

JUL 23 1982

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

For HCRS use only

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

received SEP 20 1982

date entered

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

1. Name

historic Ashland Railroad Station

and/or common Ashland Railroad Station

2. Location

street & number 39 Depot Street not for publication

city, town Ashland vicinity of congressional district Second, N.H.

state New Hampshire code 33 county Grafton code 009

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 checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Ashland Historical Society

street & number 4 Pleasant Street

city, town Ashland vicinity of state New Hampshire

5. Location of Legal Description

courthouse, registry of deeds, etc. Grafton County Courthouse
Grafton County Registry of Deeds (Book 1394, Page 649)

street & number Route 10

city, town Haverhill state New Hampshire

6. Representation in Existing Surveys

title none has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>August, 1891</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			(see statement of significance)

Describe the present and original (if known) physical appearance

The Ashland Railroad Station is a one-story wooden passenger station bordering the railroad tracks. Its post and beam frame, with clapboard siding, rests on a brick and stone foundation. Although basically a rectangle in plan, it does have two shallow projections--part of the ticket office to the southwest, and two toilet rooms to the northeast. The projections do not extend beyond the 5½ foot deep overhang of the slate hip roof.

The exterior is divided into bays by vertical boards from which spring large braces, that, at least visually, support the broad eaves. These braces are simply decorated with chamfered edges and ornamented ends. The tall windows, the surviving main door also have simple trim, with a plain entablature. The main (southwest) facade facing the tracks is dominated by the central bay with its ticket office projection and ornamental gable above. The ticket office is lit by a double window facing the tracks and narrower windows on the sides of the projection. The gable, with its moulded eaves, is filled with shingles, in horizontal courses save for a central ornamental diamond. Next to the ticket office and rising through a hole in the roof overhang, is the signal post. The five-bay main facade was originally symmetrical; the two bays flanking the ticket office contained the doors to the waiting rooms, while the end bays each had a single window. The bays to the south still have the large, heavy five panel door and the tall (6 over 6) sash window. But, when the freight operations were moved to the passenger station, the door and window in the northern bays were removed to install a large sliding door. (Fortunately, since the south bays still provide a model, these missing elements can be readily duplicated.) The side facades (northwest and southeast) are each divided into two bays, containing again large (6 over 6) sash windows. Identical windows are found in the end bays of the rear (northeast) facade. The two toilet rooms are lit by smaller (2 over 2) sash windows. (Another modern addition to the building was an outside door to the northern toilet room.)

The interior rooms are all sheathed and ceiled with beaded boarding. The interior trim, the window and door casings, is plain but well proportioned. Four of the six rooms are eleven feet high, with narrow hardwood flooring. The toilet rooms are only nine feet high, with modern cemented floors. The two largest rooms are the waiting rooms at each end of the building. They were each entered by a door from the track side and lit by four large windows. A passageway connects the waiting rooms and divides the ticket office from the utility room. The ticket office, entered by a seven paneled door from the north waiting room, served as the general office for the station, housing the telegraph, the signal controls, ticket sales, etc. Two short ticket windows opened from the office to the two waiting rooms. The utility room, entered by a five panel door again from the north waiting room, is a windowless back room, used for storage. From here, a ladder goes up to the unfinished attic, and stairs down to the basement. The full basement is also a strictly utilitarian space with brick and stone walls, a number of brick and timber posts, and a dirt floor, save in the coal bin, which was given a concrete floor. From each waiting room, a five paneled door led to a small toilet room outfitted with a single toilet and washbasin.

The Ashland Railroad Station has lost a door and a window to modern alterations. Vandals have broken panes and muntins in the windows and removed some lighting fixtures and hardware. But these missing elements can all be replaced without resorting to speculation. The building is structurally sound and with the above relatively minor exceptions, has survived virtually unchanged since 1891.

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 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 1869, 1891 **Builder/Architect** unknown

Statement of Significance (in one paragraph)

The Ashland Railroad Station is a small-town railroad station that has survived almost intact from the 1890's. It is a fine example of the many small railroad stations, built in the late 19th century. And, in its own right, it is an attractive well-designed building, distinguished by good proportions and lines, with simple but appropriate ornament.

