

**NH Division of Historical Resources
Determination of Eligibility (DOE)**

Date received: 2/2/05, 11/16/05, 1/19/06 Inventory #: NWN0168
Date of group review: 3/23/05, 12/14/05, 1/25/06 Area: Newington-Dover Project Area (ND)
DHR staff: Beth Town/City: Newington
Property name: Newington Depot County: Strafford
Address: 0.06 miles south of the end of River Road, east side of road
Reviewed for: [X]R&C []PTI []NR []SR []Survey []Other
Newington-Dover, NHS-027-1(37), 11238

Individual Properties

NR	SR
[X]	[X]Eligible
[]	[]Eligible, also in district
[]	[]Eligible, in district
[]	[]Not eligible
[]	[]More information needed
[]	[]Not evaluated for individual eligibility

Districts

NR	SR
[]	[]Eligible
[]	[]Not eligible
[]	[]More information needed
[X]	[X]Not evaluated @ district

Integrity: [X]Location [X]Design [X]Setting [X]Materials
 [X]Workmanship [X]Feeling [X]Association

Criteria: [X]A. Event []B. Person [X]C. Architecture/Engineering
 []D. Archaeology []E. Exception

Level: []Local [X]State []National

STATEMENT OF SIGNIFICANCE:

☐ IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED.

3/23/05 – The Newington Depot is individually eligible for the National Register for its historical associations with railroads and transportation at this pivotal point of land in the Seacoast area and for its architectural significance as an intact railroad station that combined living quarters with railroad and highway functions. As noted in the inventory form, only a handful of these combination stations remain today in the state.

The Newington Depot may also be part of a larger linear historic district, based on the significance of the Portsmouth and Dover Railroad. This evaluation was not done as part of the current transportation project. Please note that on page 3, second paragraph, the Piscataqua Bridge connected Fox Point with Durham, rather than with Dover Point. Also, in the fourth paragraph, please correct the description of the Portsmouth and Dover Railroad Bridge. On page 5, first paragraph, the General Sullivan Bridge was not placed at Fox Point in Newington. On page 6, third paragraph, please correct the information regarding the building's lease; the Department of Transportation reports that a lease with the town does not exist.

Before a final determination of eligibility can be made, these corrections should be made to the inventory form. Also, a boundary justification and map are needed, based on this property's eligibility as an individual resource.

12/14/05 – Boundary information received and approved. Also, the corrections noted above remain only on this evaluation sheet. The Portsmouth and Dover Railroad Bridge was a double-barreled bridge; one side carried vehicles and the other trains. Both sides were constructed in the same manner. As shown in the photo on page 11, a double-barreled, single-span wood and iron covered Howe truss comprised one section. The remainder of the bridge was pile construction. One section swung to the side for river traffic; it was not a draw bridge. Also, **please supply** the acreage of the eligible property.

1/26/06 – Eligible boundary information received and approved.

☒ **ENTERED INTO DATABASE**

ACREAGE: 3.87 acres

PERIOD OF SIGNIFICANCE: 1873 – 1955 (current NR fifty-year cut-off)

AREA OF SIGNIFICANCE: transportation, architecture, engineering

BOUNDARY: please see page B1, approximately 5.8 acres.

SURVEYOR: Preservation Company, for DOT/FHWA

FOLLOW-UP: Notify agencies and the surveyor.

Final DOE approved by:

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: NWN0168

Name, Location, Ownership

1. Historic name: Newington Depot/Toll House
2. District or area: N/A
3. Street and number: 0.06 miles south of the end of River Road, east side of road
4. City or town: Newington
5. County: Rockingham
6. Current owner: State of New Hampshire, Department of Transportation; Town of Newington (lessee)

Function or Use

7. Current use(s): vacant
8. Historic use(s): transportation

Architectural Information

9. Style: None
10. Architect/builder: Unknown
11. Source: N/A
12. Construction date: ca. 1873
13. Source: Research, Inspection
14. Alterations, with dates: N/A
15. Moved? no ☒ yes ☐ date: N/A

Exterior Features

16. Foundation: brick
17. Cladding: clapboards
18. Roof material: asphalt shingles
19. Chimney material: brick
20. Type of roof: gable, side
21. Chimney location: (3ea) 2 ea, ridge, interior; 1 ea, ell ridge, center.
22. Number of stories: 2½
23. Entry location: (2ea) 1ea façade, off-center; 1ea façade, center
24. Windows: undetermined, boarded
Replacement? no ☒ yes ☐ date: N/A

Site Features

25. Setting: waterfront, dead end road
26. Outbuildings: N/A
27. Landscape features: river
28. Acreage: 3.87 acres



35. Photo 1
36. Date May 2003
37. Roll 2003-10 Frame 26 Direction: N
38. Negative stored at: NHDHR

29. Tax map/parcel: Map 7
30. UTM reference: 19.351795.4775220
31. USGS quadrangle and scale: Portsmouth, NH-ME, 1:24000

Form prepared by

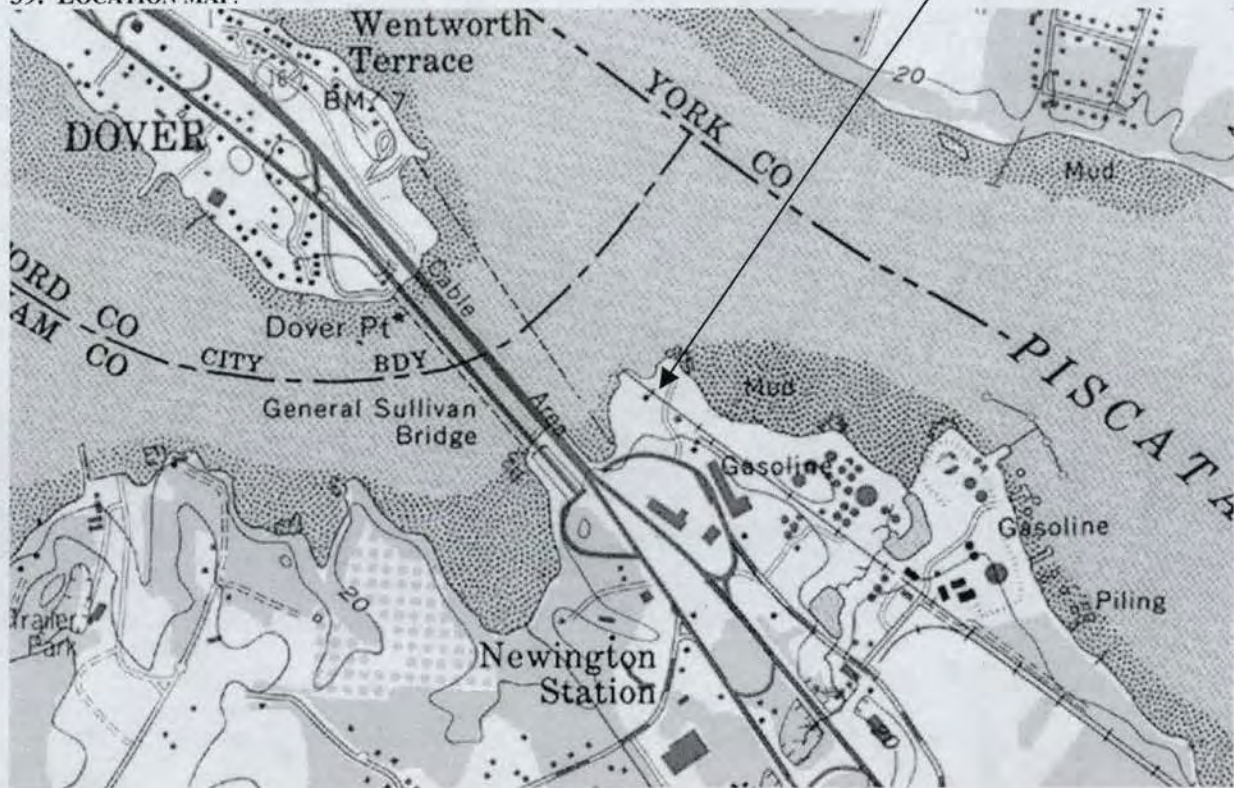
32. Name: Beth Hostutler (12/91); Preservation Company (11/04)
33. Organization: Preservation Company
34. Date of survey: 12/91 and 11/04

