

AREA FORM

AREA NAME: WILD MEADOWS WIND FARM

1. Type of Area Form
Town-wide:
Historic District:
Project Area:
2. Name of area: Wild Meadows Wind Farm
APE
3. Location: Grafton and Merrimack
counties
4. City or town: Alexandria, Danbury,
Grafton, Hill, and Orange (3-mile APE)
5. County: Grafton and Merrimack
6. USGS quadrangle name(s): Andover,
Ashland, Bristol, Canaan, Danbury, Enfield
Center, Franklin, Grafton, Mount Cardigan,
Newfound Lake, New London, Sunapee
7. USGS scale: 1:24,000
8. UTM references: see page 2
9. Inventory numbers in this area:
See Table 1 for list of inventoried properties
in both the 3-mile APE and 5-mile radius, and
Figure 1
10. Setting: The setting is dominated by
sparsely settled areas of farms and single family
homes and small villages mainly on narrow unpaved
winding roads. Mountains and hilly areas
predominate and are covered with forests that are
actively timbered, surrounded by narrow and wide
valleys bordered by river and streams.
11. Acreage: 34,285 acres (3-mile APE)
12. Preparer(s): Rita Walsh, Nicole
Benjamin-Ma, and Lisa Mausolf
13. Organization: VHB and LM Preservation
14. Date(s) of field survey: October-December
2012

15. Location map

See p. 3

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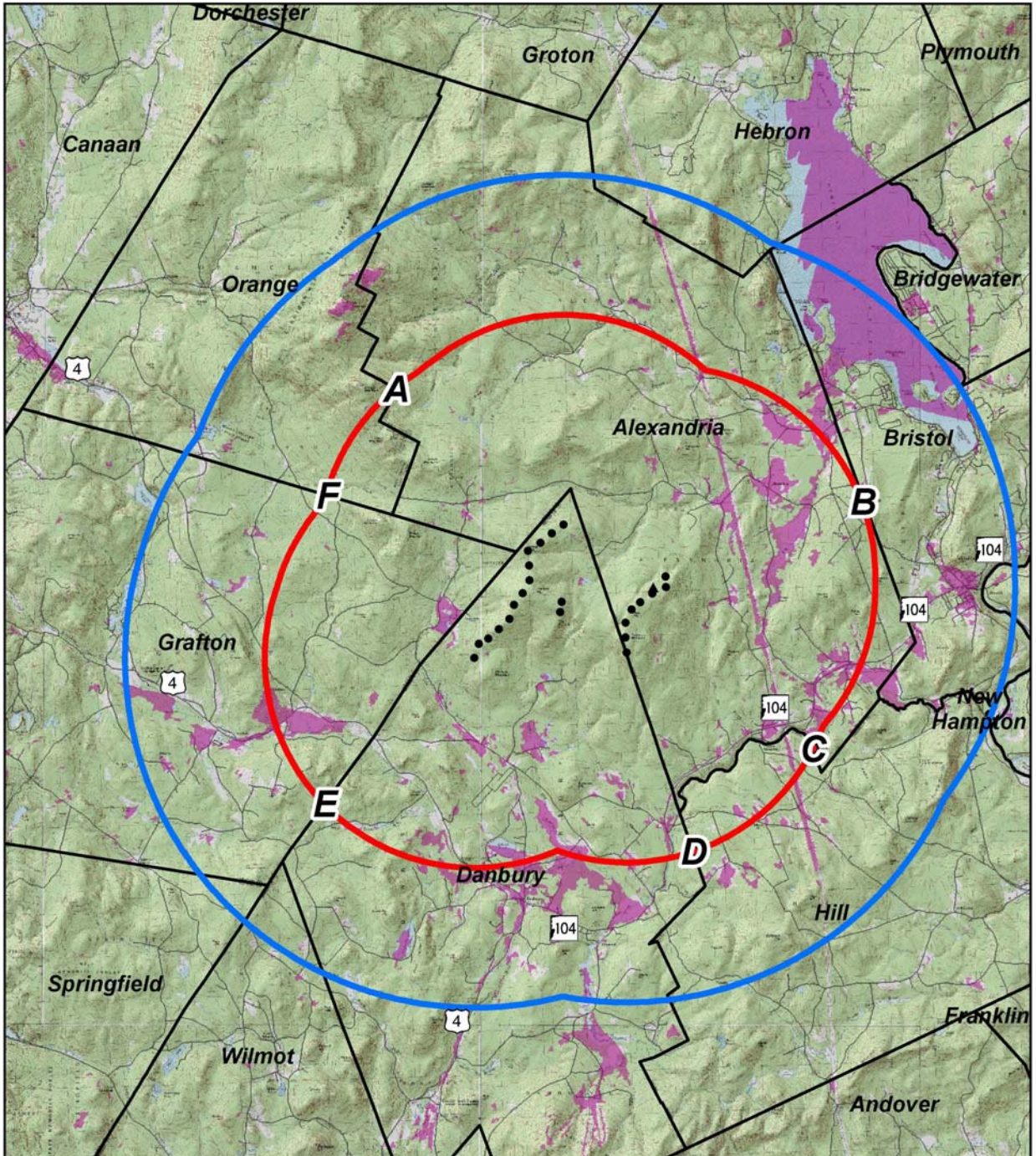
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8. UTM reference:

UTM Zone 19N

	Meters	
Letter	Easting	Northing
A	266131	4835059
B	276798	4832120
C	275467	4826478
D	272640	4824206
E	264177	4825574
F	264457	4832658

15. Location Map



Red (inner) circle indicates 3-mile APE; Blue (outer) circle indicates extent of 5-mile radius for the current project layout

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16. Sketch map

The 3-mile APE and 5-mile radius areas are shown on Figures 2, 3, 4 and 5 with viewshed (areas where turbines may be visible) area shown depicted in magenta.

List of project figures:

Figure 1. Cultural Resources Above-Ground Survey Designation Status of Properties within the 3-mile Buffer and 5-mile Buffer. This map includes previously inventoried and listed properties.

Figure 2. Cultural Resources Above-Ground Survey: Properties located within Indirect APE (Viewshed), and Properties Located Outside Viewshed Discussed in Section 21 of the Project Area Form. Towns of Alexandria and Hill. This map shows the location of properties and photo locations within the viewshed areas, as well as for properties outside of viewshed that are included in the property types discussion. The map also indicates properties recommended for further investigations.

Figure 3. Cultural Resources Above-Ground Survey: Properties located within Indirect APE (Viewshed), and Properties Located Outside Viewshed Discussed in Section 21 of the Project Area Form. Town of Danbury. This map shows the location of properties and photo locations within the viewshed areas, as well as for properties outside of viewshed that are included in the property types discussion. The map also indicates properties recommended for further investigations.

Figure 4. Cultural Resources Above-Ground Survey: Properties located within Indirect APE (Viewshed), and Properties Located Outside Viewshed Discussed in Section 21 of the Project Area Form. Town of Grafton. This map shows the location of properties and photo locations within the viewshed areas, as well as for properties outside of viewshed that are included in the property types discussion. The map also indicates properties recommended for further investigations.

Figure 5. Cultural Resources Above-Ground Survey: Viewshed Area. Town of Orange. There were no surveyed properties in Orange, but the viewshed map has been included for reference.

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17. Methods and Purpose

The purpose of this project area form (PAF) for the proposed Wild Meadows Wind Farm (Project) is to provide background on previously inventoried and listed historic properties; discuss historic contexts and associated building and other property types; and recommend individual properties and/or areas that may be the subject of additional investigation through the preparation of individual or historic district area forms in order to evaluate their National Register eligibility.

The Wild Meadows Wind Farm, which is proposed by Atlantic Wind LLC, will include up to twenty-three (23) wind turbines, each rated at 3.3 megawatts (MWs), for a total of up to 75.9 MWs. The proposed turbine type is the Vestas V112 turbine or similar, which have a hub height of 94 meters (approx 308'), a rotor diameter of 112 meters (approx 367'), and a total height of 150 meters (approx 492'). The Project will include associated infrastructure including collector lines, access roads, a substation, a permanent meteorological tower, and an operations and maintenance building. The Project is located in both Grafton and Merrimack counties. The western portion of the Project includes Tinkham Hill (2,270') and Braley Hill (2,083'), the central portion of the Project includes the Pinnacle (1,981'), and the eastern portion of the Project includes Forbes Mountain (2,159') and Pine Hill (2,091').

A 3-mile radius around the Project known as the Area of Potential Effects (APE) is an area specified by the New Hampshire Division of Historical Resources in their wind farm survey guidance, and includes the central and southern portions of Alexandria, north half of Danbury, and eastern portions of Grafton, as well as a small portion of both the northwest corner of Hill and the southeast section of Orange.

As defined in the Advisory Council on Historic Preservation's regulations, the Area of Potential Effects for a Project is the geographic area or areas within which an undertaking may directly, indirectly, or cumulatively cause changes in the character of historic properties that make them eligible for listing in the National Register [36 CFR 800:2(c)]. The areas within this 3-mile APE that a recently prepared turbine visibility analysis shows may be visually affected are referred to in this Project Area Form as the Viewshed or the Indirect Area of Potential Effects (IDAPE). The viewshed areas are noted in a magenta color on all figures. This IDAPE was determined through a conservative GIS-based analysis that took both topography and vegetation into account in determining areas within the 3-mile APE where turbines may actually be visible. This IDAPE is the area in which it is expected that impacts, which are indirect and only visual in nature, could result to potentially historic properties within this IDAPE. The NHDHR wind farm survey guidance also specifies identification of National Register-listed and determined eligible properties in a radius of 2 miles beyond the 3-mile APE, which is called the 5-mile radius.

Figure 1 shows the previously recorded properties within both the 3-mile APE and the 5-mile radius. The NHDHR specifies in their guidance on wind projects that the presence of listed or determined eligible properties within a five-mile radius be identified. As an extended length of time since an eligibility evaluation has been noted as a concern, the figure also includes properties that were evaluated more than ten years ago, regardless of eligibility determination at the time. The five-mile radius includes portions of Hill, Orange, Wilmot, Springfield, Hebron and Bristol.

The indirect APE, where visual impacts are anticipated to occur based on the visibility analysis, is within the 3-mile APE and is shown on the figures as magenta areas. Because of the size of the APE, a separate 33" x 34" figure is provided for Alexandria and Hill (Figure 2), Danbury (Figure 3), Grafton (Figure 4), and Orange (Figure 5).

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The purpose of the research for this Project Area Form was to understand the historic contexts that have defined the areas and associated properties included within the 3-mile APE; identify previously documented properties; and to conduct fieldwork to identify properties especially those over 50 years old that are associated with the contexts; to define the relevant historic contexts for which properties' settings are significant, and provide recommendations for properties that are significant for their settings and which may be visually affected.

A site file search at the New Hampshire Division of Historical Resources was conducted in August 2012, in order to identify all previously recorded resources in the 3-mile APE (inventoried, those subject to an eligibility determination, and those on the State or National Register) and the 5-mile radius (only properties listed or determined eligible for the National Register of Historic Places). Table 1 lists all of these previously recorded properties. Figure 1 shows the locations of these properties.

The majority of the information pertaining to the relevant historic contexts was derived from histories of the towns and the counties; historic maps, industrial and agricultural schedules of the U.S. census, information derived from National Register nominations and inventory forms, and information from the Internet on pertinent topics. Research was conducted at the NH State Library, NH State Archives, and the New Hampshire Historical Society. Maps, local histories, and other sources obtained at the state repositories provided a substantial amount of information about the history of the area and its development. Due to the amount of information available from other sources, as well as the limited availability of the small number of local libraries and historical societies during the months of the Project Area Form preparation, the local repositories were not consulted at this time. Attempts were made to contact the Alexandria Historical Society, as the majority of the surveyed properties within the 3-mile APE are located in the town, but were unsuccessful.

A reconnaissance survey of every accessible road within the 3-mile APE was performed to understand the property types and to estimate dates of construction; locate and photograph all previously documented properties; to look intensively at the properties in the viewshed areas that were over 50 years old; and to photograph representative properties outside of the viewshed areas within the 3-mile APE. Photographs were taken of individual buildings in order to capture representative buildings and structures within the 3-mile APE. All photographs were taken from a public right-of-way and no entry was attempted on properties which had long driveways, were not visible from the road, were gated to discourage entry, or displayed no trespassing signs or in other ways indicated that entry was not desired.

18. Geographical Context

The Project area lies within the New England Upland physiographic province of the Appalachian Highlands and is part of the Merrimack River watershed. It encompasses the northernmost portion of Merrimack County and the southernmost towns of Grafton County. Mountains and hilly areas covered by thick forests characterize the central and northwest portions of the Project area and are surrounded by valleys and intervale areas flanking rivers to the north, east, south and southwest.

A tributary of the Pemigewasset River, the Smith River is the Project area's most important waterway and historically various transportation routes (the Northern Railroad from Grafton to Danbury and the present US Rt. 4 in Grafton and Danbury and NH Rt. 104 from Danbury to Alexandria) were laid out to echo its path. Extending for 25 miles from Grafton to Bristol, the Smith River begins at the outlet of Tewksbury Pond in Grafton (within the 5-mile radius but outside the 3-mile APE) and flows from Grafton Center eastward through Grafton Village and East Grafton, continuing through Danbury. The

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river remains generally flat through this area and is flanked by intervale lands that proved to be well suited for agricultural uses and the construction of the Northern Railroad. Shortly before reaching the Alexandria-Hill town line, the Smith River changes in character, entering a narrow valley which today produces several miles of whitewater and historically fueled mill activity in South Alexandria. The winding path of the Smith River acts as the political boundary between Alexandria (to the north) and Hill (to the south) for several miles before arriving at the Pemigewasset River in Bristol. Other rivers of note in the Project area include the Fowler River which flows eastward in the north part of Alexandria and is Newfound Lake's largest tributary. At the east end of the tributary in Alexandria, the alluvial soils support various agricultural operations. Various smaller brooks include Bog Brook, Patten Brook, Brock Brook, Clark Brook, Davis Brook and Pine Hill Brook in Alexandria; Hoyt Brook, Wild Meadow Brook and Taylor Brook in Danbury; Hoyt Brook and Mill Brook in Grafton; Dickinson Brook in Hill and Brown Brook in Orange. The Project area also includes a number of small ponds including Grants Pond in Grafton and School Pond in Danbury, as well as a number of smaller, un-named bodies of water.

The topography of the central portion of the Project area is hilly with various mountains dotting the landscape. The proposed locations of the two main north-south turbine strings, with a pair of turbines between them, consist of a combination of rugged and steeply-sloped ridgelines. In the west portion of the project area is Tinkham Hill (peak elev. 2,270 ft), the highest elevation in Danbury, and a ridgeline connects it with Braley Hill (elev. 2,083 ft.). To the south are Pillsbury Mountain (elev. 1,613 ft) and The Pinnacle (elev. 1,981 ft), the latter of which is the proposed location of the central set of turbines. Further east, the Forbes Mountain ridge (peak elev. 2,159 ft) in Alexandria is the proposed location of the east turbine string, which shares a ridgeline with Pine Hill (elev. 2,091).

The area is characterized by a number of mountains and hills, and additional hills are located in the 3-mile APE to the north, east and west of the turbine location ridgelines in Alexandria and Orange. To the north of the proposed turbine locations are Brown Mountain, Hutchins Hill, Alexander Hill, and Simmons Ledges. Plumer Hill, Gordon Hill, Pattee Hill, and Pillsbury Hill are located in the eastern portion of the 3-mile APE. At 3,155 feet above sea level, Mount Cardigan is the highest summit in the area and is located in Orange and Alexandria, set within the 5,000 acre Cardigan Mountain State Forest. The south portion of Mount Cardigan and the Cardigan Mountain State Forest is located in the 3-mile APE, but the peak area is outside of the 3-mile APE.

The views of the various hills and mountains, the rugged terrain, and the existence of a number of small ponds in and around the Project area contributed to the adaptation of surrounding environs for summer recreation beginning in the late 19th century. Development at Mount Cardigan, although used recreationally in the 19th century, began in earnest during the early 20th century. The Civilian Conservation Corps developed an alpine ski trail network in the 1930s on the east side of the mountain that is still in use today. The Appalachian Mountain Club has operated the Cardigan Reservation on the eastern slope of the mountain since 1934, including the Cardigan Lodge at the foot of the mountain along with a network of trails. Building on the recreational attractions of Mount Cardigan, the Canaan Speedway was constructed in the mid-20th century west of the 3-mile APE.

The soils in the Project area range from productive loamy sands suitable for agricultural uses to rocky and uneven soils that were historically unfit for cultivation. Geologically speaking, the Project area is notable for the presence of a number of mineral substances. These include lead, iron ore, clay and yellow ochre in Orange. Grafton in particular has a rich mining history. Over 150 minerals have been identified in the Ruggles Mine in Grafton. Minerals such as mica, feldspar, beryl and uranium were mined there for 175 years until the early 1960s. Books of mica as large as five feet in diameter have

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been encountered. The production of mica peaked in the late 19th century. Mica mining also occurred in Alexandria. Danbury once had some of the richest garnet mines in the world. The mines on the side of Bear Hill were owned by Henry Ford in the 1920s (*Time*, 28 Sept. 1925). The garnets, imbedded in a seam of mica schist outcropping, were used for polishing the glass for car windshields and windows. Granite was quarried to a limited extent in Grafton in the 19th century; most of this granite was used locally for building foundations.

19. Historical Background

This section provides a historical background for all five of the towns within the 3-mile APE, which begins with the earliest years of settlement in the mid-18th century to the present. The narrative is divided into six periods, which bracket major events in the towns' historical development.

Town Establishment and Settlement (1753-1820)

The five towns (Alexandria, Danbury, Grafton, Hill and Orange) in the 3-mile APE share a history of early charters and incorporation in the mid to late 18th century and steady efforts at settlement in the decades that followed the Treaty of Paris in 1763 which ended the French and Indian War. The hostilities associated with this war had kept settlement efforts confined to the seacoast. The Towns of Alexandria and Hill had the earliest grants, which dated to 1753. Alexandria was named after the city in Virginia where many of the meetings were held by the colonies regarding the ongoing French and Indian War (Cushing 1992, p. 1). Hill, originally named New Chester, was named after the NH town where many of its proprietors came from. Grafton's original grant dated to 1761 with 68 proprietors and was named for the Duke of Grafton, a relative of New Hampshire Governor Benning Wentworth and was re-granted a few years later in 1769. Orange was established in 1769 as the Town of Cardigan, but was subsequently re-named Orange in its 1790 incorporation, likely due to the valuable yellow-orange ochre deposits on Mount Cardigan. Danbury, originally part of the Town of Alexandria, was created and incorporated in 1795, and named after Danbury, CT, the home of one of its settlers at that time. The town was divided at this time due to a petition by residents to avoid long travel around the central mountains in the area to get to the meeting house and other town activities to the north.

Settlement in the towns largely occurred in the 1760s and 1770s, with early residents arriving from towns further south in NH (including Fremont, Keene, Londonderry, Salisbury), southeastern MA, RI, and NY (Merrill 1817, p. 463; Coolidge and Mansfield 1859, p. 463; Child 1886, p. 119-122, p. 280-283, and p. 509; Pavia 1998). Their settlements were largely in the level areas near the major waterways, including Smith River on the east side of what would become Danbury; the Pemigawasset and Blackwater rivers in Hill; the Fowler River and Smith rivers in Alexandria, and the Old Colony area of Orange (outside of 3-mile APE). While many settled on the level, arable land near the larger rivers, some early settlers did establish their farms on mountaintops to escape the threat of flooding. By the mid-1770s, Alexandria had 137 residents while Orange had 80 in 1786 and 203 in 1800 (Orange Planning Board 2004, p.46). There were 354 people in Grafton in 1786 (Upper Valley-Lake Sunapee Valley 1987, p. I-6).

The original and subsequent charters of the town specified establishment of mills, a church and school, and individual improvement of lots. Efforts at settlement and the growth of farming and industry were greatly aided by road building initiatives in the late 18th century and early 19th century throughout the state. In 1791, the NH legislature authorized four post roads to be established to move the mail faster – one road was laid out through Grafton its route following that of an earlier road of 1785 that was

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commissioned from Hanover to Portsmouth by way of Concord (Cushing 1992, p. 48). The concept of building privately-financed and operated roads accelerated the efforts to provide connections for both settlement and commerce. In 1800, the Fourth NH Turnpike was incorporated. Its route went from the east bank of the Connecticut River to the west bank of the Merrimack River at Boscawen in central New Hampshire. Its route passed through the western corner of Grafton and the route closely followed that of the present day Route 4-A. (Cushing 1992, p. 49). A second turnpike, known as the Grafton Turnpike, was established around 1804 by mostly local shareholders. It also commenced at the Connecticut River, at Orford, NH, and joined with the Fourth NH turnpike at Andover south of the Project area. The course of this route passed through the two population centers of Grafton at the time – Razor Hill and East Grafton (Cushing 1992, p. 50). For many years the Grafton Turnpike served as the main road upon which much of Grafton's as well as its neighbors' commerce and population traveled. The turnpike was given to the town of Grafton in 1829; over the 25 years since it had been first established around 1804, the population of Grafton grew from 700 people to 1,1000 (Cushing 1992, p. 51).

Religious congregations and associated buildings in this period included the North Meeting House in East Grafton which originally dated to 1785, but was moved to East Grafton in 1842. Alexandria's first church, Congregational, was formed in 1788 (Coolidge and Mansfield 1859, p. 407). Churches were established in 1800 in both Grafton and Hill - the Union Church in Grafton Center (outside of 3-mile APE) was jointly established by Baptist, Methodist, and Christian groups (Childs 1886, p. 288) and Hill (then known as New Chester)'s first church, the Hill Center Christian Church, which served a community that was widely dispersed (Kenney 1978?, no page). By 1818, a second church in Alexandria was formed and a building erected in the same year by the Freewill Baptist church in the center of Alexandria Village (Child 1886, p. 122). A Baptist church was established in Danbury in 1818 as well (Danbury Bicentennial Committee 1995, p. 7).

An 1817 gazetteer summed up the towns' industries and population: Alexandria, which had 137 people in 1775 had grown to 409 inhabitants, with one grain mill, four saw mills and one dressing cloth mill (Child 1886, p. 115; Merrill 1817, p. 78); Grafton had 931 inhabitants, with 2 Baptist meeting houses, 6 grain mills, 6 saw mills 1 clothing mill, 2 carding machines 2 stores and 1 distillery. The gazetteer also noted:

“That species of mineral (lassis specularis) commonly called isinglass, is found in a state of great purity in Glass hill mountain in this town. It adheres in the form of lamina to rocks of white and yellow quartz. The usual size of these lamina is about 6 inches square, but some have been found 18 inches. This glass when prepared is transported to Boston, and from thence large quantities are exported to England, probably for ship lanthorns. It is found on the easterly side of the mountain, which is about 200 feet high. Many people are employed every summer in collecting it.”

The town of Orange, which had 229 residents in 1817, was noted for its “very valuable species of ore” found in the southwest part of the town and that “Two men will dig and prepare for market about 20 pounds of this in a day.” (Merrill 1817, pg. 463)

Early 19th century growth (1820-1865)

After the end of the War of 1812 in 1815, agricultural and some early natural resources extraction activities were dominant in the towns. During this period, sheep and other livestock and subsistence farming, mica mining, and numerous mills and lumbering activities were the primary activities of most of the residents. Most of the towns in the 3-mile APE reached their peak populations in 1840-1850, only

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to subsequently experience a steady decline decade by decade as Midwestern settlements and other factors lured residents westward.

The population numbers confirm this trend, as shown below. During the early 19th century, Orange had a population of 298 in 1820 and Alexandria had a population of 1,083 in 1830. By 1836, however, Hill reached its peak population of 1,300 residents. The populations of Alexandria and Orange peaked in 1840, at 1,280 and 463, respectively. Grafton's highest number of residents was recorded in 1850, at 1,259. The populations began to decline after this period, however. In 1860, the population of Alexandria had slipped slightly to 1,253. Orange had a population of 340 by 1870; Grafton's population had similarly declined, and less than 1,000 residents were recorded that year. (Town of Alexandria 2010, p. 1; Shattuck 1982, p. 92; Orange Planning Board 2004, p. 46; Upper Valley-Lake Sunapee Council 1987, p. I-6; Carter no date, no page; NHOEP-State Data Center 1767-1820 and 1830-1920).

19th Century (1820-1870) Reported Populations of Towns in the 3-Mile APE

Town	1820	1830	1840	1850	1860	1870
Alexandria	707	1,083	1,280	1,273	1,253	876
Orange	298	410	463	451	382	340
Grafton	1,094	1,207	1,201	1,259	1,150	907
Hill	971	1090 (1830); 1,300 (1836)	999	954	918	620
Danbury	467	786	800	934	947	796

Only a small number of churches were established in the period, including the Union Church in East Grafton which dated to 1843, founded by the same groups - Baptist, Methodist and Christian – as the earlier Grafton Church (Child 1886: p. 288) and a Congregational church in Orange that was established in 1828 (Coolidge and Mansfield 1859, p. 608). The number of school districts grew in this period, mostly due to the dispersed settlement patterns in the towns, with many of the mid-19th century one-room schoolhouses still in existence today.

A sample of the agricultural and industrial schedules of the United States census during this period attests to the growth and diversity of enterprises in these towns. In 1850, Danbury had 6 saw mills, 1 gristmill, 1 blacksmith, 1 tannery, while Grafton had 2 gristmills, 1 clapboard & shingle mill, 5 saw mills, 1 blacksmith, 1 saddle maker, 1 wool and cotton mill. Ten years later, in 1860, Alexandria reported a shingle & clapboard mill, saw mill, 4 saw and shingle mills, 2 blacksmiths, shoe, cigar, charcoal, and wheel facilities, while Danbury counted one each of a tannery, blacksmith, steam board mill, saw mill, and a last mill. Grafton had a wheelwright, saw mill, gristmill, carriage and sleigh facility and a woolen yarn facility (U. S. Census 1850 and 1860NH State Archives). The agricultural schedule for 1850 reported 138 farms in Danbury and 192 farms in Grafton. By 1860, Alexandria had many more farms at 238, while Danbury had 164 farms, and Grafton had decreased slightly to 190 farms (U.S. Census 1850 and 1860, NH State Archives).

