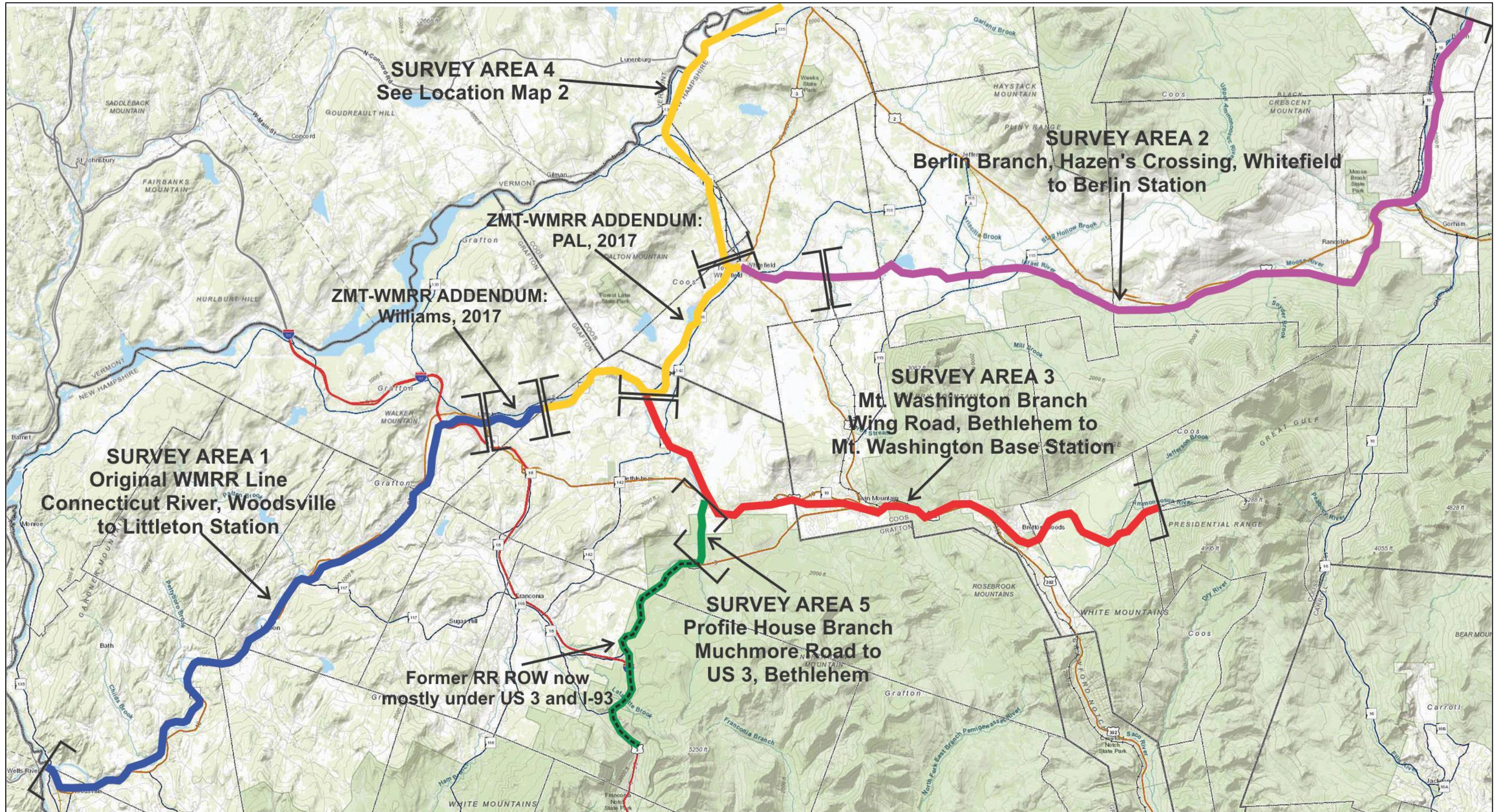
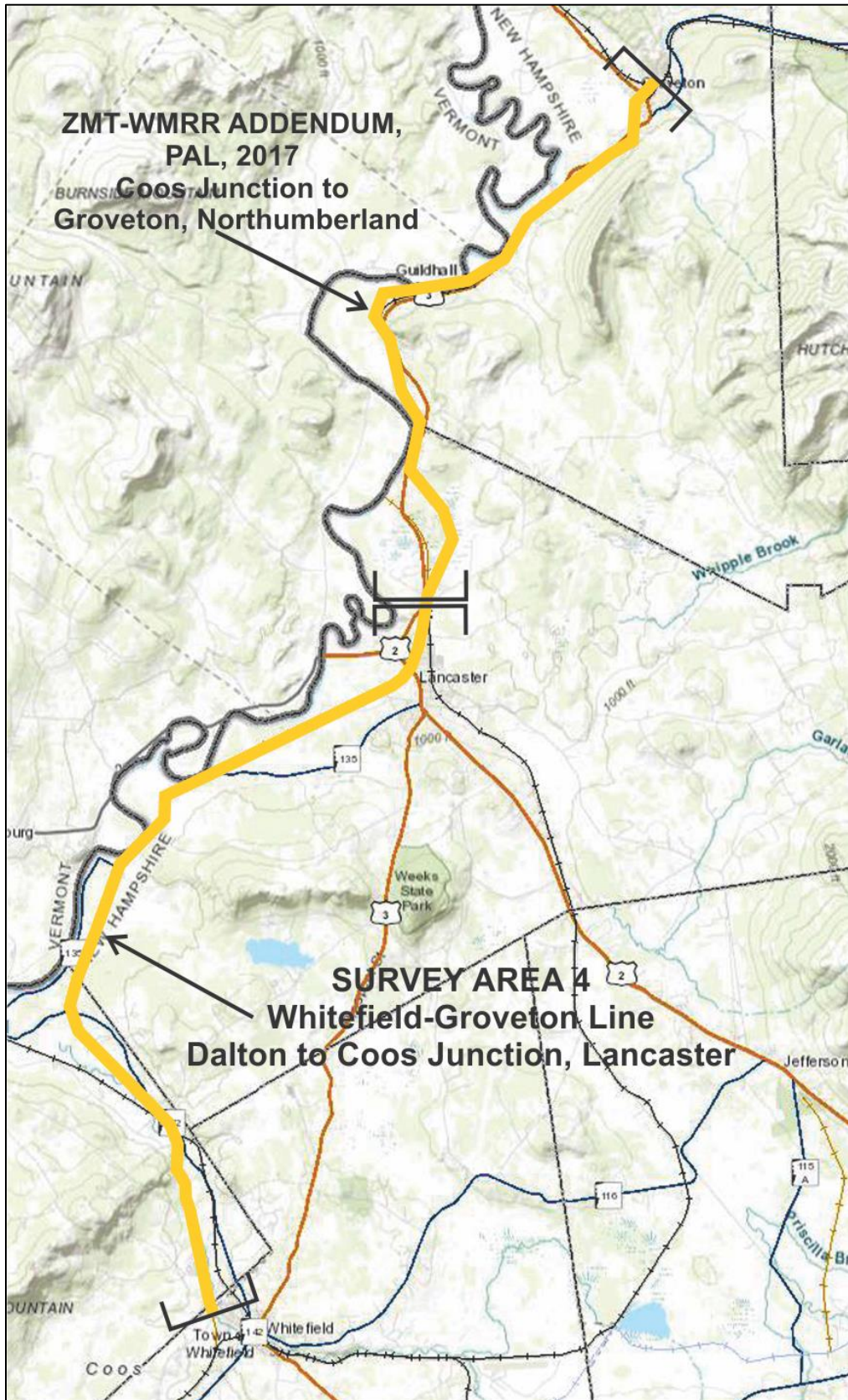