NH Stateplanc: E 1209983 N 226137
NA083 (ft)

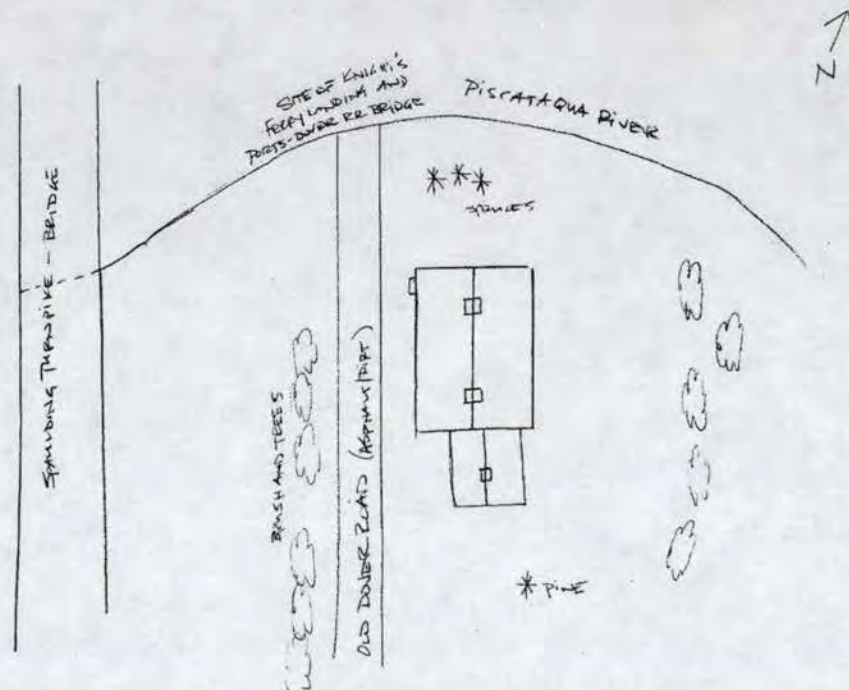
INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: NWN0168

39. LOCATION MAP:



40. PROPERTY MAP:



INDIVIDUAL INVENTORY FORM

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41. Historical Background and Role in the Town or City's Development:

The Newington Depot/Toll House was constructed in 1873; concurrent with the construction of the Portsmouth and Dover Railroad in Newington. It served the dual functions of railroad station and residence for the stationmaster/bridge tender/toll taker.

Travel from the seacoast north was impeded by the necessity of getting around Great Bay, so a crossing was desirable. The crossing between Bloody Point, in Newington, and Hilton Point, in Dover, is the shortest in the Piscataqua River network and has therefore been a prominent node in the regional transportation network for over 350 years. Thomas Trickey operated a ferry from Newington around 1640, and John Knight purchased the property in 1705, continuing service (Rugg 1975). From the end of the eighteenth through the middle of the nineteenth century, the primary crossing was the Piscataqua Bridge, which connected Fox Point, in Newington, to ^{Dumham} ~~Dover Point~~. Ice flows irreparably damaged the Piscataqua Bridge in 1855. The bridge was neither repaired nor replaced for nearly twenty years and regional commerce was dependent on ferry and gundalow traffic.

During the nineteenth century, railroad lines were constructed through both Dover and Portsmouth, however there was no direct connection between the two cities because there was no way across Great Bay. Chartered in 1866, the Portsmouth and Dover Railroad Company was intended to provide a link between the eastern and western divisions of the Boston and Maine Railroad network (Rowe 1987). Frank Jones, a Portsmouth brewer and president of the Portsmouth and Dover Railroad Company, became the primary promoter and financier of this new rail line that was to incorporate a bridge linking Bloody Point to Dover Point. The new line would facilitate shipment of grain to his brewery (Anonymous 1964, Rowe 1987, Anonymous 1991). Jones' brewery was quite successful and became one of the largest in New England, known nationwide and in Europe for his Frank Jones Export Ale. Jones went on to become president of the Boston & Maine Railroad, as well as other smaller railroad companies, and a member of Congress (Rowe 1987). Despite its commercial success, the brewery was forced to close in 1920 with the onset of Prohibition. The success of Jones' brewery is attributed not only to the convenience of the rail line and bridge, but to the high quality water he drew from the aquifer that underlies the area that became Pease AFB where remnants of the brewery's complex water supply system were still visible in 1991 (Anonymous 1991).

The Portsmouth and Dover rail line was completed during the winter of 1873-1874 and included the construction of the Portsmouth and Dover Railroad Bridge and the Newington Depot/Toll House. The new bridge linking Bloody Point to Dover Point was completed for a total cost of over \$100,000 (Anonymous 1964). The dual purpose toll bridge featured two lanes – a rail line and a carriage road – that carried traffic across the Piscataqua River. Swift tides meant standard piling construction techniques would not suffice to carry the heavy rail loads. Close to the Dover end a section was built as a covered bridge, a Howe truss with timber and iron tension rod between each panel, 193' long. The rest of the bridge was of traditional pile and trestle construction (Chesley 1984). The bridge also incorporated a 143' swing section, north of the center of the bridge that opened with a hand-operated windlass.

