

RECEIVED AUG 24 2009

NWN0168

United States Department of the Interior
National Park Service

NPS Resource # 10000187

NATIONAL REGISTER OF HISTORIC PLACES

REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Newington Depot/Toll House/Stationmaster's House listed 4/19/2010
other names/site number N/A

2. Location

street & number Bloody Point Road not for publication n/a
city or town Newington vicinity n/a
state New Hampshire code NH county Rockingham code 011 zip code 03801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally. (See continuation sheet for additional comments.)

Signature of certifying official

Date

New Hampshire

State or Federal Agency or Tribal government

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

 entered in the National Register
 See continuation sheet.
 determined eligible for the
National Register
 See continuation sheet.
 determined not eligible for the
National Register
 removed from the National Register
 other (explain):

Signature of Keeper

Date

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

☐ private
☐ public-local
☒ public-State
☐ public-Federal

Category of Property (Check only one box)

☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>1</u>	<u>0</u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>2</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: <u>TRANSPORTATION</u>	Sub: <u>rail-related</u>
<u>TRANSPORTATION</u>	<u>road-related</u>
<u> </u>	<u> </u>

Current Functions (Enter categories from instructions)

Cat: <u>VACANT/NOT IN USE</u>	Sub: <u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

LATE VICTORIAN

Materials (Enter categories from instructions)

foundation	<u>Brick</u>
roof	<u>Asphalt Shingles</u>
walls	<u>Wood Clapboards</u>
other	<u>N/A</u>

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====

8. Statement of Significance

=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

A: Transportation

C: Architecture

Period of Significance A: 1873-ca.1934

C: 1873

Significant Dates 1873

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- ☐ prelim. determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office ☐ Other State agency
- ☐ Federal agency ☐ Local government
- ☐ University ☐ Other

Name of repository: _____

=====

10. Geographical Data

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Acreage of Property 3.87 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing
19 351800E 4775220N

NH Stateplant: E 1209983 NAD83
N 226137 (44)

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====

11. Form Prepared By

name/title Lisa Mausolf, Preservation Consultant

organization for the Newington Historic District Commission date Aug. 2009

street & number 6 Field Pond Drive telephone 781-944-5958

city or town Reading state MA zip code 01867

=====

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name State of New Hampshire

street & number P.O. Box telephone (603)

city or town Concord state NH zip code 03301

=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Newington Depot/Toll House
Rockingham County, New Hampshire

Description

The Newington Depot/Toll House is a 2 ½-story, 5 x 2-bay, side-gabled structure measuring 32' 6" x 20' 5" with a single-story, 20' x 10' 6" kitchen wing projecting from its south end. As constructed in 1873, the building was oriented so that its long west elevation faced the road while the northeast side fronted the railroad tracks. Today, the rails are no longer extant. Because the structure combined depot and residential uses, it is more residential in character than typical late 19th century depots. Concessions to the railroad use include the multiple entrances, interior waiting room and ticket office and the wooden platform which spanned the entire trackside elevation. The depot/toll house is situated on a pivotal point of land in the Seacoast area that was a logical site for the crossing of Little Bay and the Piscataqua River. The nominated property also includes the site of the southern abutment of the combination road and railroad bridge which was built between Newington and Dover Point in 1873.

Set on a brick foundation, the building is of balloon frame construction, clad in wood clapboards with simple cornerboards. The steeply-pitched, asphalt-shingled, gable roof displays projecting boxed eaves which are without returns. Two brick chimneys with corbelled caps rise from the ridge. All of the window openings have been covered with plywood but interior inspection reveals original two-over-two, double-hung sash set in plain enframements. At one time louvered blinds flanked the window openings. There are two entrances on the west façade, one of which is covered with plywood. The offcenter, main entry to the living quarters contains a four-panel door topped by a transom and partial entablature. A simpler entrance in the northernmost bay of the façade accessed the depot waiting room. It now contains a modern six-panel door and is the only entrance which is currently not covered with plywood. Another entrance in the northernmost bay of the rear (east) elevation leads from the waiting room to the tracks. Two additional doorways are located on the long elevations of the kitchen wing. Two small, elevated windows punctuate the south end of the wing and a tall, brick chimney with a pointed open cap rises from the ridge of the wing.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