1. Type of Area Form
 - a. Town-wide:
 - b. Historic District:
 - c. Project Area:
2. Name of area: White Mountain Railroad; later White Mountain Division of Boston, Concord & Montreal Railroad (BC&M); later White Mountain Division of Boston & Main Railroad (B&M).
3. Location: Railroad corridors between: Woodsville & Littleton (1); Whitefield & Berlin (2); Bethlehem & Carroll (3); Dalton & Lancaster (4); Bethlehem & Bethlehem (5), for this survey Addendum.
4. City or town: Haverhill, Bath, Landaff, Lisbon, Littleton, Whitefield, Jefferson, Randolph, Gorham, Berlin, Bethlehem, Carroll, Dalton, Lancaster
5. County: Grafton, Carroll, Coos
6. USGS quadrangle name(s): Woodsville, Lisbon, Sugar Hill, Littleton, Twin Mountain, Mt. Dartmouth, Mt. Washington, Crawford Notch, Jefferson, Carter Dome, Berlin, Gilman, Lancaster, Groveton, Bethlehem, and Franconia.
7. Dataset: SP Feet, NAD83
8. SP Feet: n/a
9. Inventory numbers in this area: ZMT-WMRR, Hostulter 1996; Addendum, PAL, 2017; Addendum, Williams, 2017. ZMT-BCMR, Mausolf, 2002. HAV0005, HAV0006, HAV0029, HAV32, HAV36, HAVOCRR, HAV0077, LIS0198
10. Setting: Typical NH railroad corridor environment following river valleys of the Upper Ammonoosuc, Ammonoosuc, Johns, Israel, and Gale, through primarily forested areas and rural and suburban in a small part.
11. Acreage: over 100 acres
12. Preparer(s): Richard M. Casella
13. Organization: Historic Documentation Co. Inc.
14. Date(s) of field survey: 2019: 4/29, 4/30, 5/1, 5/2, 5/11, 5/12, 5/13, 5/16, 5/17, 5/18, 5/19, 5/30, 5/31, 7,18
15. Location maps: See pages 2 & 3
16. Sketch maps: Detailed Sketch Maps with Photo Key follow each Survey Area Resource Table, below.



