

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

For HCRS use only

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

received

date entered **APR 29 1982**

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

1. Name *Crawford Depot*

historic MAINE CENTRAL PASSENGER RAILWAY STATION

and/or common CRAWFORD DEPOT (preferred)

2. Location *Off U.S. 302*

street & number Just northwest of Saco Lake, between
Maine Central Railroad & US Route 302 — not for publication

city, town Gorham vic.
Carroll (Twin Mt.) vicinity of congressional district Second

state N.H. code 33 county Coos code 007

3. Classification

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

4. Owner of Property

name Appalachian Mountain Club

street & number 5 Joy Street

city, town Boston — vicinity of state MA 02108

5. Location of Legal Description

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

street & number 148 Main Street - Box #286

city, town Lancaster state NH 03584

6. Representation in Existing Surveys

title Crawford House Property has this property been determined eligible? yes no

date 12/1/80 - 1/7/81 federal state county local

depository for survey records Forest Supervisor, U.S. Forest Service

city, town Laconia state NH 03246

7. Description

Condition

excellent/int. deteriorated
 good/exterior ruins
 fair unexposed

Check one

unaltered/ext. original site
 altered/int. moved

Check one

date _____

Describe the present and original (if known) physical appearance

Crawford Depot is a rectangular wooden building with a hipped roof, two chimneys, a lower pent roof on three sides for the shelter of passengers, an octagonal tower on the northwest corner, and a canted square bay on the southwest corner. It is a small building, measuring 26 by 30 feet, and is sheathed with a variety of siding which emphasizes its various features and renders the structure a good example of the Queen Anne style.

The west side of the building, facing the tracks of the Maine Central Railroad, is treated as the principal elevation. Entrance to the main lobby is gained through a doorway in the approximate center of the facade, the door having large raised panels below a plate glass window, and a row of four small panels above. Above the door is a transom sash. The door is flanked by two tall windows which, like most of the 16 windows on the first floor, have lower sashes glazed with single panes of clear glass and upper sashes glazed with smaller lights, some of them of stained glass. Below the windows, the building is sheathed with beaded ceiling board applied diagonally except in a few of the narrower panels. The windows have plain square casings and the wall piers between them are clapboarded. Windows are capped by a heavy nine-inch moulding which encircles the north, west and south elevations of the building. Above this moulding, beneath the pent roof, the wall surfaces of the building are sheathed with beaded ceiling boards applied vertically.

The north, west and south elevations of the building are protected by a deeply-projecting pent roof which is supported by sawn stickwork brackets and is covered with asphalt shingles. Moulded wooden gutters are applied to the fascia of this roof; leaders from these gutters run diagonally back to the main walls of the structure and connect to cast iron downspouts which provide underground drainage.

Above the pent roof is the main cornice of the building, consisting of a wide, flat frieze board above which is a row of closely-spaced brackets sawn to an ogee profile and separated by sections of bed moulding. Above is a ogee crown moulding. The latter encircles the octagonal tower, dividing its upper stages into a lower zone covered with wooden shingles having butts sawn to an undulating pattern and an upper clapboarded zone.

The upper portion of the tower is pierced on the north and west faces by fixed sashes with some diagonal muntins and stained glazing. The tower cornice consists of a bed moulding with dentils and a heavy, doubled crown moulding. Above is a steep octagonal roof which, like the other roof surfaces of the building, is covered with asphalt shingles. The peak of the tower roof is capped by an ornamental copper finial.

The west slope of the main roof of the building is pierced by a single scuttle near the center of the building; this formerly gave access to a semaphore signal which originally extended from the base of the tower.

The interior of the depot is sheathed with half inch beaded whitewood and is further embellished with baseboards and chair rails. Windows and doorways have five-inch-wide moulded casings with corner blocks. The floors are birch. In the southwest corner is a fireplace, set diagonally into the corner bay. The fireplace has a hearth of decorated terra cotta, a stone mantelpiece, and a brick chimney.

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Continuation sheet #1 - DESCRIPTION

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Original appearance: The interior of the building has changed only slightly. The structure originally contained two privies with separate entrances; later these were altered to include three bathroom lavatories with porcelain and marble fixtures and a common entrance. They are no longer in use. At one point, a decorative drinking fountain was located in the main part of the building.

The interior, originally lighted by ten oil lamps, later received an electrified chandelier in the main lobby. Electrical work is now in progress, with more fixtures planned.

The exterior of the building has been altered only by the application of asphalt shingles to the roofs, by the loss of some original panes of stained glass, by the removal of a semaphore which originally rose from an arm which extended from the base of the tower, and by the loss of semicircular decorative drops originally applied to the lower edge of the fascia of the pent roof.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1891

Builder/Architect Maine Central Railroad

Statement of Significance (in one paragraph)

The significance of the Crawford Depot is threefold. First, it served as an important link in the development of the Maine Central Railroad (previously the Portland Ogdensburg Railroad) which surpassed any railroad of its time in conception and achievement, as well as scenic interest. Second, in its historic association with the development of the Crawford Notch region as a resort area, and third, as a prominent example of the railroad architecture of the era.