Newington Depot/Toll House
Rockingham County, New Hampshire

Description (continued)

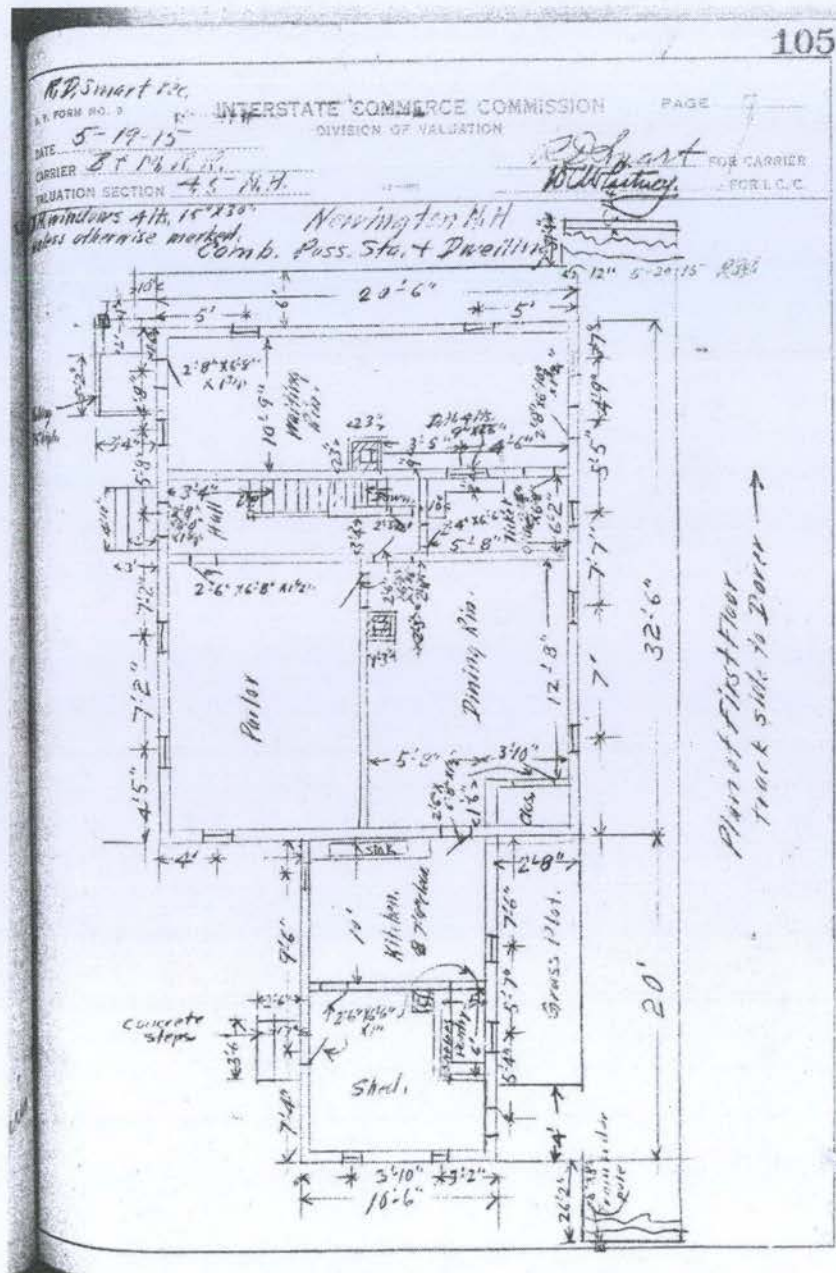
The interior of the building features simple finishes. The walls of the waiting room are sheathed in vertical beadboard while those in the main house are plastered. Nearly all of the doors are of a four-panel configuration. The staircase leading upstairs has turned newel posts topped by a ball and turned balusters. As mentioned previously, the north end of the building consists of a 10' x 20' waiting room. There is a small (5' 8" x 6' 2") ticket office to the rear of the front staircase/hallway. The remainder of the first floor is divided into a front parlor with a dining room with a large corner closet to the rear. A doorway on the east wall of the dining room accesses the kitchen wing. The floor of the wing has been removed but there is still a horizontal beadboard partition separating the kitchen from the shed, resting on a brick pier. A four-panel door in the south end of the partition led to a pantry set above a lower level cistern while a vertical board door to the north accessed the shed. The second floor of the structure is divided into four chambers. There are two small rooms on the north end, separated by closets and situated above the lower level waiting room. The bedrooms on the south end are larger and are also fitted with closets located in the central dividing wall.

