

NOV 21 1988

United States Department of the Interior
National Park Service

FEB 14 1989

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Potter Place Railroad Station
other names/site number none

2. Location

street & number Depot Street not for publication N/A
city, town Andover vicinity N/A
state New Hampshire code NH county Merrimack code NH 013 zip code 03265

3. Classification

| | | | |
|---|---|-------------------------------------|------------------------|
| Ownership of Property | Category of Property | Number of Resources within Property | |
| <input checked="" type="checkbox"/> private | <input checked="" type="checkbox"/> building(s) | Contributing | Noncontributing |
| <input type="checkbox"/> public-local | <input type="checkbox"/> district | <u>1</u> | <u> </u> buildings |
| <input type="checkbox"/> public-State | <input type="checkbox"/> site | <u> </u> | <u> </u> sites |
| <input type="checkbox"/> public-Federal | <input type="checkbox"/> structure | <u> </u> | <u> </u> structures |
| | <input type="checkbox"/> object | <u>1</u> | <u>0</u> objects |
| | | | <u>0</u> Total |

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

R. Stuart Wallace FEB 9 1989
Signature of certifying official Date
NEW HAMPSHIRE
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

Alonzo Byan 3/16/89
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/ rail-related

Current Functions (enter categories from instructions)

Recreation and Culture/ museum

7. Description

Architectural Classification

(enter categories from instructions)

Stick/Eastlake

Materials (enter categories from instructions)

foundation Concrete

walls Wood

roof Slate

other

Describe present and historic physical appearance.

The Potter Place Railroad Station is a wooden frame¹ railroad station with Stick Style ornament that stands on its own lot on the southwest side of Depot Street in the village of Potter Place in the town of Andover. The station is set next to the tracks of the Boston and Maine Railroad to the southwest of the building. The one and a half story, hip roofed building is basically rectangular in plan, with a five sided bay window (for the station manager's office) projecting from the trackside (southwest) facade. The long building is set parallel to both Depot Street and the railroad tracks. Now used as a local historical museum, the building retains its integrity of location, design, setting, materials, workmanship, feeling and association.

The station is set on a very short brick and stone foundation, now largely covered with cement. (The only break in the foundation is a very short plain framed three pane basement window on the street (northeast) side.) The tall (14 feet high) exterior walls are sheathed with horizontal boarding up to the level of the window lintels. As is typical of the Stick Style, the walls are divided into rectangular panels by vertical and horizontal boards. Here the horizontal boards, on all four facades, include a sillboard with a simple watertable, that is rectangular in profile; a board at the window sill level, which is topped by a simple moulding, also rectangular in profile; a wide board, topped by a narrow board, at the window lintel level, which also serves as the lintel for the windows; and a wide board at the top of the wall, just beneath the overhanging eaves. The lower section of the wall, sheathed with horizontal flush boarding, is divided vertically by the cornerboards and by plain boards that also serve as the window and door jambs and that stretch between the sillboards and the horizontal boards at the window lintel level. At each end of each window sill, shallow brackets of horizontal mouldings are applied over the vertical boards beneath the sills. The upper section of the wall is divided (between the large eaves brackets) into tall vertical panels by narrow vertical boards, with beveled edges, which stretch between the horizontal board at the window lintel level and the horizontal board at the top of the wall. These tall narrow upper panels are filled with flush vertical boarding.

The wide overhanging eaves, which extend five and a half feet out from the walls, are ornamented on the outer edges by a cornice with mouldings, 1. As almost none of the structural system has been exposed in recent years, the exact design of the wooden frame is a mystery. The best guess is that it is some hybrid of the balloon frame and the post and beam frame.

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narrow frieze, and bargeboard. The deep bargeboard has a profile of semi-circles cut out of its lower edge, alternating with downward projecting triangles, each with its own small spherical triangular cutout. The soffits of the eaves are sheathed with horizontal boarding and are trimmed by a small cove moulding along the walls and the sides of the heavy wooden brackets that support the eaves. The large brackets, basically triangular in shape, each consist of a vertical timber on the wall, a horizontal timber on the underside of the eaves, a main diagonal timber joining the outer ends of the vertical and horizontal timbers, and a shorter secondary diagonal timber stretching from the junction of the vertical and horizontal timbers to the center of the main diagonal timber. The brackets are each ornamented by chamfered edges on all the timbers, by curvilinear sawn ends on the outer ends of both the vertical and horizontal timbers, and on both ends of the main diagonal timber. Also, in the center of the main diagonal timber (opposite the junction with the secondary diagonal timber), the underside of the main diagonal timber is ornamented by a block with rounded corners on which is mounted a wooden hemisphere with a large conical projection at the center. (Now suspended from the underside of the eaves at the south and east corners are two electric lights.)

The hip roof is sheathed with slate and trimmed by a metal moulding on the main ridge. The roof is interrupted by a tall brick chimney on the northeast slope, near the ridge. The northeast (street) slope also features two gable roofed dormers. The dormers have horizontal boarded walls with cornerboards. Their slate covered roofs are trimmed by metal ridge mouldings and by wide cornices with mouldings, friezes, and sloping soffits. The street front of each dormer contains a semicircular arched six pane window with simple frame. Each dormer street front is divided by a cross gable board and by vertical boards above the cross gable board, as well as by the cornerboards and frieze of the cornice to create two spandrel panels above the window and eight vertical panels in the gable. The dormers are both also ornamented by applied decorative brackets attached to the front corners and set in the plane of the street fronts, each ornamental feature incorporating triangular brackets at the top and the base. On the track-side (southwest) slope is found the semaphore signal, mounted on a post above the offcenter station manager's office bay window. A heavy horizontal beam projects from the lower edge of the roof to support a long vertical timber, which is also supported by two tie rods from the roof. Attached to the tall vertical timber is the semaphore signal and a small metal ladder. Rods for operating the signal extend from the base of the vertical timber back through the bay window wall to the station manager's office. (The supporting structure of the signal is original, but the signal itself was removed, probably when the railroad left the station. The present signal was taken from another station, but is similar to the signal once

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found here.) Formerly a gutter was mounted on the southwest and southeast cornices. Still to be seen are the metal pins that once supported the gutters and the lower vertical drainpipes at the east, west and south corners of the building.

The street (northeast) facade is six bays long. Neither the seven large brackets that support the eaves nor the windows and doors of the street facade are evenly spaced. Only four brackets, the two corner brackets and two northerly brackets, are placed directly on the vertical boards that divide the wall. In the third bay from the south is found the station's main entry, double two paneled doors (each door having a square lower panel and a tall upper panel) beneath a four pane transom window in a plain frame, that rises to the horizontal board at window lintel level, which serves here as the entry lintel. The main entry is served by a concrete step, and is flanked by a projecting metal railroad sign, and a painted wooden sign identifying the Historical Society museum, which hangs from a metal bracket. The street facade's five windows, two to the south of the entry and three to its north, all have six over six sash and are now ornamented by flowerboxes. Also mounted on the wall are two flat metal railroad signs and three poster frames, large plain framed plexiglass frames that were used to display railroad posters.

The narrow ends of the station are each one bay wide with four large evenly spaced brackets supporting the eaves. In the centers of both ends are the windows, all of the same design as the street facade windows, complete with flowerboxes. The northwest end has a tall six over six sash window. The southeast end has a double window with six over six sash (and two flowerboxes) that fills the wall between the two central eaves brackets, so that the brackets are placed on the vertical boards marking the outer window jambs. Small metal wall signs identifying the station are mounted above both end windows. The northwest end also has two poster frames, and a small sign with raised letters directing the visitor to the museum entry. The southeast end now has another poster frame and two metal railroad signs. Mounted near the east corner of the southeast end is a large railroad telephone box, a simple wooden box with a shed roof sheathed with asphalt roll paper.