The most influential event during this period was the construction of the Northern Railroad through the western part of the 3-mile APE and 5-mile radius in the late 1840s, reaching Grafton by 1847. In or near the Project area, stations were located in Danbury, South Danbury, Grafton village, and Grafton Center. The Northern Railroad was established in order to connect Concord, NH with White River Junction, VT, which in turn connected to points in northern New York state and Montreal via the Vermont Central Railroad and the Grand Trunk Railroad. The route provided a number of advantages for the

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transportation of freight and passengers. Prior to construction of the Northern Railroad, goods generally traveled between the Great Lakes region and the Atlantic coast via the Erie Canal. The connection provided by the new railroad, which established a new link between Boston and Ogdensburg, NY, had the potential to divert a large amount of traffic away from the established canal. In addition, by 1851, the Northern Railroad was the only standard gauge connection between Boston and Montreal. The Portland, Maine, and Montreal Railroad began operation in 1853, also providing a link to Canada (Hostutler and Muzzey 1995: continuation sheet 6).

As tariffs to transport goods from American ports to England were cheaper than tariffs charged at Canadian ports, this provided an important commercial incentive to utilize the Northern Railroad. The benefits of the links provided by the Northern Railroad also provided a boon to local industries along the route, such as lumber and tannery operations in Danbury, and the mica mines, especially the Ruggles Mine, in Grafton, which had actually been in commercial operation since the first decade of the 19th century when turnpike construction made shipping this valuable commercial product much easier (Hostutler and Muzzey 1995: continuation sheet 7). The Northern Railroad's presence in Grafton was the biggest factor in the mine's commercial viability by mid-century; a railroad siding at Grafton Center (outside of the 3-mile APE) for the loading of mica into railroad cars allowed for larger quantities to be shipped (Cushing 1992, p. 242). Mica in the 19th century was used as a glazing for windows lantern and stove windows among other uses, due to its transparency and heat-resistant qualities. For passengers, the possibility of traveling on the Northern Railroad from Concord, NH to Montreal meant that travel to and from New York City could be accomplished via an inland route through Massachusetts north to Concord and connection to the Northern Railroad. This allowed passengers to bypass Boston during their trip, if so desired (Hostutler and Muzzey 1995: continuation sheet 6).

A massive fire in 1855 on Orange's Mount Cardigan burned all of the vegetation on the mountain's top, leaving the granite surface exposed to this day. The area around it benefited from the fire in the mid-19th century as it caused new, more lush vegetation to grow, which accommodated livestock farming efforts (Hamel and Moulton 1969, n. p.).

By 1859, an accounting of each of the five towns in the 3-mile APE showed many similarities in population, institutional development, and agriculture and industrial activities. Populations were around 1,000 (except for Orange), and all had two churches, and 10 or more school districts. Alexandria still had only one village center, which included a post office and both a Methodist and Freewill Baptist church at opposite ends of the village; 14 school districts, a carriage manufactory, 9 saw mills and 3 gristmills (Coolidge and Mansfield 1859, p. 407). Danbury's activities were centered on cattle and sheep raising for many of its 934 residents, with both a Congregational Methodist and Baptist church, 10 school districts with a high school and two post offices in Danbury and South Danbury; 7 saw mills, 2 shingle, lath, and clapboard mills, 3 stores, and 1 tannery (Coolidge and Mansfield 1859, p. 463). Grafton was best known for its large mica reserves, which was commercial mined and shipped, especially after the Northern Railroad's construction in the late 1840s. Charcoal production was another major activity in the town, due largely to the plentiful supply of forests. Grafton's only village was known as Bungtown (East Grafton), but the town also had a Christian and Baptist church, 13 school districts and 12 active school buildings that were split among the districts, and two post offices at Grafton and Grafton Center. In 1850, Grafton had a population of 1,259 (Coolidge and Mansfield 1859, p. 507). Hill's 954 residents were primarily engaged in agriculture, and its only village (re-named for Governor Isaac Hill in 1837) had a post office and a Christian and Baptist church. The town had 11 school district and 3 stores (Coolidge and Mansfield 1859, p. 522). Orange had a smaller population than the others with 451 residents, and while agriculture was a dominant activity, some residents also

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engaged in lumbering, charcoal production, and pottery as clay was in large abundance (Hamel and Moulton 1969, no page). The town also hosted clapboard mills, 4 shingle mills, and 1 saw mill (Hamel and Moulton 1969, n.p.). The small town had 7 school districts and one Union meeting house. A unique product in Orange was its many mineral substances, including lead and iron ore, as well as a “species of paint called spruce yellow, chalk intermixed with magnesia, yellow ochre of a quality superior to that imported” (Hamel and Moulton 1969, n.p.).

Late 19th Century (Post-Civil War) (1865-1900)

After the Civil War, the majority of the towns’ residents continued their farming activities, mica mining, milling, and lumbering. But urbanization, larger mechanized industries, and the opportunities for larger, better yielding farms in the Midwest were primary factors in a steady decline in population and development during this period. By the end of the period, the Northern Railroad was still providing a commercial function for some of the towns, but instead of large freight shipments, it now carried summer visitors from urban areas who stayed in boarding houses or rented or purchased summer homes. A late 19th century gazetteer by Hamilton Child in 1886 noted that Alexandria had 832 people in 1880, 9 school districts and school buildings, and two villages by this date – Alexandria Center and South Alexandria. The publication also noted the center’s establishment of a library with funds donated by Dr. Timothy Haynes, although the library building was not completed until 1894 (Child 1886, p. 114). At this time, the community had a planing and shingle mill; a water-powered saw mill, and a steam saw mill (Child 1886, p. 115). The steam saw mill is presumed to be Seth Patten’s saw and shingle mill on Washburn Road, which was described as “the only steam saw mill in town” (Shattuck 1982, p. 93). Grafton had 933 people, 11 school districts and 11 common schools, three villages – Grafton and Grafton Center (both post villages and on the Northern Railroad line) in the southeast corner of the town and East Grafton at the junction of Whittier and Mill brooks in the east. The town was served by five saw mills, a cider mill, shingle and clapboard mill (Child 1886, p. 277). Only 355 people resided in Orange and had no village or post office, as it mostly was connected to Canaan to the west. It did have 7 schools, although by the 1890s several had been closed (Child 1886, p. 556).

The small industries that had characterized each of the towns earlier in the 19th century were dwindling in number, although the mills that processed local wood were still holding on in Alexandria, which had 5 saw mills, 2 blacksmiths, cider, shingle and clapboard mills, and also produced cigars, charcoal, and bricks in 1870. Grafton only reported production of coal and woolens, while Danbury provided no list of industries. There was no list of industries for any of the towns in 1880 (U.S. Census, industrial schedules 1870, NH State Archives). Mica mining also declined in the late 19th century as imports from other countries became increasingly cheaper. By the late 19th century, many of the mines had closed in the 3-mile APE due to imports from other countries (Cushing 1992, p. 243). The charcoal kilns that were at their height of production after the mid-19th century in Orange, Grafton, and Alexandria lost much of their market when the Northern Railroad trains were switched to other forms of fuel after the line was purchased by the Boston & Maine Railroad in the late 1880s.

The state of agriculture in the towns for which census schedules were found in the latter part of the 19th century was summed up in an 1873 report from the Town of Orange’s selectmen:

Most not making a profit, just what is required for a good living, half of the young men leaving for more lucrative jobs, no sheep breeding being carried on, although most everyone has some, half of the town in woods, farm products are hay, potatoes, wheat, oats, and corn, but only a

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small amount of fruit, enough help in town but some occupied in the steam mills (Hamel and Moulton 1969, n. p.)

The 1870 and 1880 agriculture schedules showed that the major agricultural products for the reporting towns were rye, Indian corn, oats, peas and beans, Irish potatoes, and some wheat. Most farms had sheep in addition to milking cows, and other livestock. In 1870, Alexandria had 177 farms, down from 238 in 1860; Danbury's number of farms had also decreased to 135 farms, as had Grafton at 161 farms. In 1880, Alexandria's number of farms further went down (163 farms), although both Danbury and Grafton saw a slight rise in the number of farms (155 and 215, respectively) (U.S. Census 1870 and 1880, agricultural schedules, NH Historical Society).

At its height during the 1870s, the Northern Railroad was more than 69 miles long, and had a 13-mile branch between the towns of Franklin and Bristol to the east of the 3-mile APE. During the widespread consolidation of railroad companies in New Hampshire during the 1880s, the Northern Railroad was leased to the Boston and Lowell Railroad in 1884; when this lease was declared invalid in 1887 the Northern Railroad was leased to the Boston and Maine Railroad (B&M) instead. As part of a large-scale effort to modernize the route, the B&M replaced and upgraded a number of stations (Hostutler and Muzzey 1995, continuation sheet 8). The B&M also renamed depots with names that were similar to other nearby depots, and in 1909 the South Danbury Depot was renamed "Converse Depot," and the Grafton Centre Depot was renamed "Cardigan Depot."

In addition to the railroad's role in the industrial and commercial development of the area, by the late 19th century it was also bringing a number of summer tourists to the region. While urban areas increasingly drew some of the regions' farmers, a separate trend of urbanites seeking a quiet place with natural scenery to spend their leisure time were attracted to the area. The large number of unoccupied farm properties in New Hampshire and other New England states was caused by a number of economic factors after the Civil War, including the rise of industrialization, removal of several farmers to the Midwest and beyond for larger farms with higher-yielding crops, and better-paying and more varied jobs in urban areas (NH Commissioner of Agriculture and Immigration 1899, p. 4; Garvin 1999, p. 18).

The trend of seasonal residency and settlement is evidenced in the town of Hill along Murray Hill Road, where Reverend John N. Murdock of Harvard University began purchasing property in 1873, the earliest documented instance of the use of older farm buildings for summer homes in the area. Many of the houses along this road were subsequently purchased for the same purpose by friends of Reverend Murdock. (Brockaway et al. 1987, Section 7 p. 3). The nomination for the Murray Hill Summer Home District summarizes the trend of summer boarders, labeling them "unhappy urbanites." "In every case, fresh clean air, mountain lakes and streams, and dramatic views of mountains or natural scenery combined with rustic or abandoned farmsteads and small towns to attract the summer visitor." (Brockaway et al., Section 8 p. 2). The mountain views were cherished by seasonal residents. As one Murray Hill summer resident wrote: "As the old house stands midway between Kearsage on the south and Cardigan on the north, they are both in our daily vision and their summits are the goal of frequent delightful journeyings...A peak white and sharp shimmers for a moment among the clouds beyond the lake and then fades swiftly out in the gloom. That is Lafayette exchanging salutations with the sinking sun." (Murdock n.d., as reported in Brockaway et al. 1987, Section 8 p. 16).

The State of New Hampshire's proactive attempts to initially market these unoccupied properties to a new generation of farmers in the late 19th century later developed to focus on reinvigorating these properties as summer homes for urban dwellers. The rural regions of New Hampshire were extolled as

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places to spend leisure time, which by the late 19th century was becoming more attainable for more than just the wealthiest people. State-published real estate books touted the scenic and recreational benefits of buying abandoned New Hampshire farms, reporting “[m]any persons who have become interested in these farms, and in some instances have become purchasers, have been attracted by the advantages surrounding them, rather than by the remarkable fertility of the soil itself...” (NH Commissioner of Agriculture and Immigration 1899, p. 3). Further description of these advantages include “the healthful climate which attracts these people and the charming scenery which interests them; the half thousand lakes and ponds of sparkling purity and seductive tranquility, affording rare enjoyment for sportsmen; the half hundred grand mountains, with their densely wooded ravines in which flow a thousand sparkling streams...” (NH Commissioner of Agriculture and Immigration 1899, p. 5).

The 1891 publication, *Secure a Home in New Hampshire*, by NH Commissioner of Agriculture and Immigration N. J. Bachelder, presented a list of farms with vacant buildings available for sale by owner in many of the state’s towns. The purpose of this publication, and the many that were subsequently published annually until the 1920s, was to initially find buyers for the vacant farms who would re-establish farming activities in the state. Farms within the 3-mile APE were included in these state publications. In 1891, there were seven farms available in Alexandria, which were between 5 and 135 acres in size, all but one advertised with numerous grafted fruit trees, most with a house and barn, and offered for sale from \$300 to \$2,000 (NH Office of Commissioner of Agriculture and Immigration 1891, p. 7-8). Danbury had four farms advertised, which were 4 to 65 acres, all with a house and barn, numerous grafted trees, with purchase prices of \$200 to \$1,000 (NH Office of Commissioner of Agriculture and Immigration 1891, pp. 21-22). Eight farms were offered in Grafton, which ranged in size from 90 to 240 acres, most with a house and barn, some with a carriage house and shed, grafted fruit trees, with prices of \$500 to \$3,000 (NH Office of Commissioner of Agriculture and Immigration 1891, pp. 30-31). Hill had three farms listed, which were 100 to 170 acres, all with a house and barn, but no fruit trees noted, with a sale price of from \$1000 to \$1200 (NH Office of Commissioner of Agriculture and Immigration 1891, pp. 35). Orange only had two farms published – one with 65 acres and the other at 200 acres, both with a house and barn and grafted fruit trees, which were offered at \$800 and \$1400 both with house and barn and grafted fruit trees (NH Office of Commissioner of Agriculture and Immigration 1891, p. 50).

Later in the same decade, N. J. Bachelder as Commissioner again issued a book advertising New Hampshire farms for sale, although the focus was to sell the properties for summer or permanent homes, but not necessarily for use as farms. By 1899, when this publication was issued, there were fewer farms for sale in the subject towns, perhaps indicating the success of the previous publications. Only four farms were listed in Alexandria (NH Board of Agriculture and Immigration Department 1899, p. 7); Danbury had three farms, although one had 400 acres for sale (NH Board of Agriculture and Immigration Department 1899, p. 12-13); and only a single Grafton farm of 108 acres for \$600 (NH Board of Agriculture and Immigration Department 1899, p. 15). No farms in Hill or Orange were advertised.

Railroads also capitalized on the growing trend of summer visitors to New Hampshire, and in 1895 the Boston & Lowell Railroad began operation of a special summer schedule, published annually in the “Summer Saunterings by the Boston and Lowell.” The publications included information on recreational opportunities at various mountains, lakes, and other scenic spots, as well as suggested itineraries and noting which towns had particularly nice views (Boston & Lowell Railroad 1885, pp. 37-54; 108). Some editions included the locations and rates of farmhouses that took in boarders (reported in Brockaway et al., Section 8 p. 2).

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1900-WWII

The first half of the 20th century in the APE towns continued many of the towns' 19th century activities, including farming, although at a reduced scale, and a resurgence of mica mining in some of the towns, especially in Grafton. The towns experienced a continued rise in summer tourism through the construction of seasonal homes on lakes and ponds, the continued use of older farms as boarding houses or summer rentals, and the advent of recreational activities, including the construction of hiking and skiing trails on Mount Cardigan.

During this period, as the number of seasonal tourists grew, most of the towns saw their year-round populations decline to their lowest levels, especially around 1930. The number of residents in Orange saw a decline from 213 in 1900 to only 99 in 1930; it rose slightly in 1940 to 109 people (Orange Planning Board 2004, p. 46). In 1930, Alexandria only counted 400 people (Town of Alexandria 2010, p. 1). Grafton had 539 people in 1930, but experienced its lowest number of people in 1960 with 348 people, which was even less than the number counted in 1786 when 354 people lived in the town (Upper Valley-Lake Sunapee Council 1987, p. I-6).

Due in no small part to the declining population numbers, all of the communities closed most of their district school buildings and consolidated to a more centralized system. By 1908, there were eight schools left in Danbury, but two had closed by 1920; by this time most children attended schools in nearby communities. By the end of WWII, only 3 remained open and there was no high school (Danbury Bicentennial Committee 1995, p. 17, 19, 21). It appears that Alexandria may have retained a number of their one-room schools later than the other communities and remains the only town in the 3-mile APE with a one-room Village School on Washburn Road still open (Town of Alexandria 2010, p. 3). Grafton added an addition to their 1899 East Grafton school, known as District No. 5, in 1924; the building was used as a school until 1963 (Upper Valley-Lake Sunapee Council 1987, p. VII-7). By 1925, only two schools remain in operation in Orange. One of them, which was housed in the 1895 Town House (known as No. 1) was closed in 1949 and students then went to Canaan (Hamel and Moulton, 1969, n.p.).

The period did witness the construction of several institutional buildings, however, due to private donations in memory of relatives and the need to replace older structures. Both Danbury and Grafton built their first library buildings in 1912 (outside of 3-mile APE) and 1923, respectively, although a lending library institution had been in place in both towns by the late 19th century. Danbury's granite George Gamble library was a gift of Mrs. Nichols of Boston in memory of her father (Danbury Bicentennial Committee 1995, p. 51). A new town hall was built in 1913 in Alexandria Center after the community's older building burned; most of the town's records were lost in this fire as well (*Plymouth Record Enterprise*, March 7, 2012).

A small number of traditional industries, including lumber and shingle mills, continued to be operated in this period. Danbury's last water powered mill operated until the 1940s on Ford Mill Road (Danbury Bicentennial Committee 1995, p.31, DBC). In Orange, a lumber mill was operated around 1913 to 1920, although the location is unknown (Hamel and Moulton, 1969, n.p.)

Extraction of natural resources likewise continued and actually witnessed resurgence in the early 20th century. In Danbury, Davenport's Garnet Mill near Waukeena Lake (outside of 3-mile APE) provided raw materials to manufacture windshield polish for a Ford manufacturing plant in Massachusetts

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(Danbury Bicentennial Committee 1995, p. 31). The Keys Mine in Orange (described as being on Road 1 leading to Dorchester and Grafton) operated in WWI and WWII and produced feldspar, mica, and quartz that was used for porcelain insulators and china; beryl and tourmaline were also mined for jewelry here (Hamel and Moulton, 1969, n. p.) A second mine in Orange called the Standard Mine, and then later re-named the Strain Mine also operated in the early 20th century (Hamel and Moulton, 1969, n.p.). Mica mining was carried out in Grafton and Alexandria; a large facility in Grafton Center (outside of the 3-mile APE) next to the Northern Railroad processed mica for electrical insulators (Cushing 1992, p.210-212). With the exception of some mines that were utilized during WWII, the early 20th century mining declined soon after the end of WWI. The 1927 Cardigan USGS quad showed that a mica mine was still active in Alexandria; by 1957, when the quad was updated, the mine, as well as others nearby, was not in use. Traffic on the Northern Railroad, along with much of the industry that utilized it, decreased significantly after World War I.

The increasing popularity and affordability of automobiles, along with a concerted effort by the state to improve major roads in the early 20th century, resulted in new enterprises in some of the towns, including small tea rooms, restaurants, cabin complexes, and garage facilities. A number of these businesses were located along Route 4 in Grafton, the major road in the area.

In 1918, over 700 acres on the east side of Orange was acquired by the state to form the Mount Cardigan State Reservation, now the Mount Cardigan State Forest, which contains the small Cardigan Mountain State Park within it. The area had been a tourist attraction in the 19th century as well, and occasionally functioned as a quarantine area in the early 19th century due to its perceived health qualities, but also its isolated location. By 1921, the reservation was enlarged by 1,000 acres and included the summit of Mount Cardigan. Of Orange's original land grant of over 16,000 acres, a total of 4,876 acres is now included in the state forest (Hamel and Moulton 1969, n.p.). During the Great Depression, the west side of the state forest was enhanced by members of the Civilian Conservation Corps (CCC), which was established in 1933 by the federal government as one of many New Deal programs to aid in employment efforts. The 126th company of the CCC was housed at Camp Cardigan (or Cardigan Forest Camp) in Danbury (Danbury Bicentennial Committee 1995, p. 55, Hamel and Moulton, n.p.). The state forest received a new road, log bridges, a rustic shelter, trails and other roads at this time (Hamel and Moulton, 1969, n.p.). Beginning in the 1920s and 1930, skiing was gaining in popularity in New England, due in part to skiing clubs from Dartmouth University and other colleges. The Appalachian Mountain Club added skiing as part of its winter program events in 1927 and by the 1930s sought a location in the Alexandria area for a skiing headquarters. The club hired Duke Dimitri von Leuchtenberg, described as a noble of Russian lineage, to lay out the ski trails on the east side of Mount Cardigan. The club took over the remains of a mid-19th century farm and built new additions for their lodge; they soon outgrew this building and constructed a new lodge in 1939. Winter skiing proved very popular in the area, although the construction of larger, more modern facilities was an issue in the mid-20th century (Bronski 2009, n.p.). The area was also popular for visitors who came during the fall color season: a 1936 newspaper article on scenic autumn driving routes recommends "...you can have a fine view of Cardigan Mountain State Reservation of 3,100 acres...From there one may enjoy a splendid panoramic view of all the surrounding country." (*Portsmouth Herald*, September 19, 1936).

A nationwide effort in the early 20th century to provide electricity to rural communities was accomplished in the towns beginning in the 1920s. Danbury received both electricity and telephone service in 1928-1929, with the Town Hall wired for electricity and street lights installed (Danbury Bicentennial Committee 1995, p. 83). In 1940, Orange was likely the latest to obtain electricity, aided by

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the efforts of Arthur Williams Sr. through the federal government Rural Electrification Administration (Hamel and Moulton, 1969, n.p.).

WWII – 1980s

The mid- to-latter half of the 20th century was a period of both static conditions followed by a resurgence of population. The factors involved in the later growth included Boston's urban sprawl, interstate highway construction (I-93 and I-89 in NH), and low state taxes which encouraged moves to the state by both new residents and industry (City-data.com).

Although usage of the Northern Railroad picked up during World War II, it was only a temporary improvement and during the 1950s and 1960s, bus service was instituted along the route as an alternative to passenger rail. The last passenger train ran in 1965, and the line was used periodically for freight during the 1970s before being abandoned in 1991. Agricultural activities in all of the towns continued to decline, with the abandoned farmland gradually turning back into forested areas (Town of Alexandria 2010, p. 2).

In the early part of the period, the most momentous event for Hill, although it lay outside of the 3-mile APE, was the re-location of its only village of Hill as a result of the Franklin Falls dam project in the early 1940s. The village, including some of its original structures, was moved a quarter-mile to higher ground after a concerted effort by village residents to keep the community together despite the physical move (Caldwell-Hopper 1989, p. 8 and 13).

The Town of Danbury gained its largest employer in 1964 when the Ragged Mountain ski resort (south of the 5-mile radius) was developed by the a group of investors on the north side of the mountain. Located in the New Canada area, named for 19th century settlers who had emigrated from Canada who carried out logging and farming on the mountain, the land had been purchased by the Plowman family in the 1950s. The enterprise had an early success, followed by a period of dormancy until 1987 when snowmaking equipment was installed to extend its operating season (Danbury Bicentennial Committee 1995, p. 79).

Orange, always the smallest in population of the five towns, saw a dip to its lowest level of only 82 people in 1950 (in contrast, its population was 463 in 1840); by 1980 it had steadily increased to 197 (Orange Planning Board 2004, p. 46).

By the 1960s, all of the towns had abandoned their one-room school houses and joined a regional school district. In 1963, the town of Grafton joined the regional school district, closing the District 5 school in East Grafton, which also functioned as the town hall until recently (Upper Valley-Lake Sunapee Council 1987, p. VII-7). The town of Alexandria retained one school – the Village School on Washburn Road in Alexandria Center – which is still open today, but joined the Newfound Area School District in 1965 (Town of Alexandria 2010, p. 3). The town of Danbury built a new elementary school on Rt. 104 in 1961 (Danbury Bicentennial Committee 1995, p. 21).

By the end of this period, the residential population in all of the five towns rose dramatically during the 1970s, in many cases doubling the number of people living there. For example, Grafton's population rose from 370 to 739 from 1970-1980 (NH Employment Security 2013, Grafton) while Hill's grew from 450 to 736 during the same period, a 64% increase (NH Employment Security 2013, Hill). Alexandria's

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population more than tripled between 1960 and 1990, and in the decade between 1970 and 1980, the population expanded by 68% (Town of Alexandria 2010, p. 9).

1980s- Present

Most of the towns in the 3-mile APE experienced a high percentage of residential growth during this period, continuing the trend that began in the 1970s, which has resulted in further physical development mainly in the form of single-family homes on small lots. All of the towns have some seasonal residents, with the largest number in Alexandria around Newfound Lake and in Grafton adjacent to many of its ponds. The land in most of the towns is predominantly covered with forests today; for example, forested areas comprise 80% of Alexandria's land with single-family residences as the primary land use (Town of Alexandria 2010, p. 11). Not surprisingly, lumbering remains an important commercial activity in the towns. Sand and gravel mining are also carried out, which is most visibly seen in Grafton. The largest businesses in the towns include Ragged Mountain Resort and William Wallace Prefab (manufactured house panels) in Danbury; JPS Industries (pollution control) and Carroll Concrete in Alexandria (NH Employment Security, Danbury and Alexandria). A new industry in Alexandria is the Indeck Energy biomass plant north of Rt. 104, which is within the 3-mile APE. The Town of Grafton and Ruggles Mine are the largest employers in Grafton, while F.C. Hammond and Sons is recorded as the largest business in Orange (NH Employment Security, Grafton and Orange).