LOCATION MAP 1:



LOCATION MAP 2

17. Methods and Purpose: This report fulfills certain requirements of Stipulation 3 of the Memorandum of Agreement among New Hampshire Department of Transportation, the Federal Highway Administration, and the New Hampshire State Historic Preservation Officer (signed 10/16/2017), regarding the Haverhill, X-A001(204), 16238 project (RPR 4494) that replaced the Mill Street Bridge over the Ammonoosuc Rail Trail in Woodsville, Haverhill, a National Register eligible property.

A meeting between NHDOT, NHDHR and this form's Preparer on 9/6/2017 refined the scope of the study, concluding that the work would not repeat applicable information and evaluation from the previous WM Area Form Addendums, such as history, context, descriptions, and significance. The objective would be to photograph existing resources within the WM right-of-way (ROW) and its later branch lines to the extent permitting, that have not yet undergone intensive field survey within the past ten years. This scope stems from a recommendation in the PAL 2017 Addendum Study of the WM:

"Insufficient information is available to make a recommendation concerning the National Register eligibility of those portions of the railroad ROW that have had their tracks removed: the main line between [Lancaster and Groveton] and between Lancaster and Whitefield: and the Whitefield & Jefferson RR [later main line BC&M/B&M Berlin Branch] between Jefferson and Berlin [and the Mt. Washington Branch, Profile House Branch and Waumbek Branch]. Removal of the tracks for use as a rail trail and (in the case of the Lancaster-Whitefield section [and other branches]) almost a century of abandonment, have impacted the design, feeling, and association of the property, and therefor impinged on its ability to convey its significance as a transportation route. Field survey (not part of the current survey methodology) would be required to determine whether sufficient small-scale resources remain that might convey this significance." (PAL 2017).

The intent then was to field-document the surviving and observable "small-scale resources" – as well as large scale resources such as bridges and buildings even if previously individually documented – to allow a data-driven assessment of the integrity and eligibility of the resources and the line and branch lines in whole or in part.

Based on the previous Addendum surveys of the WM, five intensive survey areas were identified for this study. Refer to Location Maps 1 & 2 above. The character of the ROW in each area is described in greater detail in the photo captions of the individual features surveyed.

