

**United States Department of the Interior  
National Park Service**

For NPS use only

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

received AUG 5 1986  
date entered

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

**1. Name**

historic Sandown Depot, Nashua and Rochester Railroad

and/or common Sandown Depot, Boston and Maine Railroad (Preferred)

**2. Location**

street & number Depot Road N/A not for publication

city, town Sandown vicinity of

state New Hampshire code 33 county Rockingham code 015

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input 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 type="checkbox"/> transportation
	<u>N/A</u>	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Town of Sandown, New Hampshire

street & number Main Street

city, town Sandown vicinity of state New Hampshire 03873

**5. Location of Legal Description**

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

street & number Hampton Road

city, town Exeter state New Hampshire 03833

**6. Representation in Existing Surveys**

title N/A has this property been determined eligible?  yes  no

date  federal  state  county  local

depository for survey records

city, town state

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" 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 checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>N/A</u>

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

The Sandown Depot is a one-story frame structure with clapboarded walls and a low-pitched hipped roof covered with asphalt shingles. The building measures approximately 20 by 50 feet and has a projecting three-sided bay window on its western elevation, toward the railroad tracks. In common with most other railroad depots of the post-Civil War era, the building has deeply-projecting eaves which extend around all four sides of the structure. On the track side, the roof extends well beyond the projection of the bay window. The mast of a semaphore signal rises from the platform in front of the bay window, pierces the roof, and extends to a height above that of the ridge of the roof. Except on the north end of the building, where the wall is interrupted by wide sliding freight doors, the eaves are supported by simple triangular trusses, each consisting of a chamfered vertical member bolted to the walls of the building, a chamfered beam supporting the soffit of the roof, and a chamfered diagonal strut connecting the ends of each. The soffit of the projecting roof is sheathed with beaded ceiling board.

The principal elevation of the building is that on the west, facing the tracks. From north to south, the fenestration of this elevation consists of a widely-spaced window and door for a former baggage room, a closely-spaced window and door for a former ladies' waiting room, the bay window of the station master's and telegrapher's office, and a door and window for the former men's waiting room. Doors have four panels, with wide mouldings applied to the stiles and rails. Window sashes are 6-over-6, except for those of the bay window; here, the two diagonal windows have 4-over-4 sashes, while the central window has an 8-over-8 sash. The principal embellishment of this elevation of the station is provided by flat panels, with wide mouldings applied to their margins, set below and above each sash of the bay window. The panel adjacent to the door of the men's waiting room shows evidence of a letter slot installed when the depot served as the town's post office. The panels above the bay window are further decorated by horizontal sawtooth ornament extending across their centers.

The north elevation of the building has wide sliding freight doors, while the south elevation has a single 6-over-6 window at its center, lighting the former men's waiting room. The east elevation of the building has three windows, one lighting the men's waiting room, one lighting the baggage room, and the third lighting a small modern storage room at the northeast corner of the former baggage room of the depot.

The men's waiting room at the south end of the station has unpainted hard pine wainscoting composed of beaded ceiling boards laid in a vertical range about two feet high around the room, with horizontal boards rising another three feet above this. The floor of the room is varnished hard pine. The room has a coal-fired stove connected to a chimney which rises through a utility and furnace room located directly behind (to the west of) the dispatcher's room.

The dispatcher's room, entered through a door from the men's waiting room, has arched ticket windows on its north and south sides, serving both the men's and ladies' waiting rooms. The dispatcher's room has wainscoting composed of vertical ceiling board about four feet high. A counter extends along the walls of the bay, providing a shelf for telegraphic equipment.

The ladies' waiting room and the baggage room at the north end of the building have been combined into a modern meeting room, with little original detailing, by the removal of a partition. This room has a modern storage closet at its northeast corner.

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Original appearance: The exterior of the Sandown Depot has changed little in appearance. The building has lost its original ornamental bandsawn eaves boards, but these were identical with those of other stations on the railroad and will be duplicated. Evidence suggests that the sliding baggage doors in the north wall of the station are not original; the corner trusses of this elevation have been crudely reinforced by extra struts, probably to compensate for the loss of other trusses removed when the doors were installed. The original brick chimney of the building has been replaced by a concrete block chimney.