Tourism in the area includes recreational activities at the Ragged Mountain Resort in Danbury, at which a major expansion of over 890 condos and new trails has received state and local permits; the Ruggles Mine in Grafton, Mount Cardigan in Orange and Alexandria, and the seasonal use of lakes, including Kilton Pond in Grafton and Newfound Lake in Alexandria.

The population in the five towns now averages over 1,000, with the largest populations in Alexandria and Grafton, although Orange's residents number only slightly over 300 (NH Employment Security 2013, Grafton, Alexandria, Hill, Orange and Danbury). Most residents commute outside of the town for work, many traveling to the communities of Lebanon, Hanover, Bristol, and Concord via I-93, Route 4 and Route 104.

After its final abandonment in 1991, the corridor of the former Northern Railroad lay vacant for some years. Currently, 23 miles of the former railroad right-of-way of the Northern Railroad between Lebanon and Grafton has been converted for use as the Northern Rail Trail, which will eventually extend along 59 miles of the right-of-way, which has helped to create a recreational resource in the area (FNRT 2012).

20. Applicable NHDHR Historic Context(s)

- 22. Logging, lumbering, and saw mills
- 29. Mineral mining, 1770-present
- 30. Granite quarrying and stone cutting, 1790-present
- 51. Mixed agriculture and the family farm, 1630-present
- 53. Grain farming and gristmilling, 1650-present
- 54. Orchards and cidery, 1650 present
- 55. Maple sugar and syrup production, 1650-present
- 56. Local-scale dairy farming, 1800-present
- 57. Potato farming, 1800-present

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58. The sheep craze, 1820-1870
61. Cattle raising and summer pasturing, ca. 1850-present
63. Creamery operations, 1860-present
64. Poultry farming, 1870-present
65. Dairy farming for urban markets, 1880-1940
72. Boarding house tourism
73. Summer and vacation home tourism
76. Winter recreation and the ski industry, 1890-present
78. Outdoor recreation in New Hampshire
83. Taverns, inns, hotels, motels, motor courts, and bed and breakfasts, 1623-present
86. The railroads in NH, 1842-1960
88. Automobile highways and culture, 1900-present
130. Commerce, industry in New Hampshire villages and town centers, 1630-present
135. The land conservation movement in New Hampshire
136. Public and private cemeteries and burials

21. Architectural Description and Comparative Evaluation

Property types and architectural styles in the 3-mile APE are mostly representative of the historic contexts presented. Not unexpectedly, many early farmhouses that date to the late 18th and early 19th century are the most prevalent resource type, especially five-bay capes, as the first half of the 19th century witnessed the highest levels of development and population growth in the towns. Houses from later in the 19th century and 20th century are not as widely seen. Most of the buildings do not display high-style architectural detailing and are modestly ornamented, if at all. With the single exception of a brick front gable house at 226 Main Street in Grafton; a stone spring house at 54 Turnpike Road in Grafton; and the brick Haynes Library at 33 Washburn Road in Alexandria from 1894, all of the 18th and 19th century buildings that were seen are of wood frame construction.

The 3-mile APE also contains many houses from the late 20th century that attest to the rise of single-family residential development that is related to an increase in the population, in these central NH communities. Buildings that are associated with commercial, industrial, institutional or farming uses, especially barns and other outbuildings; and road infrastructure, including bridges and culverts were also identified, but seen in smaller numbers than the houses.

Many roads in the 3-mile APE do not contain buildings over 50 years old, although several roads have an older rural character characterized by narrow unpaved, usually winding, routes that are lined with older stone walls and interspersed with mature tree cover.

In order to present a comprehensive account of the buildings types and ages within the 3-mile APE, this discussion includes properties in the Indirect Area of Potential Effects (“viewshed”); the 3-mile APE (which includes properties located within a 3-mile radius of the turbines whether visibility of the proposed project is anticipated or not); and a small number of examples of buildings located outside of the 3-mile APE that helped round out the discussion of a particular building type and its local context. The properties are discussed chronologically within periods which correspond to those presented in Section 19.

Each property included in the discussion is accompanied by a street address, statement as to whether or not it is in the visibility area, and an assigned photograph number. When an address could not be

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identified, the property was assigned a VHB survey number instead. This VHB survey number is comprised of three parts, beginning with the road name and “VHB” followed by a three-letter code for the town and a three-digit number assigned sequentially within each town. Following the address or VHB survey number, each property in the discussion is indicated as to whether it is located within the viewshed area (“V”) or simply within the 3-mile APE without any anticipated indirect visual impacts (“not in V”). Finally, each property has an assigned photograph number. The photographs are arranged and numbered consecutively in this section to correspond with this mostly chronological discussion. Streetscape photographs of Alexandria Center are included at the end, which is the area that had the highest concentration of buildings over 50 years old within the visibility area. Table 2 summarizes all properties discussed in the text, including the accompanying information explained above. The properties in the table are presented in the order they appear in the text.

Every property that is within the Indirect Area of Potential Effects (“viewshed”), where turbines may be visible in their setting, is included in this discussion.. Several properties have been altered to the degree that it is difficult to assign a set date of construction or style. There are 63 properties over 50 years old identified in the viewshed area, which are summarized in Table 3. A possibility of visible turbines includes the full range from a tip of a blade of a single turbine visible, to multiple full turbines visible. As noted above, each of these properties is noted with a “(V)” after their address or VHB-assigned number.

Occasionally in this narrative, a building within one of the towns is noted that is beyond the 3-mile APE and is identified as such. They are only discussed and a photograph included if they represent a rare building type or displayed a particularly high style example of architecture.

Properties for which an address could be obtained are referred to by that address and are noted as such on the relevant figure. More than half of the properties did not have a visible address and there is no GIS database for the towns. Locating the properties on the figures was accomplished by taking images of the properties with a GPS camera, which recorded the latitude/longitude location of the photographer in close proximity to the property. The latitude/longitude locations were then mapped and confirmed as to the correct location by using online mapping tools such as Google Maps and Bing Maps.

1753-1820

A small number of houses, all of which are side gable examples, are estimated to date to the late 18th century in the 3-mile APE, although none are examples of log houses that were likely the type of housing for the area’s earliest settlers. The earliest remaining house is presumed to be a salt box house north of Rt. 104 in Alexandria at **52 Karl Gordon Road, Alexandria (V)** (Photo #1). The five-bay, two-story house displays a date of 1765 on its large central chimney and features a wide center entrance with sidelights. In Danbury, one late 18th century house is on the north side of **Taylor Hill Road, VHB-DNB-001 (V)** (Photo #2). Like the house in Alexandria, the two-story house features a large central chimney, but the house is four bays wide with the entrance off-set from the center, but it is also a double-pile type. Another early house, in Hill, which appears to date to ca. 1800, is at **1050 Murray Hill Road (not in V)** (Photo #3), within the 3-mile APE and is in the National Register-listed Murray Hill Summer Home Historic District. The side gable, two-story house also has a centered entrance with center chimney. The windows on the five-bay front are grouped in pairs like several of the other earlier houses, although it has two windows above the centered entrance. The house is not within a viewshed area, although portions of the western one-third of the district are within the 3-mile APE and a viewshed area.

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The 3-mile APE contains a very high number of five-bay cape houses, some of which are estimated to date from before 1820, but it is acknowledged that others may date from after that period. All are discussed in the 1753-1820 period. Many of these capes are within viewshed areas and thus are noted in this discussion. As mentioned above, every building in the viewshed areas that is an example of this building type is included in this discussion, although several are quite altered and do not retain integrity. The 1-1/2 story houses are characterized by their five-bay (two are three-bay examples) fronts, double pile plan with side gable roofs and a centered entrance, many of them on granite foundations. Several are connected to ancillary buildings and barns, although the barns are estimated to post-date the houses by at least a few decades.

Five-bay capes are seen in Alexandria, Danbury, Grafton, and Hill. No cape examples were identified in Orange, but that may be due to the fact that the 3-mile APE had a small footprint in this town. The highest number is in Alexandria, due largely to the number of viewshed areas in the town. Three-bay examples are represented by the 3-bay cape in Alexandria, north side of **Fowler River Road, VHB-ALX-001 (V)** (Photo #4) and on **Karl Gordon Road, VHB-ALX-002 (V)** (Photo # 5), also in Alexandria. Both have side gable roofs, center entrances with flanking windows, and a center chimney; the house on Fowler River Road is a much more intact example of the two, although it has received shingle siding and a new door and attached garage. The house on Karl Gordon Road has a shed-roofed bay on the front, which replaced an earlier single window opening.

The examples in Alexandria all share the typical characteristics of the house type, but several differences exist. What are assumed to be the earlier examples, which may date to the late 18th century or early in the 19th century, have a deeper plan, roofs that have no overhanging eaves on the side elevations, and front roof eaves that extend just to the top of the door, and larger central chimney. These examples are seen at **335 Cass Mill Road (not in V)** (Photo #6); **Fowler River Road near Gale Road, VHB-ALX-003 (V)** (Photo #7); **550 Mount Cardigan Road (V)** (Photo #8); and the house at the north end of **Patten Road, VHB-ALX-004 (V)** (Photo #9). A variant on these examples is the very simple house with closed eaves at **490 Washburn Road (V)** (Photo #10), which has a shorter and slightly more pitched front roof slope and is more similar to what are assumed to be later examples.

Several of the Alexandria five-bay cape houses have sophisticated door surrounds, window hoodmolds, and corner boards that suggest that the same builder may have been involved in their construction. These examples are at **16 Washburn Road (V)** (Photo #11) and **10 North Road (V)** (Photo #12) in Alexandria Center; the north side of Mount Cardigan Road on the west end of Alexandria Center (connected to an ancillary building and barn), **VHB-ALX-005 (V)** (Photo #13); **222 Washburn Road (V)** (Photo #14), also a connected farmhouse; **178 Bailey Road (V)** (Photo #15); **202 Fowler River Road (Benton Farm, NHDHR #ALX0002) (V)** (Photo #16), which has an added central dormer on the front; and the house at **Cass Mill Road at Smith River Road in South Alexandria, VHB-ALX-006 (not in V)** (Photo #17).

Three additional five-bay capes in Alexandria are examples of high-posted capes, which have a taller first story than other capes. These examples are at Fowler River Road at Bailey Road, **VHB-ALX-007 (V)** (Photo #18); **1118 Fowler River Road (not in V)** (Photo # 19); and **440 Fowler River Road (V)** (Photo #20).

The house at **85 Grafton Road, Photo (V)** (Photo #21), may originally have been a five-bay cape, but now has large added shed-roofed dormers, enclosed front porch addition, and aluminum siding; it has

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been altered to the degree that its original form and date of construction are difficult to determine. The house at **185 Karl Gordon Road in Alexandria (V)** (Photo #22) does not appear to be a cape, but is a 1-1/2 story form with an end chimney that may date to the early 19th century, but defies a type or stylistic definition.

Danbury has two examples of five-bay capes in the viewshed area, which both have centered entrances with sidelights and door surround. The **Michels House at 524 North Road, (no assigned NHDHR #) (V)** (Photo #23) dates to 1806 and has a large central chimney, Federal entrance surround, and closed eaves on the side elevations. Close by is the house at **548 North Road (V)** (Photo #24), which has a slightly different, and narrower, chimney placement close to the center of the ridgeline and entrance surround with sidelights. This connected farmhouse features a large New England barn and center ancillary section with what appears to be an added half-story.

Grafton's three examples of five-bay capes in the viewshed area are on **Golden Valley Road, VHB-GRA-001 (not in V)** (Photo #25) which has a chimney close to the center of the ridgeline and no overhanging eaves on the side and is composed of two similar side-gable sections that appear to be close in age. A house on the same road but further east, **VHB-GRA-002 (V)** (Photo #26), was not able to be viewed well, but also had a center entrance and was two bays deep as pictured in a 1949 photograph (Cushing 1992, p. 356). The house at **737 Wild Meadow Road (V)** (Photo #27) has a high-posted cape with gable returns perpendicular to the larger three-bay front gable section that appears to date to the 1860s-1870s. The older cape section has a simple centered entrance and gable returns. Its narrow brick chimney, which is not original, rises from the rear slope of the cape section.

A five-bay cape in Hill at **816 Murray Hill Road (outside 3-mile APE)** (Photo #28) within the Murray Hill Summer Home Historic District is estimated to date from ca. 1810 (Brockaway et al. 1987, Section 7). The house displays a large central chimney, lower pitched roof, and deeper plan that all suggest an earlier example of the type.

Seven houses in the viewshed area and vicinity display elements of the Federal style. The earliest is assumed to be the 2-1/2 story, low-pitched hip-roofed house at **240 Razor Hill Road, Grafton (outside 3-mile APE)** (Photo #29) which served as a tavern during this period (Cushing 1992, p. 269). Another tavern in Grafton, the former Whittier's Tavern at **11 Turnpike Road (not in V)** (Photo #30) is a 2-1/2 story, side gable house with a large side addition, synthetic siding, and more recent porch. Two other similar side gable houses in Grafton at **106 Main Street (not in V)** (Photo #31) and **54 Turnpike Road (not in V)** (Photo #32) are a single bay deep. The house at 106 Main Street has a large section on the rear and a long, low-pitched side gable outbuilding with gable returns on its side, parallel to the street. The house at 54 Turnpike Road served as a boarding house in the late 19th century and is further distinguished by a full-width Italianate porch across the front (Cushing 1992, p.275). Several larger 2-1/2 story wood frame side gable houses with Federal forms are also seen in Alexandria at **272 Fowler River Road (V)** (Photo #33); and **11 Washburn Road in Alexandria Center (V)** (Photo #34). All of the side gable houses have five-bay facades with the windows grouped in pairs flanking the centered entrance, including the Whittier's Tavern building, which has now been extended. The house at 272 Fowler River Road has been significantly altered with the addition of 2-story columns supporting an added roof overhang on the front, but it retains a long, low-pitched side gable outbuilding on its side, quite similar to the property at 106 Main Street in Grafton.

The towns' early settlers were charged with providing a church or meeting house as part of their early charters. Two remain in the 3-mile APE; the older is the 1785 **North Meeting House on Turnpike**

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Road in East Grafton (NHDHR #GRA0019), VHB-GRA-003 (not in V) (Photo #35) which was moved to its current location in 1842, and later in the 19th century was re-clad in the Shingle Style with Queen Anne elements. The 1818 **United Methodist Church (formerly Union Church) in Alexandria, at 12 Washburn Road (V)** (Photo #36), was originally a Freewill Baptist church, a common religious denomination in this area in the early 19th century. Both are front gable buildings with a center entrance and a steeple atop a square tower base close to the front gable end.

The 3-mile APE contains three cemeteries within the viewshed area: **Rhoades Cemetery in Alexandria on Route 4, VHB-ALX-008 (V)** (Photo #37); **Crawford Cemetery in Alexandria Center on North Road, VHB-ALX-009 (V)** (Photo #38); and **Main Street Cemetery in Grafton on Main Street, VHB-GRA-004 (V)** (Photo #39), although a number of other small cemeteries are present throughout the 3-mile APE. The cemeteries were not researched for dates of establishment, but most appear to have stones that date from the early to mid-19th century, along with later headstones. The earliest date of establishment for a cemetery within the 3-mile APE is the 1797 Murray Hill Road cemetery in Hill, which does not bear a formal name. The cemetery is within the Murray Hill Road Summer Home District, **VHB-HIL-001 (not in V)** (Photo #40). **The Ward Hill Cemetery on Ward Hill Road in Danbury VHB-DNB-002 (not in V)** (Photo #41) has a stone dated 1810, and the Rhoades Cemetery's earliest standing headstone dates to 1811 (<http://www.findagrave.com>).

Except for Crawford Cemetery, which is enclosed with a decorative late 19th century iron fence, most of the cemeteries are bounded by low walls of massive boulders and wood entrance gates. All are sited on small knolls on relatively major roads.

1820-1865

Property types and styles seen in this period of physical development in the subject towns within the 3-mile APE present a wider variety, including school buildings, commercial buildings, barns, and an array of architectural styles that includes the Greek Revival, Gothic Revival, and Italianate.

The earliest building documented to date from this period is the wood-frame, gable roofed **Hinkson's Carding Mill on the west side of Turnpike Road in East Grafton (NHDHR #GRA0017), VHB-GRA-005 (not in V)** (Photo #42) which is dated to 1823. It is the earliest industrial building that remains in the 3-mile APE, although mills of various kinds were built beginning in the late 18th century.

Houses with high style Greek Revival elements are rare, although some of the five-bay Capes do have influences seen in door surrounds or gable returns. The largest example is the 2-1/2 story house on **Cass Mill Road and Smith River Road in South Alexandria, VHB-ALX-010 (V)** (Photo #43). The side gable house has a small entrance portico and closed pediments, but has a new addition connecting the house and an older outbuilding. A house at **327 Route 4 in Danbury (Stone Lodge, no NHDHR #) (not in V)** (Photo # 44) is one of few examples seen of side hall houses from this period, which possesses a handsome Greek Revival entrance surround and wide frieze and corner boards.

The Gothic Revival style is minimally represented in the 3-mile APE although none are in the viewshed areas. The least altered example is a house on **French Hill Road in Grafton, VHB-GRA-006 (not in V)** (Photo #45), which could not be viewed closely due to its distance from the road but does retain its central front gable and clapboard siding. Another small house in Grafton also displays a central gable, but it may be a later addition to an earlier house on **Wild Meadow Road near Turnpike Road, VHB-GRA-007 (not in V)** (Photo #46). The third example is the **Alice Brown House on the north side of**

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Murray Hill Road within the Murray Hill Summer Home Historic District in Hill, VHB-HIL-002 (not in V) (Photo #47), which was described in the National Register nomination as possibly having been a Gothic Revival house originally but was altered in the early 20th century.

Another house type seen fairly commonly in the 3-mile APE is a distinctive wide front gable house that is five bays wide on the first story; the number of windows in the second and half story above varies in the examples seen. The dates of construction of these houses likely span from the 1840s to the 1870s, based on stylistic elements.

The mid-19th century **Tadakowsky House at 420 North Road, Danbury (no NHDHR # assigned) (not in V)** (Photo #48) has three bays in the second story and a single window in the gable peak and features prominent gable returns. Another example in Danbury that may also date to the mid-19th century is on **Brad Chase Road, VHB-DNB-003 (V)** (Photo #49) that has two windows above the pedimented entrance and a single window in the gable peak. Large shed-roofed dormers on both roof slopes are presumed to be early 20th century additions to provide more living space. A third house in Danbury that is the largest one seen is at **383 Eastern District Road (V)** (Photo #50) that has five bays on both the first and second stories, three bays on the third and a single window in the front gable peak.

Alexandria's examples include a house on **Washburn Road near Alexandria Center, VHB-ALX-011 (V)** (Photo #51) that has a lower-pitched gable roof that is more Greek Revival in form with four windows on the second story above a Greek Revival entrance surround.

In Grafton, the house at **356 Main Street (V)** (Photo #52) has a recessed center entry with Greek Revival surround and only two widely-spaced windows in the second story, with a single window in the gable peak.

Later houses that likely date from this period are the house at **517 Fowler River Road in Alexandria (V)** (Photo #53), a tall 2-1/2 story, four bay front gable structure with an offset center entrance and four bays on the second story with two in the front gable peak. Another farmhouse on **Fowler River Road in Alexandria, VHB-ALX-012 (V)** (Photo #54) is a five-bay side gable house with a steeply pitched roof and twin centered brick chimneys.

There are no church or meeting house buildings in the 3-mile APE from this period. But several mid-19th century school buildings do survive; most of the towns in the 3-mile APE had over 10 school districts in this period. The wood-frame buildings, including those no longer extant for which a historic photograph was found, were all 1-1/2 story, three-bay front gable structures. Some had a centered entrance flanked by two windows, while others had two front entrances with a window(s) between them in the center. The 1850 **Village School in Alexandria Center, VHB-ALX-013 (V)** (Photo #55), which is still operating, is an example of the center entrance type. The **North Road Schoolhouse (NHDHR #DNB0002) on North Road in Danbury, VHB-DNB-004 (V)** (Photo #56), which also dates to the mid-19th century, and the 1854 **Pines School (NHDHR #GRA0015) at 7 Cherry Hill Road in Grafton (not in V)** (Photo #57) both have two front entrances. Two Alexandria examples at **475 Fowler River Road (V)** (Photo #58) and the former **Willow School at 16 Karl Gordon Road (V)** (Photo #59) may date later in the century, but share the same form and door/window characteristics. Another school on Washburn Road in Alexandria was noted, but the owner requested anonymity in mapping the building or including any photographs or information about the building in this Project Area Form. The former school building does not lie within a viewshed area.

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Estimated dates of construction of barns and other outbuildings from this period within the 3-mile APE are difficult to be certain of, but it is likely that the side gable barn with entries on the long elevation at **77 Eastern District Road in Danbury (not in V)** (Photo #60) may date to the mid-19th century. A somewhat later barn, and an example with the most sophisticated detailing in the 3-mile APE, but not in a viewshed area, is a large front gable barn with Italianate cupola at **226 Main Street in Grafton (not in V)** (Photo #61).

Only one commercial building, the former **Folsom Post Office and Store at the corner of Wild Meadow Road and Turnpike Road in East Grafton, VHB-GRA-008 (not in V)** (Photo #62), remains from this period. The building is a front gable structure with corner returns and boards with a full-width front porch, paired entry doors with flanking storefront windows and original 2/2 window sash.

Buildings and structures that were in existence during this period, but were removed include the charcoal kilns built by local farmers and businessmen to supply the train engines of the Northern Railroad, which was constructed through the area in 1847. The structures were arched kilns that were sheltered by long, low gable roofs. The charcoal kilns were abandoned after the turn of the century when the engines no longer used this source of fuel. The Northern Railroad built train depots, freight stations, and other ancillary railroad structures in Danbury and Grafton, but none survive.

1865-1900

Fewer examples of houses are seen from this period in the 3-mile APE, although it is quite possible that some of the houses discussed earlier in this section may post-date the Civil War. An example of this is the **Little Creathorne Farmhouse (NHDHR# GRA002) at 702 Main Street in Grafton (not in V)** (Photo #63), which was given a date of ca. 1870 on the inventory form but which shares many similarities with other five-bay capes in the 3-mile APE. Other buildings considered to date from this period, which are altered to the degree that dates of construction are challenging, are the two houses at **17 Grafton Road in Alexandria (V)** (Photo #64) and **306 Taylor Hill Road in Danbury (V)** (Photo #65). The Alexandria house is a front gable three-bay structure that actually is reminiscent of some of the earlier school buildings, but has a sidehall plan. The Danbury house has a variety of porch and roof accretions to what appears to have been a front gable house

Four houses in Alexandria that are within the viewshed areas appear to date from this period. They are the front gable farmhouse with Italianate side porch on **North Road, VHB-ALX-014 (V)** (Photo #66); a large side gable house with Italianate detailing at **218 Karl Gordon Road (V)** (Photo #67); a side gable house at **34 Washburn Road (V)** (Photo #68) that is oriented perpendicular to Washburn Road and has an unusual (for the area) two-story porch with Italianate support posts, with two smaller connecting ancillary sections and a large barn; and the large three-bay front gable house with imbricated shingles in the front gable peak at **441 Fowler River Road (V)** (Photo #69) which also has connecting rear sections and barn.

One of the houses in the Murray Hill Summer Home District in Hill is dated to ca. 1890 and was one of the purpose-built summer homes here. The three-bay house on **Murray Hill Road, VHB-HIL-003 (V)** (Photo #70), actually displays similarities to the older farmhouses in the district, with a side gable roof and central chimney, but is shingled and has a commodious front porch.

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A single house in Danbury that is within a viewshed area that likely dates to the later part of this period is on **Eastern District Road, VHB-DNB-005 (V)** (Photo # 71 and Photo #72), that has a hip roof and square form with a long ell and a large attached new England barn.

Barns and outbuildings from this period include a number of intact front gable or New England barns, as well as a stone springhouse and assorted wood sheds. Examples include the low-pitched front gable shed, barns and other sheds at the **Little Creathorne Farm (NHDHR #GRA002), 702 Main Street in Grafton (not in V)** (Photo #73 and Photo #74); the New England barn and attached shed on the connected five-bay cape farmhouse on **Mount Cardigan Road in Alexandria, VHB-ALX-005 (V)** (Photo #75); a large example at **440 Fowler River Road in Alexandria (V)** (Photo #76); and a smaller front gable barn at **1118 Fowler River Road in Alexandria (not in V)** (Photo #77). A small side gable barn with attached shed is on the opposite side of the road from the house at **356 Main Street in Grafton (V)** (Photo 78). The only example of a springhouse is a front gable structure of mortared fieldstone with a center door at **54 Turnpike Road in Grafton (not in V)** (Photo #79).

Only one commercial building known to date from this period within the 3-mile APE is the Grafton Inn in Grafton Village. The **Grafton Inn on Main Street, VHB-GRA-009 (not in V)** (Photo #80), which dates to 1876, is a front gable five bay structure with a center entrance containing paired doors, Gothic Revival barge board, and a porch with matching trim. A front gable barn with a vented cupola is connected at the rear of the inn (Photo #81).

Two institutional buildings that date to the 1890s within the 3-mile APE are the brick front gable **Haynes Library at 33 Washburn Road in Alexandria Center (V)** (Photo #82) that dates to 1894 and the **Town Hall (NHDHR# GRA0014) in East Grafton at 35 Turnpike Road (not in V)** (Photo #83). The town hall is a former schoolhouse (District 5) that was built c. 1899 and is larger than the earlier schoolhouses, with a center entrance on the long side with grouped windows.

The earliest stones in two cemeteries date to this period. They are the **Patten Cemetery on Washburn Road north of Braley Road in Alexandria, VHB-ALX-015 (not in V)** (Photo #84), which has a headstone dating to 1869, and **Litchfield Cemetery on Route 4 at the corner of Oakridge Road in Danbury, VHB-DNB-006 (not in V)** (Photo #85), which has an 1875 stone as its earliest reported example (<http://www.findagrave.com>).

