

FORTY-SECOND ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF NEW HAMPSHIRE,

1886.

MANCHESTER, N. H.:
JOHN B. CLARKE, PUBLIC PRINTER.
1886.

BOSTON & MAINE RAILROAD
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relating to the time of obstructing or running engines, cars, it are proper for the protection of the railroad, and if such decisions shall exceed the powers of the board of railroad commissioners, they shall be had to the supreme court.

may raise or lower a highway or its road pass over or under the same, or excavate for the purpose of crossing the same, the railroad commissioners shall be notified, and for any parties to appear and be heard, and the decision shall be subject to the proposed change in the same.

may alter the course of a highway, or facilitate the crossing of the same, or excavate for the purpose of crossing the same, the railroad commissioners shall not be given until all parties interested have been heard and their objections considered and heard.

is inconsistent with this act are hereby declared null and void, and shall have no effect upon its passage.

NEW PASSENGER STATION OF THE CONCORD RAILROAD, CONCORD, N. H.

This spacious and handsome structure is two hundred and eighty feet long by sixty-eight feet wide. The foundation is Concord granite, and the foundation walls dark red brick, laid with dark joints, and granite window-sills, straight lintels and cappings of the walls. The grouping of the windows adds greatly to the beauty of the building, and granite trimmings give a substantial appearance to the whole structure. At all corners square pilasters with dark red terra-cotta capitals, each surmounted by a copper dome, relieve the facade and add to its imposing appearance. The roof is a steep pitch, covered with dark blue slate, and the flashings are of heavy copper.

The principal room in the rotunda, sixty by sixty-five feet, open to the roof, is finished in panels of oak. The windows are stained cathedral glass, and transoms over the doors have the same glass. The floor is laid in marble tiling, and light iron stairways lead to a gallery extending around three sides of the rotunda, which affords ingress to the various offices. A large fire-place with a front of red sandstone, and a large outline map of New Hampshire and its railroad systems painted in fresco on the east wall above the gallery, complete a remarkably handsome general waiting-room.

The ladies' parlor is an elegant room, twenty by eighteen feet. Opening from this is the ladies' toilet-room, and on the opposite side the ticket office. Other rooms are the supply-room, baggage-room, restaurant, conductors' room, train-dispatchers', telegraph and express offices. The general offices are in the second story, including the superintendent's, directors', cashier's, freight agents', clerks', etc. These offices are all elegantly and handsomely furnished. The third story is finished and used for general purposes.

The train shed is an iron structure, extending along the east side, and having an extreme length of seven hundred and seventy feet and a width of one hundred and five feet. The area of the train shed is two acres.



ISSUED BY THE
PASSENGER DEPARTMENT
OF THE
CONCORD & MONTREAL R.R.

GENERAL OFFICES: CONCORD, N.H.

BOSTON PASSENGER AGENCY:
207 WASHINGTON ST.,
BOSTON, MASS.

Vistas on the C. & M.

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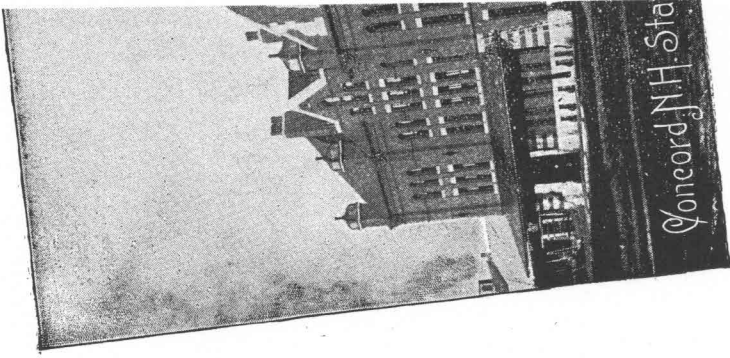
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CONCORD STATION.

THE passenger station at Concord of the Concord & Montreal Railroad is one of the finest edifices of its kind known among the railways. Its entire establishment occupies upwards of two acres of ground, and in design, construction and appointments it is one of the most serviceable and convenient of buildings. The point of finish, ornamentation and architectural effects this depot presents a very striking picture, and the impression produced by its general appearance is pleasing and favorable to every onlooker. The style of the building is of the English renaissance. The main building is 280 feet long and 65 feet wide, and contains three completely finished stories, a basement and an attic. It is constructed of dark red terracotta and base-walls and window-sills of Concord Granite. At all corners are square pilasters with dark red terracotta capitals, each surmounted by a copper dome. The window effects in every part of the building are particularly fine, and form a very attractive feature in the ensemble.

The interior contains a rotunda in the centre 60 x 65 feet, which divides the building into two wings. This rotunda is open to the roof, exposing the massive oak timbers overhead, and finished from floor to roof-tree in the natural woods, with maps and traceries upon the walls which are of a working corresponding with the general style of the edifice. The floor is tiled with marble. Staircases of light and graceful iron work lead to galleries in the same material, extending around three sides of the rotunda, from which the general offices of the company in the various wings and stories are reached. The fine arrangement of the windows and the tasteful and appropriate coloring of the walls give this rotunda a particularly bright and airy appearance. The offices in each wing of the building occupy commodious and well finished and furnished apartments, each part in keeping with every other and the whole presenting a unity of style and construction.

The train-shed attached to the main building is of iron, and is 770 feet long and 105 feet wide, with a covered driveway for carriages. Open on all sides, this department of the station is easy of access, sufficiently light in all its parts, while its great dimensions ensure the most complete protection for passengers and waiting assemblages in every kind of weather. The numerous trains passing through this centre find excellent accommodation here, and the process of entering and leaving their coaches and the transaction of any kind of station business find perfect facilities at this point.



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