Like the street facade, the seven bay trackside (southwest) facade is asymmetrical. Again the seven large eaves brackets are unevenly spaced. Going from the south to the north, we find a waiting room window, a door to the main waiting room, another waiting room window, the offcenter bay window of the station manager's office, a door and a window to the baggage room, and finally, the milkroom door. All three windows are of the same design seen elsewhere on the building, with six over six sash and new

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flowerboxes. The main waiting room door and the baggage room door are each four panel doors, of similar design to the northeast main entry doors, with two square lower panels, and two tall upper panels. Both doors have concrete steps. The milkroom door has five horizontal panels. All three doors lack the transom window seen above the main entry doors. So, the space between the plain door lintel and the horizontal board at the window lintel level is filled by another panel of horizontal flush boarding. The principal feature of the trackside facade is the shallow five sided bay window, which rises to the main projecting eaves, that extend out beyond it. The bay window has a wide front, narrow angled sides, and very shallow ends. The six inch wide ends are so slim that they are covered by boards. The bay window shares many of the features of the main railroad station walls, the same sillboard with watertable, horizontal flush boarding beneath the windows, cornerboards and vertical boards that serve as window jambs rising from the sillboard to a horizontal board at window lintel level, the applied horizontal boards at the window sill level and the window lintel level and beneath the eaves, and vertical beveled boards between the two upper horizontal boards, creating the same tall vertical panels seen at the top of the main walls. The wide front of the bay window is filled by two six over six sash windows, while narrow two over two sash windows of the same height fill the angled sides. The windows share a continuous sill, but only the two front windows have been given flowerboxes. (Recently mounted on the main wall of the southeast facade are three poster frames, three metal railroad signs, and, above the baggage room door, a metal illuminated "Parcel Room" sign.)

The plan of the railroad station's main level is surprisingly complex given the size of the building. At the southeast end is found the main waiting room. To its northwest are found two spaces, the station manager's office (with its bay window) on the trackside and an entry hall on the streetside. Northwest of these two spaces are the baggage room on the trackside and the ladies' waiting room on the street side. To the northwest of the baggage room are found the two restrooms. Finally, the northwest end of the building contains the milkroom, which stretches the full width of the building.

The main level rooms share certain features. All, save the two restrooms and the station manager's office, are quite high, measuring thirteen and a half feet from floor to ceiling. They all have hardwood floors and, with the exception of the milkroom, vertical beaded board wainscoting topped by a moulded rail. The upper walls are usually sheathed with plaster (or, on some repaired walls, wallboard). The ceilings are also covered with plaster (or wallboard). Most of the doors and windows are topped by peaked lintels crowned by upper mouldings.

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The station's main entry opens into the small entry hall, which shares its hardwood floor with the main waiting room. The walls are covered with wallboard above the wainscoating. A reproduction light fixture hangs from the wallboard ceiling. The street (northeast) wall contains the main entry, double, two paneled doors, beneath a tall four pane transom window and a peaked lintel with upper moulding. The inner southwest wall is interrupted by a projecting chimney, enclosed by the same wainscoating as the other walls, and by plaster on the upper portion, with moulded corner boards on the outer edges to protect the corners. (Connected to the chimney is a large pot belly stove, a recent addition, but believed to have come from a railroad station.) To the north of the chimney projection is a built-in cabinet (which is only half the height of the room) with a front of vertical beaded boarding topped by a moulded cornice. The door of the cabinet has been replaced by a simply framed glass door, thus converting the cabinet to a museum display space. The northwest wall features the four panel door to the ladies' waiting room, topped by a moulded peaked lintel. The lower portion of the southeast wall is taken up by the wide opening into the main waiting room, which is topped by a long peaked lintel with upper moulding.

The main waiting room's walls are sheathed with wallboard above the vertical beaded board wainscoating. A reproduction light fixture hangs from the wallboard covered ceiling. The room is also lit by five windows with six over six sash, moulded sills, and peaked lintels with upper mouldings, two windows in the street (northeast) wall, two more in the trackside (southwest) wall, and a double window in the center of the end (southeast) wall. The double window has a continuous sill and a moulded lintel with two shallow peaks. Between the two southwestern windows is the trackside door, a four panel door crowned by another peaked lintel with upper moulding. Similar moulded peaked lintels top the openings in the inner northwest wall, the wide opening into the entry hall, the four panel door to the station manager's office, and the ticket window opening into the office, the latter occupying the entire space between the office door and the entry hall opening. The ticket window, a vertical sliding four pane window with translucent glass, has a wide shelf supported by metal brackets in front of it at its sill level. Mounted above the ticket window is a triangular shaped lamp on an ornate metal bracket (taken from another railroad station).

Because of the angled corners on the bay window that serves as the southwest end of the room, the station manager's office is a six sided space. It has a hardwood floor, vertical beaded board wainscoating on all but the inner northeast wall, and plaster walls above the wainscoating. The wallboard ceiling features a hanging reproduction light fixture

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and a simple plain framed trapdoor to a small attic space. (The room is shorter than the other rooms, measuring only ten and a half feet high, because a new ceiling was built below the original ceiling. The resulting three foot high space between the new and the old ceilings has an unfinished floor, but retains the old plaster walls and ceiling of the office.) Built against the inner northeast wall is a wooden counter/cabinet with a front largely filled by two pairs of double doors of vertical beaded boarding and a stack of seven drawers. The counter has a wide wooden top. The wall directly above the counter top is covered by a wide board on which rests a shelf on metal brackets. In the northwest wall at the end of the counter is a small window opening into the baggage room, a sliding single pane window, topped by a peaked lintel with upper moulding. (The single pane of translucent glass has recently been replaced by a modern pane of colored glass.) In the southeast wall at the other end of the counter is the four pane ticket window, also topped by a peaked lintel, which, however, does not have a crowning moulding. The counter top, the two window sills, and the shelves mounted on the outsides of the small windows are set at the same level to form a continuous surface. The northwest wall also features a wooden bulletin board. And the southeast wall contains the four panel door to the main waiting room, again topped by a peaked lintel with upper moulding. The three sided bay window at the southwest end of the room is covered by the vertical beaded board wainscoating beneath the continuous moulded window sill of its windows. Built into the three sided space is a desk with a wide board top. Beneath the desk top are two stacks of drawers, with four drawers each, and one drawer just beneath the desk top between the two stacks. The narrow two over two sash windows in the angled sides and the two six over six sash windows in the wide center are each topped by a peaked lintel with upper moulding. (The jambs and lintels of the four windows are all joined.) Mounted between the two central windows is a vertical board on which was once mounted the handles and rods of the semaphore signal (now missing).

Returning to the entry hall, we pass into the ladies' waiting room, which has a hardwood floor and a wallboard ceiling with a reproduction hanging light fixture. All four walls have vertical beaded board wainscoating, like that of the other main rooms. Three walls are sheathed with wallboard above the wainscoating. But the upper portion of the inner southwest wall is covered by horizontal beaded boarding. The southeast wall contains the four panel door to the entry hall, the northeast (street) wall two six over six sash windows, and the inner southwest wall the door to the ladies' restroom. The doors and windows all have peaked lintels with upper mouldings, and the two windows have moulded sills. The door to the ladies' restroom has two small lower panels and two tall upper windows filled with translucent glass. The restroom has a hardwood floor, vertical

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beaded board wainscoating with moulded rail on all four walls, beaded board and beveled board sheathing on the upper portions of three walls, and plaster on the upper portion of the northwest wall. The ceiling has beveled board sheathing, a ceiling moulding, and a hanging light fixture. The small restroom contains a sink, a toilet and a cast iron vent pipe. The only opening in the restroom is the already described door to the ladies' waiting room, topped by a peaked lintel with upper moulding. The ladies' restroom, like the neighboring mens' restroom is shorter than the other main level rooms, measuring only ten feet from floor to ceiling.