The interior of the building has lost some of its original detailing through its use as a storage building for the State Highway Department between 1934 and 1977. The dispatcher's office retains its original features, while some of the detailing of the men's waiting room is original and the remainder is matching woodwork taken from another station on the same line.

Despite the few changes to it, the Sandown Depot retains a high degree of historic/architectural integrity.

The nomination represents one contributing building.

## 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 checked="" 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** 1873-74 **Builder/Architect** unknown

### Statement of Significance (in one paragraph)

Built between 1873 and 1874, the Sandown Depot is significant as a little-changed station on the Nashua and Rochester Railroad, a New Hampshire short line which eventually became one of the divisions of the Boston and Maine Railroad system. Although the railroad remained a single-track line throughout its existence, it became the principal route between several of the larger cities of New England and therefore carried exceptionally heavy traffic. The Sandown Depot is the only station on this line which has not been denatured through conversion to other uses or moved from its original site.

**Architecture:** The Sandown Depot is the best-preserved station on the Nashua and Rochester Railroad standing on its original site. Only one other station on the line, that in Hudson, New Hampshire, remains in an equally good state of preservation, but that building was moved from its original location in 1986. Other stations on the line, most of them built at the same time as the Sandown Depot, became the property of the State of New Hampshire and have been destroyed or greatly altered through conversion to storage buildings or dwellings. The Sandown station was architecturally one of the most elaborate on the line, its visual interest being surpassed originally only by two L-shaped stations located at junctions with others lines: those at Windham (now altered and used for storage) and Epping (destroyed).<sup>1</sup>

The architecture of the Sandown Depot is similar to that of most rural stations on lines that eventually became part of the Boston and Maine rail system. The Sandown Depot shares many features in common with other wooden stations on the Boston and Maine in New Hampshire and elsewhere, including deeply projecting eaves supported by wooden trusses and the use of beaded and matched ceiling board for exterior and interior trim.<sup>2</sup> Each of the lines that were eventually consolidated into the B&M system displayed distinctive variations within this general type, however; and the Sandown Depot is important as one of the best-preserved buildings associated with an important independent line which eventually became the most heavily travelled single-track division of the Boston and Maine.

**Commerce/Transportation:** The Sandown Depot is significant as a structure associated with one of New England's many independent railroads, one that eventually earned a reputation as the busiest single-track line in the United States. The station stands on the line chartered in 1848 as the Nashua and Epping Railroad, and surveyed in 1849. The published report of these surveys asserted that the new rail route would "supply the only link that is now wanting to supply an unbroken chain of Railroad from the heart of Maine along the most direct route through all the principal cities and towns in Maine and the southern part of New-Hampshire to Worcester [Massachusetts], and thence to the cities of New York and the West."<sup>3</sup> No progress was made in constructing this railroad until 1868, when the Nashua and Rochester Railroad was incorporated, absorbing the earlier charter of the Nashua and Epping Railroad and extending the route of the earlier line to a total length of 48.81 miles diagonally across the southeastern corner of New Hampshire from the Massachusetts to the Maine borders.<sup>4</sup>

This line proved to be as busy as its original projectors had anticipated, but never became profitable. The line was thus kept a single-track route even after its transformation into part of the Worcester, Nashua and Rochester Railroad in 1883, its lease to the Boston

## 9. Major Bibliographical References

Brighton, Ray. Frank Jones, King of the Alemakers (Hampton, N.H.: Peter E. Randall, 1976).  
 Fletcher, William J. "Tracking the Ghost of the W.N.&P.," B&M Bulletin 9 (Winter 1979/89): 32-33.  
 Miller, J.F. Report on the Surveys of the Nashua & Epping Rail-Road (Nashua, N.H.: Whittemore's Press, 1850). (continued)

## 10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Sandown/Haverhill, NH - MA

Quadrangle scale 1:62500

UTM References

A	1 9	3 2 1 6 4 0	4 7 5 5 1 0 0	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

Boundaries of the nominated property are highlighted in yellow on the attached sketch map. These boundaries represent the surviving property still associated with the historic station and are sufficient for its protection.

