

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PHO 697371

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

NORTH CONWAY DEPOT AND RAILROAD YARD

AND/OR COMMON

NORTH CONWAY DEPOT AND RAILROAD YARD

2 LOCATION

STREET & NUMBER

NORCROSS CIRCLE

__ NOT FOR PUBLICATION

CITY, TOWN

NORTH CONWAY VICINITY OF

CONGRESSIONAL DISTRICT
First

STATE

NEW HAMPSHIRE 33

COUNTY
CARROLL

CODE
003

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" 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 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 checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Conway Scenic Railroad, Inc. ✓

STREET & NUMBER

PO Box 947

CITY, TOWN

North Conway VICINITY OF

STATE
New Hampshire 03860

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Carroll County Register of Deeds

STREET & NUMBER

Court House

CITY, TOWN

Ossipee

STATE
New Hampshire 03864

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

New Hampshire State Historic Preservation Plan

DATE

1970

__ FEDERAL STATE __ COUNTY __ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

NH State Historic Preservation Office

CITY, TOWN

Concord

STATE
New Hampshire 03301

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The principal building in the North Conway Depot and Railroad Yard district is the passenger station, a Victorian eclectic interpretation of Russian provincial architecture. Constructed in 1874, it is said to have been inspired by the visit to Russia of an official of the Portsmouth, Great Falls and Conway Railroad. A symmetrical wood-frame and clapboard edifice, the station has a bracketed platform roof (supported by bracketed posts), and twin rectangular towers capped by mansard roof stages with original ornamental iron cresting. Barge-boards, which once decorated the platform roof, are slated for eventual restoration. An unusual convex mansard roof, topped by a rectangular box stage, intersects the main pitched roof of the building. Among the Italian Revival details present are round-arched windows and paired cornice brackets at the end towers. The station is currently painted yellow with white trim.

Measuring approximately 30 by 100 feet, the passenger station originally contained on its first floor a ticket office, baggage room, rest rooms, and large but separate men's and women's waiting rooms. Two offices were located on the second floor of the end towers. The original black walnut wainscoting and mouldings are intact and illustrate the carpentry skills of the builders. Subjected to few interior changes, the station today houses a railroad history museum, a redesigned ticket office, a gift shop, a snack bar, and rest rooms. A 1914 heating system has recently been removed and pot-bellied iron stoves, the original source of heat, reinstalled.

Northwest of the passenger station is a wood-frame and clapboard four-stall roundhouse, believed to have been erected at the same time as the station by the same carpentry crews. The roundhouse, which originally accommodated the P.G.F. and C. wood-burning locomotives, today houses the rolling stock of the Conway Scenic Railroad. It is painted the same colors as the station. In front of the roundhouse is a heavy steel turntable set in a granite-block-lined circular pit. Its compressed-air motor is powered by the locomotives' air brakes.

A few feet to the northeast of the roundhouse are a wood-frame and clapboard freight house and section car house. The former, damaged by fire in 1973, awaits restoration; the latter has been repaired and painted like the passenger station.

For the most part, all of these buildings are in a good state of preservation and little altered, except for minor structural modifications and changes in paint color. Historic restoration within the district is underway and should reach completion within the next two or three years.

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 1874

BUILDER/ARCHITECT Nathaniel J. Bradlee

STATEMENT OF SIGNIFICANCE

The North Conway Depot and Railroad Yard district is one of the most outstanding groups of early railroad service buildings surviving in New England. Little modified and still serving many of their original purposes, these buildings are rare documents of nineteenth-century American railroading.

The most significant building in the district is the passenger station, one of the best and rarest examples in the United States of its style and building type. Designed by Nathaniel J. Bradlee (1829-88), a well-known planner of commercial buildings, this Russo-Victorian eclectic edifice has long been considered a masterpiece of rural wooden railroad station architecture. It is the traditional focal point of the resort village of North Conway. From the 1930s to the 1950s the station was the terminus for ski trains which traveled from Boston to New Hampshire's Eastern Slopes region. Few other examples of either the roundhouse or the roundtable can still be seen in New England.

