

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

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**National Register of Historic Places  
Inventory—Nomination Form**

received DEC 6 1981

date entered JAN 1982

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

## 1. Name

historic LACONIA PASSENGER STATION

and/or common LACONIA RAILROAD STATION (Boston & Maine Railroad Station)

## 2. Location

street & number Veterans Square \_\_\_\_\_ not for publication

city, town Laconia \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district First

state New Hampshire code 33 county Belknap code 001

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: C of C Office

## 4. Owner of Property

name City of Laconia

street & number City Hall, Beacon Street East

city, town Laconia \_\_\_\_\_ vicinity of \_\_\_\_\_ state New Hampshire 03246

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Belknap County Registry of Deeds  
Belknap County Courthouse

street & number 64 Court Street

city, town Laconia \_\_\_\_\_ state New Hampshire

## 6. Representation in Existing Surveys

title Laconia Master Plan (Appendix B:  
Historical Inventory of Laconia) has this property been determined eligible? \_\_\_\_\_ yes \_\_\_\_\_ no

date 1979 \_\_\_\_\_ federal \_\_\_\_\_ state \_\_\_\_\_ county  local

depository for survey records Laconia Planning Department

city, town Laconia \_\_\_\_\_ state New Hampshire

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## 7. Description

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**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved      date \_\_\_\_\_

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**Describe the present and original (if known) physical appearance**

The 1892 Laconia Railroad Station, located near the city's center, is a fine example of late United States Romanesque Revival architecture.

The massing of the several elements of the building is strongly dominated by a central, three-story, high-ceilinged waiting room or rotunda, from which extend two apselike ancillary wings, a prominent porte cochere at the southeast main entrance and a long, broad hip-roofed canopy with ridge that covers the platform adjacent to the tracks.

The several enclosed sections of the station building--the massive waiting room and tower, the rounded, ancillary wings and the porte cochere--are surfaced with horizontally coursed, rusticated light gray granite with red sandstone trim, all set with red mortar.

Set in a horizontal band just below the roof line are pairs of windows on each of the four facades of the tower and vertical elements in the form of slit apertures at the beveled corners of the tower. Unifying these various parts is a series of broad, dark gray slate roofs including the high, eight-faceted, modified hip roof, with central finial and terra cotta detailing, covering the squat tower; the lower-level, rounded hip roofs covering the two apse-like wings; the porte cochere T-gable roof, and the long-ridged hip canopy over the trackside platform. These generally are flashed with copper and coated steel, and the slate is fixed with tin-plated iron nails.

The station building itself is approximately 100 feet long and 40 feet wide. A single, tall stone chimney rises above the center of the northeast tower wall.

Within the rotunda is a mammoth red sandstone fireplace, and immediately above this was a large marble-faced clock affixed to the wall. (The clock was removed in recent years, and its exact whereabouts is unknown.)

The floor of the waiting room is finished in patterned tile; the ceiling is of carved and patterned wood from a point 30 feet high to the tower's highest point of interior space--some 50 feet above the floor. The lower portions of the waiting room walls are finished in quartered oak panels to a height of ten feet above the floor. Rotunda windows are of leaded stained glass, and several windows in the rounded walls of the station's southwest wing are of bent glass.

The building has a full basement, drained by a perimeter trench set in the concrete floor. This basement is overly damp, and as there are important wooden structural members at this level, the water and humidity problems need to be corrected.

According to recent reports--including a 1977 field report by D.M. Hart and Associates, architects and a 1981 adaptive re-use study conducted by Rist-Frost Associates, consulting engineers--the station structure is sound.

Maintenance and repair work is needed at certain flashing points, at various locations on the slate roof surfaces, in the train platform area and within the building itself; several sections of the interior have been modified to varying extents since the railroad station structure began to be used for other purposes, but these changes are generally of a reversible nature.

(See Continuation Sheet #1)

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

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CONTINUATION SHEET #1-DESCRIPTION      ITEM NUMBER    7      PAGE    2

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The granite building provides about 3700 square feet of enclosed floor space--used originally as the generous central waiting room with a ticket window, bulletin board and train schedule board, clock and carved waiting benches; as the agent's office and women's lounge and facilities in the southwest wing, and as the baggage room and men's smoking room and facilities in the northeast wing.

The depot site is an irregularly shaped, city-owned parcel of slightly more than one acre which is adjacent to the former Boston and Maine track right-of-way immediately to the northwest between Main Street on the east and Pleasant Street on the southwest (the latter area being known as Veterans Square).

By 1963, as use of the railroad station was falling off prior to the actual discontinuance of passenger service to Laconia on the Boston and Maine line in 1965, some modifications of the interior space were made in order to provide space for Laconia police and court facilities. These included the suspending of lowered ceilings, removal of certain walls in the southwest wing, installation of new partitions throughout and some loss of portions of the building's original fine woodwork, walls, finish, trim and furnishings.