Two late 19th century industrial buildings remain in the 3-mile APE in Alexandria. Now converted to a house, the 1883 Patten steam saw mill at **603 Washburn Road (not in V)** (Photo #86) was recorded as part of the Washburn Road Area (ALX-WRB), which was determined not eligible in 2008. The building has two front gable sections and a lower side gable addition on the front with a large bay window. Another building with a milling or other industrial use, evidenced by its monitor roof and tall cupola, is at the corner of **Smith River Road at Cass Mill Road in South Alexandria, VHB-ALX-016 (V)** (Photo #87).

Within the 3-mile APE in Grafton is an example of older stone abutments for a road bridge. It is located on **Wild Meadow Road at Hoyt Brook (NHDHR #GRA0013), VHB-GRA-010 (not in V)** (Photo #88) which was recorded on an inventory form in 2007, but not evaluated for eligibility.

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1900-WWII

By the early 20th century the towns in the 3-mile APE continued to lose population, although some buildings were re-used for tourism purposes including old farmhouses and inns. Some new buildings were erected for commercial and institutional uses.

Only two examples of a bungalow house type were found in the 3-mile APE, and neither is in a viewshed area. One example is at **371 Route 4 in Danbury (not in V)** (Photo #89). Other early 20th century houses, which are in the viewshed areas, are **318 Main Street in Grafton (V)** (Photo #90), a simple side gable house with shingle siding, newer front porch entry, and cement block flues; **337 Main Street in Grafton (V)** (Photo #91), an early 20th century hip roof house with enclosed front porch; and two similar gambrel-roofed houses with enclosed porches and shed dormers in Alexandria at **14 Karl Gordon Road (V)** (Photo #92) and **253 Karl Gordon Road (V)** (Photo #93). A third gambrel-roofed house at **77 Brad Chase Road in Danbury (V)** (Photo #94) has a large gambrel-roofed barn, presumably dairy, one of few examples seen of this type of barn.

Houses that appear to have been built prior to or during WWII in the 3-mile APE that are within viewshed areas include a mid-20th century Cape Cod house at **Brad Chase Road in Danbury, VHB-DNB-007 (V)** (Photo #95). Three additional examples are located in Alexandria: a simple front gable house and its associated shed/garage at **Thissell Road and Town Pound Road, VHB-ALX-017 (V)** (Photo #96 and Photo #97); a sprawling suburban house at the corner of **Washburn Road and Grafton Road, VHB-ALX-018 (V)** (Photo #98); and a 1-1/2 story house with a long rectangular footprint at **190 Fowler River Road (V)** (Photo #99).

Early 20th century cottages and hunting cottages in the 3-mile APE are represented by a small side gable cabin at **70 Wild Meadow Road in Danbury (V)** (Photo #100), which has large windows flanking the center entrance on the front.

Outbuildings from this period are represented by a large shed or industrial building at the west end of **Alexandria Center on Washburn Road, VHB-ALX-019 (V)** (Photo #101); and two side gable structures with roof vents that are presumed to be sugar shacks on **North Road in Alexandria Center, VHB-ALX-014 (V)** (Photo #102) and a smaller structure on **Eastern District Road in Danbury, VHB-DNB-005 (V)** (Photo #103), that is on the same side of the road as the connected farmhouse with large barn noted earlier.

Two institutional buildings are the 1913 **Alexandria Town Hall at 47 Washburn Road in Alexandria Center (V)** (Photo #104) and the ca. 1923 **Grafton Library (NHDHR #GRA0018) in Grafton Village at 26 Library Road (not in V)** (Photo #105), which is a front gable cement block building located in a mainly residential area in this small village. The library was listed in the State Register in November 2012.

The only example of a cemetery building (or possibly a town shed) in the 3-mile APE is the small gable front wood frame structure at the south end of the **Crawford Cemetery on the east side of North Road in Alexandria Center, VHB-ALX-009 (V)** (Photo #106). This building likely dates to the first decade of the 20th century, although the cemetery dates to the 1820s.

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The Boston & Maine Railroad took over the Northern Railroad in 1890, and by the early 20th century it had replaced many of the bridges on the railroad line. Within the 3-mile APE, the railroad line has been converted to a recreational trail with plate girder and other bridges retained, but altered with new decks. An example of a converted bridge, which has a new deck but older substructure and plate girder superstructure, is seen on the corridor **off Ford Mill Road over Smith River in Danbury, VHB-DNB-008 (not in V)** (Photo #107). The 1911 **Tramp House (NHDHR #GRA0016) at 11 Library Road in Grafton (not in V)** (Photo #108) is a common building type that was constructed near railroad stations to accommodate transient travelers. It is the only example of this building type in the 3-mile APE. The building was moved to the rear of 11 Library Road from its original location nearby, south of Route 4 in Grafton near the depot.

The 1913 Danbury Bridge which carried **High Street over the Smith River, VHB-DNB-009 (outside 3-mile APE)** (Photo #109) lies outside of the 3-mile APE and was the only metal truss bridge observed during the field survey. It was determined not eligible over 10 years ago.

WWII – 1980s

Only one building from this period that is at least 50 years old is located within the viewshed area. The ca. 1963 **Alexandria Volunteer Fire Department station at 158 Washburn Road (V)** (Photo #110), located west of Alexandria Center, appears to have been designed with the town's older institutional buildings in mind as it is a small front gable structure similar to the earlier schoolhouses. The cement block building's simple appearance is accented by brick quoins on the front corners and a small cupola in the front area of the ridgeline. The volunteer fire department in Alexandria was organized in 1963 (<http://www.alexandriavfd.org>), so it is assumed the front gable section dates to that year, although the side section appears to be a late 20th century addition.

There are some distinctive types in Alexandria, Grafton and Danbury from this time period, although none of them are located in the viewshed area. Examples include a grouping of four to five A-frame houses on Washburn Road in Alexandria (see **2342 Washburn Road (not in V)** (Photo #111)) and one at **10 Hemlock Lane in Danbury (not in V)** (Photo #112) that may date to the late 1960s or 1970s. The houses share the characteristic dramatic steeply-pitched front gable roof that extends to the ground and a centered entrance on the front. The deck railings on the front of both houses appear to be later replacements, but the house at 10 Hemlock Lane retains its serrated barge board. The A-frame houses seen tend to have a deeper setback than earlier houses and are framed in a series of tree lots. There is also a geodesic dome house at **213 Cherry Hill Road in Grafton (not in V)** (no photo could be obtained) that likely dates to the 1960s, but could not be clearly photographed from the road; no photograph of the house is in this form. Satellite images available on Google maps were used to confirm that a portion of the house is a geodesic dome. Estimated to date from the 1970s is a small front gable cabin with large front windows in Grafton on the north side of **Main Street, VHB-GRA-012 (not in V)** (Photo #113).

1980s-Present

No buildings within this period, even if they were within a viewshed area, were reviewed for consideration for further investigations as they are not over 50 years old. There are many houses that date to the late 20th century that are within the 3-mile APE that are associated with the steady rise of population that is being experienced in most of the towns. Many are relatively conventional log houses, such as **68 Brad Chase Road in Danbury (V not considered due to age)** (Photo #114), which appear

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to date from the 1980s to the present, and more traditional designs, as an example seen on **Forbes Mountain Road in Danbury, VHB-DNB-010 (V not considered due to age)** (Photo #115), which is a more conventional single family home with side gable and porch. Several more imaginative designs within the 3-mile APE include the 1980s octagonal house at **856 Cass Mill Road in Alexandria (V not considered due to age)** (Photo #116) – one of two in the 3-mile APE; a house located north of Route 4 and Zaccariah Road in Danbury, **VHB-DNB-011 (V not considered due to age)** (Photo #117), which is basically a tower composed of multiple, increasingly smaller, stacked sections with side gable roofs; and a similar horizontally-oriented one on **Washburn Road in Alexandria, VHB-ALX-020 (V not considered due to age)** (Photo #118).

Horse farms and riding stables are a relatively common use in the 3-mile APE, some of which have more recently constructed barns and outbuildings. One example is the barn complex at **306 Taylor Hill Road in Danbury (V for barn not considered due to its age)** (Photo #119), which has an older house that is in the viewshed area (see Photo #65).

Several new bridges or culverts replaced older ones during this period; one example is a somewhat unusual pipe culvert on **Gifford Hill Road over Hoyt Brook in Grafton, VHB-GRA-013 (V not considered due to age)** (Photo #120), that is surrounded by small stones.

The Appalachian Mountain Club's **Mount Cardigan Lodge on Shem Valley Road in Alexandria, VHB-ALX-021 (V not considered due to age)** (Photo #121), is a recent (2005) major renovation and addition to an earlier, much smaller building that was constructed in 1939. The current four-story side gable building has shingle siding, grouped windows, and gable-and shed-roofed entries.

22. Statement of Significance

Previously Recorded Resources in the 3-mile and 5-mile Areas

VHB and LM Preservation researched the site files at the NHDHR to find resources within the 3-mile APE that were previously inventoried, listed in either the National Register or the State Register, properties that received a formal determination of eligibility, and other properties for which information was found at the NHDHR. These resources are mapped on Figure 1 and listed in Table 1. Table 1 lists the previously recorded resources within the 3-mile and 5-mile areas and includes information on address, date of listing or DOE, outcome of the DOE and date (if applicable), National Register criteria met and brief statement of significance, and current status (when known). There were no previously inventoried, listed or determined eligible properties in Wilmot, Springfield, or Hebron, which partially lie within the 5-mile radius.

Within the 5-mile area, which is comprised of a 2-mile area beyond the 3-mile APE, the NHDHR specifies that fewer categories of recorded resources should be noted. These categories are National Register and State Register-listed properties, inventoried properties that received an affirmative determination of eligibility, and properties that have a negative determination of eligibility that was completed more than 10 years ago, because conditions for eligibility may have changed in the interim.

3-mile APE

The 3-mile APE includes portions of the towns of Alexandria, Danbury, Grafton, Hill, and Orange. There are no inventoried or designated properties in Orange within the 3-mile APE. In Alexandria, there

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are three previously inventoried resources located within the 3-mile APE: Benton Farm at 202 Fowler River Road (ALX0002) was recorded in 2000 but not evaluated for eligibility, while the bridge carrying Washburn Road over Patten Brook (ALX0005) and the surrounding Washburn Road Bridge Area (ALX-WRB) were determined not eligible in 2009. In Danbury, there are six previously inventoried properties located within the 3-mile APE. Four of these inventoried properties were recorded in 1985 as part of the Lakes Region Community Survey and Planning Project (#07657) but were not assigned NHDHR #s nor evaluated for significance, including the Tadakowsky House on North Road, the Michels House on North Road, the Sargent House on North Road, and the Stone Lodge on Route 4. The Sargent House could not be relocated during the current survey, and may be non-extant. Two additional inventoried properties located in Danbury have been determined eligible for National Register listing. The North Road Schoolhouse (DNB0002) on North Road was determined eligible in 2001 under Criteria A and C; however, the inventory form could not be located so no additional details regarding the determination are available. The Northern Railroad was determined eligible for the National Register in 1999 (see discussion below).

Grafton contains eight previously inventoried properties within the 3-mile APE, including two homes that were surveyed as part of the Grafton CDBG Housing Replacement and Rehabilitation Program in 1997 but were constructed recently (GRA0006 and GRA0012). The Northern Railroad extends through Grafton in the 3-mile APE, and was determined eligible for the National Register in 1999 (see discussion below). Two properties in Grafton are listed in the State Register, including the East Grafton School (Town Hall; GRA0014) and the North Meetinghouse (East Grafton Union Church; GRA0019). Both properties were recorded in 2010, and are considered significant under Criterion A for their role in the development of Grafton. The North Meetinghouse is also considered eligible under Criterion C for its retention of Shingle Style architectural details. One property in Grafton has been found eligible by NHDHR for listing in the State Register, Hinkson's Carding Mill (GRA0017) on Turnpike Road which retains features such as the interior works and mill race, and is considered significant under Criterion A for its role in the industrial development of Grafton. One property in Grafton located within the 3-mile APE has been determined not eligible for the National Register due to lack of integrity and significance: a hunting cabin on Wild Meadow Road (GRA0004). The property was not relocated during the current survey, indicating that either the cabin is located in an area not visible from the public roadway, or that it has been demolished since its 1997 recordation. Finally, a stone culvert on Wild Meadow Road over Hoyt Brook (GRA0013) was recorded in 2007 but has not been evaluated for significance.

Hill contains only two previously inventoried properties within the 3-mile APE, including the Murray Hill Summer Home District which was listed in the National Register in 1988. The nomination form for the district also included a full set of NHDHR individual inventory forms for the properties within the district. The district is significant under Criterion A as an early manifestation of the summer vacation home movement in NH, with a period of significance of 1873-1937 reflecting the time when seasonal residents converted older farms into vacation homes. A large portion of the historic district extends into the 5-mile radius of the Project area. In addition, the Cass Mill Bridge over Smith River (no NHDHR#) was determined not eligible in 1981 and has since been replaced.

The majority of the entire length of the Northern Railroad line from its origination at Concord, NH to Lebanon, NH was documented on a project area form in 1994-1995. It appears that individual components of the railroad line, including depots, freight houses, section houses, and bridges and culverts were noted on the form, but were not assigned individual inventory numbers. No map associated with the form was located. The entire length of the line was determined eligible for the National Register in 1999 under Criterion A as an early transportation corridor that influenced the

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development of several small villages as well as future railroad lines up to Canada. In addition, some resources have architectural significance, resulting in consideration under Criterion C. All resources on the line that pre-date 1970 are judged to be contributing resources to the linear district. Sections of this line are in both the 3-mile and 5-mile areas of Danbury and Grafton.

5-mile radius

The 5-mile radius includes portions of Bristol, Danbury, Grafton and Orange. Although Wilmot, Hebron, and Springfield have small portions located within the 5-mile radius, the radius contains no inventoried properties in these towns and USGS quadrangle maps show little development in the vicinity of these areas.

Bristol contains two properties listed in the National Register, including the Central Square Historic District (1983) and the Minot-Sleeper Library at 14 Pleasant Street (1988). Seven additional properties were determined eligible for the National Register: the Central Street Bridge over the Pemigewasset River; the Holden House at 108 Lake Street (BRI0013); the IPC Upper Dam District; the Crockett House at 19 Pleasant Street (BRI0022); the Cyrus Taylor House at 20 Pleasant Street (BRI0023); the Pleasant Street Neighborhood Historic District (Area A); and the Union Lodge Masonic House on Pleasant Street (BRI0020). Also in Bristol, the Whipple House at 75 Summer Street (BRI0031) has been listed in the State Register, while the Dodge-Davis Mill Housing (BRI0003) was determined not eligible, with the determination more than 10 years old (1994). Two properties in Danbury have been recorded in the 5-mile radius, including the Old Baptist Church on High Street (DNB0001) which was determined eligible for the National Register, and the Danbury Bridge on High Street (no NHDHR#) which was determined not eligible in 1981.

Grafton has eight properties that have been recorded within the 5-mile radius. Two properties are listed in the State Register, the Pines School (GRA00015) and the Grafton Town Library (GRA00018). Similar to the State Register-listed properties located in the 3-mile radius within Grafton, both of these properties had an important role in the development of Grafton and are considered significant under Criterion A. The Pines School is also noted as eligible under Criterion C as a well-preserved example of a Greek Revival schoolhouse. In addition, Little Creathorne Farm (GRA0002) on Route 4 was determined eligible for listing in the National Register in 1997 as a well-preserved example of a high-posted cape house, though the DOE notes that more information would be needed. One property within the 5-mile radius in Grafton has been found eligible by NHDHR for listing in the State Register; the Grafton Tramp House (GRA0016) at 11 Library Road has been moved from its original location along the Northern Railroad, but was determined eligible for the State Register in 2010 as an uncommon building type with few (if any) similar examples remaining. There are four houses within the 5-mile APE which have a determination of not eligible from NHDHR; however these determinations are more than ten years old. Three of these houses were included in the above-referenced Grafton CDBG Housing Replacement and Rehabilitation Program in 1997 but were constructed recently (GRA0008, GRA0009, and GRA0010) A house on Main Street (GRA0003) has also been determined not eligible due to lack of integrity and significance, but the DOE notes that more information may be needed.

Prior surveys

There are no town-wide or historic district area inventory forms in the 3-mile or 5-mile areas in the NHDHR site files. Several entities have produced inventory forms in the 3-mile APE over the last 35 years, but these are not generally comprehensive neighborhood initiatives. These entities are the Grafton

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CDBG 1997 housing replacement and rehab program survey, in which houses for which CDBG funds had been applied for were documented. These included some late 20th century mobile homes that were re-located in the field when possible, but are not considered suitable candidates for further survey. In Danbury, there was a Lakes Region community survey and planning project in 1985, but not every building over 50 years in the town was included in this survey. The New Hampshire Department of Transportation (NHDOT) sponsored an inventory of the Northern Railroad in 1994-1995 and some road culverts in 2007. A 1981-1982 survey by the engineering company of Sverdup & Parcel for the NHDOT also documented some highway bridges in the area.

Only two project area forms were recorded in the 3-mile area: the Washburn Road Area (ALX-WRB), for a bridge replacement in 2008, and the Northern Railroad (NHDHR Area RR), completed in advance of its rehabilitation into a recreational trail. The Northern Railroad, which is now a recreational trail, is primarily through Danbury and Grafton within the 3-mile APE. Orange only contains a small segment of Northern Railroad line (within the 5-mile radius), and it is unclear if any individual resources, especially bridges or culverts, on the line were found in Orange. In Wilmot, Hebron, and Springfield, there were no previously surveyed properties within either the 3-mile or 5-mile areas.

Relevant Historic Contexts***72. Boarding Houses***

Older farm houses were typically the property type that served as boarding houses in the late 19th or early 20th centuries in the Project area towns. A discussion of summer boarding in the Boston and Lowell Railroad summer schedule extols that “On all of these divisions there are delightful towns, on the summits and sides of hills,...and there is an unlimited number of boarding and farm houses, where a stay of weeks may be made by a whole family, at a very moderate cost and great pleasure.” (Boston and Lowell 1885, p. 108). Local families or individuals took in boarders to gain extra income but also to meet the need to house the ever-increasing number of tourists to New Hampshire’s lakes region in the late 19th century and early 20th century. The host buildings would have been relatively large ones, and may have been added to, with rear or side additions, or received new dormers to enlarge interiors. The boarders were generally attracted to the rural setting, peaceful atmosphere, and natural beauty of the areas that afforded opportunities for relaxation and recreation, such as sitting on a porch and enjoying views, mountain hiking, and horse-back riding. Scenic views of nearby mountains and hills were selling points for farms and boarding houses with a location that had such views. A business card for Hillcrest Farm in East Grafton (location and current status not confirmed) boasted “High Location. Beautiful Mountain Scenery” at the top (Cushing 1992, p. 274) and Inland Farm in Danbury (location and current status not confirmed), which was a large rambling farmhouse that had “Beautiful Scenery!” with free transportation for guests from the railroad station 2-1/2 miles away (Danbury Bicentennial Committee 1995, p. 43). All boarding houses in the area could provide easy access to a host of recreational activities, but for those boarding houses with a commanding view of the nearby mountain scenery, this became a common selling point. For these select properties, integrity of setting with scenic mountain views would be required in order to constitute a significant character-defining element of a property eligible for the National Register under Criterion A for its association with this context. The State of New Hampshire’s real estate publications advertising farms throughout the state included the “half hundred grand mountains” on the list of selling points (NH Commissioner of Agriculture and Immigration 1899, p. 5). Illustrations throughout the Boston and Lowell Railroad summer schedule publications feature views of mountains in the distance, which reinforces the importance of mountain views as a significant factor.

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The only known example of an extant boarding house in the 3-mile APE is the Maples at **54 Turnpike in East Grafton (not in V)** (Photo #35) which was reported as a turn-of-the-century boarding house in the 1992 Grafton history, *Isinglass, Timber and Wool*. The property was described as being “situated in a pleasant and quiet village set among the hills” (Cushing 1992, p. 275).

Properties in the Indirect APE that may be significantly associated with this context were evaluated using several factors. The properties consist of large farmhouses with a barn and/or other contemporary outbuildings. The houses are large enough to suggest quarters that could accommodate guests, and/or displayed late 19th or early 20th century alterations that suggested enlargements for the purpose of housing boarders, including ancillary entrances, dormers, and side and rear additions. Period landscaping features and service outbuildings, if identified, would need to be retained for integrity of association and setting. The houses may be within or close to a village center or in an immediate setting that was rural in character, both of which could be considered desirable locations, but must have a scenic view of nearby mountains and hills. The purpose of any additional investigations would be to confirm that the properties were operated as boarding houses in the late 19th or early 20th century, and are therefore associated with Criterion A specifically for this context.

73. Summer and vacation home tourism

After the Civil War, a large number of farms in New Hampshire (and other New England states) were left behind by family members who moved to industrial urban areas in search of better wages, and to the Midwest in search of larger farms and better crop yields. The State of New Hampshire’s real estate publications that advertised unoccupied farms as summer homes, including farms located in towns within the 3-mile APE, mentioned both mountain and lakeside recreational benefits, as well as the health benefits of the fresh air. Railroads, including the Northern Railroad which runs through the 3-mile APE, provided increasingly easy access for summer visitors to most areas of New Hampshire during this period as well.

Although 18th and early 19th century farmsteads were sited to take advantage of level land, good soil, proximity to water sources, and accessibility to roads, setting rose to primary importance during the late 19th and early 20th centuries. The natural setting and fresh air were features shared by all of these renewed farmsteads, but for properties that enjoyed a mountain view, the scenery became a major feature of its choice and subsequent alterations by “unhappy urbanites” (Brockaway et al., Section 8 p. 2). A prime example of this has already been documented in the Murray Hill Summer Home District in Hill, which is partially located within the 3-mile APE. Memoirs of residents repeatedly dwell on views of the nearby mountains (Murdock n.d., as reported in Brockaway et al. 1987, Section 8 p. 14-16). A number of the homes in the district were specifically altered in order to maximize views of the mountains in the distance, including the addition of large porches, picture windows, second story bedroom dormers, and extra bathrooms (Brockaway et al., Section 8 p. 13-14). The nomination form states that “the view of mountains and river valley influenced the academic community along Murray Hill Road as much as the views of Mt. Monadnock and Mt. Ascutney influenced the artists colonies in Dublin and the Plainfield/Cornish” (Brockaway et al. 1987, Section 8 p. 16). The form confirms that the mountain views to the north of Murray Hill Road were a significant factor in their choice of location and are included as an important character-defining element of this district (Brockaway et al. 1987, Section 8 p. 19).

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Not all buildings associated with tourism had a scenic mountain view as an integral feature, as lakes, streams, and wooded areas provided plenty of recreational activities. The location of late 19th and early 20th century purpose-built summer homes, including hunting camps and cabins, may be influenced more by proximity to a brook or stream, or by their location in an isolated wooded setting. Several small cabins were seen in the 3-mile APE, but a majority of the observed cabins were not in viewshed areas. It is possible that others sited in wooded settings are not accessible to public view or at the end of a long private lane.

The number of former farmhouses that were purchased by people from urban areas in the 3-mile APE and viewshed is unknown. At this time, it is unknown which farms within the 3-mile APE were used for such a purpose, besides the properties within the National Register-listed Murray Hill Summer Home District in Hill. The historic district has been extensively researched and documented in the National Register nomination by Lucinda Brockaway. The identification of farmhouses used as summer homes for individuals in the late 19th century and early 20th century is challenging and requires documentation to confirm utilization by seasonal residents. Investigations, including deed searches, interviews with knowledgeable individuals, and library and archival research, would have to be conducted to ascertain if a house was rented or purchased to serve as a summer home. Only farmhouses that retain a very high level of integrity of location, setting, design, materials, feeling, association, and workmanship, with a view towards mountains or hills, are recommended for further survey efforts in order to determine if they indeed were used as summer residences. Alterations to the properties that specifically enhance its use as a summer residence, including verandas, picture windows, and multiple dormers do not negatively affect a property's integrity under this context. Older farm properties that have scenic views and can be documented to have been purchased or rented for summer home use in the late 19th and early 20th century may ultimately be recommended for National Register eligibility.

83. Taverns, inns, hotels, motels, motor courts, and bed and breakfasts, 1623-present

Late 18th and early 19th century taverns and inns were located along major roads and turnpikes to accommodate long-distance travelers. They were sited to take advantage of the necessary stops made by stagecoach and other traffic, including movement of agricultural goods to market. A scenic mountain view was not a significant criterion for their importance to a community. Early documented taverns and inns in the 3-mile APE and the immediate vicinity include the Whittier's Tavern at **11 Turnpike Road in East Grafton (not in V)** (Photo # 30) and Joseph Flagg's Tavern at **240 Razor Hill Road in Danbury (just outside 3-mile APE)** (Photo #29).

Nineteenth century hotels were usually sited near railroad stops or in village centers to serve the traveling public, but increasingly provided shelter for longer-term summer visitors. A mountain setting may have been a factor in their location, although it may be secondary to the reasons for its significance. An example is the 1878 **Grafton Inn at Rt. 4 (Main Street) at Library Road, Grafton village (not in V)** (Photo #80 and 81), which by the late 19th century housed summer visitors who either stopped in briefly on their way to their summer homes after traveling to the village by railroad or who stayed in the inn for an extended period and took day trips to Cardigan Mountain, Jerusalem Spring, and local fishing (*The Canaan Reporter*, May 31, 1878, as reported in Cushing 1992:p. 261).