The baggage room can be entered only through its own trackside outer door. (An unusual feature of the room is its extension above the two restrooms to the northwest. The restroom walls were not continued above their shorter ceilings. So a three foot high space above the restrooms is incorporated into the baggage room and has the same walls and ceiling as the baggage room.) The baggage room's hardwood floor contains a trapdoor to the basement, made of the same hardwood flooring. Vertical beaded board wainscoating, like that seen elsewhere in the main level, covers the low portions of the four walls. Horizontal beaded boarding covers the upper portion of the inner northeast wall and of the northwestern restroom wall. But the other walls, including that portion of the northwest wall above the restrooms, are plastered above the wainscoating. The plaster ceiling has a heavy ceiling moulding and a single hanging light fixture. The trackside (southwest) wall contains a northerly six over six sash window with moulded sill and a southerly four panel door, both with peaked lintels topped by upper mouldings. The southeast wall contains the small sliding single pane window into the station manager's office, with a wide shelf at its sill level and another moulded peaked lintel. Mounted high on the inner northeast wall is a water storage tank, a wooden faced box supported by metal brackets. In the northwest wall is the door to the mens' restroom. This door has four panels beneath three small upper glass panes, and a peaked lintel with upper moulding. Occupying much of the baggage room's central space is the new stairway rising to the attic, which is built of heavy plank steps and stringers and has simple wooden rails. Starting near the restroom door, the stairs rise along the northwest wall four steps to a landing, then turn and rise to the southeast through the center of the room to a plain framed opening cut into the ceiling and the southeast wall. The mens' restroom has the same floor and wainscoating seen in the baggage room. Plaster covers the upper portions of the southwest and northwest walls, while horizontal beaded and beveled boarding sheathes the upper southeast and northeast walls. The beveled board ceiling has a ceiling moulding and a single hanging light fixture. The only opening is the already described door to the baggage room in the southeast wall, which is topped by another moulded peaked lintel. The restroom still retains an unused toilet.

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The last room on the main level is the milkroom at the northwest end, which is isolated from the rest of the main level, and is served only by its own trackside door. The milkroom has a hardwood floor. Its high wainscoating differs in being made of horizontal boarding, with some small sections of horizontal beaded boarding in the northwest and southeast walls. Wallboard covers the upper portions of the walls and the ceiling. The ceiling is trimmed by a ceiling moulding and is divided into two rectangles in the northeastern half by applied boards edged with the same ceiling moulding. Plain frames surround the five panel door in the trackside (southwest) wall and the two six over six sash windows, one each in the northeast and northwest walls. Built into the center of the high room is an upper platform, about half as high as the room, supported by the walls and by posts attached to the walls. The board floored platform is reached by a simple board ladder nailed to its side. From the platform a steep stairway with board steps and stringers rises to a plain framed trapdoor to the attic in the ceiling. At the northwest end of the platform are found two plain built-in wooden bookcases.

The partial basement in the center of the building has a concrete floor and walls of stone, brick and concrete. The board ceiling with exposed joists is supported in part by a heavy transverse beam, which is supported in turn by two heavy posts. The room is a five sided space, as the eastern corner is cut off at an angle. The basement contains the furnace, oil tank, well pump, and brick chimney base. The room is lit by electric lights and a short three pane window high in the northeast wall. A stairway of simple plank steps and stringers leads up to the trapdoor to the baggage room in the ceiling.

The northern three-fifths of the attic is now being remodeled as a storage space for the Historical Society, so the attic now contains two rooms. The southerly unfinished space retains its rough board floor, and sloped board ceilings with exposed rafters and ridge beams. Struts rise from the outer walls of the main level to support the rafters. The inner northwest wall is built of plywood on exposed studs. The southern room is lit by the southerly dormer, whose unfinished interior has board walls and ceiling with exposed studs and rafters. The semicircular arched six pane window is untrimmed. The finished northerly storage area now has a plywood floor, a flat central plywood ceiling, and a plywood southeastern wall. Plywood is also being used to construct a kneewall around the three outer sides of the room and to sheathe the remaining pitched portions of the ceilings on those same three sides. As the work is still underway, portions of the old board ceilings and their exposed rafters can still be seen in places. The room is lit by eight new ceiling lights and by the northerly dormer, which, like its southerly counterpart, is still unfinished. Similarly

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the semicircular arched six pane dormer window is also untrimmed. Near the southerly end of the storage area are found the brick chimney and the stairway opening, which is protected by a simple wooden handrail.

The railroad station has seen a few changes over the years. On the exterior, flowerboxes, lights, signs, and poster frames have been added, the gutters removed, and the semaphore signal replaced. The interior has witnessed the lowering of the office ceiling, the repair of walls and ceilings, the remodeling of the attic, the installation of a stairway in the baggage room, a stove in the entry hall, a platform in the milkroom, lighting and restroom fixtures. But these minor changes have not seriously affected the architectural or historical character of the building, which is strikingly well preserved. Basically, the Potter Place Railroad Station still retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

The railroad station lot is a long narrow lot between the railroad tracks and Depot Street, with the railroad station located near its center. Although over three hundred feet long, the four sided lot is little more than twenty-six feet wide. To the southeast of the station, the lot is devoted primarily to a gravel parking lot, with grassed strips on the track side and near the station. At the southerly end of the property, a wooden pole stands beside the now abandoned road over the tracks that marks the southeast end of the station's historic lot. A narrow grassed strip separates the station and Depot Street. On the track-side, the narrow strip between the station and the property boundary is paved with asphalt (as part of the paved platform that continues over the railroad property to a granite curb near the tracks. Northwest of the building, the lot is mostly covered by a lawn. But, at the northwest end is found the mostly buried granite foundation of the former hand car house. A few small trees grow around the foundation.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation
Architecture

Period of Significance

1874

Significant Dates

1874

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Cheney, John B. (master carpenter)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Potter Place Railroad Station is significant under Criterion A in the area of transportation as the best preserved railroad station still standing in Merrimack County. Built in 1874, the Potter Place Railroad Station has survived almost unchanged, an excellent example of these once important buildings, which were so essential to the operation of the county's railroad system, formerly its chief means of long-distance transportation. The Potter Place Railroad Station is also significant under Criterion C in the area of architecture as the most architecturally important railroad station surviving in Merrimack County. An excellent example of the Stick Style as applied to a common railroad station type, the one story, hip roofed depot, the station is the finest of the county's fourteen remaining stations.

Merrimack County developed a very dense network of railroads in the 19th century, beginning in the 1840's, when a number of railroads, including the Northern Railroad through Potter Place, were built. Essential to the operation of this rail system were the sixty-one railroad stations that served these railroads, as the loading and unloading points for the trains. Of the sixty-one stations, only fourteen stations still stand on their original sites. The others have all been demolished or moved away. The Potter Place Railroad Station, built in 1874 and sold by the railroad in 1961, has seen few changes, most of them minor in character. Carefully restored in the late 1970's and given to the Andover Historical Society in 1983, the building is in an excellent state of preservation. By contrast, most of the other surviving Merrimack County railroad stations have been converted to other uses, usually with substantial modifications to both their interiors and exteriors. With the exception of the Potter Place Railroad Station, and, to a lesser extent, two other stations, the county's surviving stations have been altered to such a degree that they are no longer good examples of this important building type. The Potter Place Railroad Station is now the county's best preserved railroad station, an excellent reminder of the days when the railroads were the major means of long distance travel.