The Laconia court facility was relocated in 1978, and the police facility was relocated in 1979, leaving the rotunda and the southwest wing vacant--in which condition they have remained to date. At the time the police facility was in the station building, a trailer structure was parked on the track platform behind the waiting room, and at least one of the tree-like platform canopy support posts was removed.

The station's northeast wing now is being used as a bus depot and taxi office, and the wing's original spaces have been altered considerably. In 1966 the region's chamber of commerce was allowed to enclose some 1200 square feet of space at the northeast end of what originally was a completely open station platform.

Since 1979, on summer Saturday mornings, a farmers market is held in the vicinity of the Veterans Square end of the station's platform.



# 9. Major Bibliographical References

Appendix B: "Historical Inventory of Laconia," in Laconia Master Plan, 1979, Lakes Region Planning Commission.

The Laconia Democrat, Volume 44, Number 34, Page 4, August 19, 1892.

Vaughan, Charles W., The Illustrated Laconian, 1899, Louis B. Martin.

NOT VERIFIED

# 10. Geographical Data

Acreeage of nominated property 1.09

Quadrangle name Winnipesaukee, NH

Quadrangle scale 1:62500

### UMT References

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4	8	2	2	3	5	0
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Zone Easting Northing

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Zone Easting Northing

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**Verbal boundary description and justification** A polygonal lot bounded on the northwest by the former Boston & Maine Railroad right-of-way; on the east by Main Street; on the southeast by Veterans Square, and on the southwest by Pleasant Street.

Tax map #149, lot #5B.

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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# 11. Form Prepared By

name/title Kenneth D. Boehner, City Manager

organization City of Laconia date September 29, 1981

street & number City Hall, Beacon Street East telephone 524-3276

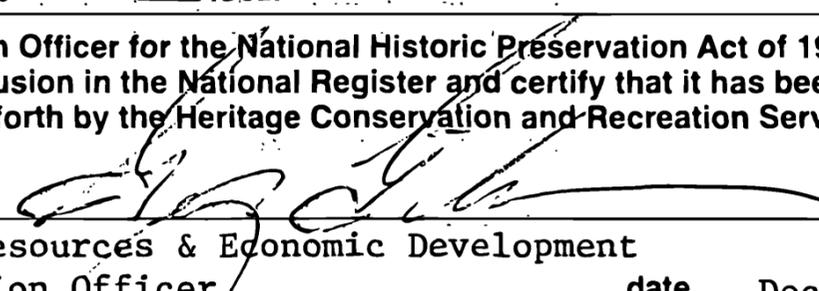
city or town Laconia state New Hampshire 03246

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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

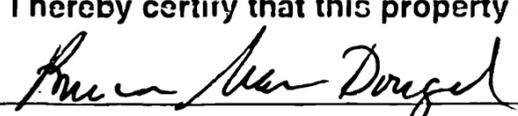
State Historic Preservation Officer signature 

Commissioner, NH Dept. of Resources & Economic Development

title NH State Historic Preservation Officer date December 2, 1981

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I hereby certify that this property is included in the National Register

 date 1/11/82  
for Keeper of the National Register

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

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CONTINUATION SHEET #2-SIGNIFICANCE    ITEM NUMBER    8    PAGE    2

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"Credit for the substantial and beautiful depot largely belongs to Hon. Charles A. Buseil . . . (and) it was through his efforts and local pride that Laconia was granted such an expensive and magnificent passenger station . . ." <sup>1</sup> The imposing building served Laconia well, particularly in the sense that it provided a convenient and highly visible transportation facility at the center of Laconia and at a time when railroad passenger and freight traffic was of great importance. It also was thought to be important to the community, apparently, that a significant structure be added to the local townscape--one that was entirely in vogue.

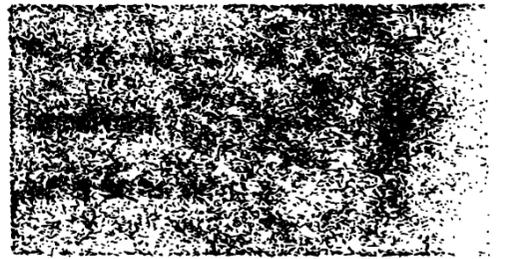
Architecturally, the railroad station structure provided Laconia with a poignant example of a romanticistic style that at the time was very popular and was being used by United States architects as part of a widespread late 19th Century fashion in architecture which had been greatly refined by such famous architects as H.H. Richardson, who was at the height of his revivalist career some ten years before the Laconia station was undertaken as a project in the late Romanesque style.

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<sup>1</sup> Vaughan, Charles W., Ed., The Illustrated Laconian: History and Industries of Laconia, New Hampshire, 1899, Louis B. Martin (Gale Memorial Library, Laconia)

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Continuation sheet #3-SKETCH MAP

Item number

Page 1

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SKETCH MAP

Laconia Railroad Station  
(Not to scale)



TO MAIN STREET----->