- 1) Survey Area 1 – Original WM Line; Woodsville, mp (mile post) 93.74 to Littleton, mp 112.29. This area is a resurvey of the section of the line first surveyed in 1996 by Hostulter. It stops at the section of the line resurveyed by Williams in 2017. Resurvey work by PAL, 2017, follows Williams, connecting with Survey Areas 2, 3 and 4.
- 2) Survey Area 2 – Berlin Branch; Hazen's Crossing, Whitefield, mp 128.18 to Berlin Station, mp 154.26. This section begins where PAL 2017 leaves off, then follows the Presidential Rail Trail from the Cherry Pond Trailhead just east of Hazen's Crossing to the trailhead parking area at Gorham, then continues north to Berlin Station. No resources of the former Waumbek Branch which once extended north from the line in Jefferson were observed. See note below.¹

¹ Effort was made to inspect the former ROW of the ~3.5 mile long Waumbek Branch which served the Waumbek Hotel and associated resort properties in Jefferson and is now in private ownership. The line was abandoned in 1921 and the tracks removed. At its north end which terminated at the Waumbek Hotel (built 1894, destroyed by fire 1928) no evidence of the former railroad grade or resources remain where it passes through the Waumbek Golf Course. At the south end where it branched off the Whitefield & Jefferson RR line at Meadows station, there is also no observable grade or resources remaining. Where the line crossed Israel River Road, about 3000 feet north of Meadows a house, driveway and maintained fields have been built on the former ROW. According to the landowner, the wooded section of his property from the fields north to the golf course through which the former ROW passes, does not contain evidence of the railroad other than a raised railbed in places. He stated that a large band of coyotes den in the woods, that he does not go up there unarmed, and that he could not grant access (John Silver, Jr., 5/13/2019).

- 3) Survey Area 3 – Mt. Washington Branch; Wing Road, Bethlehem, mp 120.70, to Mt. Washington Base Station, mp 133.07. This section begins where PAL 2017 leaves off and follows the former ROW to its terminus at the start of the Mt. Washington Cog Railway. The branch was abandoned in 1931. As noted in the photo captions, much of the ROW has reverted to private ownership; numerous sections have been lost to highways and intersections, and have become so disintegrated and overgrown as to be impassable on foot. A section in Carroll is maintained as a snowmobile trail; a section in the National Forest is maintained as a multi-purpose recreational trail.
- 4) Survey Area 4 – Whitefield-Groveton Line; Page Road, Dalton, mp~126.70, to Summer Street, Lancaster, mp ~138.50 (Coos Junction). This section begins where PAL 2017 leaves off at the Whitefield-Dalton line and follows the former ROW to Coos Junction where it meets another PAL 2017 survey section that continues to its terminus at Groveton, Northumberland. The ROW through Dalton and partly into Lancaster is maintained as a snowmobile trail. Other sections in Lancaster have reverted to town or private ownership and numerous sections have been lost to highways and intersections.
- 5) Survey Area 5 – Profile House Branch; US302/Muchmore Road, Bethlehem to US3, Bethlehem (mileposts unknown). This short 1.5 mile section of the former branch line is the most discernable remains of the former railroad bed and is maintained by the state as the Profile Recreational Trail. The trail ends at Five Corners on US3; the former ROW then follows US3 south to continue as I-93/US3. Mapping shows portions of former railbed emerging along the east side of I-93 and then evidently incorporated into sections of NH18, Pemi Trail and the Franconia Notch Bike Path. No investigation of the former ROW south of Five Corners was conducted.

Fieldwork methods involved visual inspection of the entire length of the Survey Areas on foot and with the aid of a mountain bike where possible. The Boston & Maine Railroad (B&M) Right-of-Way and Track Maps of 1914 (Valuation Maps), the B&M State of New Hampshire 1953 Bridge List, and historic and current USGS topo maps were used in the field to locate and identify resources. At least one high-resolution digital photo was taken of each resource observed; as conditions allowed multiple photos were taken of large or otherwise notable resources. Photographs were also taken of good representative or interesting examples of the various types of pipe culverts; the property type has typically been ignored in previous railroad field surveys. Photo captions include descriptive information about the particular property type represented as applicable.