Motels and motor courts were likewise sited along major roads for the convenience of automobile tourists and built in the early to mid-20th century. Both provided lodging for long and short-term summer visitors, but a scenic mountain view may or may not have played a role in their location and their association with the significant trend of automobile-dependent lodging in New Hampshire in the early to

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mid-20th century. No motels or motor courts were found in the 3-mile APE, although a small number may have existed historically.

Recommendations for Further Investigations

The fieldwork yielded 63 properties over 50 years old in the viewshed areas (Indirect APE). The viewshed area is defined as all of the areas within the 3-mile APE from which some portion of the proposed project may be visible. However, it should be noted that visibility of the proposed project area may range from visibility of the tip of one turbine blade, to a full view of multiple turbines. The 63 properties surveyed during the fieldwork are listed in Table 3 and their locations plotted on Figures 2, 3, 4, and 5. The properties for which further investigation is recommended are noted as such in Table 3. Their locations are highlighted on Figure 2-Figure 4 (Figure 5 does not have any surveyed properties) with blue photo arrows and blue text in its identifying label, in order to differentiate these properties from others that have been included in this PAF to provide a historic and architectural context.

These recommendations are based on several criteria: the properties' high level of physical integrity; views of ridgelines which will host turbines as indicated by their inclusion in the viewshed area; and their possible association with the Relevant Historic Contexts. A high level of physical integrity is defined by the characteristics that define what is important about the various property types that are within the relevant historic contexts. Essential elements of physical integrity that should be present are noted in each relevant context, but in general, the property needs to possess integrity of setting, location, feeling, and association, with integrity of materials, design, and workmanship considered on a case-by-case basis in the recommendation process.

Recommended properties are those that may be indirectly (visually) affected by the Project as evaluated by the United States Army Corps of Engineers (USACOE) in consultation with the NHDHR and other consulting parties and would be the subject of additional research and evaluation for both their National Register eligibility and effects, the latter if they are deemed to be eligible after further research and evaluation. As the potential for effects is limited to indirect visual effects, impacts to integrity are restricted to the potential loss of integrity of setting. Therefore, recommendations for further investigation are restricted to properties that may be visually affected by the proposed project, and for which the associated mountain view may significantly contribute to the reasons for the property's importance and potential National Register eligibility under Criterion A as discussed in the Relevant Historic Contexts. These recommendations exclude properties that would be eligible for the National Register primarily for other characteristics, such as architectural style, or association with an important event or activity for which a mountain view setting was not a key feature. As the recommendations included in this PAF are limited to the specific contexts and potential indirect visual effects of this specific project, these recommendations are not intended to provide justifications for or against National Register eligibility for properties in these towns during evaluations for other projects.

Very little is known about the individual histories of the buildings within the Indirect APE at this time. The analysis undertaken to provide these recommendations relied strongly on physical characteristics of the properties, and their similarities to nearby buildings for which an association to the Relevant Historic Contexts was confirmed by documentary sources. The primary purpose of further investigation efforts would be to confirm whether properties are indeed associated with the Relevant Historic Contexts.

There is only one property listed in the National Register or previously determined eligible that is located in the viewshed areas, may be visually affected by the proposed project. The house on Murray

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Hill Road (VHB-HIL-003) has already been identified as a contributing resource to the Murray Hill Summer Home District, and the district has already been recognized for its mountain views as a significant characteristic under Criterion A and in the context of the nomination's "Other: Summer Vacation Home" area of significance. This previous documentation has been noted in Table 3 as well.

Summary of recommendations

Seventeen (17) individual properties are recommended for further investigation to confirm their association with the relevant historic contexts discussed above. Most of these properties are recommended due to their possible use as a boarding house or summer home, for which a scenic mountain view is considered a significant component of their National Register eligibility for the Relevant Historic Contexts. The recommendations and justifications for each are presented in Table 3 and the location of these properties noted on Figure 2-Figure 4 (Figure 5 does not have any surveyed properties).

23. Periods(s) of Significance

N/A

24. Statement of Integrity

N/A

25. Boundary Justification

N/A

26. Boundary Description

N/A

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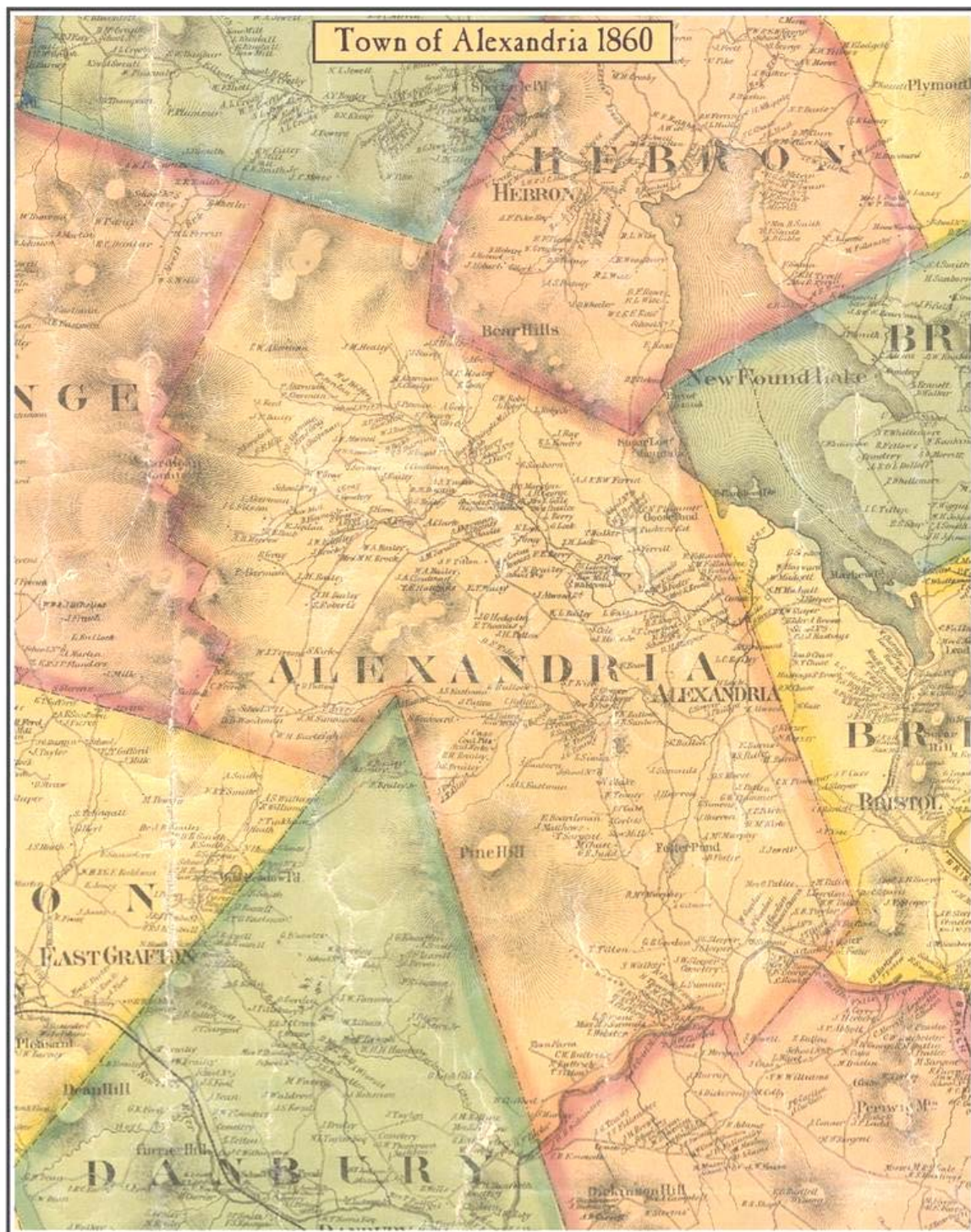
28. Surveyor's Evaluation (N/A as this is a project area form)

NR listed: district	<input type="checkbox"/>	NR eligible:		NR Criteria: A	<input type="checkbox"/>
individuals		district	<input type="checkbox"/>	B	<input type="checkbox"/>
within district	<input type="checkbox"/>	not eligible	<input type="checkbox"/>	C	<input type="checkbox"/>
Integrity: yes	<input type="checkbox"/>			D	<input type="checkbox"/>
no	<input type="checkbox"/>	more info needed	<input type="checkbox"/>	E	<input type="checkbox"/>

If this Area Form is for a Historic District: # of contributing resources: _____
 # of noncontributing resources: _____

AREA FORM

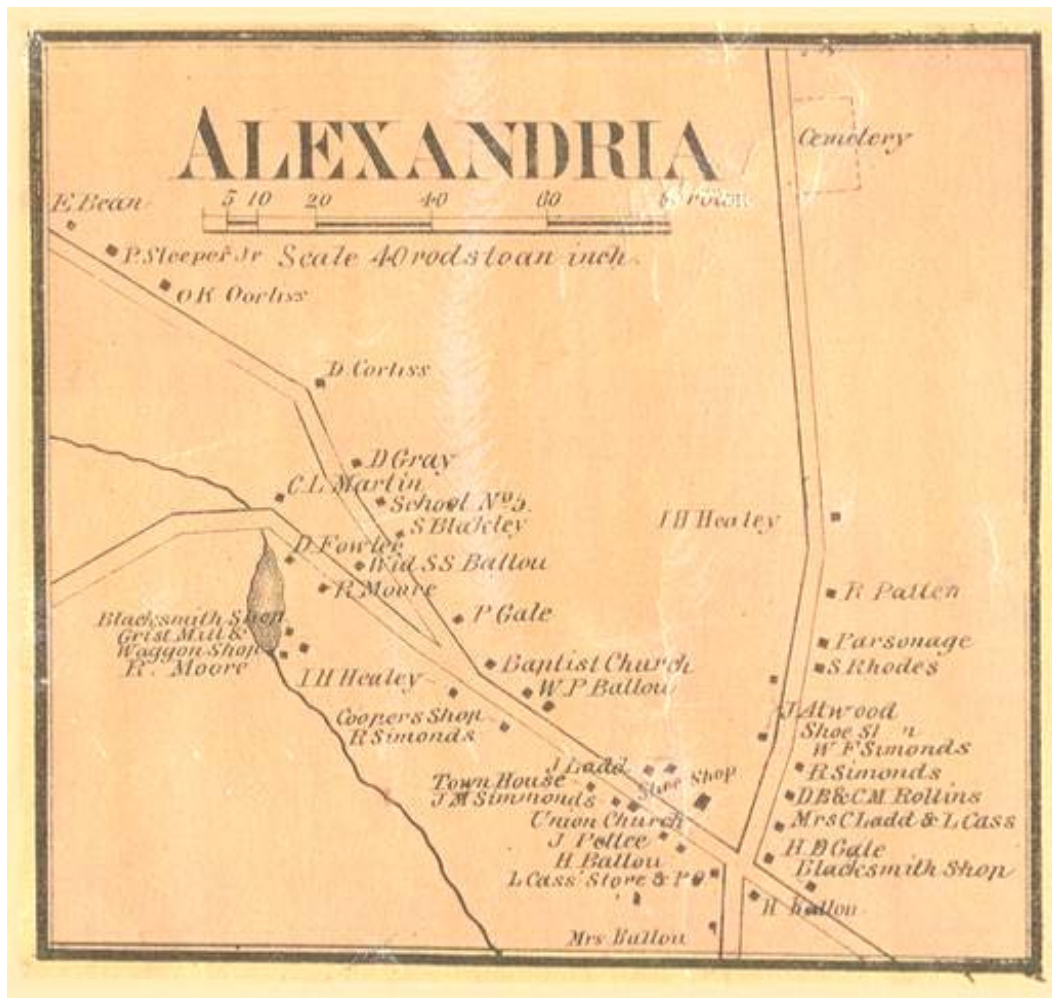
AREA NAME: WILD MEADOWS WIND POWER PROJECT



H. F. Walling. *Topographical Map of Grafton County, New Hampshire*. New York: 1860. <http://www.old-maps.com>, accessed January 2013.

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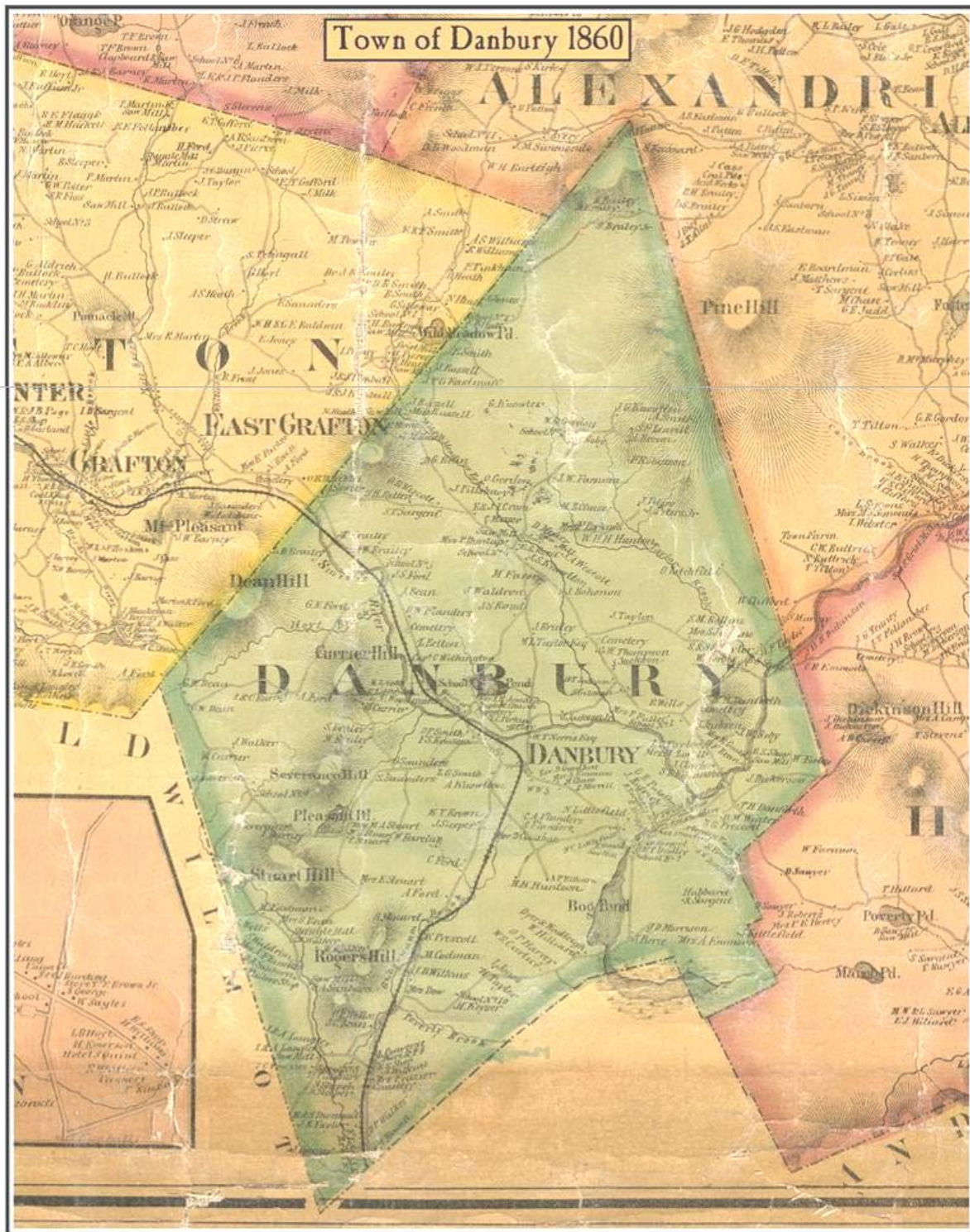
AREA NAME: WILD MEADOWS WIND POWER PROJECT



H. F. Walling. *Topographical Map of Grafton County, New Hampshire*. New York: 1860. <http://www.old-maps.com>, accessed January 2013.

AREA FORM

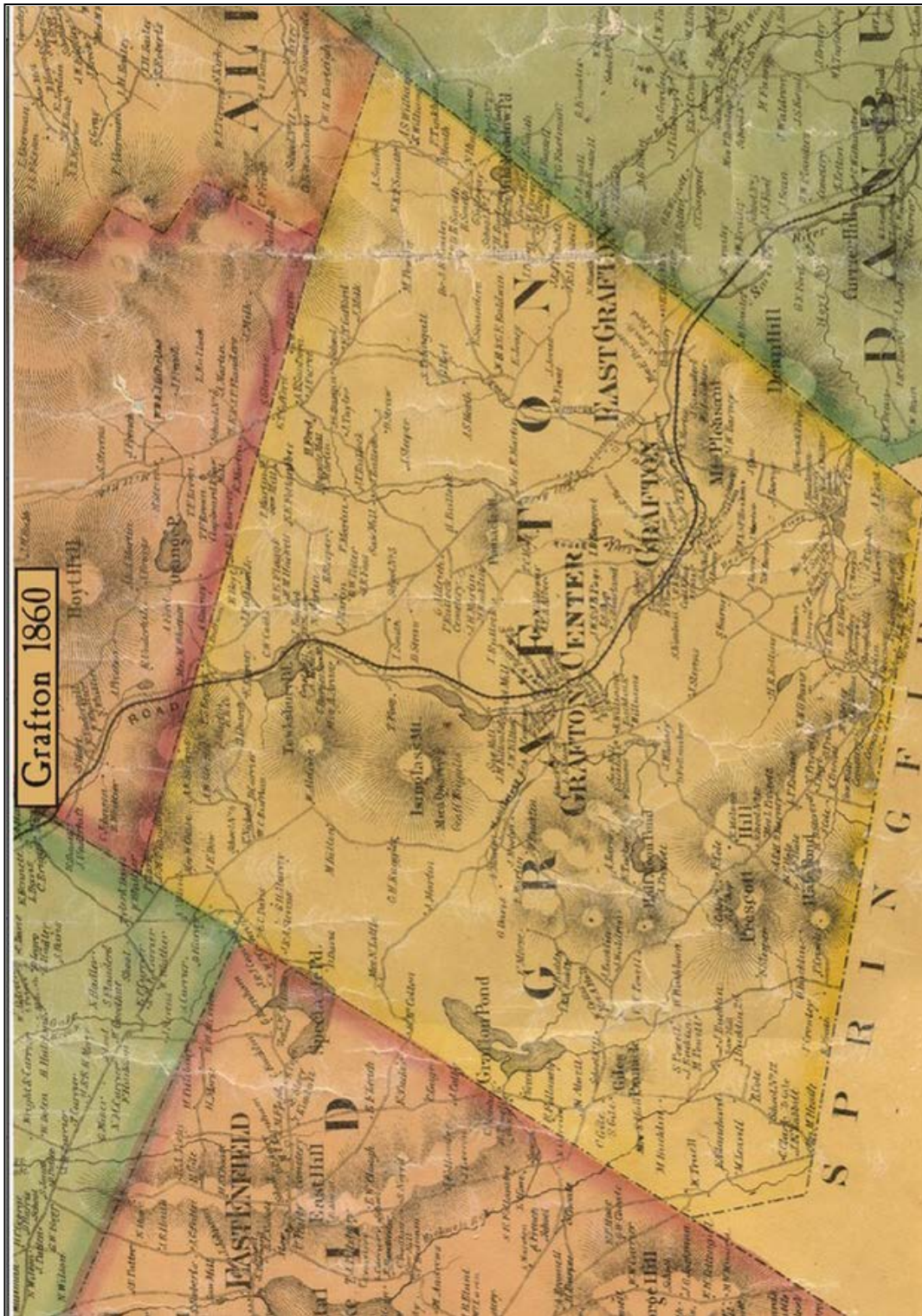
AREA NAME: WILD MEADOWS WIND POWER PROJECT



H. F. Walling. *Map of Merrimack County, New Hampshire*. New York, 1858. <http://www.old-maps.com>, accessed January 2013.

AREA FORM

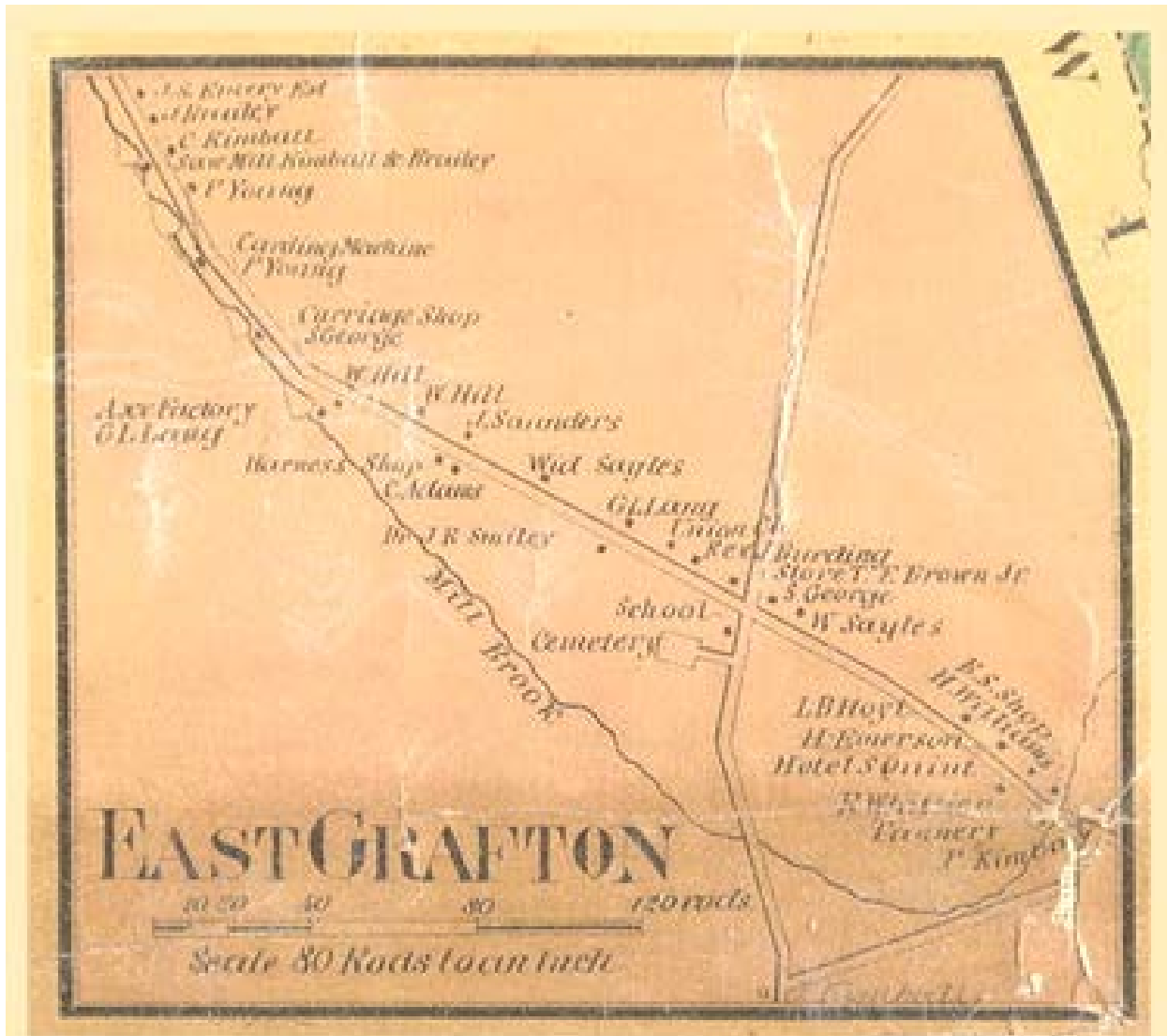
AREA NAME: WILD MEADOWS WIND POWER PROJECT



H. F. Walling. *Topographical Map of Grafton County, New Hampshire*. New York: 1860. <http://www.old-maps.com>, accessed January 2013.