When the Boston, Concord & Montreal Railroad began service to Holderness Village (now Ashland) in 1849, it built a single depot that served both passengers and freight. Twenty years later, the passengers were given their own station. Because of the loss of the B, C & M's records, little is known about the construction of the station, beyond the bland statement in the railroad directors' report for the year ending in March, 1870-- "We have built a passenger depot at Ashland. . ." ¹ Our knowledge of the early plan and appearance of the station is also limited. An 1884 inventory of railroad property noted that it had two waiting rooms, a shingled roof, clapboarded sides and measured 24 by 44 feet (the dimensions of the present building without its projections). The only known picture of the station before its 1891 remodeling appears on Poole & Norris' bird's eye view of Ashland in 1883. The view shows the station near Depot Street, covered by a hip roof with a broad overhang, but no ornamental gable. The trackside facade is shown with three doors and three windows and no ticket office projection.

In 1889, the merger of the Boston, Concord & Montreal Railroad with the Concord Railroad was authorized. The new corporation, the Concord & Montreal Railroad, soon began an aggressive modernization program that included the replacement and remodeling of many of its stations. The Ashland passenger station was remodeled in 1891. But, again, the disappearance of railroad records leaves us with no contemporary accounts save for a few short newspaper items. By July 25, 1891, the Ashland Item could report that a new cellar and foundation was "nearly finished. . . a few rods south" of the station, farther away from the street. On August 8, the Item noted, "The railroad folks have moved the passenger station from the old position to the new. . . and are now having it repaired." ² In September, the Laconia Democrat reported, "The Ashland passenger station is fast being transformed into a modern structure. The interior has been torn out and is being sheathed up in artistic style, while the slaters are just now busy with the roof." ³ The Plymouth Record reported the completion of the remodeling in mid October. And on October 24, the Item announced, "The remodeled passenger station is now occupied." ⁴

¹Twenty-Fourth Annual Report of the Directors of the Boston, Concord and Montreal Railroad, May 1870 (Boston, 1870), p. 6.

²Ashland Item, July 25 and August 8, 1891.

³Laconia Democrat, September 4, 1891.

⁴Ashland Item, October 24, 1891.

9. Major Bibliographical References

Twenty-Fourth Annual Report of the Directors of the Boston, Concord and Montreal Railroad, May, 1870 (Boston, 1870).

Report of John J. Sanborn and John F. Crockett as to the Condition of the Property of the Boston, Concord & Montreal Railroad upon its Lease to the Boston & Lowell Railroad Corporation, June 1, 1884 (Boston, 1885)

10. Geographical Data

Acreeage of nominated property 1.09 acres

Quadrangle name Holderness, N.H.

Quadrangle scale 1:62500

UMT References

A

1	9	2	8	7	6	8	0	4	8	4	0	6	5	5
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

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D

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H

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Verbal boundary description and justification

The boundary of the nominated property is shown as the heavy black line on the accompanying map. It includes the Ashland Railroad Station and its grounds. (Ashland Tax Maps - Map 18, Block 2, Lot 5).

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 David L. Ruell

organization Lakes Region Planning Commission date July 15, 1982

street & number Main Street telephone 279-8171

city or town Meredith state New Hampshire

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

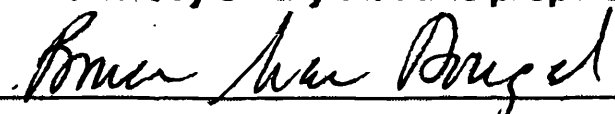
State Historic Preservation Officer signature 

Commissioner, Dept. of Resources & Economic Development

title NH State Historic Preservation Officer date September 23, 1982

For HCRS use only

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



date 11/10/82

Keeper of the National Register

Attest:

date

Chief of Registration

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Continuation sheet

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Ashland Railroad Station (cont.)

Scanty as these reports are, they indicate that, while the structure and some elements of the station date from its construction, its present interior and exterior appearance should be credited to the 1891 remodeling. Photographs and postcards show that there have been only two major changes since then--the addition of the signal post in the early 20th century, and the removal of a door and a window to install a sliding door when the freight operations were moved to the station in the mid 20th century. (These missing elements will hopefully be soon restored.) The station was sold by the Boston & Maine Railroad to Joseph Curley in 1960. His widow, Vera Curley, gave the property to the Ashland Historical Society in 1980.

Architectural historians have tended to neglect the smaller astylar country railroad stations in favor of larger and more complex stations designed by architects using the recognized styles. This is understandable but unfortunate. As the Ashland Railroad Station demonstrates, a modest station can still be well designed and worthy of our attention. The anonymity of its designers and the relative simplicity of their work should not cause us to overlook the station's finer qualities. The ornament is very simple and restrained, although always appropriate. The designers relied not on ornament or stylistic illusions, but on good proportions and lines to make an attractive building. The station is expressive of the railroad's pride and its importance in 19th century Ashland.