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

state	code	county	code
N/A			
state	code	county	code

## 11. Form Prepared By

name/title Rep. Richardson D. Benton, President

organization Sandown Historical Society date March 25, 1986

street & number 625 Haverhill Road telephone (603) 887-3951

city or town Chester state New Hampshire 03036

## 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 National Park Service.

State Historic Preservation Officer signature

*S. G. Adenwicz*

title New Hampshire State Historic Preservation Officer

date 7/29/86

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

*for* *Alvord Byer*  
Keeper of the National Register

National Register

date 9/4/86

Attest:

date

Chief of Registration

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and Maine Railroad in 1886, and its absorption into the B&M system in 1911.<sup>5</sup> In 1908, near the peak of its traffic, the line carried three passenger trains and nine freights in each direction every twenty-four hours. Because of its single track and its heavy traffic in both directions, governed only by telegraphic signals, the line suffered a high number of accidents over its life, especially in the decades before block signals with semaphores were installed in 1912-13. The Sandown station was a busy spot on the line, and included a telegraph office, a post office, a freight office, and a siding accommodating 62 cars. The station became the point of contact between a rural local society and the wider world of culture and commerce.

In 1932 decreasing local use and increasing competition from automobiles and trucks brought the Boston & Maine officials to a decision to abandon the line, diverting traffic between Maine and Massachusetts over less direct but more profitable routes. The last train through Sandown ran in the spring of 1934, and in late 1935 the rails were taken up except for a few short stretches, connecting with other lines, needed for shipment of local products. Between 1936 and 1938, part of the right-of-way was converted to a highway, but the section through Sandown was never put to any use after its abandonment in 1934.<sup>7</sup> Today, the section of right-of-way on both sides of Sandown remains the least altered portion of the rail route, and the restoration of the Sandown Depot as a museum and historical society headquarters after 1977 preserved the most important surviving features of the historic line.

<sup>1</sup>William J. Fletcher, "Tracking the Ghost of the W.N.&P.," B&M Bulletin 9 (Winter 1979/80): 32-33.

<sup>2</sup>Thornton H. Waite, "Recycling New Hampshire's Railroad Stations," B&M Bulletin 6 (Summer 1977): 32-35.

<sup>3</sup>J.F. Miller, Report on the Surveys of the Nashua & Epping Rail-Road (Nashua, N.H.: Whittemor's Press, 1850), p. 4.

<sup>4</sup>Prospectus of the Nashua & Rochester Rail Road, An Air Line Route between Portland and New York. (Nashua, N.H.: Moore & Berry, 1868).

<sup>5</sup>Charles Wesley Thompson, "The Nashua and Rochester Railroad" (unpublished typescript, New Hampshire Historical Society, Concord, N.H.), passim.

<sup>6</sup>Ibid., p.24.

<sup>7</sup>Ibid., p.37.

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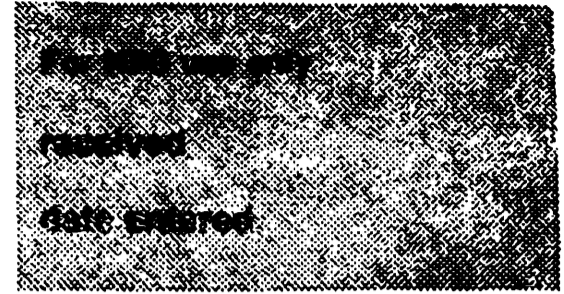
Bibliography, continued:

Prospectus of the Nashua & Rochester Rail Road, An Air Line Route between Portland and  
New York (Nashua, N.H.: Moore & Berry, 1868).

Thompson, Charles Wesley, "The Nashua and Rochester Railroad," unpublished typescript, New  
Hampshire Historical Society, Concord, N.H.