The Portland and Ogdensburg Railroad, chartered in 1867, opened rail service from Portland to Fabyans in less than eight years. Construction involved unusual difficulties and expense due to the sharp rise in elevation, 1369 feet in the 30 miles between North Conway and Fabyans with an average 116 feet to the mile for nine consecutive miles between Bemis Place and Crawford House. The railroad, however, soon made North Conway and Bartlett centers of activity, "A popular Guide Book declared, 'No other railroad in the region traverses such imposing scenery, wild gorges...majestic peaks' and advised passengers to sit on the right side of the trains for the finest views during the northward ride." In 1888, the Portland and Ogdensburg fell into the hands of the Maine Central and was renamed the Mountain Division of that railroad.

The Maine Central Mountain Division and the construction of extensions of other existing railroads greatly stimulated travel. Soon thousands of summer visitors came visiting where hundreds had previously. As a consequence of this increased travel, an era of hotel construction and enlargement began. In 1853, when fire destroyed the Mount Washington House, the Crawford House was enlarged and the Old Notch House was repaired and refinished to provide accommodations for travelers. These two were also destroyed by fire, but were soon replaced by the Crawford which stood until 1977. The Depot, built by Maine Central in 1891 next to the Crawford House, served as the main entry point for passengers destined for Crawford Notch, as well as a convenient stop for those touring the area by rail. In addition, the Depot served the local community as a post office and freight station.

The Depot in Crawford Notch is one of many examples of railroad architecture that exists in the area. It is unique, though, in that it is one of the most visually prominent and appealing examples in existence. It stands at the crest of the approach to the Notch, and its domination of the landscape is considerably magnified since the recent destruction of the Crawford House. Its preservation in its existing surroundings should serve to enhance the public's appreciation of the areas resort and rail history.

Architecture: Crawford Depot is one of the best examples of railroad architecture in the Queen Anne style remaining in northern New England. Though small in size, the station is rich in detail and sophisticated in design. The Maine Central Railroad gave special attention to the building because the structure stood at a symbolic point. Its elevation of 1,900 feet above sea level made it the highest depot on the Mountain Division of the Maine Central Railroad. The building stood just beyond the impressive gateway of Crawford Notch, a natural gorge which was widened for railroad traffic in 1875 with hand tools and black powder. The station served the Crawford House, rebuilt in 1853 as one of the finest hotels in the White Mountains of New Hampshire.

9. Major Bibliographical References

Kilbourne, Frederick. Chronicles of the White Mountains. Heritage Books, Inc. Bowie, MD 1978.

10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Crawford Notch, NH

Quadrangle scale 1:62500

UMT References

A	<u>19</u>	<u>307640</u>	<u>4898355</u>	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

The building alone:

Tax Assessor's Map page 13, parcel 4A.

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

state	code	county	code
N/A			

state	code	county	code
N/A			

11. Form Prepared By

name/title Barbara Wagner, Education Coordinator

organization Appalachian Mountain Club date October 29, 1981

street & number Pinkham Notch Camp telephone (603) 466-2721

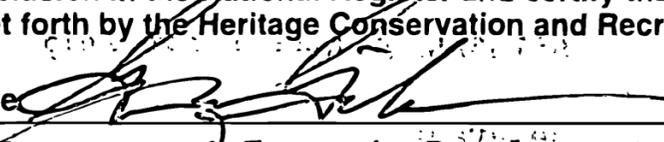
city or town Gorham state N.H. 03581

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 February 23, 1982

For HCRS use only

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


Keeper of the National Register

date 4/29/82

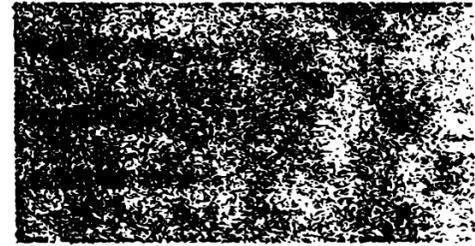
Attest: 
Chief of Registration

date 4/20/82

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New Hampshire



Continuation sheet #2 - SIGNIFICANCE

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The building displays the characteristic hallmarks of the Queen Anne style, including corner tower, canted fireplace bay, irregular fenestration, stained glass, and richly patterned shingles and sheathing. These features render the station more ambitious than any of the other depots on the line through Crawford Notch and architecturally more interesting than many of the connecting lines of the Boston and Maine and smaller railroads. At the same time, the station shares stylistic features with other railroad buildings in the area, and is therefore important as part of a stylistic tradition. Immediately south of the gate of the notch stood the Mount Willard section foreman's dwelling, built in 1887 on a narrow ledge at the end of the impressive Willey Brook Bridge. The building, which burned in 1972, shared several features with Crawford Depot, including an attached octagonal tower with steep faceted roof and patterned wall surfaces. Willey House and Bartlett Stations, though different in form, shared with Crawford Depot details of stickwork and patterned siding. At the nearby Fabyan House hotel stands a small hip-roofed depot (much altered) with a projecting roof canopy supported by braces identical to those on the Crawford station and with similar wall sheathing. Thus, while deriving its architectural vocabulary from local usage as well as from the broader American Queen Anne style, Crawford Depot is symbolically and stylistically one of the most important railroad buildings in northern New England.