AREA FORM

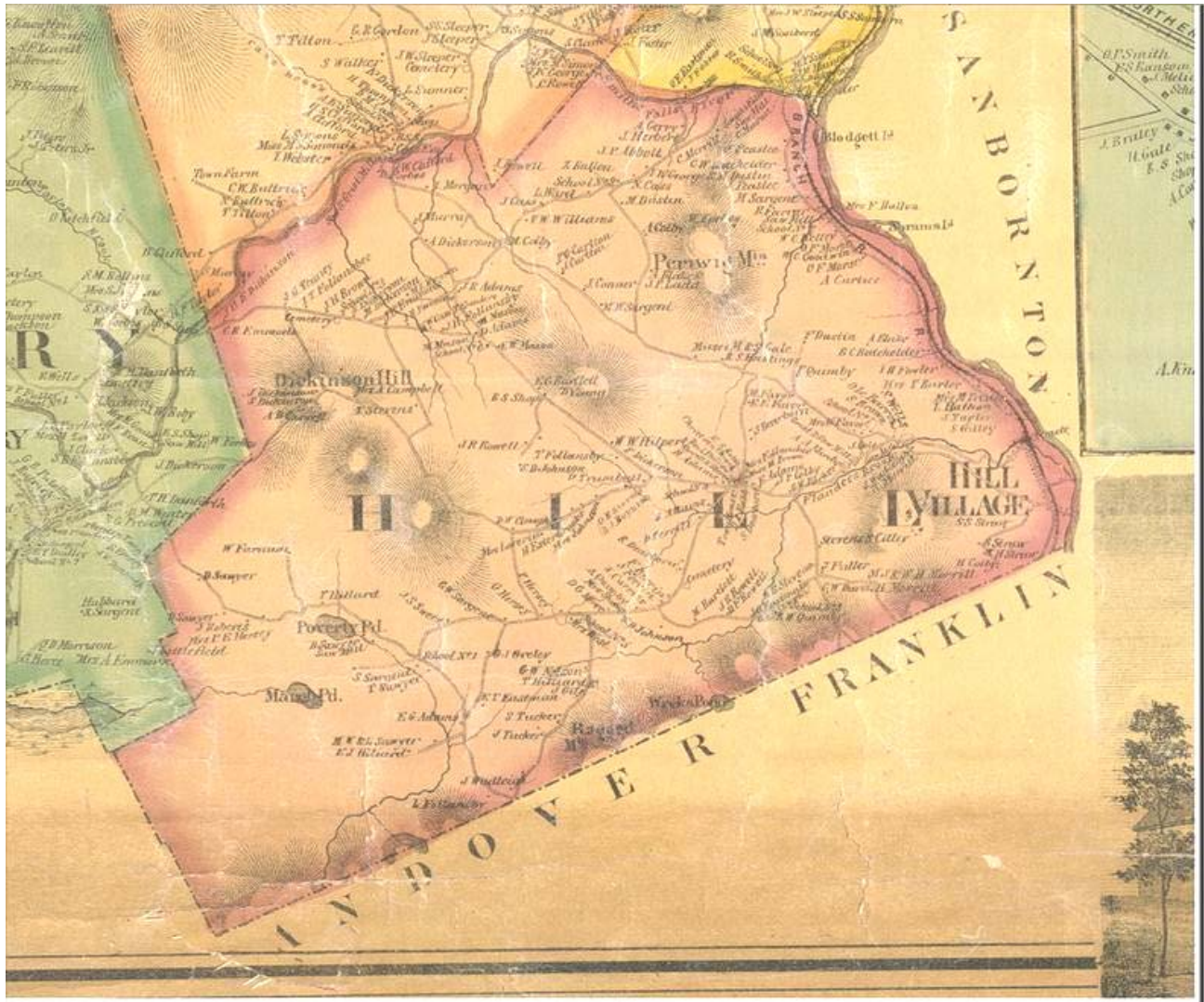
AREA NAME: WILD MEADOWS WIND POWER PROJECT



H. F. Walling. *Topographical Map of Grafton County, New Hampshire*. New York: 1860. <http://www.old-maps.com>, accessed January 2013.

AREA FORM

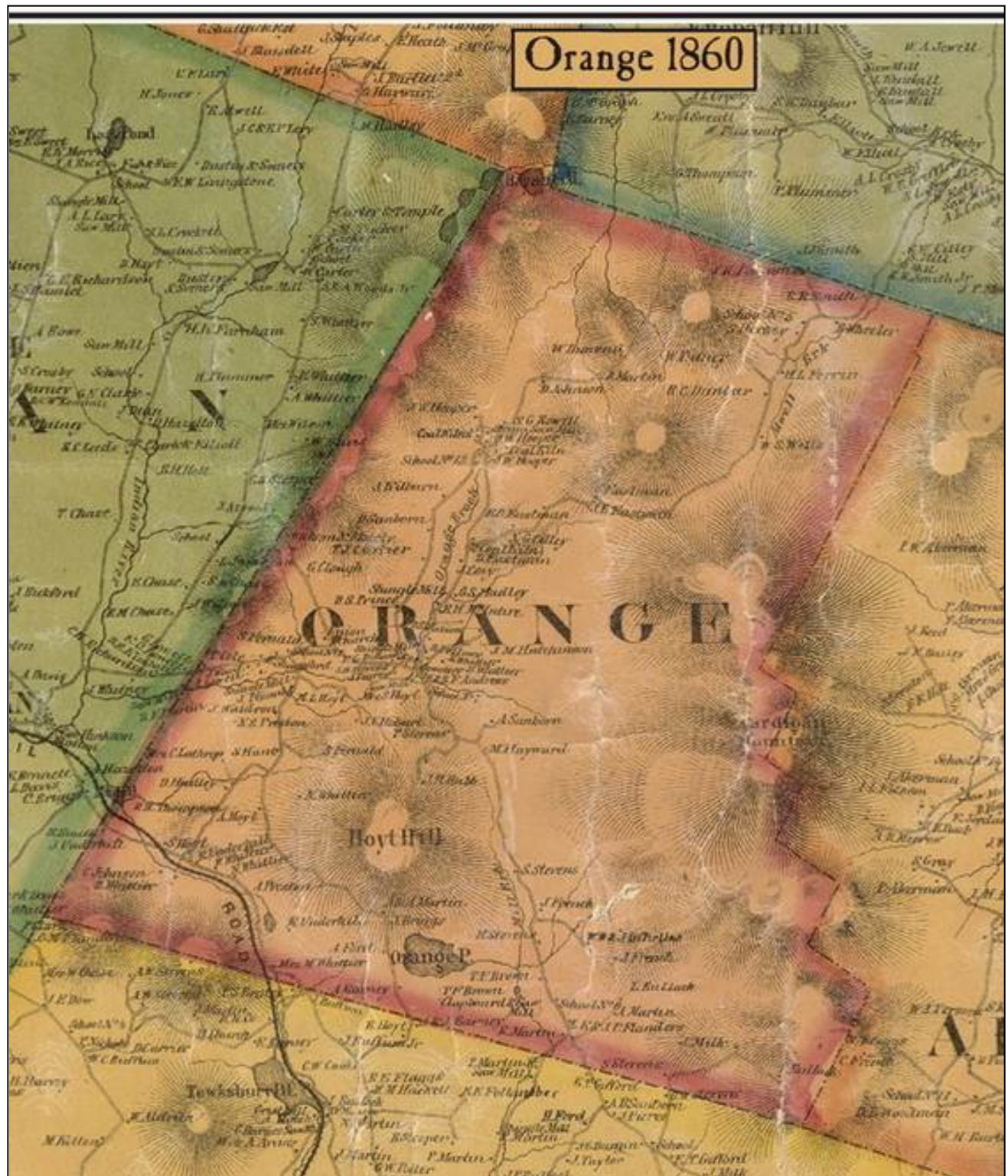
AREA NAME: WILD MEADOWS WIND POWER PROJECT



H. F. Walling. *Map of Merrimack County, New Hampshire*. New York, 1858. <http://www.old-maps.com>, accessed January 2013.

AREA FORM

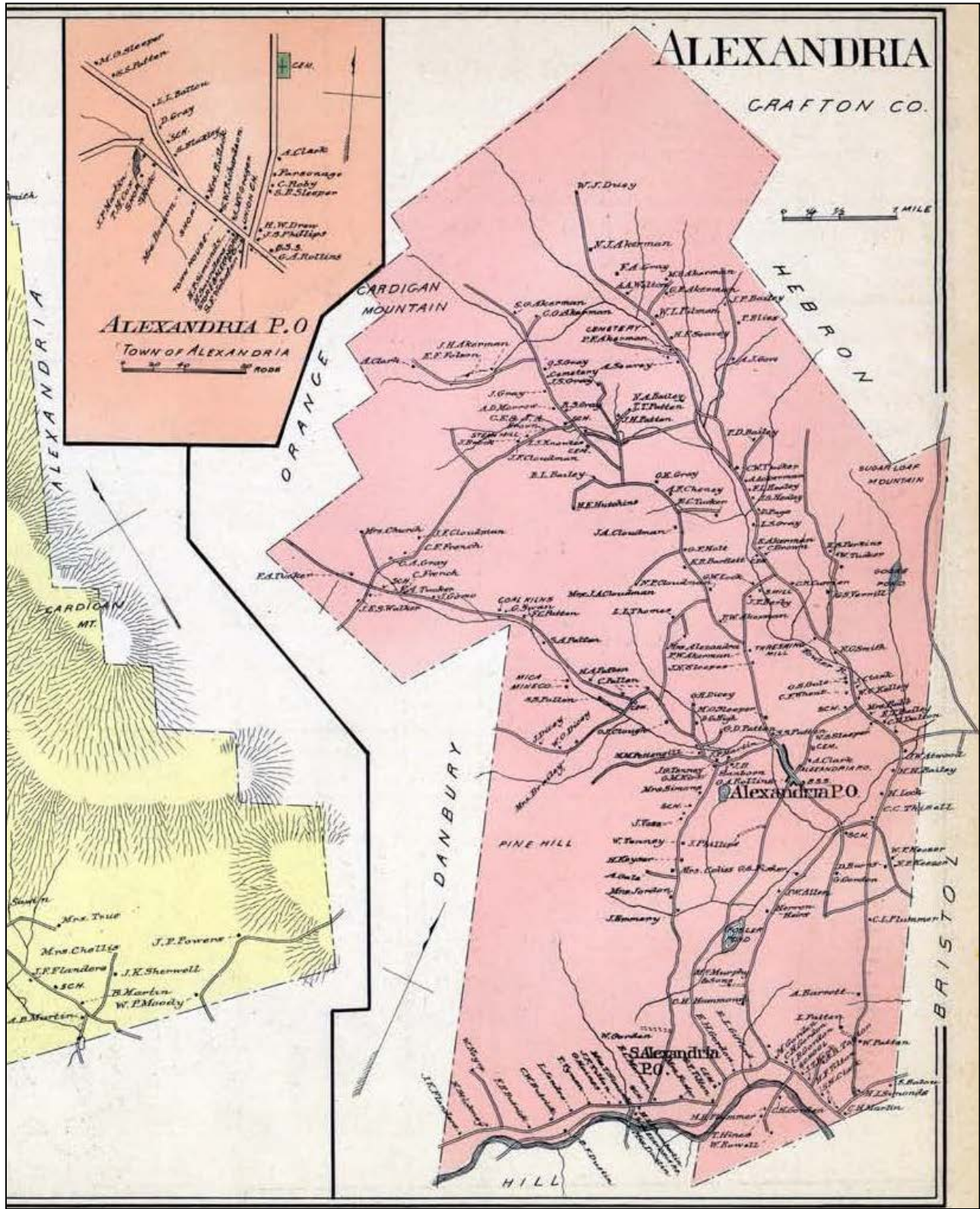
AREA NAME: WILD MEADOWS WIND POWER PROJECT



H. F. Walling. *Topographical Map of Grafton County, New Hampshire*. New York: 1860. <http://www.old-maps.com>, accessed January 2013.

AREA FORM

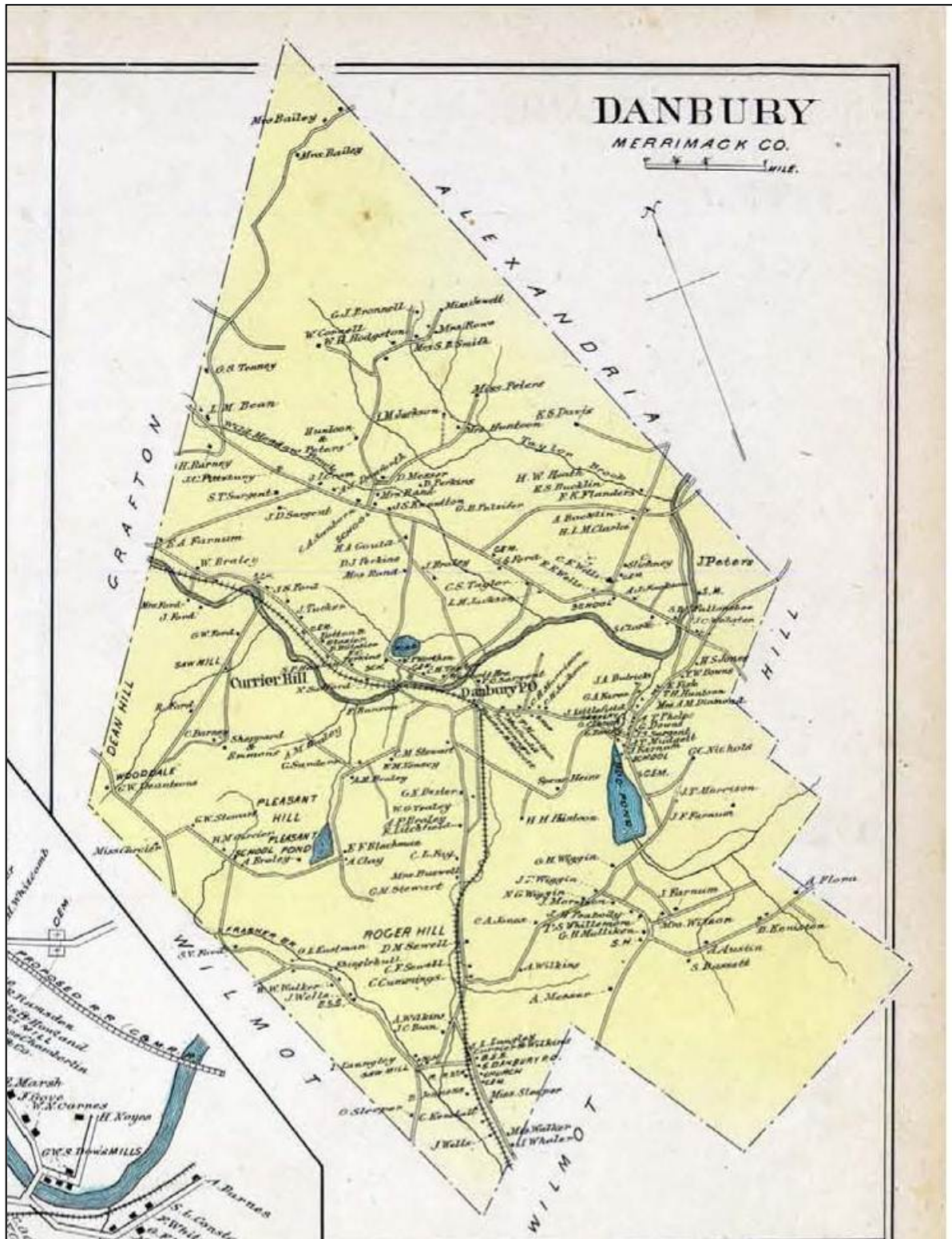
AREA NAME: WILD MEADOWS WIND POWER PROJECT



D. H. Hurd & Co. "Orange and Alexandria," Town and City Atlas of the State of New Hampshire Boston, 1892. <http://www.ancestry.com>, accessed October 2012.

AREA FORM

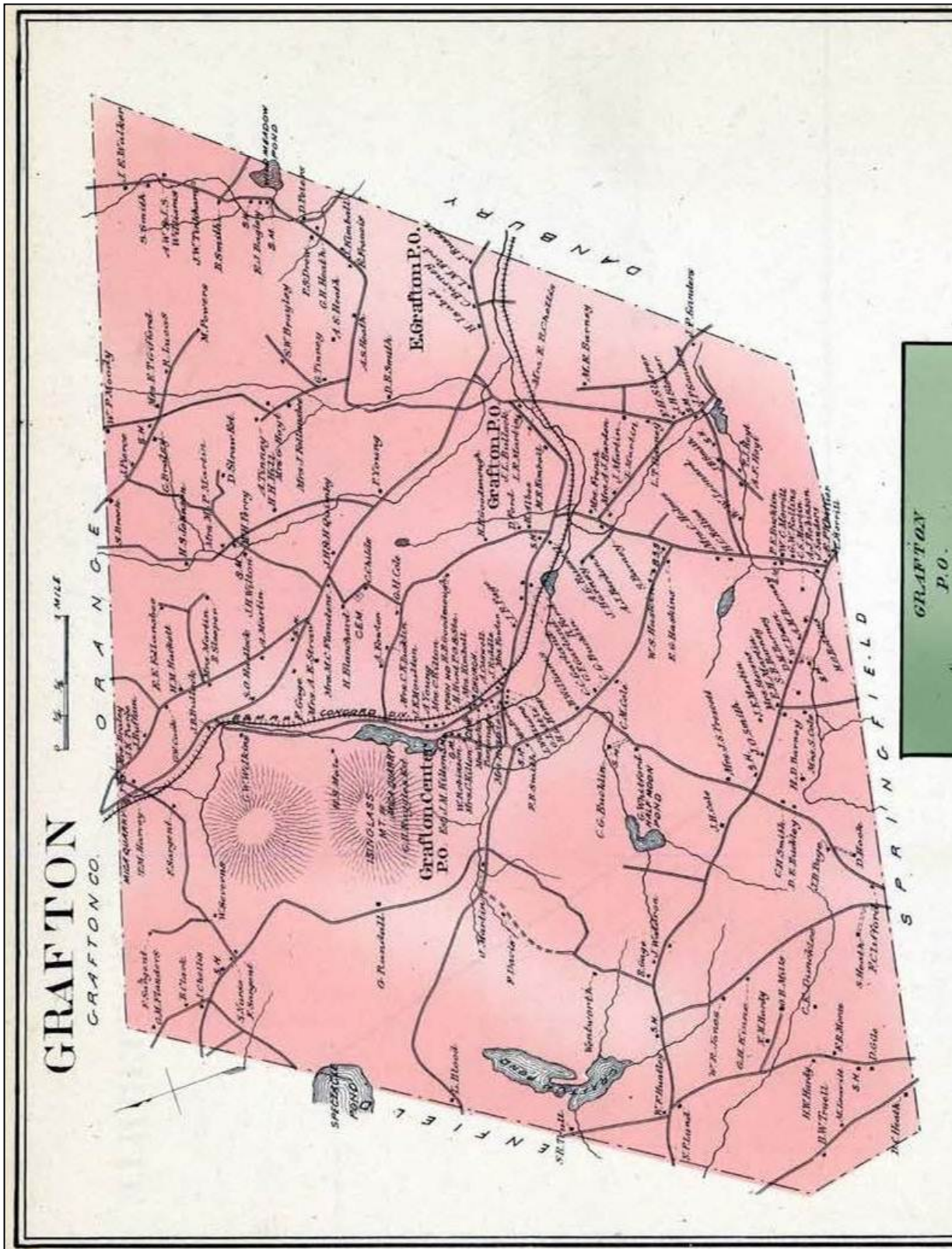
AREA NAME: WILD MEADOWS WIND POWER PROJECT



D. H. Hurd & Co. "Suncook Village, Contoocook, Henniker, Hopkinton, and Danbury," Town and City Atlas of the State of New Hampshire Boston, 1892. <http://www.ancestry.com>, accessed October 2012.

AREA FORM

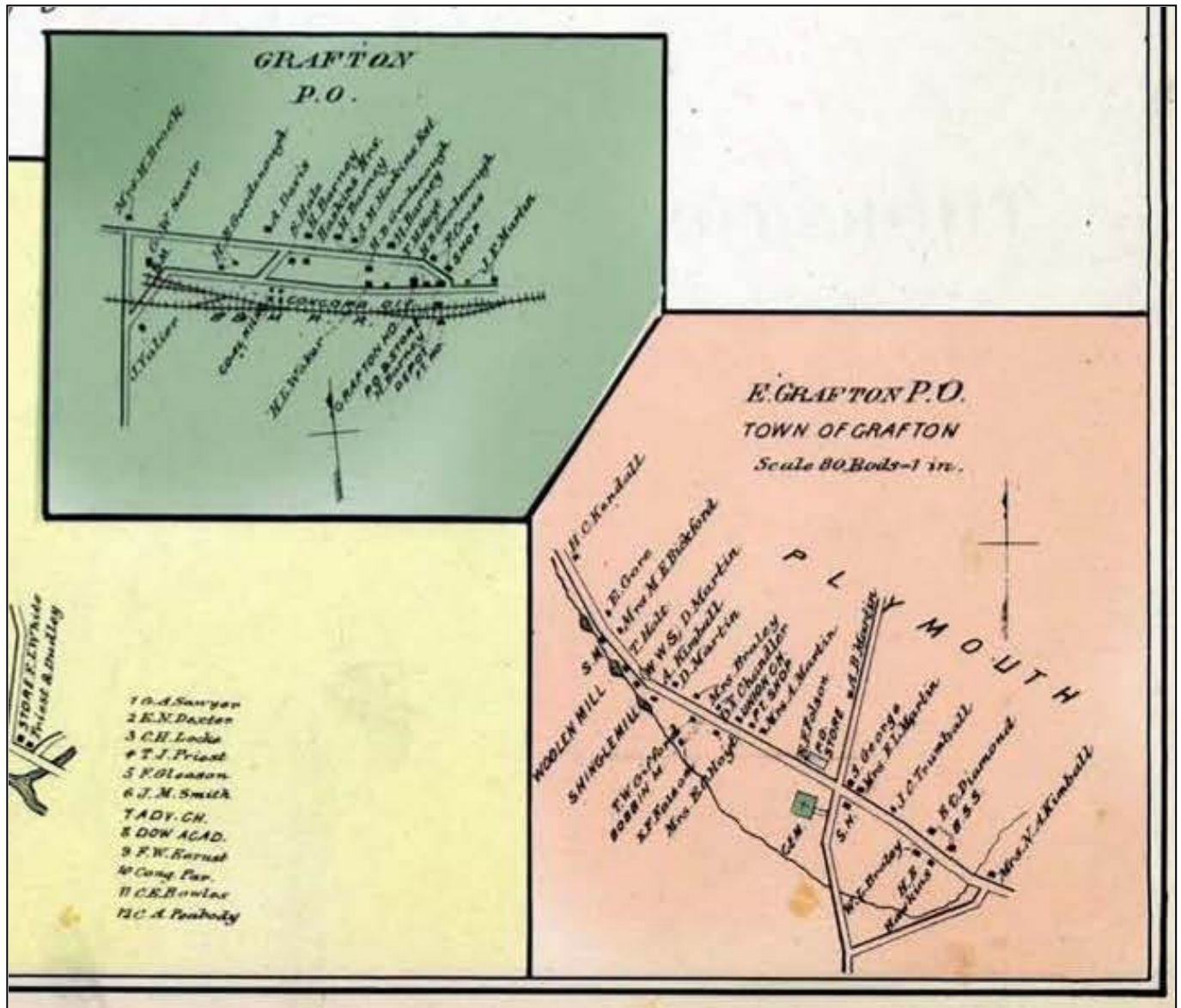
AREA NAME: WILD MEADOWS WIND POWER PROJECT



D. H. Hurd & Co. "Grafton and Franconia," Town and City Atlas of the State of New Hampshire Boston, 1892. <http://www.ancestry.com>, accessed October 2012.

AREA FORM

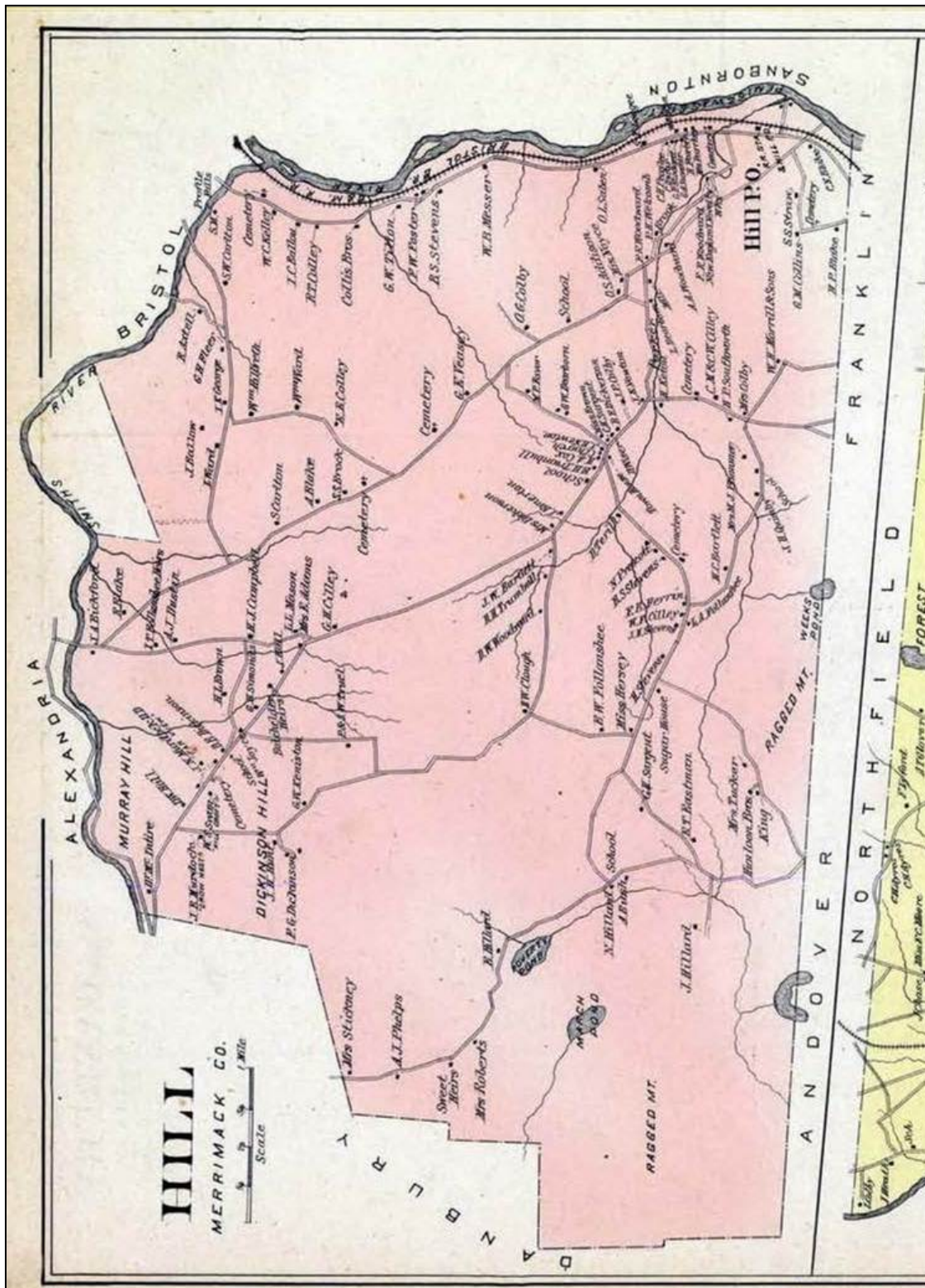
AREA NAME: WILD MEADOWS WIND POWER PROJECT



D. H. Hurd & Co. "Grafton and Franconia," Town and City Atlas of the State of New Hampshire Boston, 1892. <http://www.ancestry.com>, accessed October 2012.