The depot/toll house is set on 3.87 acres of land bounded on the north by Little Bay and located east of the Spaulding Turnpike and the bridge over Little Bay. Passing in front of the structure, Bloody Point Road (formerly Old Dover Road) is now a dirt road. Other than the clearing immediately around the structure, the remaining acreage is largely wooded. The depot/toll house is located approximately 200 feet from Bloody Point which juts out into Little Bay. The point of land to the northwest of the depot/toll house was a logical location for a crossing at the mouth of Great Bay and the Piscataqua River, the obvious advantage being the ability to construct a shorter bridge span than at some other sites. The land includes the site of the southern abutment of the combination road and railroad bridge which was constructed by the Portsmouth and Dover Railroad between Newington and Dover Point in 1873. The bridge ceased to be used with the completion of the General Sullivan Bridge in 1934 and was subsequently demolished. A number of large stones are all that remain to mark the location of the former abutment.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 3

Newington Depot/Toll House
Rockingham County, New Hampshire

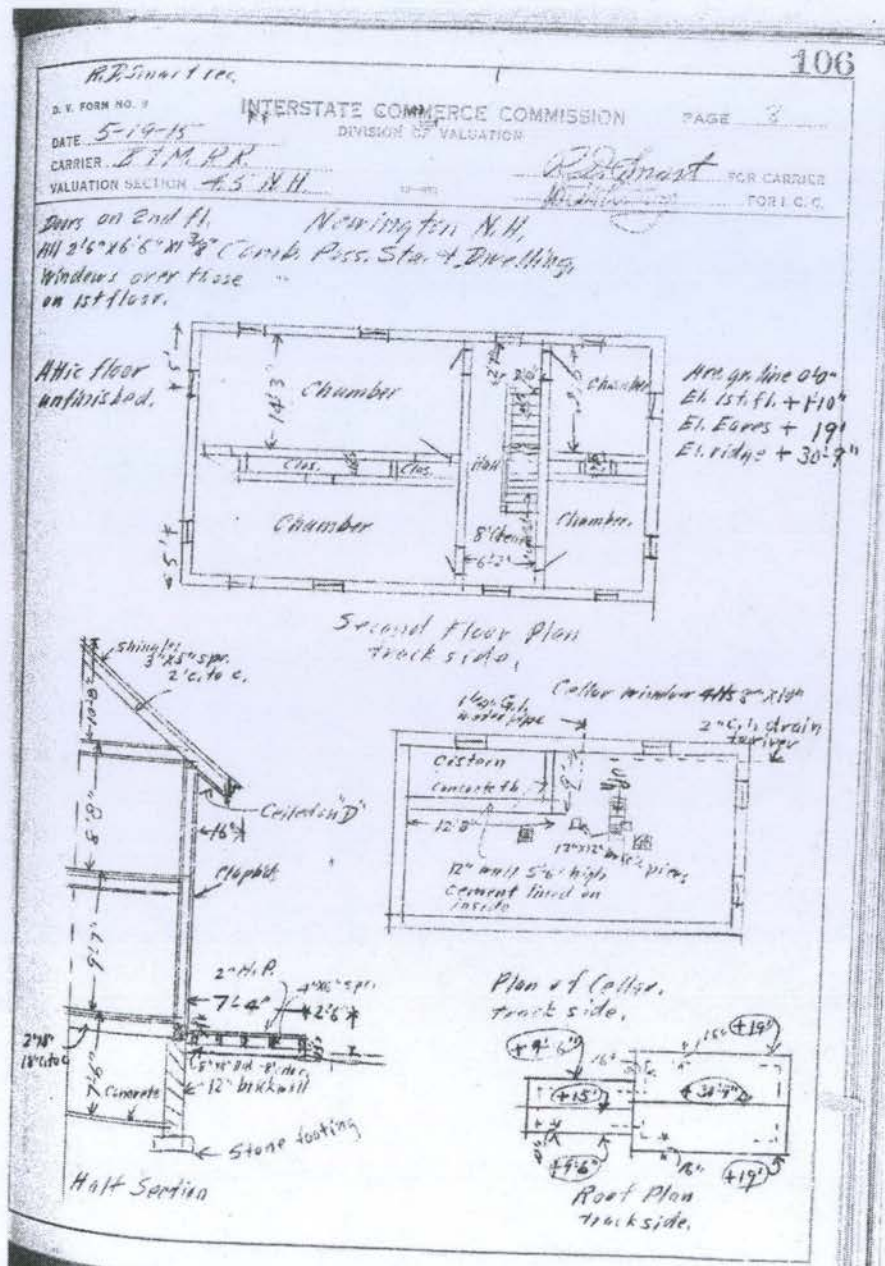


Source: Boston & Maine Railroad Valuation Notebooks, 1915

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 4

Newington Depot/Toll House
Rockingham County, New Hampshire



NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 1

Newington Depot/Toll House
Rockingham County, New Hampshire

Statement of Significance