The Portsmouth and Dover traveled only 10.8 miles, but its popularity was so great that over 4,000 people showed up for the inaugural free ride from Portsmouth to Dover on February 4, 1874 (Rowe 1987). The line included regular stops at Sawyers, Cushing's Crossing (Dover Neck), and Newington, as well as flag stops including the one at Rollin's Farm (Rand, McNally & Co. 1895, Clement c.1930). For most of the late nineteenth century, the Portsmouth and Dover Railroad line was leased to the Eastern Railroad of New Hampshire (Pickering N.D.).

rec'd 1/3/06

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Shattuck?
Only 1917-19

Since the bridge carried both the railroad and vehicles, it was necessary to construct a structure to function as both train station and station master/toll-taker's residence. (The bridge was to be financed by tolls collected from vehicular users.) The residential quarters included the southeast half of the first story and the second story. The train station section of the building featured a waiting room and ticket counter that opened into the private dining room (Varrell 1976). Outside, a wooden platform ran the length of the northeast elevation and a high board fence ran the length of the railroad property, which extended from the banks of the Piscataqua River to the shipyard (Varrell 1976).

In addition to managing the train station and taking tolls from vehicles crossing the span, the station master/toll collector was responsible for operating the draw section of the bridge. An account from a local resident of the time described the operation: "When a boat approached, the "bridge tenders" would put a road barrier up to stop traffic (about a half dozen cars a day) then they would run over to the draw, let the boat through, close the draw and proceed back to open the bridge to traffic once more." (Varrell 1976). During the month of December 1892, the draw was opened twenty-one times for twenty-nine vessels – thirteen gundalows, twelve steamers, two schooners and two barges (Adams 1976:137).

The earliest known station agent/bridge tender/toll collector was James Drew, who served in this capacity from at least 1880 until circa 1905. Initially, he lived with his mother, Nancy Drew, at her nearby home; by 1900 he rented the residential portion of the Newington Depot/Toll House (Anonymous 1898, Bureau of the Census 1900). That same year, Drew hired Samuel Lunt as a live-in toll collector (Bureau of the Census 1900).

At the turn of the twentieth century, the Boston & Maine Railroad Company purchased the Portsmouth and Dover Railroad (Rowe 1987). By this time, two trains ran daily – one in the morning from Dover to Portsmouth, and an evening run heading back to Dover (Rugg 1975). Accounts from early passengers recall that ridership included students heading to secondary school in Portsmouth, as well as commuting workers headed for Shattuck Shipyards and the Portsmouth Navy Yard (Rugg 1975). Regular commuters could purchase monthly tickets at a reduced rate.

1917-
1919

Around 1905, Edward Graham, of England, took the position of station agent and resided in the Depot/Toll House. He served until the late 1910s, at which point, Brian Green appears as the station agent. In 1930, Frank Whidden, and three de Rochemont's – James A., Harry, and Orville – worked as toll collectors for the Portsmouth Dover Bridge (Bureau of the Census 1930). Frank and Orville both went on to collect tolls for the General Sullivan Bridge upon its completion (Anonymous 1940, 1948-49).

During this period, the bridge carried the East Side Trunk line vehicular road leading from the Seacoast to the Mountains; what became known as the White Mountain Highway and later Route 16.

The busy transportation node around the Newington Depot/Toll House attracted commercial activity to the vicinity. During the early years of the twentieth century, Francis "Mary Davis" operated a small soda fountain/restaurant within a few hundred yards of the Depot/Toll House and the Curtis & Batchelder Filling Station opened just down the road (NWN0172).

Eventually, the strong currents choked with ice took its toll on the bridge and its pilings sustained significant damage around 1920. Soon after, in light of the damage and combined with the increase in automobile traffic and the development of superior bridge construction technologies, the need for a new bridge was apparent.

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NO [Initially, the new bridge was intended to replace the Portsmouth and Dover Railroad bridge at Bloody Point, however political pressure from Governor John C. Winant resulted in its placement at Fox Point in Newington. With the 1934 completion of the General Sullivan Bridge, the Portsmouth and Dover railroad tracks and the Newington Depot/Toll House were abandoned. That year, the Interstate Commerce Commission gave the permission to the Boston and Maine Railroad Company to abandon the Portsmouth and Dover line. They were to leave the tracks in place until the existing Portsmouth and Dover Bridge could be removed (NHDOT Vertical File, "Newington - Bloody Point").

Henceforth, Elmer Brooks occupied the Newington Depot/Toll House. He resided in the building from its mid-1930s abandonment by the Boston and Maine railroad until his death in 1971. During this time, Brooks leased the property from the State of New Hampshire and made a living as a farmer, general laborer, and lobster fisherman (Anonymous 1936-37, 1940, 1948-49).

In 1937, the New Hampshire legislature passed an act authorizing the acquisition of land for the improvement to the approaches to both the Gen. Sullivan and Scammel Bridges - lands that would be designated as park land and recreational areas to be managed by the New Hampshire Toll Commission (MacPherson 1980). In Newington, this included the purchase of 9.0 acres of land from Cora W. Hoyt (1939), 3.0 acres from Grace Patriquin (1938), and 0.5 acre from the Boston and Maine Railroad Company (1940),¹ which included the Newington Depot/Toll House. A legal case regarding the conveyance of the Boston and Maine parcel delayed this transaction and subsequent removal of railroad trackage. As of October 1940, the abandoned Boston and Maine Railroad tracks had not been removed and plans were in place for their removal the following spring (NHDOT Vertical File, "Newington - Bloody Point").

Administration of these lands shifted through various State agencies over the following decades, including the New Hampshire Governor and Council, the Forest and Recreation Department, the Department of Public Works and Highways, and the Department of Safety (MacPherson 1980).

In 1945, these park areas were rededicated as the Soldiers' Memorial Parks in honor of the men and women who served in World War II (NHDOT Vertical File, "Dover Point"). Later, in 1951, the General and Council later assigned 3.86 acres of land at Bloody Point, which included the Newington Depot/Toll House, to be cared for by the University of New Hampshire.

Expansion of transportation corridors in Newington continued throughout the mid-twentieth century. Though the Bloody Point tracks had been abandoned, the remaining railroad right of way in Newington continued to be in use through the late twentieth century, connecting to waterfront industries and along a spur rail into Pease AFB constructed circa 1955. The new Spaulding Turnpike Bridge replaced the General Sullivan Bridge and was dedicated on Wednesday, September 28, 1966.

correct? The following year, the University of New Hampshire use assignment was terminated and management returned to the Department of Public Works and Highways (NHDOT Vertical File, "Newington - Bloody Point").

