
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Carroll Co., NH
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Bartlett Roundhouse
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Carroll Co., NH
County and State

Photo 3



Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Photo 4



Bartlett Roundhouse
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Carroll Co., NH
County and State

Photo 5



Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Photo 6



Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Photo 7



Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Photo 8



Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

Photo 9



Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

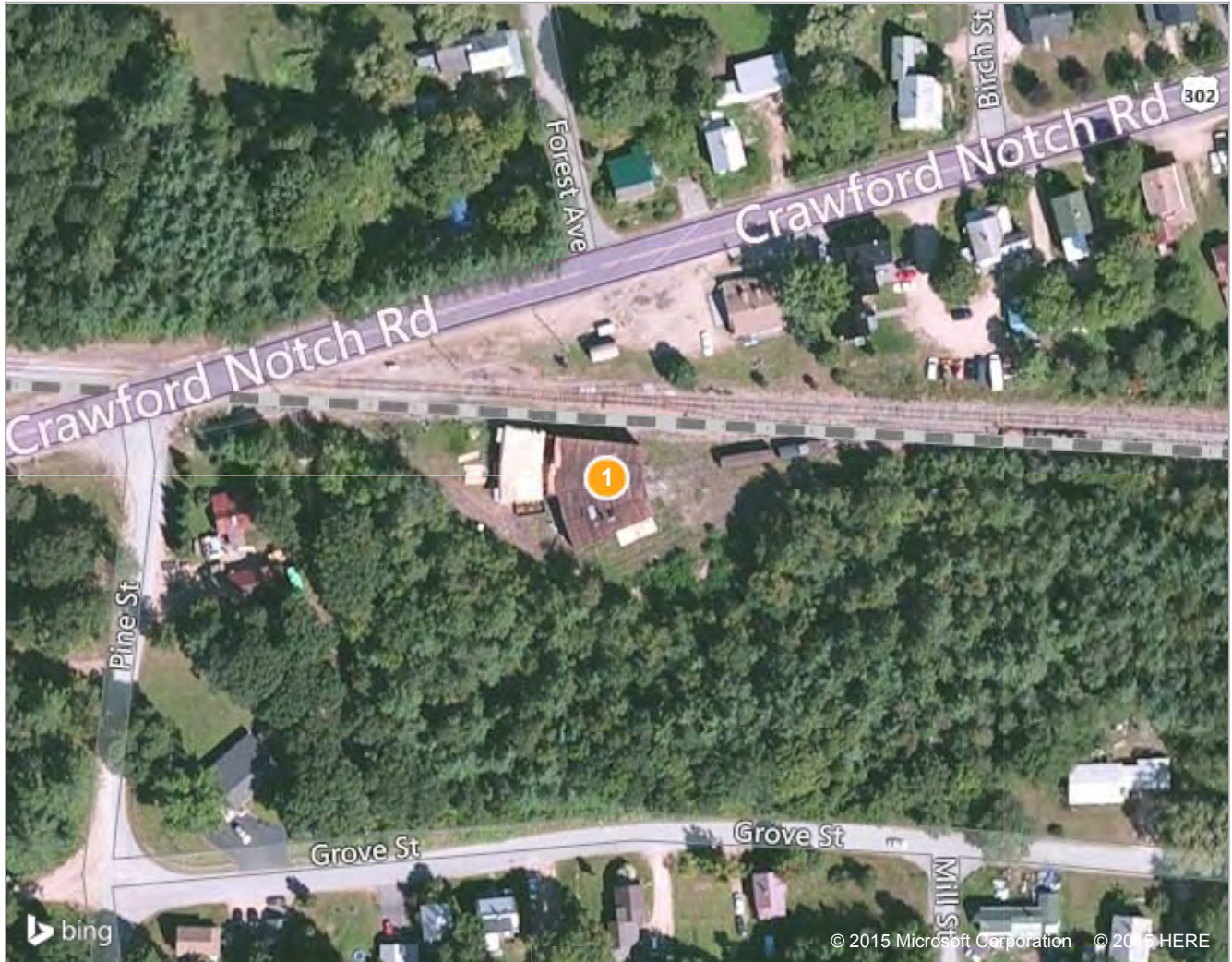
Photo 10





Unsaved places

- 1. **Bartlett Roundhouse**
44.076683 -71.287319





MAINE
CENTRAL



STORAGE UNIT
KEEP OUT

Keep
OUT

M.F.
3505V
12' x 10' x 10'
45100

















664

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 the categories and subcategories from the instructions.

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AUG 14 2015

1. Name of Property

Historic name: Bartlett Roundhouse

Nat. Register of Historic Places
National Park Service

Other names/site number: _____

Name of related multiple property listing: _____

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: south of U.S. Rt. 302 between Pine Street and Albany Avenue

City or town: Bartlett State: NH County: Carroll

Not For Publication:

Vicinity:

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 statewide x local

Applicable National Register Criteria:

 x A B x C D

EJL Murray 7/20/15

Signature of certifying official/Title: SHPO and Director Date

New Hampshire Division Of Historical Resources

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

Bartlett Roundhouse
Name of Property

Carroll Co., NH
County and State

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

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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AUG 14 2015

Nat. Register of Historic Places
Park Service



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

MEMORANDUM

To: Lisa Deline
From: Peter Michaud
Subject: National Register Nominations
Date: August 10, 2015

Dear Lisa,

Enclosed are five nominations for the National Register. The enclosed disks for Owls Head in Hebron, NH, The Bartlett Roundhouse in Bartlett, NH, Hilltop School in Somersworth, NH, Rollinsford Grade School in Rollinsford, NH, and Bristol Town Hall in Bristol, NH contain the true and correct copy of the nominations for these properties to the National Register of Historic Places.

On a side note, Rollinsford Grade School is my former elementary school and I did the nomination for them on my own time as a gift.

Peter Michaud
National Register, Preservation Tax Incentives,
& Easements Coordinator
19 Pillsbury Street
Concord, NH 03301
(603) 271 3583 fax (603) 271 3433
Peter.michaud@dcr.nh.gov