See continuation sheet

9. Major Bibliographical References

Potter Place Railroad Station and the Northern Railroad

"Andover Historical Society Introduction" (manuscript, Andover Historical Society, Andover, N.H.)

Ralph G. Chaffee, HISTORY OF ANDOVER, NEW HAMPSHIRE, 1900-1965 (Orford, N.H.: Equity Publishing Co., 1966)

"Death Certificate for Thomas V. B. Clough" (manuscript, Bureau of Vital Records, State of New Hampshire, Concord, N.H.)

Deeds, Book 892, Pages 412, 420, and 423; Book 1073, Page 466; Book 1310, Page 439; Book 1456, Page 868; Book 1474, Page 521, Merrimack County Registry of Deeds (manuscripts, Merrimack County Registry of Deeds, Concord N.H.)

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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 # _____

Primary location of additional data:

- State historic preservation office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Specify repository: Andover Historical Society

10. Geographical Data

Acreeage of property .2 acre

UTM References

A 19 268825 4813025
 Zone Easting Northing

C

B
 Zone Easting Northing

D

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Verbal Boundary Description

The boundary of the nominated property is described as follows: beginning at the north corner of the lot on the southwest side of Depot Street, the boundary proceeds southeast along Depot Street 325 feet to the junction of Depot Street and a new abandoned highway (formerly Route 11), then proceeds southwest 33 feet along the abandoned highway to the right-of-way of the

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Boundary Justification

The nominated property includes the Potter Place Railroad Station and its grounds. The present legal boundary of the lot was established in 1961, when the Boston and Maine Railroad sold the railroad station separating it from its other property at Potter Place. However, the legal boundary

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11. Form Prepared By

name/title David Ruell
 organization Lakes Region Planning Commission date September 21, 1988
 street & number Main Sreet telephone (603) 279-8171
 city or town Meredith state New Hampshire zip code 03253

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Architecturally, the Potter Place Railroad Station is also significant. Although the designer is unknown, his skill is obvious in his adaptation of the Stick Style, with its stickwork, brackets, and bargeboards, to this common railroad station type, the hip roofed, one story building with wide overhanging eaves and a projecting station agent's bay window. The well proportioned, tall building, with its fine ornament and generous scale, is an important example of the Stick Style used for a railroad station. Most of the remaining railroad stations in the county are modest vernacular buildings of little architectural interest. The architecturally significant railroad stations in Merrimack County have largely been destroyed, leaving the Potter Place Railroad Station and the Queen Anne style Northfield Depot as the only railroad stations of real architectural interest. The well designed Potter Place Railroad Station is the best of the two buildings and has been described as perhaps the state's best 19th century wooden railroad station.

The first railroad built in Merrimack County was the Concord Railroad, chartered in 1835, which opened from Nashua to Concord in 1842.¹ The arrival of the railroad in Concord spurred a rapid expansion of the railroad system throughout the county. In 1844, the legislature chartered three railroads radiating from Concord, the Concord and Portsmouth Railroad to the east, the Boston, Concord, and Montreal Railroad to the north, and the Northern Railroad to the northwest.² A branch of the Northern Railroad from Franklin to Bristol was chartered in 1846.³ 1848 saw the chartering of the Concord and Claremont Railroad running west from Concord, the Contoocook Valley Railroad running southwest from Concord, and the New Hampshire Central Railroad which connected Manchester with Henniker in the southern portion of the county.⁴ Most of these railroads were completed rapidly, with the exception of the Concord and Claremont Railroad, which did not reach Claremont until 1872.⁵ More typical was the Northern Railroad, which ran north from Concord along the west bank of the Merrimack River to Franklin, then turned west to run almost the entire length of the town of Andover and then ran northwest through Danbury, Grafton, Canaan, Enfield, and

1. Hobart Pillsbury, NEW HAMPSHIRE: RESOURCES, ATTRACTIONS, AND ITS PEOPLE: A HISTORY (New York: 1927) p.462
2. Edgar T. Mead, Jr., THROUGH COVERED BRIDGES TO CONCORD: A RECOLLECTION OF THE CONCORD & CLAREMONT RR (Brattleboro, Vt.: 1970) p.6; Pillsbury, pp. 466, 471, and 475
3. Pillsbury, p.475
4. Mead, p.6; Pillsbury, pp. 466, 475, and 476
5. Mead, pp. 15-18

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Lebanon to its terminus at White River Junction in Vermont. The Northern Railroad received its charter on December 27, 1844.⁶ The route was surveyed in 1844 and 1845, and the building contracts were let in October of 1845. The line was opened to Franklin in December of 1846, to Grafton in September of 1847, to Lebanon in November of 1847, and to White River Junction in June of 1848. (The tracks were completed through Andover in July of 1847, although they were not put into commercial use until the line opened to Grafton on September 1.⁷) After this initial spurt of railroad construction in the 1840's and early 1850's, the development of the rail system in Merrimack County continued at a slower pace. The county rail system actually lost trackage with the abandonment of the Henniker section of the New Hampshire Central Railroad in 1858⁸ and of a section of the Concord and Portsmouth Railroad in 1861.⁹ But, 1861 also saw the construction of a short railroad from Hooksett to Suncook.¹⁰ The Suncook Valley Railroad was built through the eastern towns of the county in 1869 and extended into Belknap County in 1889.¹¹ The Franklin and Tilton Railroad was built in 1890-1891.¹² When the Henniker section of the New Hampshire Railroad was reopened in 1893,¹³ the county's rail system reached its height. At the system's greatest extent, in the 1890's and the early decades of the 20th century, railroads ran through twenty-one of the county's twenty-five towns, forming a network that brought rail transportation within easy reach of most of Merrimack County's residents and businesses.

An essential part of the Merrimack County railroadsystem were the railroad stations. The stations were closely spaced along the railroads, usually not more than two or three miles apart. A 1915 map of the railroads in New Hampshire shows fifty-seven railroad stations then in use in Merrimack County.¹⁴ Four more stations are known to have been erected at other

6. For the history of the Northern Railroad, including the facts in this paragraph, see Harry A. Frye, "The Northern Road, A Brief History of the Northern R.R. of N.H." The New England States Limited (March, 1982) vol. IV no. 3, pp. 6-21, and James Duane Squires, HEADLIGHTS AND HIGHLIGHTS: THE NORTHERN RAILROAD OF NEW HAMPSHIRE, 1844-1848 (New York:1948).

7. Squires, p. 12; Frye, p.7

8. Pillsbury, p.467

9. Pillsbury, p.466

10. Pillsbury, p.468

11. John C. Hutchins, ed. THE BLUEBERRY EXPRESS, A HISTORY OF THE SUNCOOK VALLEY RAILROAD (Littleton, Mass.:1985), p. 112

12. Pillsbury, p.473; Frye, p.15

13. Frye, p.15

14. Everett F. Dowst, Railroad Map of New Hampshire (1915)

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Potter Place Railroad Station

times, bringing the total to sixty-one railroad stations¹⁵, or more accurately, sixty-one railroad station sites, as some stations, such as Potter Place, had more than one station building over the years.¹⁶ The railroad stations were important elements in the rail system, the points at which passengers and freight were loaded and unloaded from the trains. The stations provided shelter for the passengers and their baggage, for freight awaiting shipment and delivery, as well as for the equipment and station agents of the railroads themselves. Next to the tracks (with their embankments and bridges), the railroad stations were the most conspicuous permanent structures of the railroads. They were prominent buildings in their towns, for the stations were focal points of community life and business, used daily by many people. When the railroad was the chief form of long distance travel, the stations were the entry points to their communities, the beginning and end points of long and short journeys. Few buildings saw as much use by as many people in the years when the railroad was the dominant form of transportation.