Elmer Brooks died in 1971, at which point the State of New Hampshire authorized demolition of the Depot/Toll House (MacPherson 1980). In 1972, the Governor and Council authorized a 20-year lease of the 3.86-acre Newington Depot/Toll House parcel to the Town of Newington for \$1.00 for use as a daytime recreational area. At that time, the Town outlined their intentions to develop the land as a full-service recreational area complete with swimming pool, snack bar, and boat launch

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citizens voted to designate the property a Newington Historic District.

During the intervening years, due to lack of management, the area became a nuisance and a liability to both the State and the Town. In 1992, the Town of Newington allowed the lease to expire on the property. Two years later, they expressed interest in renewing the lease on the condition that the Newington Depot/Toll House be removed. The New Hampshire Department of Transportation deemed the intended removal/demolition a substantial adverse impact and by 2001, the Town of Newington had reversed its intentions and showed interest in restoring the site and placing an easement on the property (NHDOT Vertical File, "Newington - Bloody Point).

42. Applicable NHDHR Historic Contexts:

- 78. Pre-automobile land travel, 1630-1920.
- 82. The railroads in NH, 1842-1960.
- 84. Automobile highways and culture, 1900-present.

43. Architectural Description and Comparative Evaluation:

The Newington Depot/Toll House is a 5 x 2 bay, 2½-story house with its gable roof oriented laterally to what would have been the road. (Historically the Depot/Toll House was in the middle, the railroad track ran on its east side, the road on the west, they converged on the bridge.) A brick foundation supports the wood frame structure, the walls of which are clad with clapboards. Asphalt shingles sheath the steeply pitched roof, which has projecting boxed eaves on each elevation. Two brick stove chimneys with flared corbelled caps are inset on the ridge. The fenestration is regular and symmetrical and plywood covers all window openings. Two entrances provide access to the interior - one in the center bay of the façade, which accessed the residence, and another entrance at the northwest end bay of the façade, which accessed the depot waiting room. The center entry is topped with a partial entablature. The walls are defined by corner boards, similar to plain board window and entrance surrounds and the frieze on the eaves.

A one-story, 2 x 2 bay, kitchen wing projects from the southeast gable end. A tall brick chimney is centered on the ridge crowned with a vault.

Comparable Notes

Because the structure served a dual purpose as railroad station and residence for the toll taker/station master, it is more residential in character than typical railroad depots of the era. The New Hampshire Railroads Historic Context, published in 1999, identifies this dual-purpose property type as rare. Only nine are referenced as existing throughout the State.

The Boston and Maine Railroad built at least two other depots of similar/almost identical form and style as the Newington Depot/Toll House in New Hampshire. These buildings are extant and are located at East Kingston and Melvins Mills.

The Dover Point depot is no longer extant. The Rollins flag stop station on Patterson Lane in Newington (Rollins Depot) has been moved and incorporated as the outhouse on the barn on the Downing House property (NWN0201).

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44. National or State Register Criteria Statement of Significance:

The Newington Depot/Toll House is eligible for the National Register of Historic Places.

Criterion A: The Newington Depot/Toll House is eligible under Criterion A for its strong associations with both rail and vehicular transportation contexts. The crossing from Bloody Point to Dover Point is a historically a significant site and the location of one of the area's earliest ferry crossings. The Newington Depot/Toll House clearly conveys its late-nineteenth century origins concurrent with the arrival of the railroad to Newington and continued use into the early twentieth century.

Criterion B: No persons known to be associated with the Newington Depot/Toll House are of sufficient significance to merit individual listing in the National Register of Historic Places.

400+ NO
Criterion C: The Newington Depot/Toll House is eligible under Criterion C as the only intact, railroad-associated building remaining in Newington and one of few in the state of New Hampshire. It is a well-preserved example of a residential depot – a rare property type in New Hampshire. Architecturally, it embodies a common vernacular, 2½-story form with minimal detailing. It is a unique example of a railroad-related building that served the dual functions of depot/toll house and residence for the toll taker/station agent.

45. Period of Significance:

ca. 1873-ca.1934

46. Statement of Integrity:

never explained
The Newington Depot/Toll House retains a high degree of integrity of location, design, workmanship and materials. The application of plywood to cover and protect window openings and the remodel of the waiting room entry do not significantly affect the overall integrity of the property. The loss of associated transportation-related structures, including the bridge and railroad grade, and construction of the nearby Spaulding Turnpike and General Sullivan Bridge have diminished the integrity of setting, feeling, and association. However, the overall integrity of the Newington Depot/Toll House is intact and it continues to communicate its historic transportation and architectural associations.

47. Boundary Discussion:

The boundary includes the 3.87 acres immediately surrounding the building that is historically associated with the property.

48. Bibliography and/or References:

Anonymous

1898 Dover, N.H. Suburban Directory. Boston: W.E. Shaw. Collection of the New Hampshire State Library, Concord, NH

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Anonymous

1914 Portsmouth Directory. Boston: W.A. Greenough & Co. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1916 Portsmouth Directory. Boston: W.A. Greenough & Co. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1935 Dover Suburban New Hampshire Directory. Boston: W.E. Shaw. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1936-7 Dover Suburban New Hampshire Directory. Boston: W.E. Shaw. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1940 Barrington, Lee, Madbury, Newington, Strafford, Rollinsford and Salmon Falls, New Hampshire Directory. Boston: W.E. Shaw. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1942 Epping, Nottingham, and Newington, NH Directory. Boston: W.E. Shaw. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1946 Epping, Nottingham, and Newington, NH Directory. Boston: W.E. Shaw. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1948-9 Epping, Nottingham, and Newington, NH Directory. Boston: W.E. Shaw. Collection of the New Hampshire State Library, Concord, NH

Anonymous

1964 "Newington New Hampshire Bicentennial Observance August 1-2, 1964." Newington, New Hampshire, 1964. Collection of the Newington Historical Society.

Anonymous

1991 *Historic Resources*. Collection of New Hampshire Department of Transportation, Bureau of Right of Way, "Newington - Bloody Point," Vertical File.

Hazlett, Charles A.

1915 History of Rockingham County, New Hampshire and Representative Citizens. Chicago: Richmond-Arnold Publishing Co. Collection of the New Hampshire State Library, Concord, NH.

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LaPointe, Gary

1998 Railroad Stations in New Hampshire; Stations Still Standing in New Hampshire. 1998.
Available from <http://www.lightlink.com/sglap3/newhampshire/>. Accessed February 13, 2005.

MacPherson, Neil D.

1980 State of New Hampshire, Department of Transportation, Inter-Department Communication. June 27, 1980. Collection of New Hampshire Department of Transportation, Bureau of Right of Way, "Newington - Bloody Point," Vertical File.

NHDOT

Various "Newington - Bloody Point," Vertical File. Collection of New Hampshire Department of Transportation, Bureau of Rights of Way.

Various "Dover Point." Vertical File. Collection of New Hampshire Department of Transportation, Bureau of Rights of Way.