AREA FORM

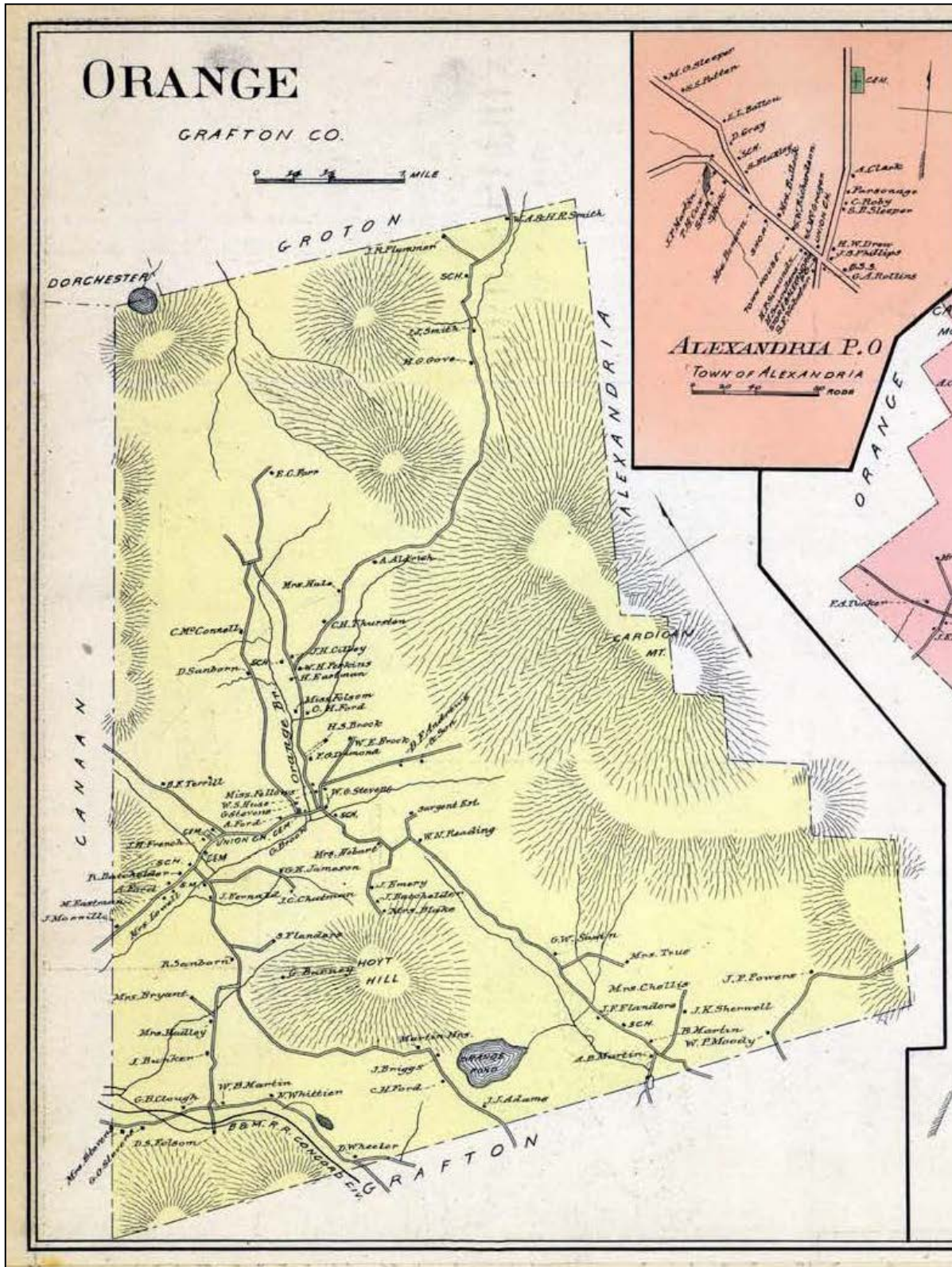
AREA NAME: WILD MEADOWS WIND POWER PROJECT



D. H. Hurd & Co. "Hill and Canterbury," Town and City Atlas of the State of New Hampshire Boston, 1892. <http://www.ancestry.com>, accessed October 2012.

AREA FORM

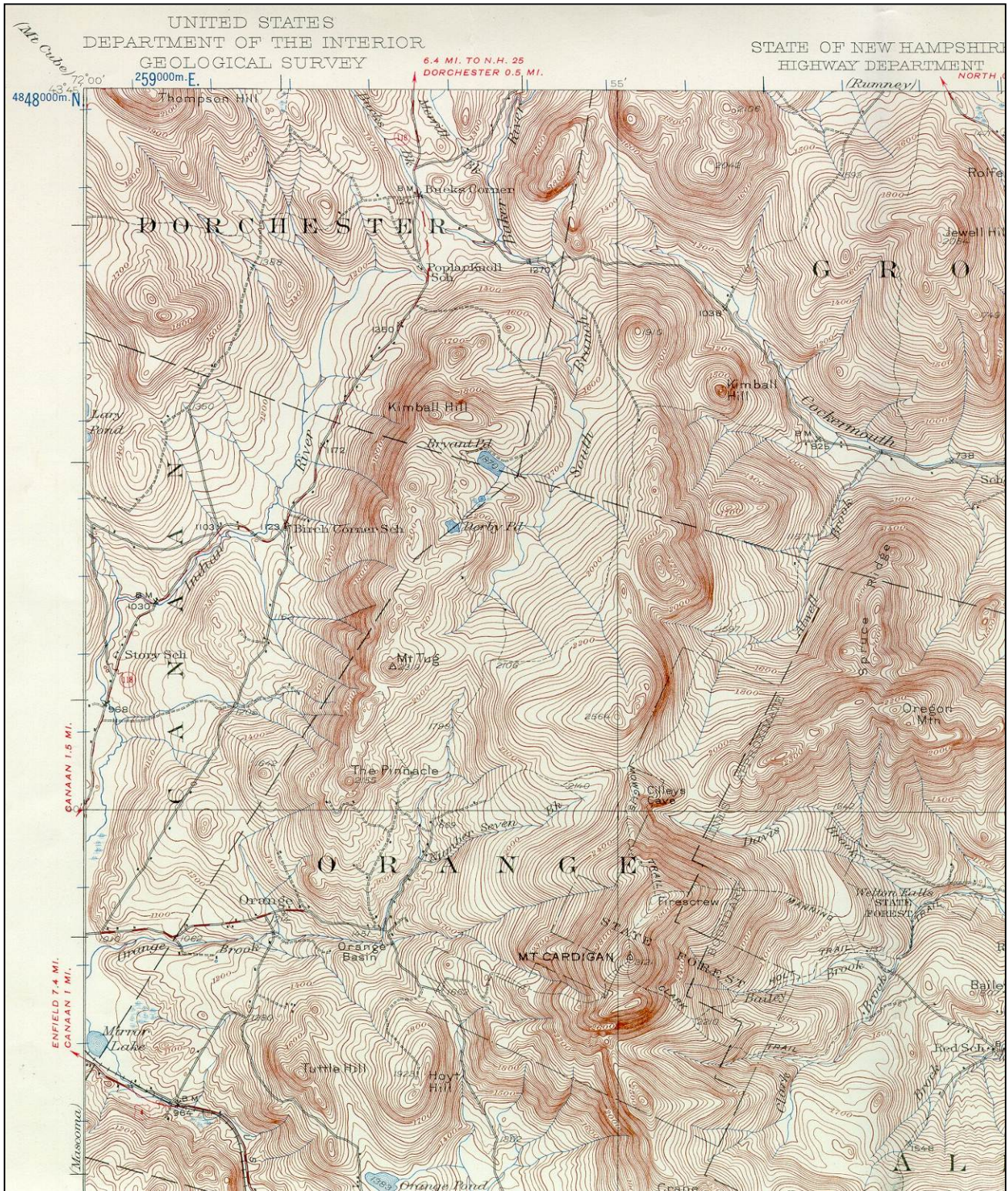
AREA NAME: WILD MEADOWS WIND POWER PROJECT



D. H. Hurd & Co. "Orange and Alexandria," Town and City Atlas of the State of New Hampshire Boston, 1892. <http://www.ancestry.com>, accessed October 2012.

AREA FORM

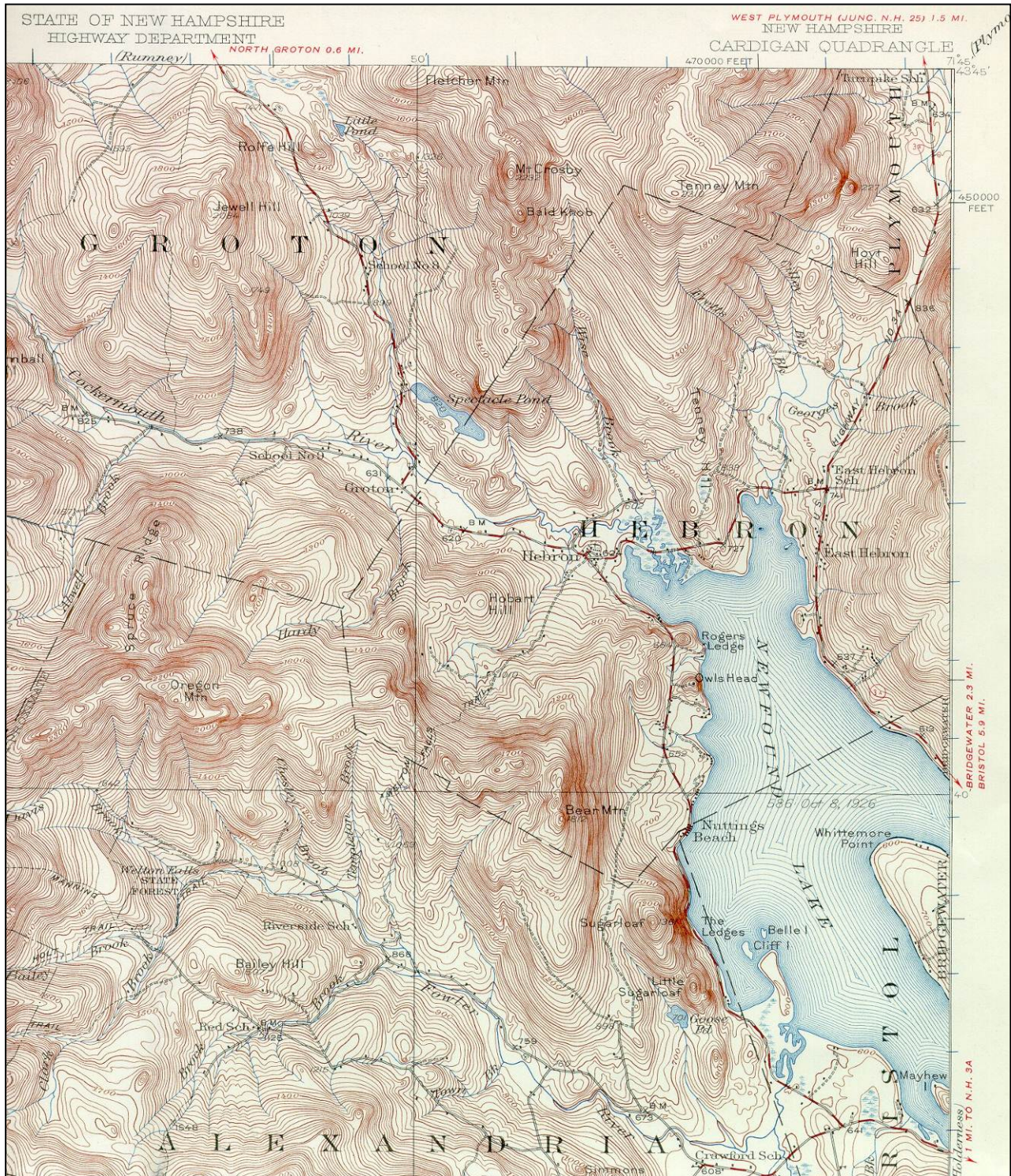
AREA NAME: WILD MEADOWS WIND POWER PROJECT



1927 Cardigan USGS 7.5' topographic quadrangle, NW quadrant.
<http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



1927 Cardigan USGS 7.5' topographic quadrangle, NE quadrant.
<http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



1927 Cardigan USGS 7.5' topographic quadrangle, SE quadrant.
<http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

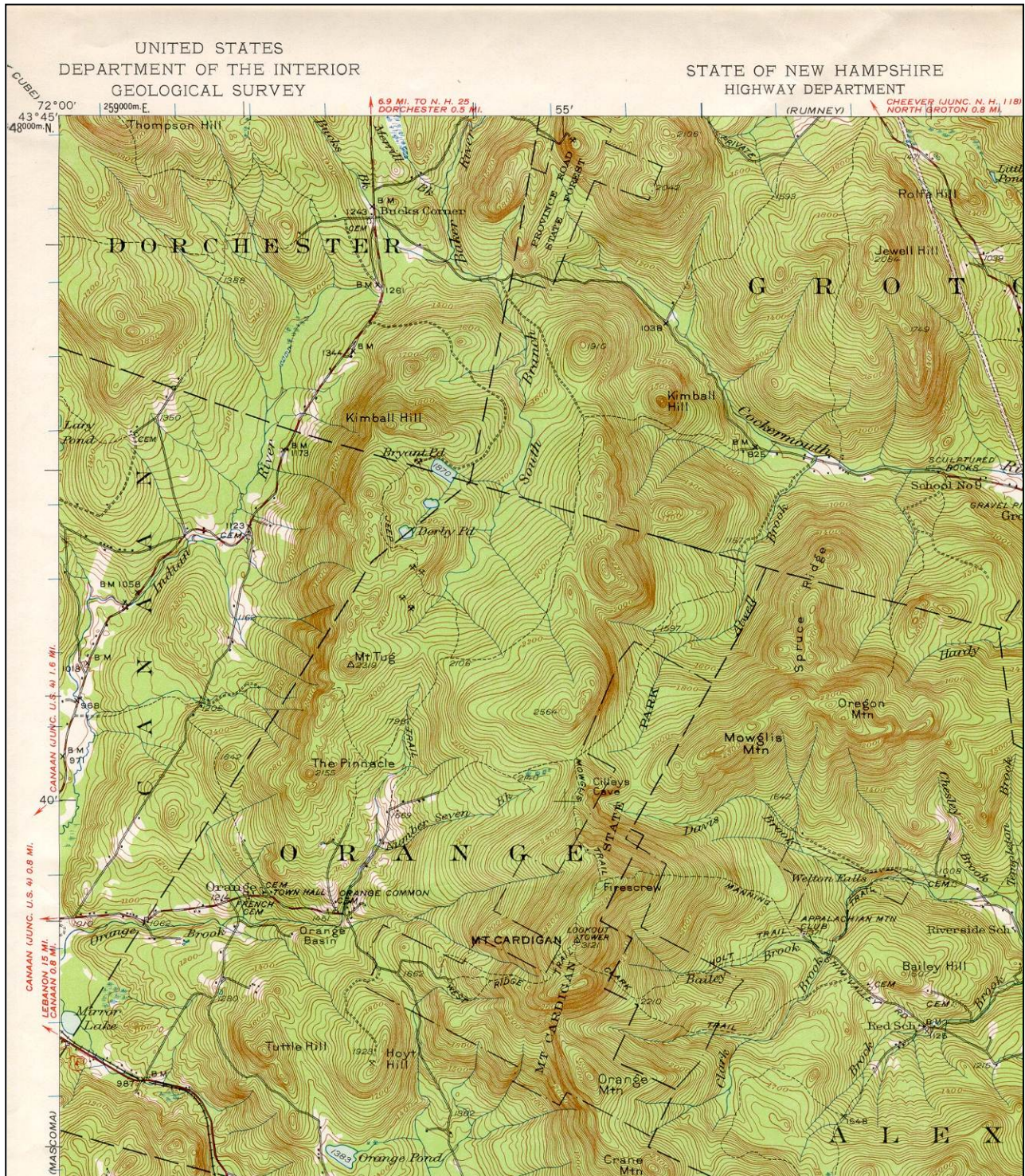
AREA NAME: WILD MEADOWS WIND POWER PROJECT



1927 Cardigan USGS 7.5' topographic quadrangle, SW quadrant.
<http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

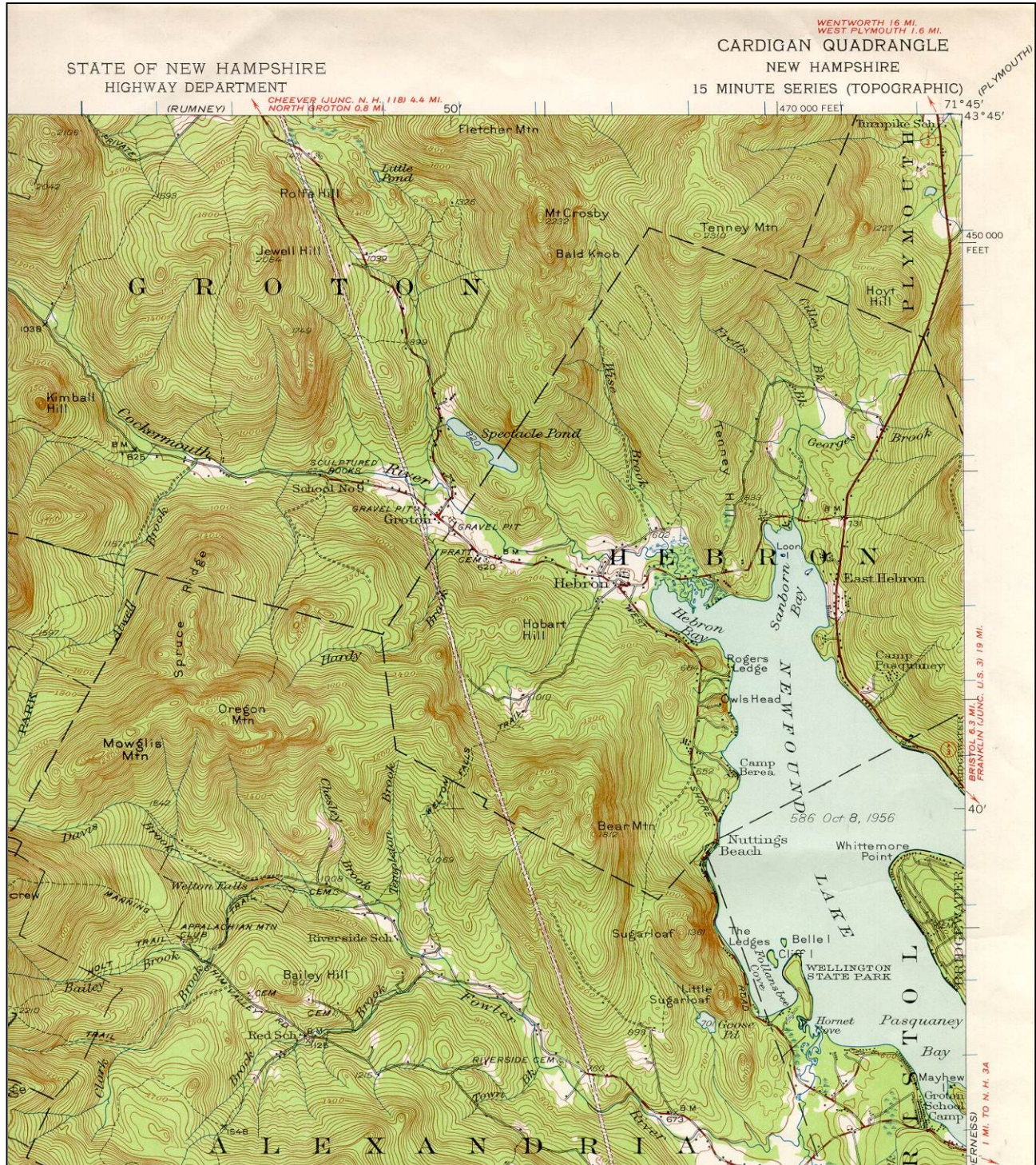
AREA NAME: WILD MEADOWS WIND POWER PROJECT



1957 Cardigan USGS 7.5' topographic quadrangle, NW quadrant.
<http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

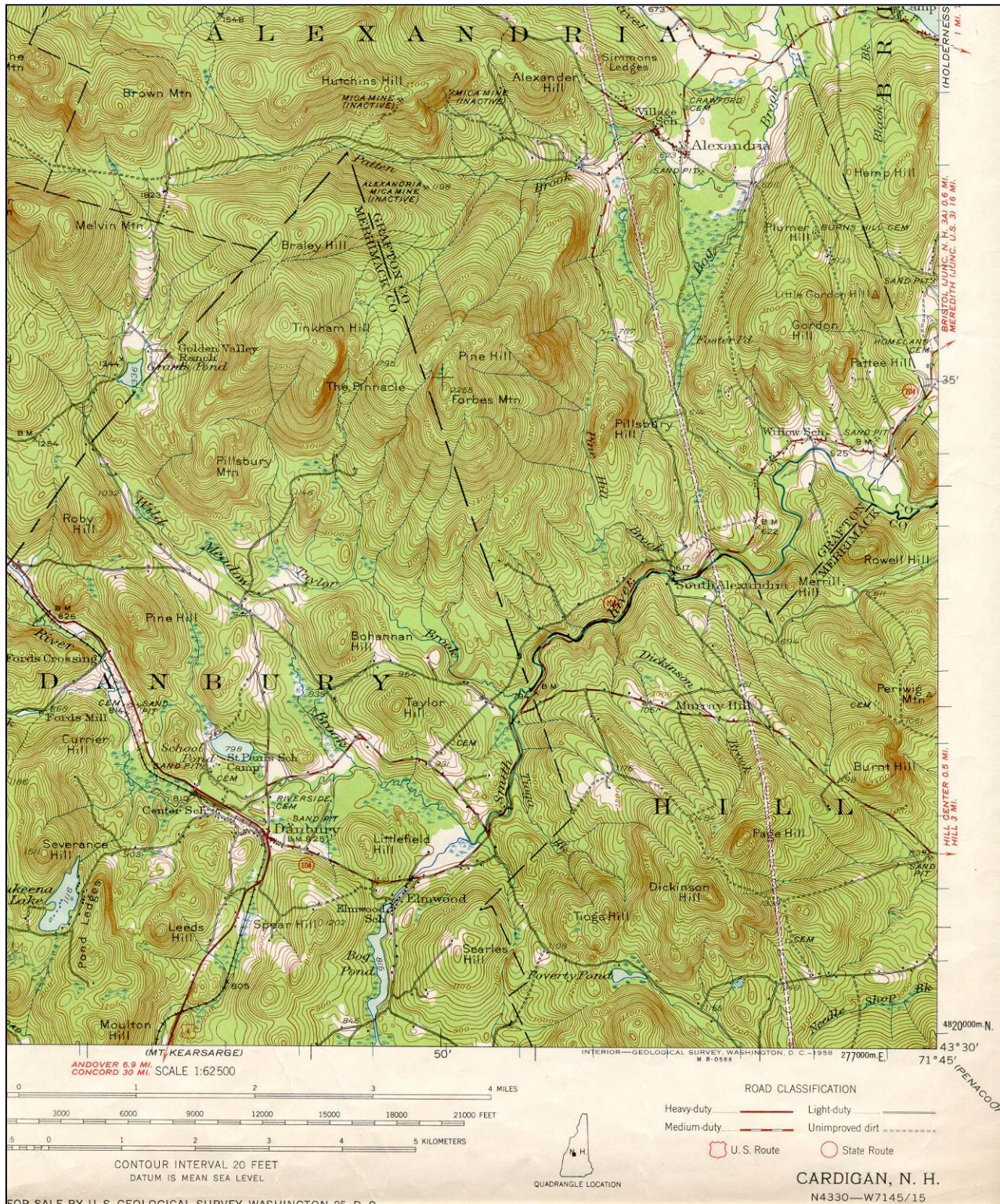
AREA NAME: WILD MEADOWS WIND POWER PROJECT



1957 Cardigan USGS 7.5' topographic quadrangle, NE quadrant. <http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



1957 Cardigan USGS 7.5' topographic quadrangle, SE quadrant.
<http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

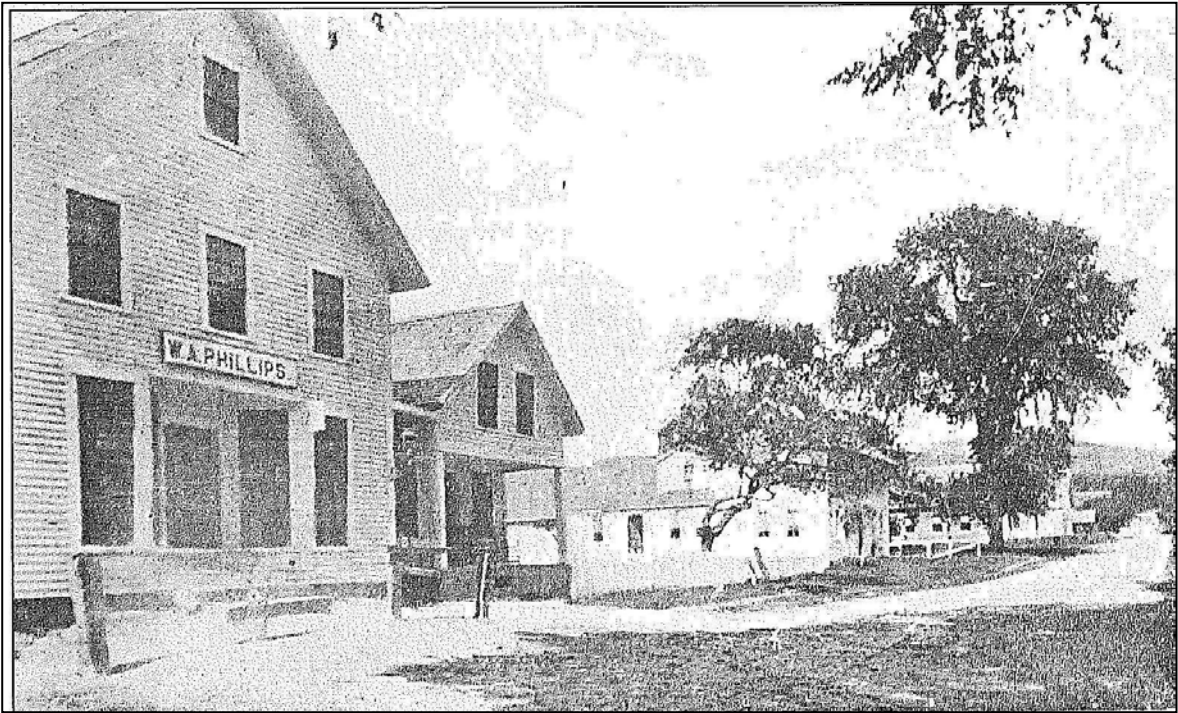
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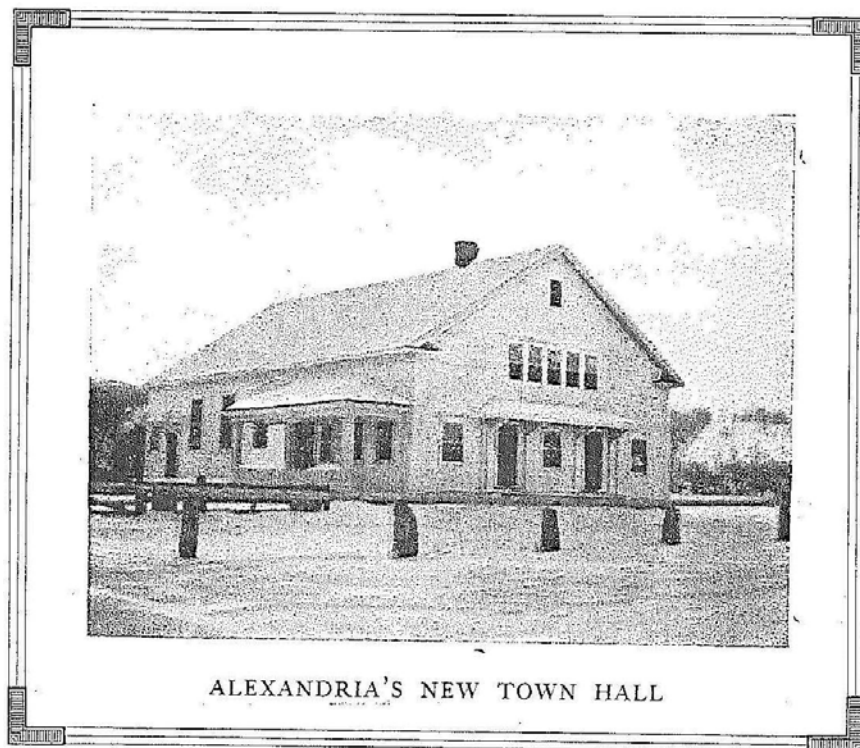
1957 Cardigan USGS 7.5' topographic quadrangle, SW quadrant.
<http://docs.unh.edu/nhtopos/nhtopos.htm>, accessed October 2012.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Alexandria Center, view northeast on Washburn Road. Photograph taken c. 1900; W.A. Phillips store on corner burned down in 1907. Hoflen and Hoflen, pg. 9.