In its heyday, the Ashland Railroad Station was a busy place, serving as the gateway not only to Ashland, but also to the Squam Lakes Region, already in the 1890's an important summer resort. In 1891, twelve trains a day stopped to take on and discharge passengers. It was, of course, not the only busy railroad station in the state. Many similar stations were built in New Hampshire in the 19th century. But some have disappeared. And most of the survivors have been altered in this century; often with disastrous results. The Ashland Railroad Station is one of the few that still retains its 19th century interiors as well as an almost unchanged exterior. It is therefore a fine reminder of the day when the railroad was the primary transportation system in America and the railroad station among the most important buildings in any town.

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Ashland Railroad Station (cont.)

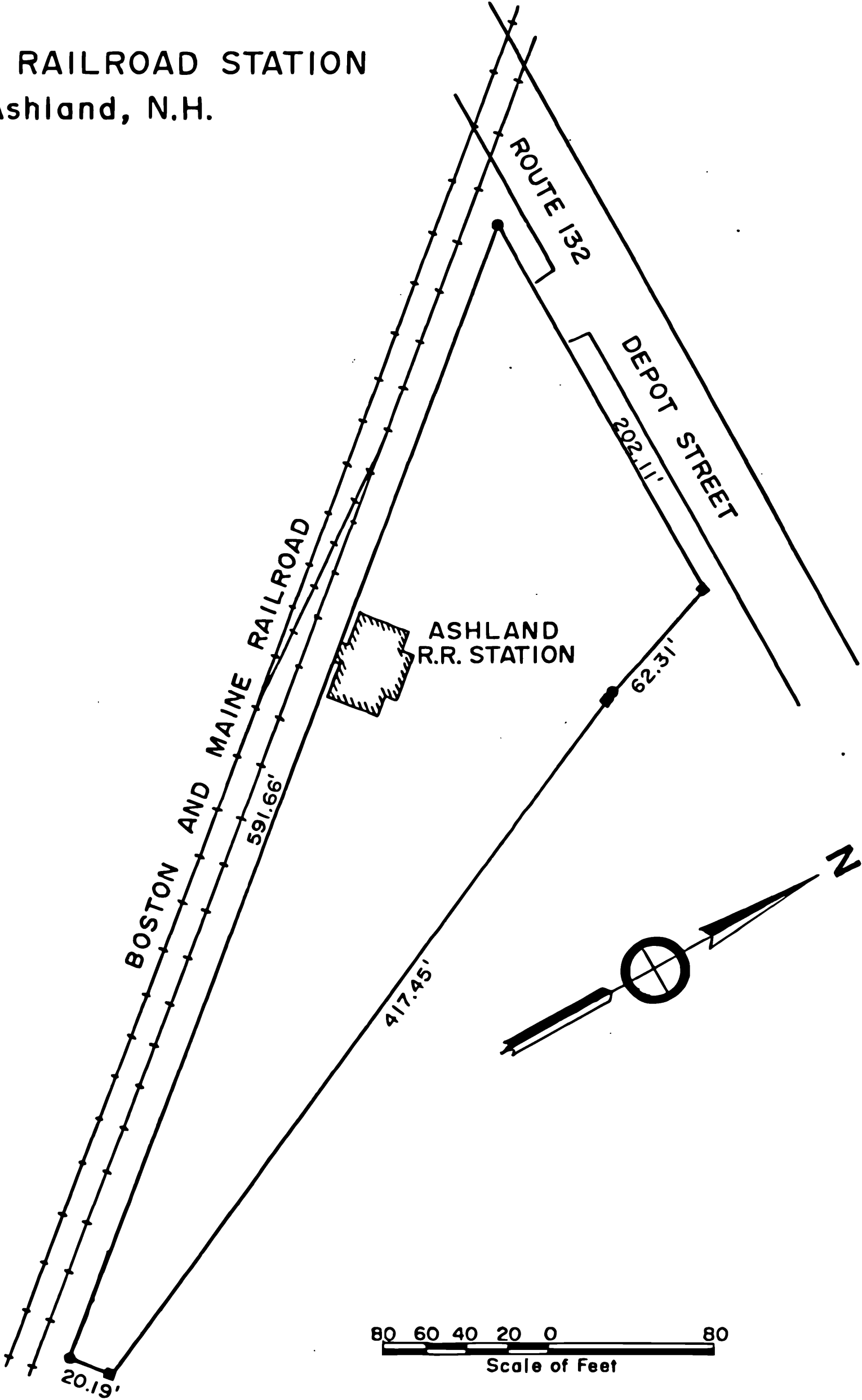
Ashland Item, February 28, July 25, August 8, September 19, and October 5, 1891.