The Newington Depot/Toll House in Newington, New Hampshire was built in 1873 as part of the construction of the Portsmouth and Dover Railroad. It is a well-preserved example of a relatively rare property type, combining the functions of railroad station, toll house and residence for the stationmaster/bridge tender/toll taker. The building is eligible for the National Register of Historic Places under Criterion A, Transportation, and under Criterion C, Architecture. It displays integrity of location, design, setting, materials, workmanship, feeling, and association although the loss of associated transportation-related structures including the bridge and railroad tracks has diminished the integrity of setting, feeling, and association slightly. Under Criterion A, the period of significance for the property is 1873 to ca. 1934 reflecting its original date of construction and the date it ceased operating as a depot; its period of significance under Criterion C is 1873. The property is significant on the local level.

Under the category of Transportation, the Newington Depot/Toll House is significant for its associations with both rail and vehicular transportation contexts. The crossing between Bloody Point and Dover Point was the location of one of the area's earliest ferry crossings, dating back to about 1640. During the winter of 1873-1874 the Dover and Portsmouth Railroad was completed on this site and included the construction of the Portsmouth and Dover Railroad Bridge, a dual purpose toll bridge featuring two lanes, one for a rail line and the other for a carriage road. The Newington Depot/Toll House was constructed at the same time. The Newington Depot/Toll House ceased serving a transportation-related purpose in 1934 when the General Sullivan Bridge was completed between Bloody Point in Newington and Dover Point in Dover and the Boston and Maine Railroad abandoned the Portsmouth and Dover Line.