Various "Hilton Park." Vertical File. Collection of New Hampshire Department of Transportation, Bureau of Rights of Way.

Pickering, Frederick

N.D. "Roads, Ferries, Railroads, Shipbuilding, Bridges." *Newington Historical Notes*. Notebook 5. Collection of the Langdon Library, Newington, NH.

Rowe, John Frink

1987 Newington, NH. Canaan, NH: Phoenix Publishing.

Rugg, Bertha (Coleman)

1975 "Commuting in the 1900s." *Newington Neighbor*. Winter Issue, Vol 4, No. 3. Collection of the Langdon Library, Newington, NH

Strafford Rockingham Regional Council

1981 Newington, NH Cultural Resources Survey, Inventory, and Plan. Exeter, NH: Strafford Rockingham Regional Council. On file with the New Hampshire Division of Historical Resources, Concord, NH

Varrell, Helen

1976 *Newington Neighbor*. Spring Issue, Vol 5, No. 4. Collection of the Langdon Library, Newington, NH

Maps

Boston and Maine Railroad, Portland Division

1914 "Right-of-Way and Track Map." Boston: Boston and Maine Railroad, Office of Valuation Engineer. Dover Branch, Sheet No. 4.

Clement, J. W. & Co.

Ca. 1930 "Boston and Maine Railroad and Connections." Buffalo, New York: Matthews-Northrup Works.

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Railroad Commissioners (of New Hampshire)

1894 "Railroad Map of New Hampshire accompanying report of Railroad Commissioners."
Boston, 1894. Collection of the Library of Congress Geography and Map Division,
Washington, D.C. On-line map collection:
<http://memory.loc.gov/ammem/gmdhtml/rrhtml/rrhome.html>

Rand, McNally & Co.

1895 "Atlas of the World: New Hampshire." On-line map collection:
<http://fermi.jhuapl.edu/states/>

Surveyor's Evaluation

NR listed: individual ☐
within district ☐

Integrity: yes ☒
no ☐

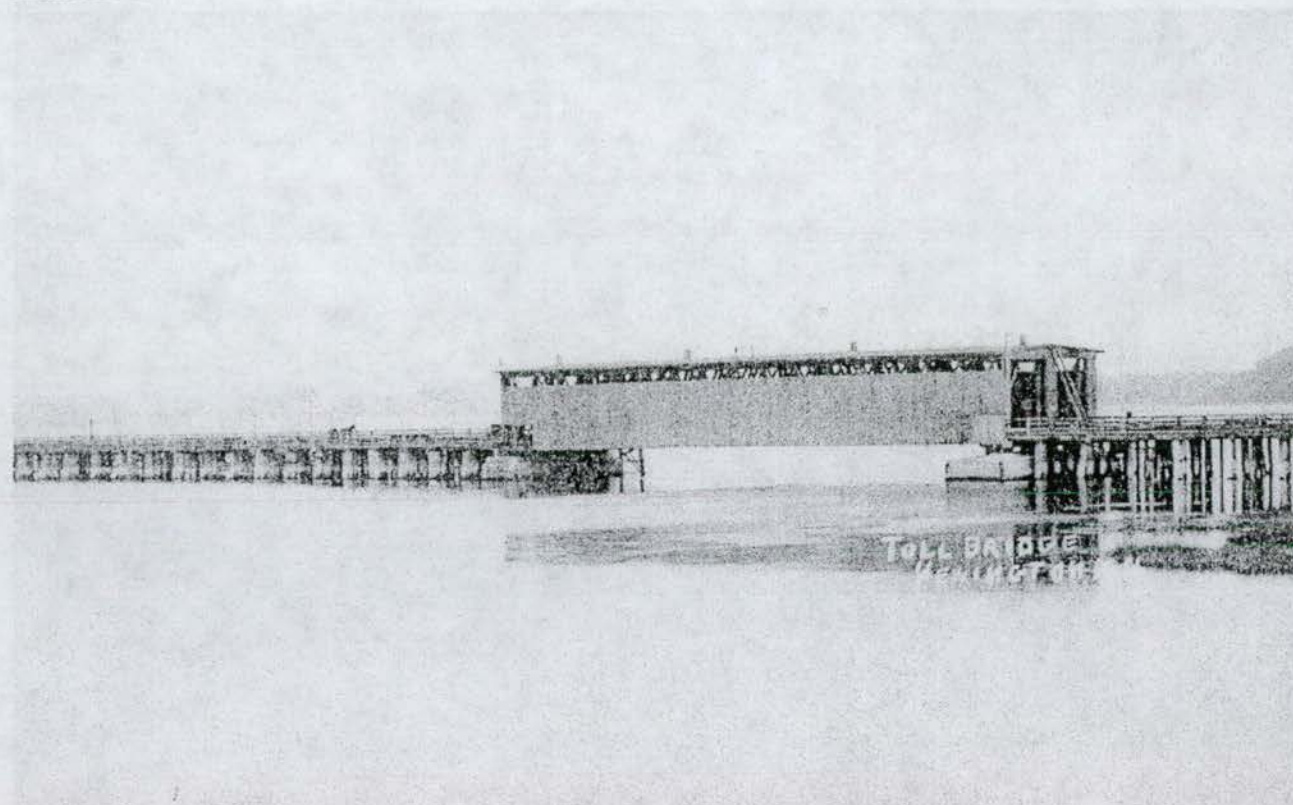
NR eligible:
individual ☒
within district ☐
not eligible ☐
more info needed ☐

NR Criteria: A ☒
B ☐
C ☒
D ☐
E ☐

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Historic Photos



Portsmouth and Dover Railroad/Toll Bridge (NHDOT vertical file)