One such railroad station was the Potter Place Railroad Station, one of five stations of the Northern Railroad in the town of Andover.¹⁷ Potter Place was an important station on its railroad line. Not only did it serve its locality, the villages of Potter Place and Cilleyville, but it was also the nearest railroad station for the towns of Wilmot and New London. The first station at Potter Place was apparently built about 1847, as the annual report of the Northern Railroad for 1847-48 states that all necessary railroad buildings, save those at West Lebanon, had been completed as the track was built.¹⁸ In 1874, however, that station at Potter Place was replaced by

15. The four other stations were the Rowe's Corner station of the Concord and Portsmouth Railroad, the Side Track station of the Suncook Valley Railroad, the original Henniker station of the New Hampshire Central Railroad, and a Franklin flag stop on the Northern Railroad's Bristol branch.

16. The basic list of Merrimack County stations was based on Dowst's railroad map; H.F. Walling, Map of Merrimack County, New Hampshire (New York: 1858); D.H. Hurd & Co., TOWN AND CITY ATLAS OF THE STATE OF NEW HAMPSHIRE (Boston:1892); Edward A. Lewis, NEW ENGLAND COUNTRY DEPOTS (Arcade, N.Y.: 1973); Mark W. Beauregard, R.R. STATIONS OF NEW ENGLAND TODAY, VOL. 1, THE BOSTON & MAINE R.R. (Flanders, N.J.:1979); Hutchins, op.cit.; Mead, op.cit.; and conversations with local historians, notably Albert Garneau of the Franklin Historical Society.

17. Ralph G. Chaffee, HISTORY OF ANDOVER, NEW HAMPSHIRE, 1900-1965 (Orford, N.H.:1966) pp.138 and 140

18. THE THIRD ANNUAL REPORT OF THE DIRECTORS OF THE NORTHERN RAILROAD TO THE STOCKHOLDERS, PRESENTED MAY 24, 1848 (Concord:1848) p.4

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a new building. Contemporary documents on the construction of the new station are rather limited. The railroad's annual report contains but one sentence-"A new passenger depot has been built at Potter Place and other extensive improvements have been made at the same place at the total cost of over \$8000."¹⁹ The newspaper in the neighboring town of Franklin had no local correspondent in Potter Place, so its coverage of the new station was limited to two items. The first item, published in May, simply announced that some railroad improvements were to be made at Potter Place.²⁰ An article in September reported that a new side track had been built, the old freight house moved to a new site, and that the old passenger station was to be removed. "They are building a very handsome passenger depot 26 x 58 on the old freight depot site.... It... is handsome outside and is finished in chestnut with black-walnut trimmings, with spacious rooms and all conveniences. John B. Cheney of Lebanon is the master carpenter and T.V.B. Clough of Franklin... is putting in his first rate skill in the finishing business."²¹ This description of the building suggests that it was nearing completion in September. And we can assume that the building was finished sometime in the fall of 1874. Unfortunately, there seems to be no record of the designer of the new passenger station.

The Potter Place Railroad Station has apparently changed very little since its construction. Some changes seem to have been by the railroad over the years. The platform in the milkroom is clearly a later addition, as are the concrete floor and walls in the basement and the lowered ceiling in the station manager's office.²² Although passenger service on the Northern Railroad from Concord to White River Junction did not cease until January 3, 1965,²³ the little used building was sold by the Boston

19. THIRTIETH ANNUAL REPORT OF THE DIRECTORS OF THE NORTHERN RAILROAD, MAY 1875 (Concord:1875) p.4

20. Merrimac Journal (Franklin), May 29, 1874, unpagged

21. Merrimac Journal (Franklin), September 11, 1874, unpagged. An attempt to learn more of the personal history of John B. Cheney was unfortunately unsuccessful. Thomas V.B. Clough (1833-1898), who apparently played a lesser role in the construction of the railroad station, was a carpenter and builder in East Andover and Franklin. (Death Certificate for Thomas V.B. Clough, Bureau of Vital Records, State of New Hampshire, Concord, N.H.; obituary for Thomas V.B. Clough, The Journal-Transcript (Franklin), July 15, 1898, p.4)

22. Another possible change during the railroad era may have been the installation of the restrooms. But, if they were not part of the original plan, they must have been added at a very early date, as they do match the other rooms of the building in all the essential features.

23. Frye, p.16

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and Maine Railroad (which had taken over the Northern Railroad in 1890²⁴) in 1961.²⁵ The building was vacant for a number years and suffered to some extent from neglect. Some elements, such as the lights and the semaphore signal, were removed when the railroad left, or in the years of disuse.²⁶ After passing through four owners²⁷, the railroad station was purchased in 1977 by Charles M. Taylor²⁸, who proceeded to repair and restore the building, primarily in the period from 1977 to 1980. The renovation included the placing of wallboard on deteriorated plaster walls and ceilings, and the installation of the stove, reproduction light and restroom fixtures. Flower-boxes were placed under the windows. And some authentic railroad memorabilia were mounted on the building, including the lamp above the ticket window in the main waiting room, a semaphore signal on the surviving pole, and the illuminated sign above the baggage room door. Metal railroad signs were mounted on the exterior walls, as were plexiglass frames for the display of railroad posters.²⁹ Basically, however, the restoration was very respectful of the railroad station's architectural and historical integrity. Seeking permanent protection of the station, Charles and Elynor Taylor donated the building to the Andover Historical Society in 1983.³⁰ Since October, 1983, the Historical Society has operated the building as a local historical museum and have kept it in good repair.³¹ The Historical Society has made only a few changes. As the society needed storage space for its collections, a stairway was built in the baggage room, up through the ceiling to the attic in 1985, and much of the attic, a previously unfinished and little used space, is presently being converted to a storage room. A more appropriate semaphore signal, found in Maine, was installed. And, when the translucent glass in the small window between the office and the baggage room was broken, it was replaced by colored glass.³² Today,

24. Frye, p.14

25. Deed, Book 892, Page 412, Merrimack County Registry of Deeds, Concord, N.H.

26. interview of Charles Taylor by David Ruell, September 18, 1988

27. Deeds, Book 892, Pages 412, 420, and 423; Book 1073, Page 466, Merrimack County Registry of Deeds, Concord, N.H.

28. Deed, Book 1310, Page 439, Merrimack County Registry of Deeds, Concord, N.H.

29. interview of Charles Taylor by David Ruell, August 24 and September 18, 1988; interview of Elynor Taylor by David Ruell, September 18, 1988

30. Deeds, Book 1456, Page 868; Book 1474, Page 521, Merrimack County Registry of Deeds, Concord, N.H.

31. The Journal-Transcript (Franklin), October 12, 1983, p.1

32. interview of George and Barbara Upton by David Ruell, August 24, 1988; interview of George Upton by David Ruell, September 19, 1988

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with the exception perhaps of the stairway in the baggage room and some other minor changes, the exterior and main level rooms of the Potter Place Railroad Station still appear virtually as they did in the late 19th century.