18. Geographical Context: Railroads in mountainous regions typically follow rivers, in this case the Ammonoosuc, Johns, Israel and Androscoggin. See previous survey reports for additional information.
19. Historical Background: The White Mountain Railroad (WM) was chartered in 1848 to build 20.6 miles from the Connecticut River in Woodsville to Littleton, New Hampshire. The intent was to transport timber and manufactured goods from Lisbon, Bath and Littleton to southern markets and tourists north to the White Mountains. This would be accomplished by connecting with the Boston, Concord & Montreal Railroad (BC&M) then under construction to cross the Connecticut River at Woodsville. Both railroads opened in 1853 along with the completion of the bridge which linked the lines to the Connecticut & Passumpsic Railroad at Wells River, Vermont.

The White Mountain Railroad struggled financially until 1858 when it was sold at auction, reorganized as the White Mountain New Hampshire Railroad and leased to the BC&M. In 1869 the BC&M extended their WM line east from Littleton to Wing Road in Bethlehem, then north to Lancaster in 1870, and finally to its terminus and junction with the Grand Trunk Railroad in Groveton in 1872.

The BC&M purchased the WM outright in 1873 when the lease expired and continued extending the line. The Mount Washington Branch was completed in 1876 from Wing Road to Fabyan House in Carroll and on to its terminus at "Base Station." There it met the Mt. Washington Railway, a cog railway that carried tourists to the summit of the highest peak in the East.

The BC&M helped finance the building of luxury resort hotels and branch lines to serve them including the Profile and Franconia Notch Railroad, built 1879 leading to the Profile House hotel, and the Waumbek Branch, built 1895, leading north from the recently completed Berlin Branch to the Waumbek Hotel in Jefferson. Several short-line logging railroads were also connected to the WM division, the most important being the Johns River Railroad built in 1870 from Jefferson to join the WM in Whitefield. The line was purchased by BC&M in 1884, renamed the Whitefield & Jefferson Railroad and extended east through Gorham then north to its terminus in Berlin in 1893.

In 1889, the BC&M was merged with the Concord Railroad to form the Concord & Montreal Railroad (C&M). In 1895, the Boston & Maine Railroad (B&M) signed a 99-year lease for the 440 mile long C&M and designated the lines north of Woodsville as the Boston and Maine White Mountain Division. B&M established Woodsville as headquarters of the division and immediately launched a program of improvements including a new engine house and freight yard.

The Boston & Maine merged with the Concord & Montreal in 1919 and more improvements were made along the line that year including new bridges, culverts and stations, a system of block signals, and heavier gauge track. However, the rapid development of automobiles and commercial trucks during the 1920s, along with a declining logging industry and Great Depression during the 1930s, crippled the line's revenues. After a brief respite following World War II, the downward spiral of business continued.

The B&MRR operated passenger trains on the line between Woodsville and Littleton until December 1961, and freights between Woodsville and Groveton until 1983 when the White Mountain Division was acquired by Guilford Transportation Industries. Guilford sold the line to New Hampshire & Vermont Railroad who failed to find profits and ceased operations in 1995. Later that year the New Hampshire Department of Transportation (NHDOT) purchased 19.3 miles of the line from Woodsville to Littleton and ultimately constructed the Ammonoosuc Recreational Trail on the old rail bed.

Other sections of the former B&M White Mountain Division line have since been added to the state's rail-trail network, the most notable being the 18.3 mile Presidential Recreational Rail Trail between Cherry Pond in Jefferson and the US 2 Trailhead Parking area in Gorham. Users of the trail will find many excellent examples of historic bridges and culverts representing the exceptional engineering and workmanship of the White Mountain, the Boston, Concord & Montreal and the Boston & Maine railroads.

20. Applicable NHDHR Historic Context(s): 22. *Logging, lumbering and saw mills, 1620-present*; 23. *Wood products, mill and shops in New Hampshire*; 24. *Paper manufacturing and making in New Hampshire*; 70. *Summer resort/grand hotel tourism, 1840-1940*; 72. *Boarding house tourism, 1875-1920*; 86. *The railroads in NH, 1842-1960*.