INDIVIDUAL INVENTORY FORM

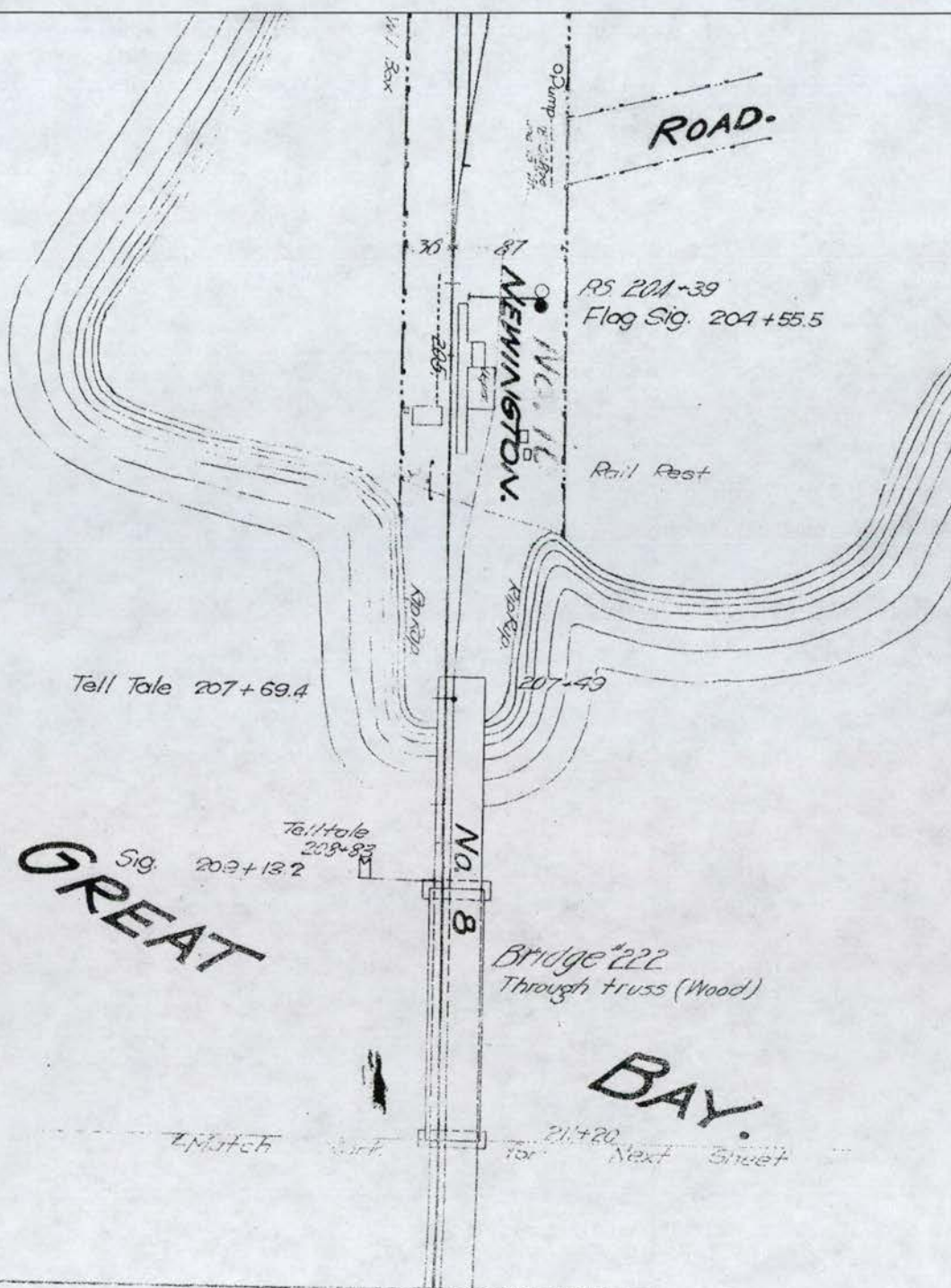
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1894 New Hampshire Railroad Commissioners map (Library of Congress)

INDIVIDUAL INVENTORY FORM

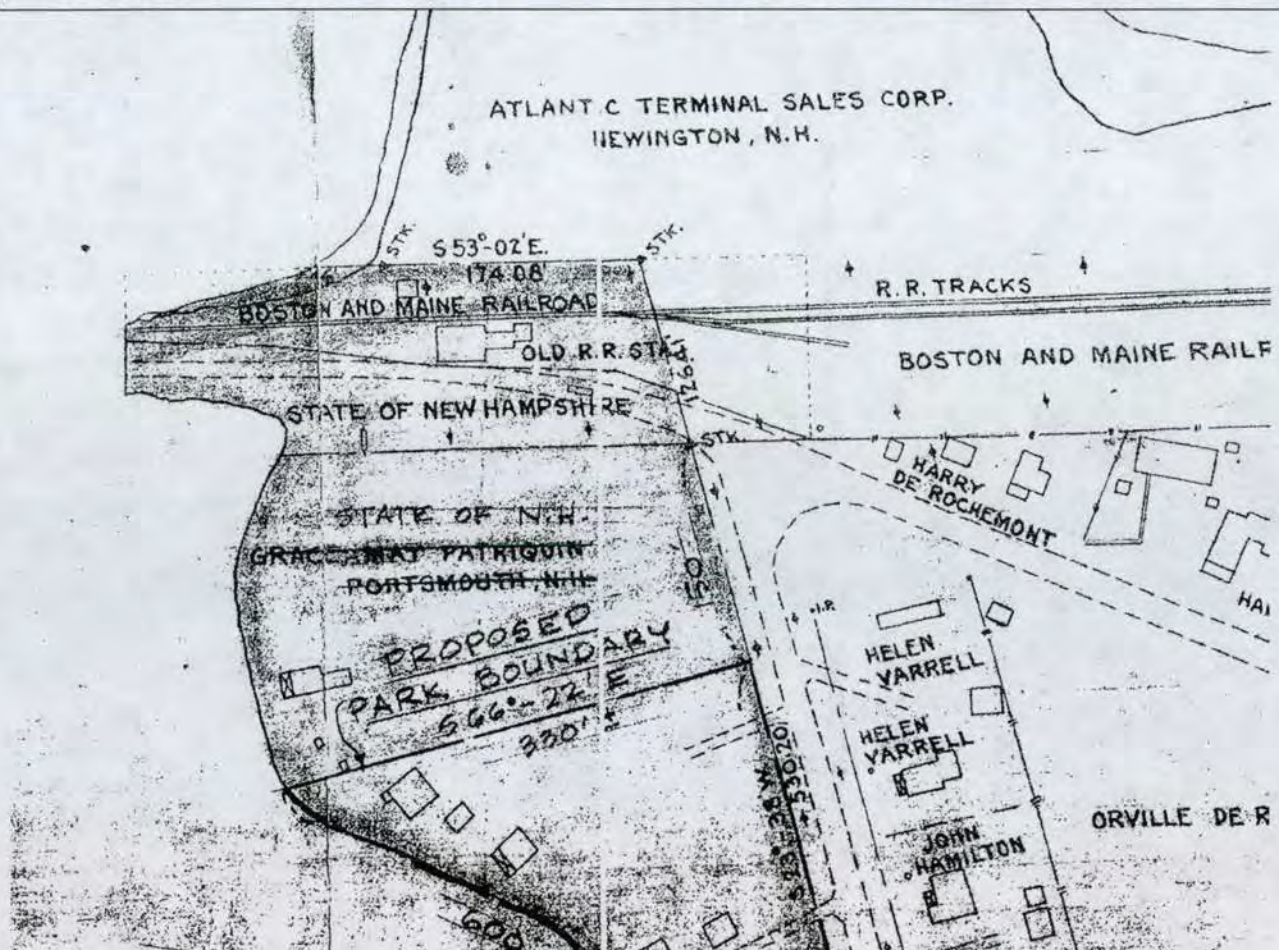
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Boston & Maine track map, 1914 (NHDOT)