The Newington Depot/Toll House is also significant under Criterion C, Architecture, as the only intact railroad-associated building remaining in town. It is also significant as a well-preserved example of a depot which was designed to include living quarters for station personnel, a rare property type in New Hampshire. It is a unique example of a railroad-related building that served as a depot, tollhouse, and residence for the toll taker/station agent.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2

Newington Depot/Toll House
Rockingham County, New Hampshire

Statement of Significance (continued)

A method of crossing Great Bay between Newington and Dover/Durham has been of paramount importance to the region's transportation network and economic development for over 350 years. The distance between Bloody Point in Newington and Hilton Point in Dover is the shortest in the Piscataqua River network and thus has always been of particular interest. As early as 1640 Thomas Trickey operated a ferry from Bloody Point in Newington. In 1705 it was purchased by John Knight who continued the service to Dover and Eliot, Maine. In 1794 the Piscataqua Bridge was constructed across Little Bay, spanning from Fox Point in Newington, across Rock and Goat Islands to Meader's Point in Durham. Almost a half mile in length, the bridge was considered an engineering marvel for its day and played a pivotal role in opening trade between Portsmouth and interior New Hampshire. The bridge was irreparably damaged by ice in February 1855 and was not repaired or replaced, making regional commerce dependent once again on ferry and gundalow traffic.¹

The Portsmouth and Dover Railroad Company was chartered in 1866 in order to provide a link between the eastern and western divisions of the Boston and Maine Railroad and also included the means to cross Great Bay. Portsmouth brewer Frank Jones was president of the Portsmouth and Dover and its primary promoter and financier. The 10.88 mile-long railroad greatly facilitated the shipment of grain to Jones' brewery. The rail line was completed during the winter of 1873-4 and included the construction of a 1,700 foot, \$100,000 combination railroad/vehicular toll bridge linking Bloody Point to Dover Point. One land served the rail line and the other carriage road. The section near the Newington end consisted of a Howe truss timber and iron-covered bridge 193' long. The rest of the bridge was of traditional pile and trestle construction and also included a 143' swing section, north of the center of the bridge, that opened with a hand-operated windlass and provided headroom for seagoing vessels.

¹ Richard E. Winslow III. *The Piscataqua Gundalow: work horse for a tidal basin empire*. Portsmouth: Portsmouth Marine Society, c.1983, p. 55.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3

Newington Depot/Toll House
Rockingham County, New Hampshire

Statement of Significance (continued)

Along with the bridge, a depot/toll house/stationmaster's house was constructed on the Newington approach. In 1874 the tolls collected were three cents for pedestrians, ten cents per horse and rider, fifteen cents per horse and carriage and one cent for each sheep or swine.² The toll collector also managed the depot and was responsible for operating the swing section of the bridge to allow boat traffic to pass through.

From 1874 to 1884 the Portsmouth and Dover Railroad was leased to the Eastern Railroad. In 1884 the line became part of the Boston & Maine Eastern Division. In the early 20th century the line ran two trains daily – one in the morning from Dover to Portsmouth and another in the evening back to Dover.³

As delineated in 1915 Boston & Maine valuation records, the two-story depot/residence included a 10' x 20' waiting room on the north end of the first floor and a small ticket office facing the tracks. The remainder of the first floor included a parlor and dining room in the south end of the main house with a kitchen and shed in the wing. The second story was divided into four chambers; the attic floor was left unfinished. A cistern was located in the cellar of the wing. A wooden platform ran the length of the long trackside elevation.⁴

As was typical the station agents changed frequently. The earliest known station agent/bridge tender/toll collector was James Drew who served from at least 1880 until 1905. Initially he served nearby but by 1900 he was renting the residence portion of the depot/toll house. In 1900 Samuel Lunt was hired as a live-in toll collector and around 1905 Edward Graham was station agent and resided in the depot/toll house. He was still in the position in the 1910s but was later replaced by Brian Green. In the early 20th century activity at the depot attracted other commercial uses to the vicinity including a small soda fountain/restaurant and the Curtis & Batchelder Filling Station.⁵ During this period the bridge carried the East Side Trunk Line leading from the Seacoast to the Mountains. Later known as the White Mountain Highway and Route 16, this was one of

² Glenn A. Knoblock, *Images of America: New Hampshire Covered Bridges*. Charleston, SC: Arcadia Publishing, 2002, p. 128.