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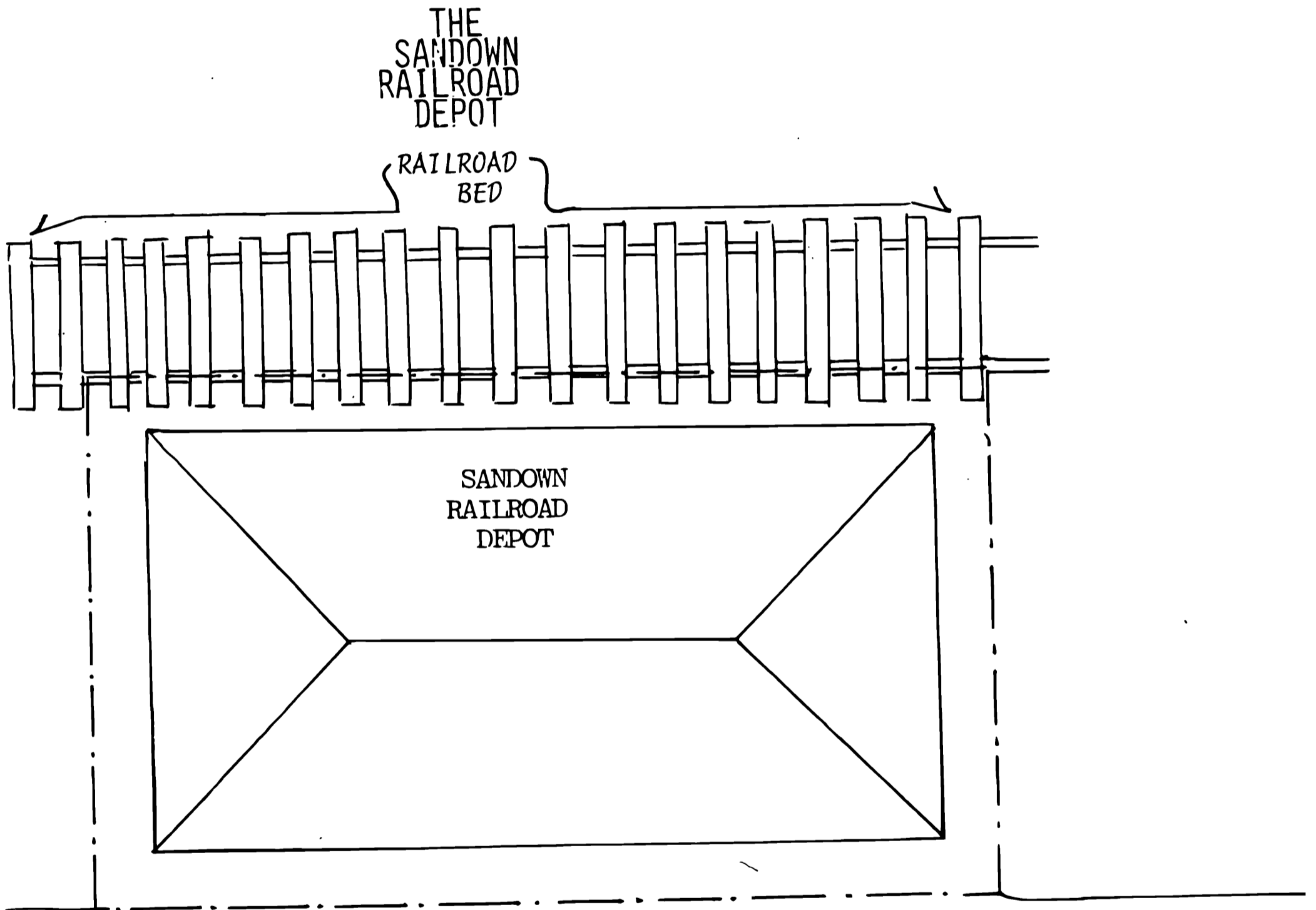
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1" = 8'

SCALE (approx.)

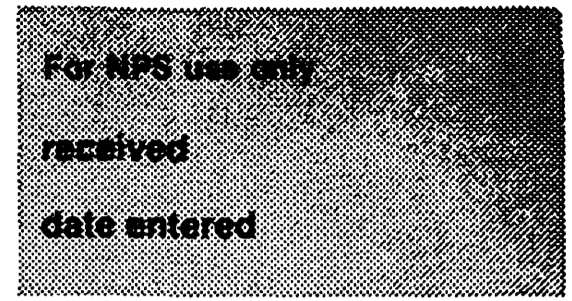
NORTH





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This certifies that the appearance of the photographs has not changed.