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Plan for General Sullivan approaches (NHDOT 1937)



(Newington Historical Society NHS 002)

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: NWN0168



(Newington Historical Society NHS 004)

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: NWN0168



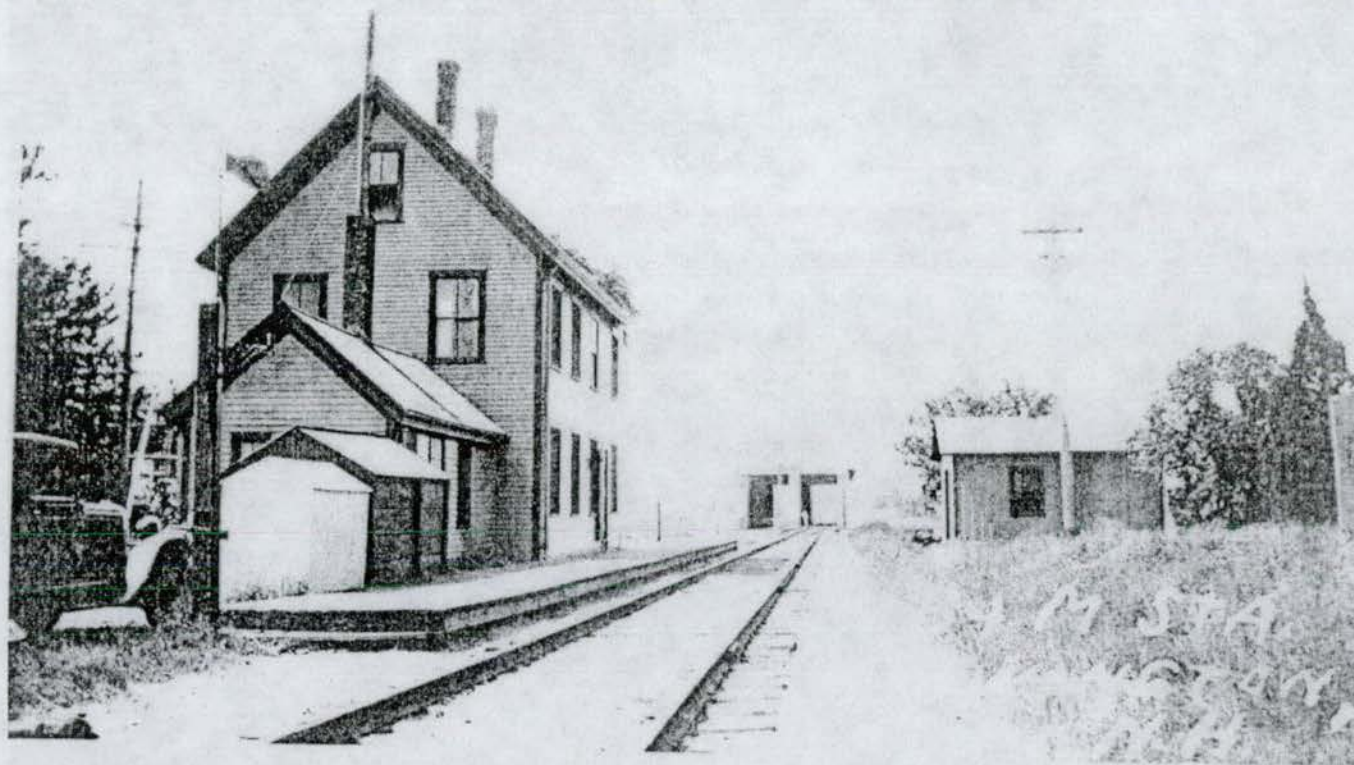
(Newington Historical Society NHS 005)



(Newington Historical Society NHS 056)

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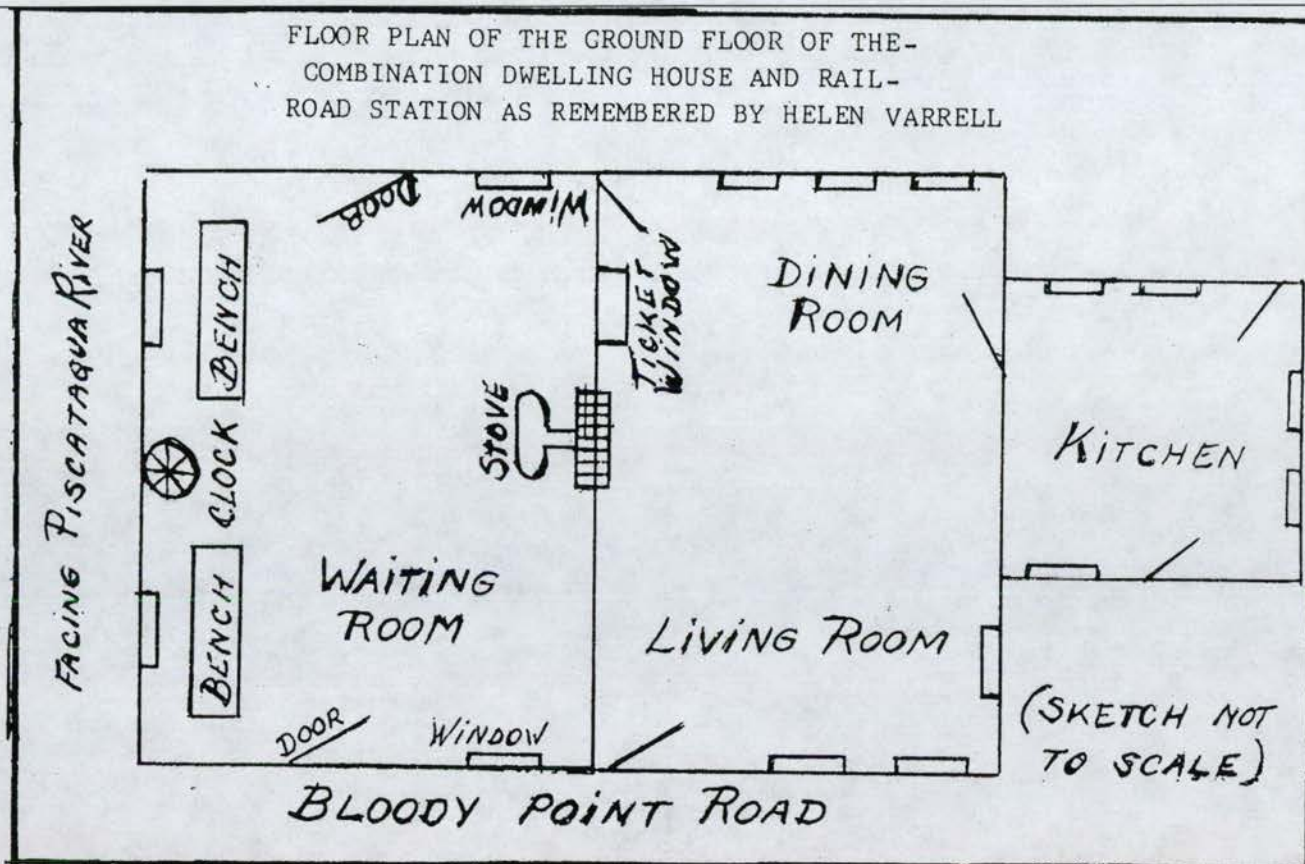
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ca. 1930 (NHDOT vertical file)