³ Preservation Company, *Individual Inventory Form for Newington Depot/Toll House*, Dec. 1991; revised Nov. 2004, p. 4.

⁴ Boston & Maine Railroad Valuation Records, 1915. Boston & Maine Historical Society, Lowell, Mass.

⁵ Preservation Company, 1991/2004, p. 4.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4

Newington Depot/Toll House
Rockingham County, New Hampshire

Statement of Significance (continued)

the first three north-south highways established by the newly-created State Highway Department. The others were the West Side Road (later Dartmouth College Highway or Route 10) in the western part of the state and the Daniel Webster Highway (Route 3) in central New Hampshire.

The railroad/vehicular bridge sustained significant damage from ice in the spring of 1918 and repairs were completed in three months. Although it was still usable, discussions began on the merits of a new bridge. The General Sullivan Bridge was completed in 1934 on a different alignment, from Bloody Point in Newington to Dover Point. Also in 1934 the Interstate Commerce Commission gave the Boston and Maine Railroad permission to abandon the Portsmouth and Dover line with instructions to leave the tracks in place until the existing Portsmouth and Dover Bridge could be removed. The Newington Depot/Toll House ceased serving a rail-related purpose and was occupied strictly as a residence. In 1937 the State of New Hampshire acquired the land associated with the depot/toll house. The tracks were removed about 1940.

Elmer Brooks occupied the former depot/toll house from the 1930s until his death in 1971. He leased the building from the State of New Hampshire and according to directories, was employed as a farmer, general laborer and lobster fisherman.⁶ In 1972 the State of New Hampshire Governor and Council authorized a 20-year lease of 3.86 acres of land including the depot/toll house to the Town of Newington for \$1.00 for use as a day-time recreational area. These plans were never fulfilled and over the years the area became a nuisance and a liability to both the State and Town. In 1992 the Town of Newington allowed the lease to expire on the property. Today, the building is still owned by the State of New Hampshire and remains vacant.

⁶ Preservation Company, Individual Inventory Form for Newington Depot, Dec. 1991, revised November 2004, p. 5.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 5

Newington Depot/Toll House
Rockingham County, New Hampshire

Statement of Significance (continued)

Comparable Structures

The Newington Depot/Toll House is unusual in combining the functions of railroad station and residence for the toll taker/station master and is noteworthy for the relatively few changes the building has seen. The New Hampshire Railroads Historic Context, completed in 2001, identifies this dual-purpose property type as rare. Of the more than four hundred railroad stations which once existed in the state, only about a dozen have been identified as combining depot and living quarters.⁷ In most cases, the combination depot/residence owes more to domestic prototypes than the typical single-story depot. As is seen in Newington, most of the combination railroad structures were 1 ½ or 2 ½-stories in height and capped by gable roofs. In a few cases, more elaborate structures were built. In Northfield, the Queen Anne-style structure combines a gable-roofed dwelling and a hip-roofed depot section. Bethlehem was also served by a high style Queen Anne depot that combined station and living quarters.

Relatively few depot/residential structures survive today in New Hampshire in a relatively unaltered condition. The structures at Auburn and Atkinson are no longer extant. The Northfield and Bethlehem structures are privately owned. The simpler, gable-roofed depots at Bow Junction, Melvin, Boscawen, and Emerson have also been renovated for residential use. The depot at East Kingston stands out as a restored structure and is now owned by the town.⁸ The Newington depot is the least changed of all.

The Newington Depot/Toll House is also significant as the only intact railroad-associated building remaining in town. The Rollins flag stop station on Patterson Lane in Newington has been moved and incorporated as the outhouse on a barn in town.⁹

⁷ R. Stuart Wallace and Lisa B. Mausolf, New Hampshire Railroads: Historic Context Statement. Prepared for the New Hampshire Department of Transportation, April 2001. Known examples include Atkinson, Auburn, Bethlehem, Boscawen, Bow Junction, East Kingston, Emerson (West Henniker), Melvin (Warner), Newington, Northfield, and Woodsville. No doubt there are/were other combination structures as well.