21. Architectural Description and Comparative Evaluation: Descriptions of resources are presented in the photo captions. The vast majority of resources consist of bridges and culverts. Stone and concrete mile markers, telegraph poles, telltales, track and switches, cattle passes, concrete retaining walls, and buildings including stations and other directly or indirectly associated structures are also represented. All of these resource types with the exception of certain pipe culverts have been described and compared in the previous surveys of the WM as well as surveys of other divisions of the BC&M and the B&M, the later owner/operators of the former WM line.

22. Statement of Significance: Various sections of the WM have as been determined eligible for the National Register under Criterion A & C by the previous survey reports noted in Section 9 above. The five branches and extensions of the WM surveyed for this report also possess historical significance under Criterion A & C; however only Survey Areas 1 and 2 possess the necessary integrity to meet National Register listing standards (see Section 24 below).

23. Periods(s) of Significance: 1844 (date of charter) to 1961 (passenger service ends) (PAL 2017).

24. Statement of Integrity:

Data presentation: The integrity of the resources is noted in the Table(s) of Observed Features for each Survey Area (below). Resources designated Contributing (C) in the National Register (NR) Eligible column, possess integrity and significant railroad-related features. Resources were designated Contributing (C) prior to the evaluation of the integrity of the entire Survey Area in which they are located. Resources designated Non-Contributing (N/C) lack integrity, may be less than 50 years old, or have other issues, with explanation given in the Notes column and/or the resource photo caption.

<i>Findings:</i>	<u>Survey Area</u>	<u>C Resources</u>	<u>N/C Resources</u>	<u>NR District Eligibility</u>
	1	49	10	Yes
	2	84	5	Yes
	3	18	48	No
	4	11	33	No
	5	2	9	No

Discussion: Survey Areas 1 & 2 possess a majority of contributing resources that collectively convey the National Register Aspects of Integrity including Location, Design, Setting, Materials, Workmanship Feeling and Association that are attributed to the New Hampshire Railroads property type. Survey Areas 3, 4 & 5 have suffered a loss of integrity of a majority of their individual resources, primarily the aspects of design, materials and workmanship, resulting in a loss of feeling and association necessary to be collectively eligible as a district.

25. Boundary Justification: The boundaries of the Survey Areas of this report have been established by the limits of the prior surveys noted in Section 9 above; this work completes the gaps in prior work and extends the survey to the historical limits of the branch lines, as described in Section 17 – Methods, above.

26. Boundary Description: The resource boundaries are based on the Boston & Maine Valuation Maps of 1914 which show the limits of the track right of way (ROW) as well as additional parcels bought or leased by the railroad at stations, yards and sidings. The track ROW width varies but is almost entirely either 33' or 49.5' to each side of the centerline for a total width of 66 or 99 feet. The boundary endpoints, with mile points if known, are given in the Tables of Observed Features for each survey area.

27. Bibliography and/or References: Note: Mapping as noted above; prior Area Forms as noted above. Additional sources of information can be found in the bibliographies of prior Area Forms.

Boston & Maine Railroad. *Right of Way and Track Map. Station 0+0 to Station 52+80. June 1928.* Office of the Valuation Engineer, Boston. Located at New Hampshire Department of Transportation (NHDOT) Bureau of Railroads, Concord.

———. *State of New Hampshire Bridge List, Main Track Structures* (1953). Located at New Hampshire Department of Transportation (NHDOT) Bureau of Railroads, Concord.

Daly, John J., Melissa Andrade & Michelle Johnstone. *White Mountain Railroad New Hampshire Division of Historical Resources Area Form (MLT-WMRR) Continuation*. 2016. On file with the NH Division of Historical Resources. Concord.

Hostutler, Elizabeth and Worthen Muzzey. White Mountain Railroad Historic District, NHDHR Area Form (December 1995, May 1996). Located at New Hampshire Division of Historical Resources, Concord.

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

Mausolf, Lisa. "Boston, Concord & Montreal Railroad – Area Form (MLT-BCMR)" 2002. Located at New Hampshire Division of Historical Resources, Concord.

Wallace, R. Stuart, Ph.D., and Lisa B. Mausolf. "New Hampshire Railroads: Historic Context Statement." NHDOT, 2001. Located at New Hampshire Division of Historical Resources, Concord.