The fine state of preservation of the Potter Place Railroad Station is unusual in Merrimack County. The mid 20th century saw the decline and finally, the end of passenger service in Merrimack County. When the last passenger train left Concord for Boston, on June 30, 1967, the era of railroad passenger travel came to a close in the county.³³ A number of railroad lines were abandoned. The Henniker section of the New Hampshire Central Railroad line³⁴ and the Bristol branch of the Northern Railroad³⁵ were lost to the floods of the 1930's. The Suncook-Hooksett line was abandoned in the mid 1940's.³⁶ In the 1950's and 1960's, the tracks of the Suncook Valley Railroad, the Concord and Claremont Railroad, and the Contoocook Valley Railroad were torn up.³⁷ Traffic on the Franklin and Tilton Railroad ended in 1973.³⁸ The remaining railroad lines are now used only for occasional freight trains. The passenger stations that were once so important were abandoned, and in most cases, demolished or moved away from their original sites for new uses. Of the sixty-one stations that once stood in Merrimack County, only fourteen still stand on their original locations. These include two stations of the Northern Railroad, Potter Place (in Andover) and Gerrish (in Boscawen); the Northfield Depot of the Boston, Concord and Montreal Railroad; three stations of the Suncook Valley Railroad, Allenstown, Short Falls (in Epsom), and Epsom; five stations on the Claremont and Concord Railroad, Contoocook (in Hopkinton), Warner, Waterloo, and Melvin (the last three all in Warner), and Newbury; the Henniker station of the New Hampshire Central Railroad; and two stations,³⁹ Henniker and Emerson (both in Henniker) of the Contoocook Valley Railroad.

33. clippings from the Concord Daily Monitor, June 30, 1967 (N.H. Historical Society, Concord, N.H.)

34. The Henniker History Committee, THE ONLY HENNIKER ON EARTH (Canaan, N.H.: 1980) p.130

35. Charles E. Greenwood, HISTORY OF BRISTOL, 1819-1969 (Meredith, N.H.: 1969) p.21

36. Hutchins, pp.49-50

37. Hutchins, pp.54-56; Mead, pp.47-50

38. David Ruell, A GUIDE TO NATIONAL REGISTER PROPERTIES IN THE LAKES REGION (Meredith, N.H. : 1986) p.129

39. The fate of the railroad stations of Merrimack County was learned through personal observation, from railroad and local histories, and from conversations with local historians, namely Chaffee, op.cit.; Hutchins, op.cit.; RECOLLECTIONS OF WEST CONCORD (Concord:1976); Carl Malmberg, ed. WARNER, NEW HAMPSHIRE, 1880-1974 (Warner, N.H.:1974); and interviews with (cont.)

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The Emerson station in West Henniker is actually a house, a three story building on a hillside above the tracks, whose two upper stories were used as a residence, but whose smaller lower level was used for the West Henniker Post Office and the small railroad station. Counting just the buildings erected as railroad stations, there are now only thirteen such stations in the county on their original sites. Most of these thirteen remaining stations have been converted to other uses and have often been greatly modified.⁴⁰ The Short Falls, Epsom, and Henniker (Contoocook Valley) stations are now garages, with gutted interiors and, in the last two cases, additions. The Contoocook station has been remodeled for offices. Although significant portions of the original interior and exterior of the Waterloo station still remain, it was tripled in size when it was converted to a bowling alley. The Allenstown, Melvin, and Newbury stations are now single family houses, the Warner and Henniker (N.H. Central) stations are apartment houses. Their interiors have all been greatly remodeled as residences, and the exteriors have often been altered by new windows, doors, siding, and additions. Besides the Potter Place Railroad Station, the two stations that survived with the least change are the Gerrish and Northfield stations. The Gerrish station, in Boscawen, is however, an abandoned vacant building that is now much deteriorated. The Northfield Depot was actually a combination building, a railroad station with an attached house for the station agent. The railroad station section, now used as a storage area for the house, appears to have changed little. But the house portion of the building was gutted by fire in 1965, and has received a new interior and new first story windows.⁴¹ The Potter Place Railroad Station, with its fine state of repair, its largely unchanged exterior and interiors, is easily the best preserved railroad station in Merrimack County. It is the best surviving example of this once important building type, virtually the only intact railroad station on its original site that still appears as it did when used by the railroad.

39. (cont.) Robert McCabe and Albert Garneau of the Franklin Historical Society, Virginia Colby of the Boscawen Historical Society, Evelyn Howe of the Hooksett Historical Society, Rosalind Hanson of the N.H. Antiquarian Society of Hopkinton, Tom Biuso and George Birse of the Newbury Historical Society, and Marion Chase of the Henniker Historical Society.

40. The present status of the surviving Merrimack County stations was learned through personal observation, and through interviews with James Birnie (Northfield Depot), Claudette Verville (Allenstown), Eleanor Wilcox (Newbury), Ellen Mayo (Melvin), Fran and Richard Brayshaw (Waterloo).

41. Interview with James Birnie by David Ruell, September 2, 1988

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The majority of the railroad stations of Merrimack County, particularly the small rural stations, appear to have been relatively simple vernacular structures. But, some of the county's railroad stations were architecturally significant, including, for example, those that once stood in Concord, Franklin, and Suncook.⁴² The Potter Place Railroad Station must be placed among this small elite group. Many aspects of its design are typical of railroad stations of the period, the rectangular plan, the broad hip roof, the wide overhanging eaves, and the projecting bay window for the station manager's office. Certainly, the functional divisions of the interior, the two separate waiting rooms for men and women, the station office, the restrooms, the baggage room, and the milkroom, are representative of those found in the larger passenger stations. (The milkroom may seem out of place, but this highly perishable product was often sent to market on the faster passenger trains.) What distinguishes the Potter Place Railroad Station is not its form and layout, which are not unusual for railroad stations of the late 19th century, but its decoration, which was unusual, at least among the stations of Merrimack County. Although we cannot name the designer we can admire his skill. He turned to the contemporary Stick Style for most of the building's decorative features. The most obvious Stick Style feature is the decorative stickwork, a pattern of flat boards applied over the exterior walls. Here the boards are both horizontal and vertical, horizontal boards at the building sill, window sill, window lintel, and eaves levels, vertical boards at the corners and flanking the doors and windows, all dividing the horizontal flush boarding of the lower walls into large rectangles, with narrow vertical boards under the eaves creating a frieze of tall vertical panels between the large eaves brackets. The wide overhanging eaves, a common feature of railroad stations, are supported by large elaborate brackets, ornamented with chamfered edges, sawn ends, and applied decoration. The cornice was trimmed with mouldings and fine barge-boards with an interesting pattern of semicircles and triangles. The street front received additional embellishment in the two gable roofed dormers with their arched windows, decorative bracketwork, and more panels created by stickwork. The interior was given less decoration. But, in the public rooms (all save the milkroom), the walls were given beaded board wainscoting topped by moulded rails, and the doors and windows were topped by peaked lintels with upper mouldings. The ornament of both the interior and the exterior is never too ornate, but always seems appropriate to its place in the design. The decorations emphasize the basic elements of the composition, and do not rival them for our attention. The building is also admirable for its generous scale, the tall walls, the broad roof, the high ceilings, and spacious waiting room. The slightly exaggerated scale, the good proportions, and the fine ornament raise the building above the ordinary railroad stations of its day.