⁸ New Hampshire Railroads: Historic Context Statement, 2001 and <http://lightlink.com/sglap3/newhampshire/> (website on NH railroad stations)

⁹ Preservation Company, Individual Inventory Form for Newington Depot/Toll House, Dec. 1991, revised Nov. 2004, p. 6.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 1

Newington Depot/Toll House
Rockingham County, New Hampshire

Bibliography

Boston and Maine Railroad. Valuation Records, 1915. [Boston & Maine Railroad Historical Society Archives, Lowell, Massachusetts]

Knoblock, Glenn A. *Images of America: New Hampshire Covered Bridges*. Charleston, SC: Arcadia Publishing, 2002.

Lindsell, Robert M. *The Rail Lines of Northern New England*. Pepperell, MA: Branch Line Press, 2000.

Preservation Company. Individual Inventory Form of Newington Depot/Toll House, December 1991, revised November 2004. [On file at the NH Division of Historical Resources, Concord, NH].

Rowe, John Frink. *Newington, N.H. : A Heritage of Independence since 1630*. Canaan, NH: Phoenix Publishing, 1987.

Wallace, R. Stuart and Lisa B. Mausolf. *New Hampshire Railroads: Historic Context Statement*. Prepared for the New Hampshire Department of Transportation, April 2001.

Winslow, Richard E., III. *The Piscataqua Gundalow: work horse for a tidal basin empire*. Portsmouth: Portsmouth Marine Society, c. 1983.

<http://www.lightlink.com/sglap3/newhampshire/> (website on NH railroad stations)

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1

Newington Depot/Toll House
Rockingham County, New Hampshire

Verbal Boundary Description

As delineated on the attached sketch map, the National Register eligible property consists of the original, rectangular-shaped, 3.87 acre parcel transferred by the Boston and Maine Railroad to the State of New Hampshire in 1940.

Boundary Justification

The nominated property includes the Depot/Toll House as well as the southern abutment site of the Portsmouth and Dover Railroad Bridge (no longer extant), the segment of Bloody Point Road that approached the depot and bridge and the remains of the Bloody Point section of the Portsmouth and Dover Railroad corridor. It encompasses the historic evidence of the property's significance under both Criteria A and C.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section ____ Page 1

Newington Depot/Toll House
Rockingham County, New Hampshire

List of Photos

The following applies to all photographs:

Name of Photographer: Lisa Mausolf

Location of Negatives: Lisa Mausolf, Reading, Massachusetts

Photograph 1: View of west and south elevations, looking NE. November 2009

Photograph 2: View of east and north elevations, looking south. November 2009

Photograph 3: View of south and east elevations, looking NW. November 2009

Photograph 4: View of remains of bridge abutment, looking south. November 2009

Photograph 5: View of depot waiting room, looking east toward trackside (east)
entrance. May 2009

Photograph 6: View of front door, looking west with newel post in foreground.
May 2009

Photograph 7: View of second floor, looking NE at typical four-panel door and
two-over-two double-hung window. May 2009