Plymouth Record, July 18, August 8, and October 18, 1891.

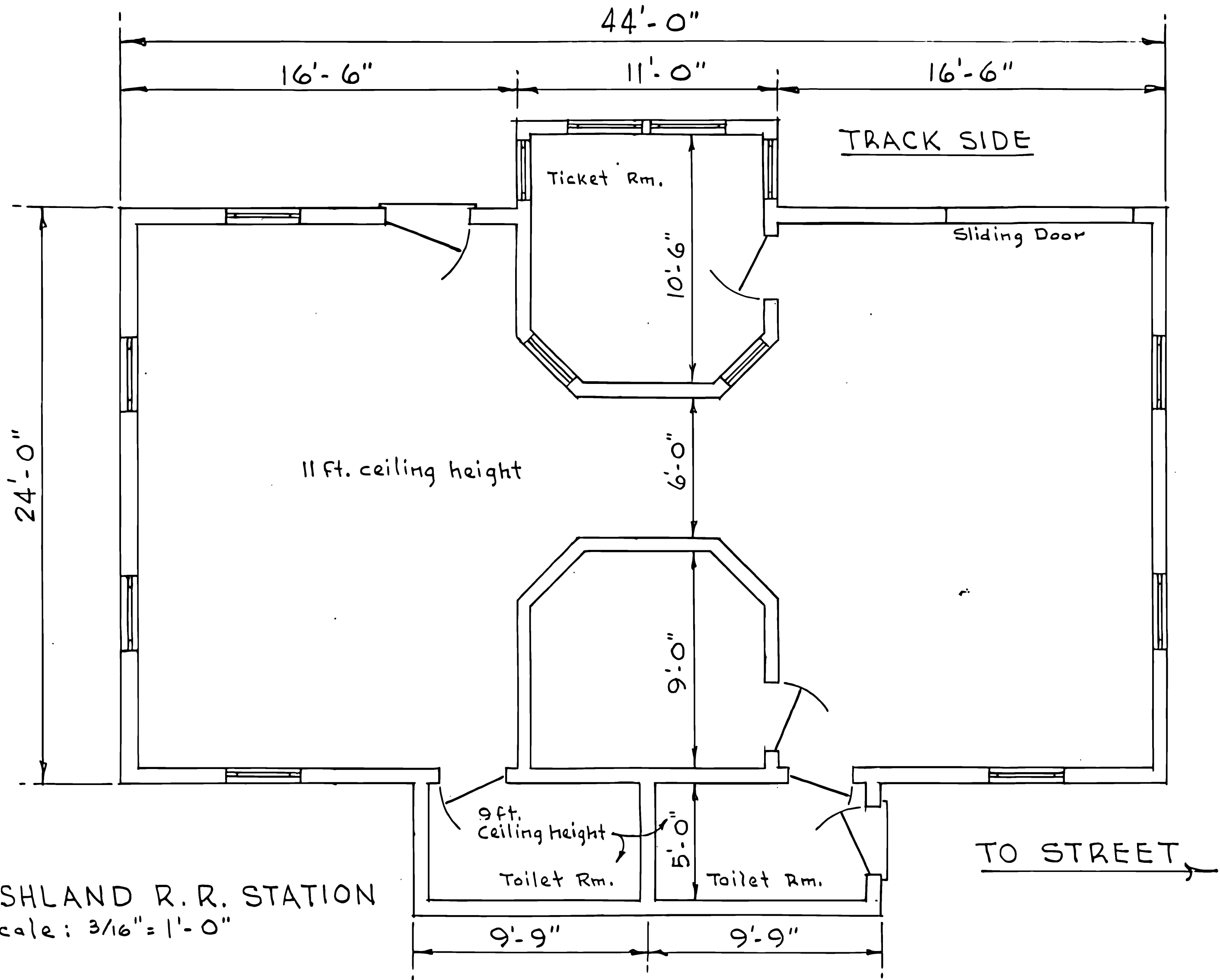
Laconia Democrat, September 4, 1891.

Laconia News and Critic, October 21, 1891.

ASHLAND RAILROAD STATION
Ashland, N.H.



PREPARED BY
LAKES REGION PLANNING COMMISSION
MEREDITH, NEW HAMPSHIRE



ASHLAND R. R. STATION
 Scale: $\frac{3}{16}'' = 1'-0''$