⁴². For views of these three stations, see Beaugard, pp.47 and 48, and Hutchins, p.94

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Bryant Tolles, Jr. in his guidebook NEW HAMPSHIRE ARCHITECTURE, called the Potter Place Railroad Station "perhaps the state's finest nineteenth-century wooden railroad station".⁴³ As a complete survey of the state's railroad stations is not available, we must limit our comparison to a smaller area, Merrimack County. Among the fourteen surviving railroad stations in the county, the Potter Place Railroad Station is almost unique in its architectural quality. The county's architecturally significant railroad stations, located primarily in the large communities, are now almost all gone. Most of the remaining stations are modest rural or small village stations with no architectural pretensions. Many have also suffered changes that have destroyed or diminished their architectural integrity. But, even in their original state, they were relatively plain buildings. With the exception of the wooden shingled Waterloo station, they are (or were) typical clapboarded structures. They were distinguished as railroad stations only by their broad overhanging eaves or projecting agent office bay windows. Ornament was rather limited, restricted to moulded window frames, as on the Waterloo station, or chamfered edges on the eaves brackets, as at the Henniker (Contoocook Valley) station. Of the remaining fourteen stations, the only two that broke from the vernacular tradition were the stations of Potter Place and Northfield Depot. The Northfield Depot, built about 1889⁴⁴ as a combination railroad station/station agent's house, is an interesting example of the Queen Anne Style, with walls covered by both clapboards and fishscale shingles, carved and sawn eaves brackets, and bargeboards on the house gables. The station portion of the Northfield Depot is quite symmetrical, but the attached house shows some of the asymmetry typical of the Queen Anne Style. Although the Northfield Depot has considerable architectural merit, the Potter Place Railroad Station should be ranked above it in its architectural significance. In summary, the Potter Place Railroad Station is an excellent example of the Stick Style as applied to a basic railroad station form and plan, and is also the most architecturally important railroad station surviving in Merrimack County.

43. Bryant Tolles, Jr. NEW HAMPSHIRE ARCHITECTURE (Hanover, N.H.:1979) p.189

44. interview with James Birnie by David Ruell, September 2, 1988

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Harry A. Frye "The Northern Road, A Brief History of the Northern R.R. of N.H.", The New England States Limited (March, 1982) vol.IV, no. 3, pp. 6-21

The Journal-Transcript (Franklin) July 15, 1898; October 12, 1983

Merrimac Journal (Franklin) May 29, September 11, 1874

SCHEDULE OF PROPERTY TRANSFERED BY THE NORTHERN RAILROAD TO THE BOSTON & LOWELL RAILROAD CORPORATION UNDER LEASE IN EFFECT JUNE 1, 1884 (Lowell, Mass.: Vox Populi Press, c.1884)

James Duane Squires, HEADLIGHTS AND HIGHLIGHTS: THE NORTHERN RAILROAD OF NEW HAMPSHIRE, 1844-1848 (New York: Newcomen Society, 1948)

THE THIRD ANNUAL REPORT OF THE DIRECTORS OF THE NORTHERN RAILROAD TO THE STOCKHOLDERS, PRESENTED MAY 24, 1848 (Concord, N.H.: Press of Asa McFarland, 1848)

THIRTIETH ANNUAL REPORT OF THE DIRECTORS OF THE NORTHERN RAILROAD, MAY 1875 (Concord, N.H.: Republican Press Association, 1875)

Bryant Tolles, Jr., NEW HAMPSHIRE ARCHITECTURE (Hanover, N.H.: N.H. Historical Society and the University Press of New England, 1979)

Barbara Upton, "Railroad History Assembled by Barbara Upton", 1982 (manuscript, Andover Historical Society, Andover, N.H.)

interview of Harry A. Frye by David Ruell, August 24, 1988

interview of Charles M. Taylor by David Ruell, August 24, September 1 & 18, 1988

interview of Elynor Taylor by David Ruell, September 18, 1988

interview of Barbara Upton by David Ruell, August 24, 1988

interview of George Upton by David Ruell, August 24, September 19, 1988

Other Merrimack County Railroads and Railroad Stations

Mark W. Beauregard, R.R. STATIONS OF NEW ENGLAND TODAY, VOL. 1, THE BOSTON & MAINE R.R. (Flanders, N.J.: Railroad Avenue Enterprises, 1979)

Concord Daily Monitor June 30, 1967 (clippings, N.H. Historical Society, Concord, N.H.)

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Everett F. Dowst, Railroad Map of New Hampshire, (Public Service Commission, 1915)

Charles E. Greenwood, HISTORY OF BRISTOL, 1819-1969 (Meredith, N.H.: Meredith News, 1969)

The Henniker History Committee, THE ONLY HENNIKER ON EARTH (Canaan, N.H.: Phoenix Publishing Co., 1980)

D.H. Hurd & Co., TOWN AND CITY ATLAS OF THE STATE OF NEW HAMPSHIRE (Boston: D.H. Hurd & Co., 1892)

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Edward A. Lewis, NEW ENGLAND COUNTRY DEPOTS (Arcade, N.Y.:The Baggage Car, 1973)

Carl Malmberg, ed. WARNER, NEW HAMPSHIRE, 1880-1974 (Warner, N.H.: Warner Historical Society, 1974)

Edgar T. Mead, Jr., THROUGH COVERED BRIDGES TO CONCORD: A RECOLLECTION OF THE CONCORD & CLAREMONT R.R. (Brattleboro, Vt.: The Stephen Greene Press, 1970)

Hobart Pillsbury, NEW HAMPSHIRE; RESOURCES, ATTRACTIONS, AND ITS PEOPLE: A HISTORY (New York: Lewis Historical Publishing, 1927)

RECOLLECTIONS OF WEST CONCORD (Concord, N.H.: West Concord Villagers, 1976)

David Ruell, A GUIDE TO NATIONAL REGISTER PROPERTIES IN THE LAKES REGION (Meredith, N.H.: Lakes Region Planning Commission, 1986)

H.F. Walling, Map of Merrimack County, New Hampshire (New York: Smith & Peavey, 1858)

interview of James Birnie by David Ruell, September 2, 1988

interview of George Birse by David Ruell, September 1, 1988

interview of Tom Biuso by David Ruell, August 29, 1988

interview of Marion Chase by David Ruell, August 29, 1988

interview of Virginia Colby by David Ruell, August 29, September 5, 1988

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interview of Albert Garneau by David Ruell, August 28, 1988

interview of Rosalind Hanson by David Ruell, August 29, 1988

interview of Evelyn Howe by David Ruell, August 29, 1988

interview of Ellen Mayo by David Ruell, September 2, 1988

interview of Robert McCabe by David Ruell, August 28, 1988

interview of Claudette Verville by David Ruell, September 2, 1988

interview of Eleanor Wilcox by David Ruell, September 2, 1988

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Verbal Boundary Description

Boston and Maine Railroad, then proceeds northeast 312 feet along the railroad's right of way, and finally proceeds northwest 26 feet to the point of beginning. The boundary of the nominated property is highlighted in yellow on the attached sketch map entitled "Potter Place Railroad Station, Andover, N.H.". (The property is described in the Deed of Charles M. Taylor and Elynor P. Taylor to the Andover Historical Society, Book 1474, Page 521, Merrimack County Registry of Deeds, Concord, N.H.; and appears as Lot 774,079 on Andover Tax Map 27.)