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1

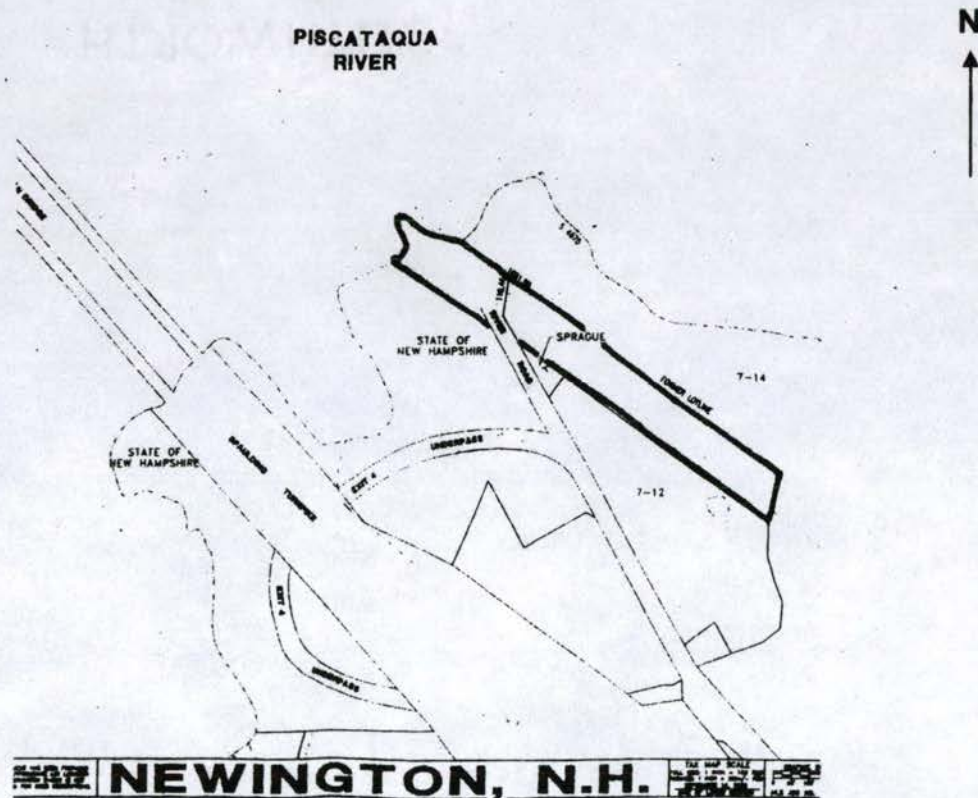
Newington Depot/Toll House
Rockingham County, New Hampshire

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Boundary Justification

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Newington Depot / Toll House
Newington (Rockingham Co.) NH
Photo 1 of 7



Newington Depot / Toll House
Newington (Rockingham Co.) NH
Photo 2 of 7



Newington Depot / Toll House
Newington (Rockingham Co.) NH
Photo 3 of 7



Newright Depot / Toll House
Newright (Rockingham Co.) NH
Photo 4 of 7



Newington Depot/Toll House
Newington (Rockingham Co.) NH
Photo 5 of 7



Newington Depot/Toll House
Newington (Rockingham Co.) NH
Photo 6 of 7



Newington Depot/Toll House
Newington (Rockingham Co.) NH
Photo 7 of 7



Newington Depot
Roadside

EPSON

EPSON

EPSON

EPSON



Newington Depot
Roadside

NO 3013

2

NO 3015

NO 3013

NO 3013



Newington Depot
Trackside

3

WOSCB

WOSCB

WOSCB

WOSCB



Newington Depot
Trackside

W. 100
4

NO 501

NO 501

100



Newington Depot
Trackside + Anticard

5

NOSE

NOSE

NOSE



Newington Depot
Waiting Room

6

EPSON

EPSON

EPSON

EPSON

EPSON



Newington Depot
Dining Room

7

EPSON

EPSON

EPSON



Newington Depot
part in between
Dining Room + Parlor

L

EDSON

EDSON

EDSON



Newington Depot

Partisan Sep. Kitchen + Shed
in wing

9



Newington Depot 10
View from Parlor
toward Front Hall



Newington Depot
Front Door

11

NO. 1000

NO. 1000

NO. 1000

NO. 1000

NO. 1000



Newington Depot 12
Newel post, 2nd Floor

100-30000

100-30000

100-30000

100-30000



Newghm Depot
2nd Floor Hall

13

NO. 13

NO. 13

NO. 13