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Interior plan (Helen Varrel in *Newington Neighbor* 1976)

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Comparables



East Kingston Depot (Railroads in New Hampshire web site, Gary LaPointe, 1998)



Melvin Mills Depot (Railroads in New Hampshire web site, Gary LaPointe, 1998)

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Address: end of River Road, east side Date taken: May 2003 Negative stored at: NHDHR



Photo 2: rear (northeast) and side (southeast) elevations; ell
Roll: 2003-10 Frame: 28 Direction: NW



Photo 3: rear (northeast) and side (northwest) elevations
Roll: 2003-10 Frame: 27 Direction: S

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Address: end of River Road, east side Date taken: November 1991 Negative stored at: NHDHR



Photo 4: façade and side (southeast) elevation
Roll: 1991-05 Frame: 01 Direction: N

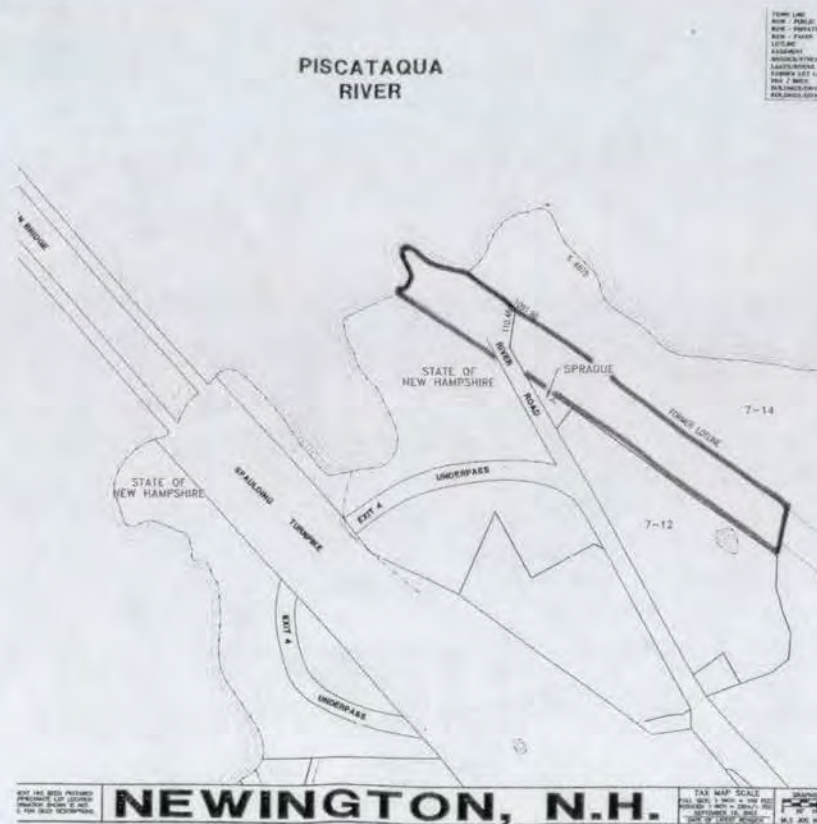
Addenda – Completed November 2005 by Preservation Company

River Road – Newington Railroad Depot/Toll House

47. Boundary Discussion

The Newington Railroad Depot/Toll House is located at the end of River Road on Bloody Point. The boundary for the National Register eligible property includes the original rectangular-shaped parcel transferred to the State of New Hampshire by the Boston and Maine Railroad in 1940, the abutments of the Portsmouth and Dover Railroad Bridge (not extant), the segment of River Road that approached the Depot and the Bridge, and the remains of the Bloody Point section of the Portsmouth and Dover Railroad corridor.

The Newington Railroad Depot/Toll House was, until the late 1930s, part of a transportation corridor that included the Depot, bridge, a segment of River Road, and Portsmouth and Dover Railroad line. Respective portions of the corridor served locomotive passengers and freight as well as motor vehicles. The Newington Railroad Depot/Toll House is eligible for National Register listing under Criteria A and C. The boundary encompasses the historic evidence of the property's significance under both Criteria; the depot, road, railroad, and bridge abutments under A, and the railroad depot/toll house under C..



Additional Photographs

Address: River Road Date taken: October 2005 Negative stored at: NHDHR



Photo A1: Showing road bed to right, railroad bed to left of depot
Roll: 2005-10 Frame: 5 Direction: SE



Photo A2: Remains of bridge abutment
Roll: 2005-10 Frame: 1 Direction: N

Address: River Road Date taken: October 2005 Negative stored at: NHDHR



Photo A3: Remains of bridge abutment
Roll: 2005-10 Frame: 3 Direction: W



Photo A4: Shore near abutment
Roll: 2005-10 Frame: 2 Direction: E

Address: River Road Date taken: October 2005 Negative stored at: NHDHR



Photo A5: Granite blocks near former abutment
Roll: 2005-10 Frame: 4 Direction: SE

Addenda – Completed November 2005 by Preservation Company

River Road – Newington Railroad Depot/Toll House

47. Boundary Discussion

The Newington Railroad Depot/Toll House is located at the end of River Road on Bloody Point. The boundary for the National Register eligible property includes the original rectangular-shaped parcel transferred to the State of New Hampshire by the Boston and Maine Railroad in 1940, the abutments of the Portsmouth and Dover Railroad Bridge (not extant), the segment of River Road that approached the Depot and the Bridge, and the remains of the Bloody Point section of the Portsmouth and Dover Railroad corridor. The eligible boundary contains 5.8 acres.

The Newington Railroad Depot/Toll House was, until the late 1930s, part of a transportation corridor that included the Depot, bridge, a segment of River Road, and Portsmouth and Dover Railroad line. Respective portions of the corridor served locomotive passengers and freight as well as motor vehicles. The Newington Railroad Depot/Toll House is eligible for National Register listing under Criteria A and C. The boundary encompasses the historic evidence of the property's significance under both Criteria; the depot, road, railroad, and bridge abutments under A, and the railroad depot/toll house under C.