Boundary Justification

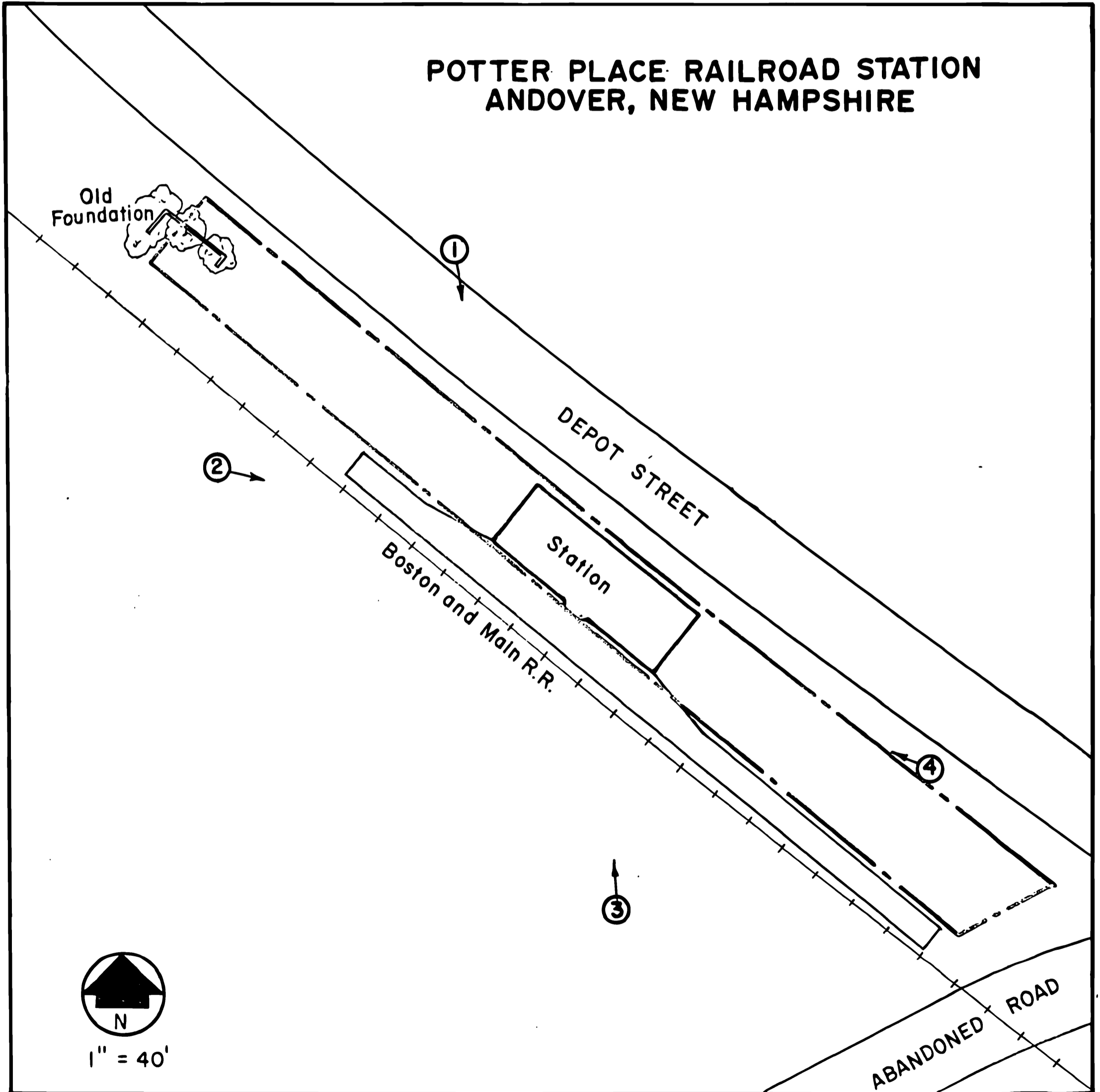
does represent the historic boundary of the station grounds, using as it does Depot Street and former Route 11 as the northeast and southeast boundaries, the right-of-way of the railroad tracks as the southwest boundary, and the approximate location of the former hand-car house as the northwest boundary. The area incorporated within the boundary has been associated with the Potter Place Railroad Station since its construction in 1874.

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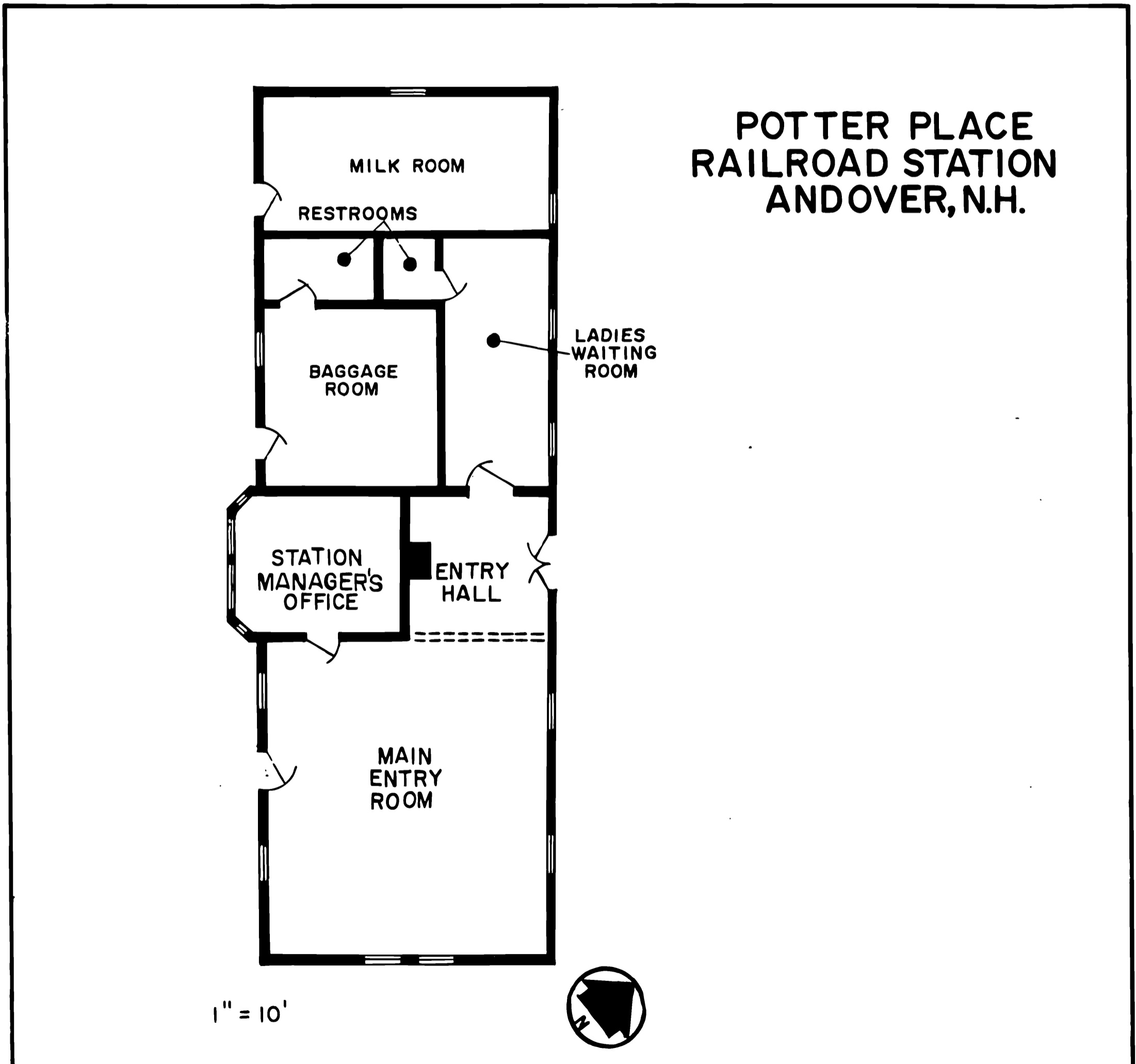
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Potter Place Railroad Station

Owner Andover Historical Society

Mailing address P.O. Box 167
Andover, N.H. 03216