ALEXANDRIA'S NEW TOWN HALL

Alexandria Town Hall, 47 Washburn Road, constructed 1913. Photograph taken 1914. Town of Alexandria, Annual Report for the Year Ending Jan. 1, 1913.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



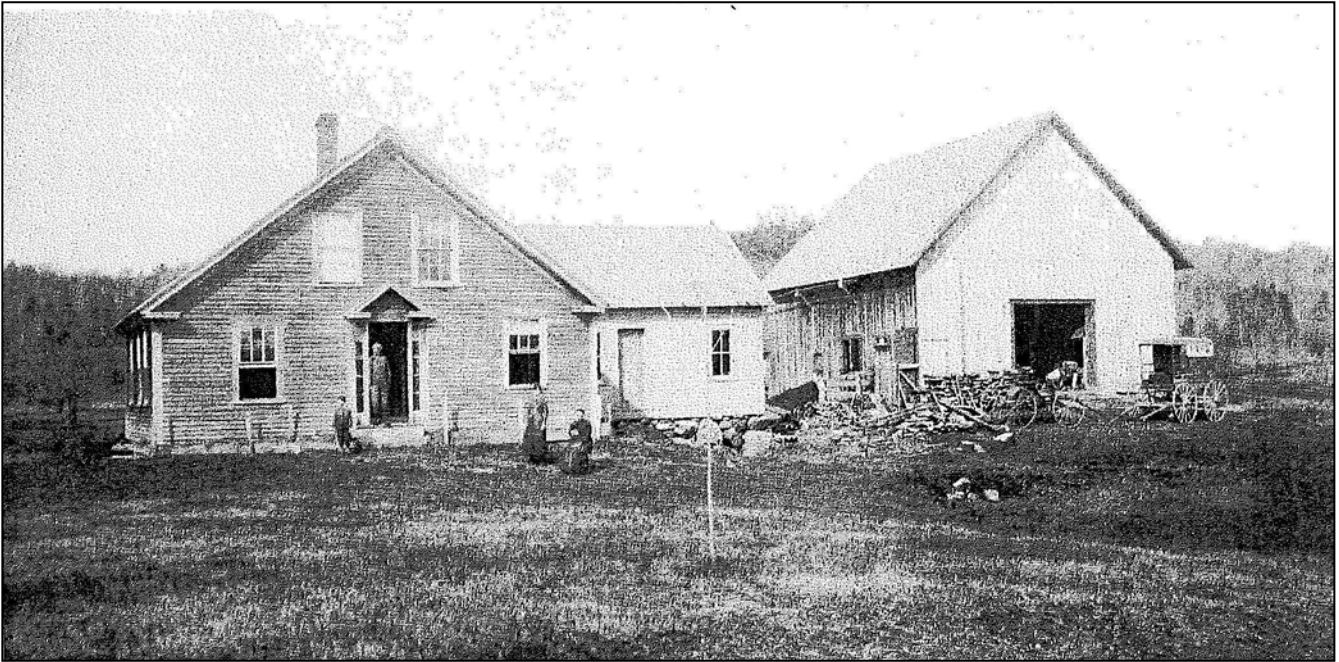
Alexandria, Cardigan Lodge, Shem Valley Road, constructed 1939 by Appalachian Mountain Club. Photograph date unknown. Lodge extensively renovated 2005. Hoflen and Hoflen, pg. 106.



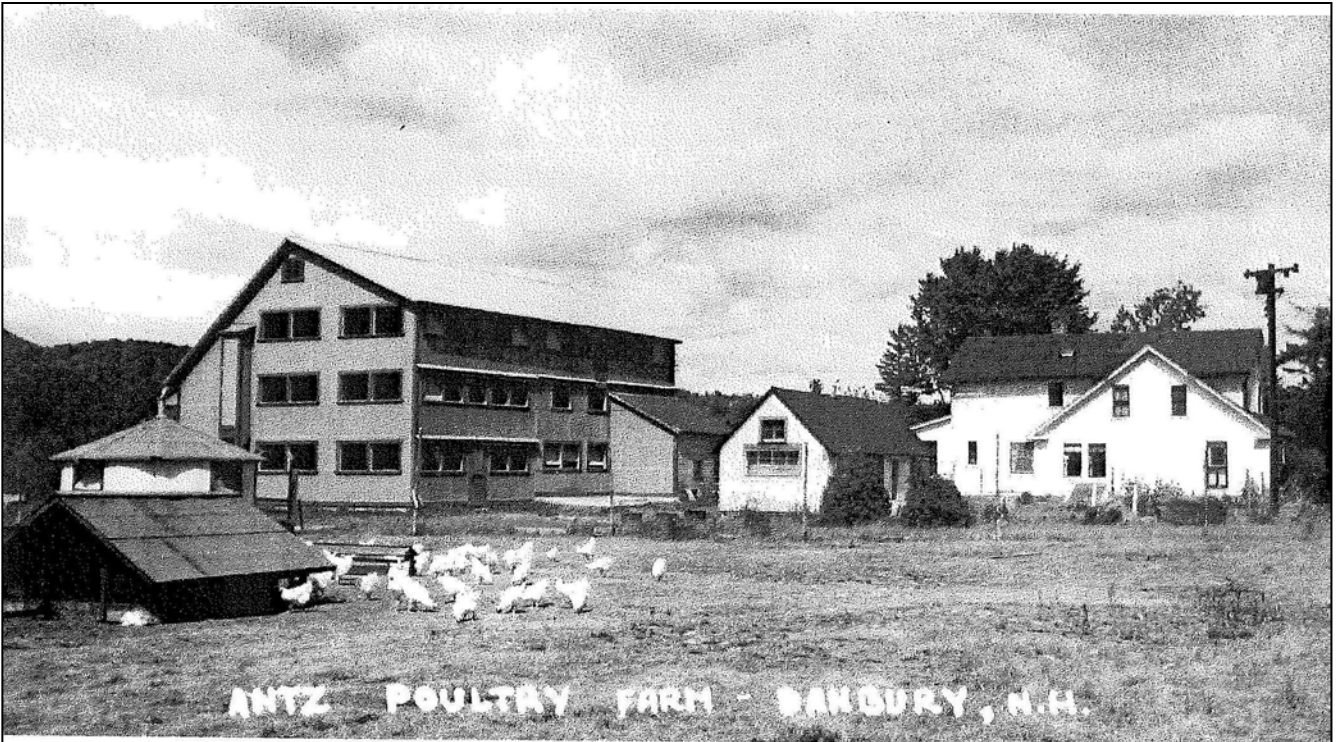
Danbury, Grace Ford House, 383 Eastern District Road, located near 3-Mile APE. Barn is not extant. Photograph date unknown. Danbury Bicentennial Committee, pg. 73.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Danbury, Helon Clark House, 306 Ward Hill Road. House was extensively altered during the early 20th century, barn no longer extant. Photograph c. 1900. Danbury Bicentennial Committee, pg. 63.



Danbury, Helon Clark House, 306 Ward Hill Road, after early 20th century alterations. Poultry barn and outbuildings no longer extant. Photograph date unknown. Danbury Bicentennial Committee, pg.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Danbury, Taylor School, Eastern District Road, first schoolhouse constructed in Danbury, constructed early 19th century, no longer extant. Photograph date unknown. Danbury Bicentennial Committee, pg. 16.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Danbury Center, Baptist Church of Danbury, constructed c. 1830, located outside 3-Mile APE. Photograph date unknown. Danbury Bicentennial Committee, pg. 16.

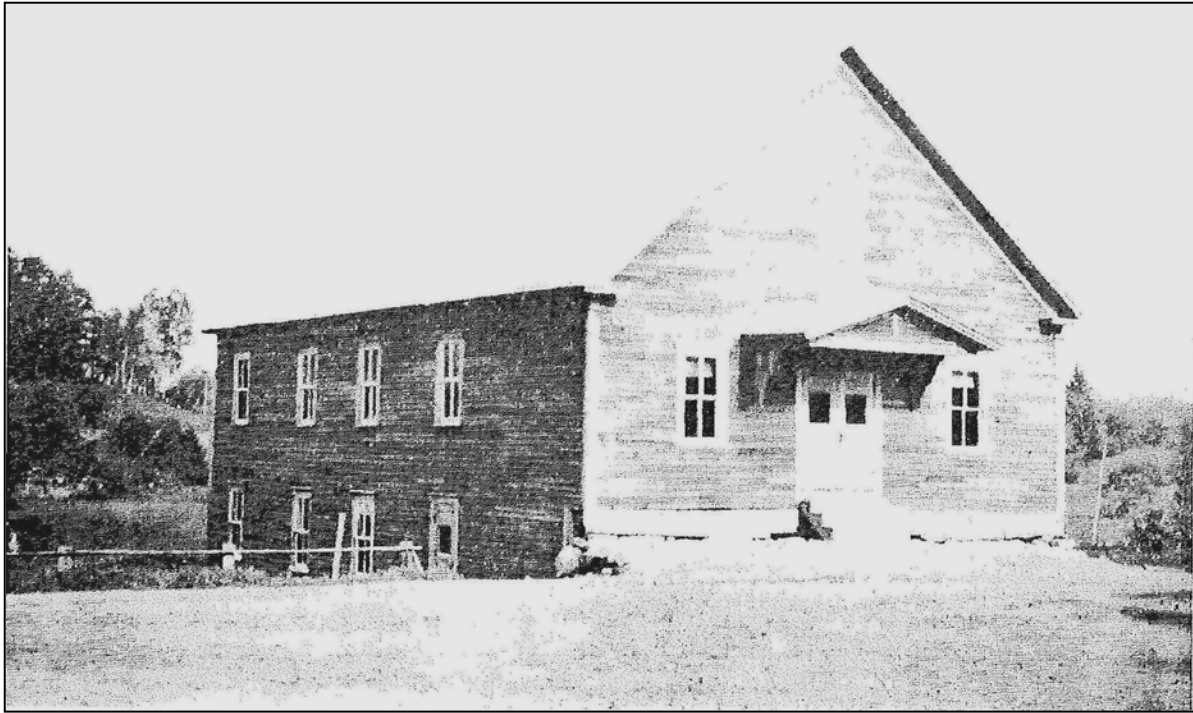
North Road School, Danbury, NH



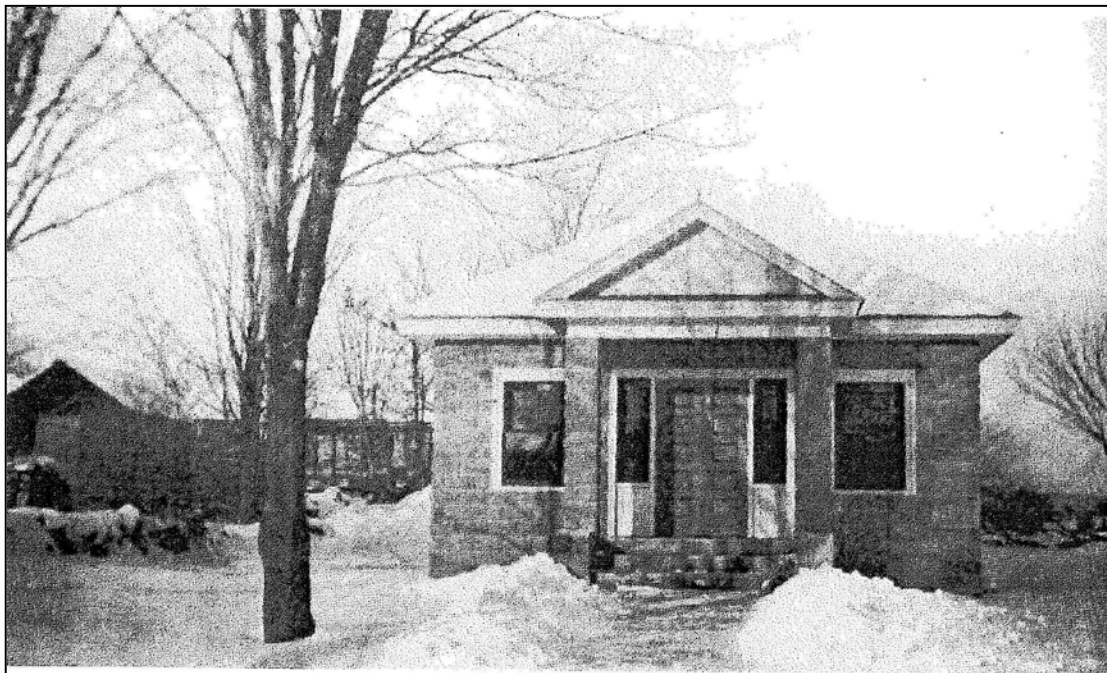
Danbury, North Road Schoolhouse. Constructed c. 1853. Photograph date unknown. NHDHR files, Danbury records.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



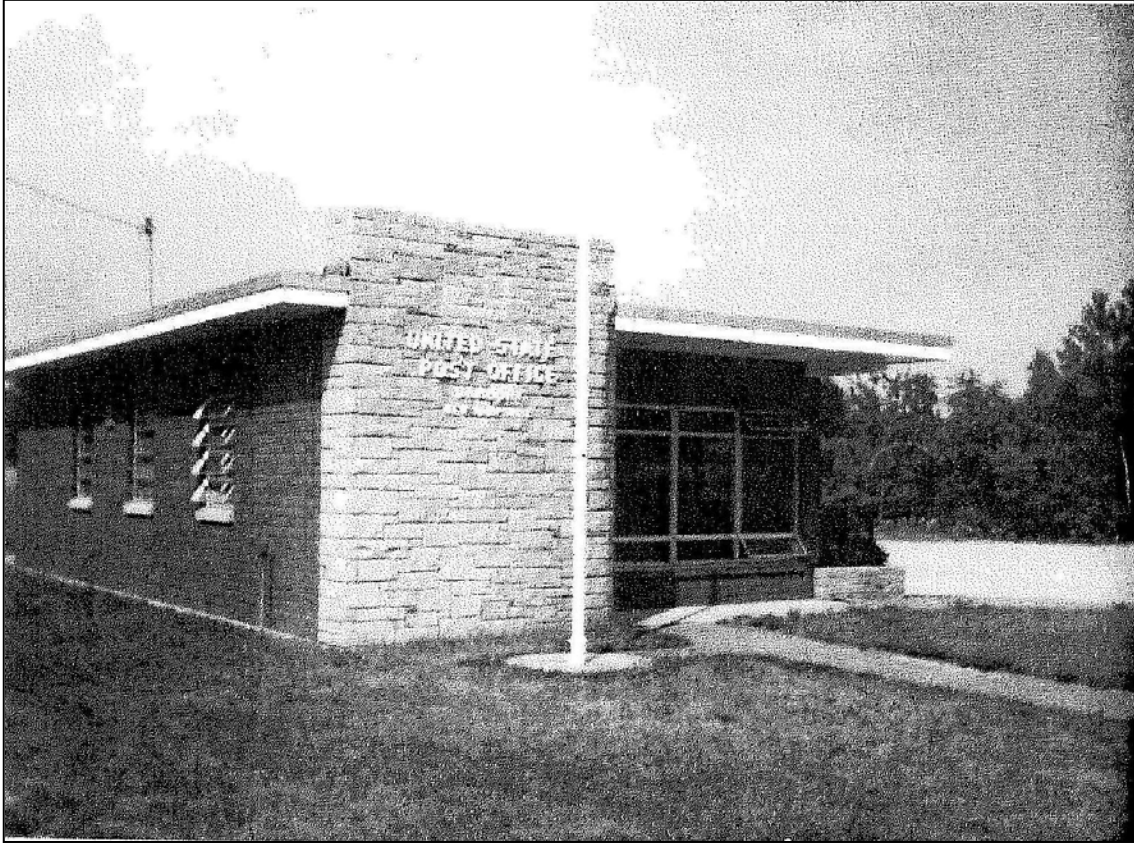
Danbury Center, Blazing Star Grange, constructed 1911, located outside 3-Mile APE. Photograph taken c. 1911. Danbury Bicentennial Committee, pg. 47.



Danbury Center, George Gamble Library, constructed 1912, located outside 3-Mile APE. Photograph date unknown. Danbury Bicentennial Committee, pg. 50.

AREA FORM

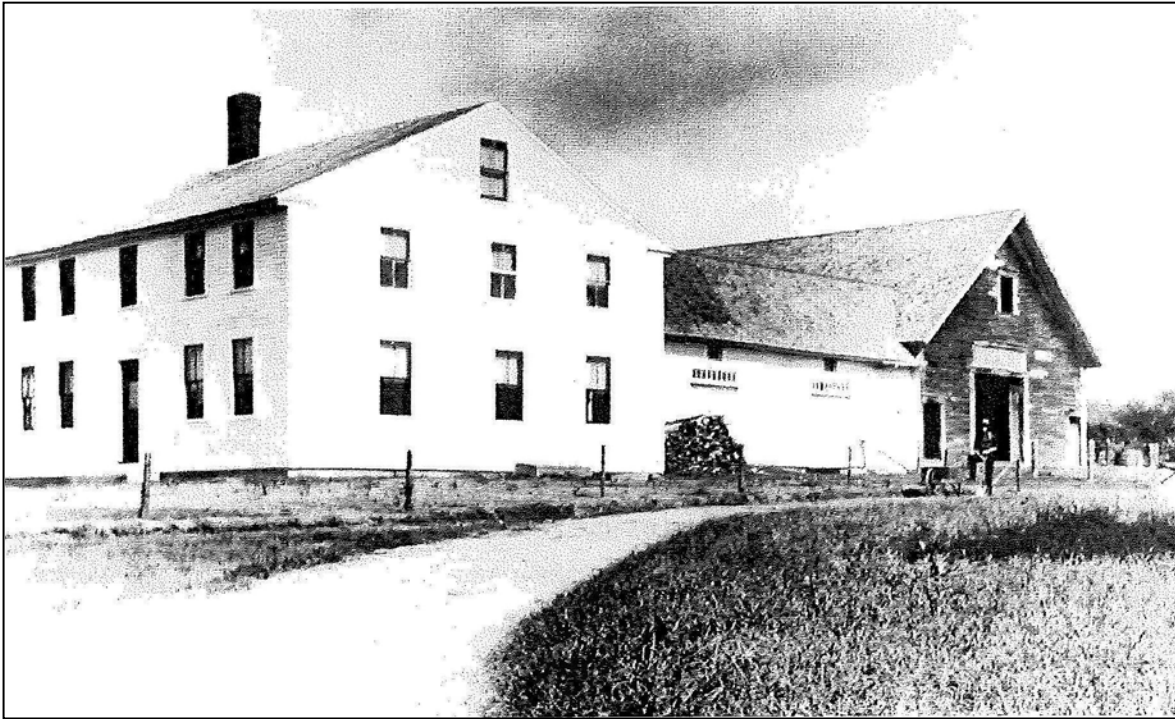
AREA NAME: WILD MEADOWS WIND POWER PROJECT



Danbury Center, Danbury Post Office, constructed 1962, located outside 3-Mile APE. Photograph date unknown. Danbury Bicentennial Committee, pg. 14.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



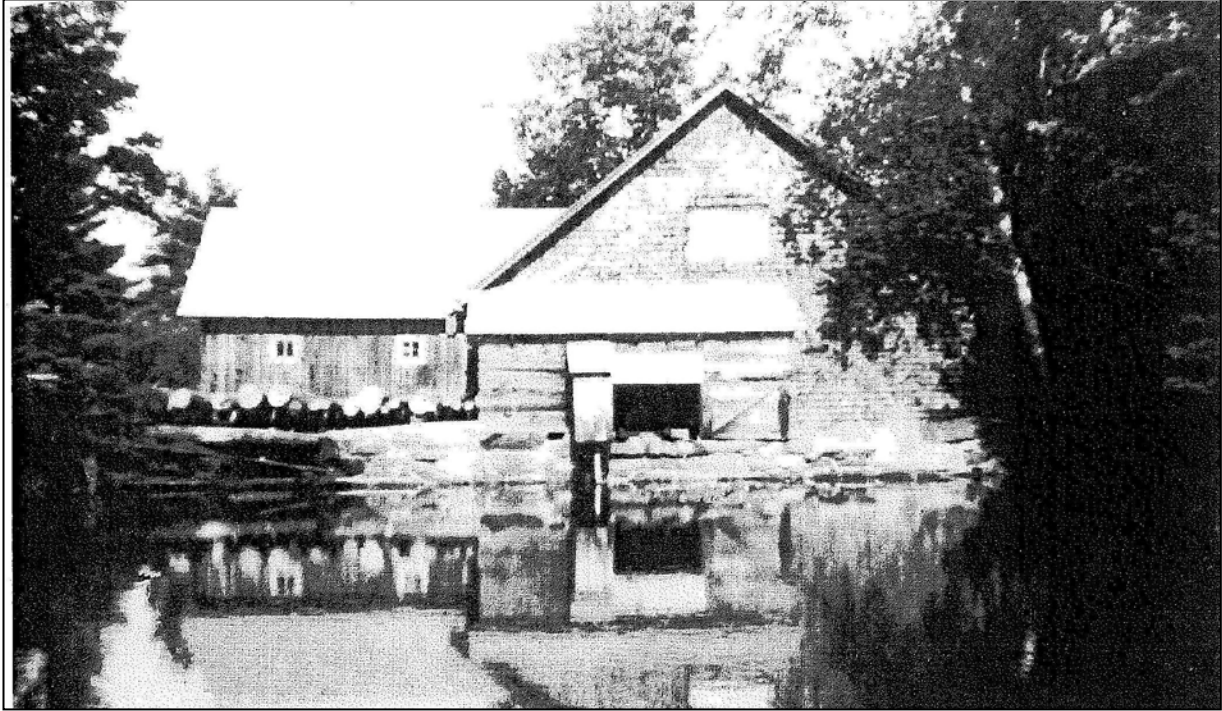
Danbury, Peter Smith's Tavern and stage coach stop, School Pond Road near Route 4, no longer extant. Photograph date unknown. Danbury Bicentennial Committee, pg. 68.



Danbury, Inland Farm, exact location unknown, used as boarding house late 19th century. Photograph date unknown. Danbury Bicentennial Committee, pg. 42.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



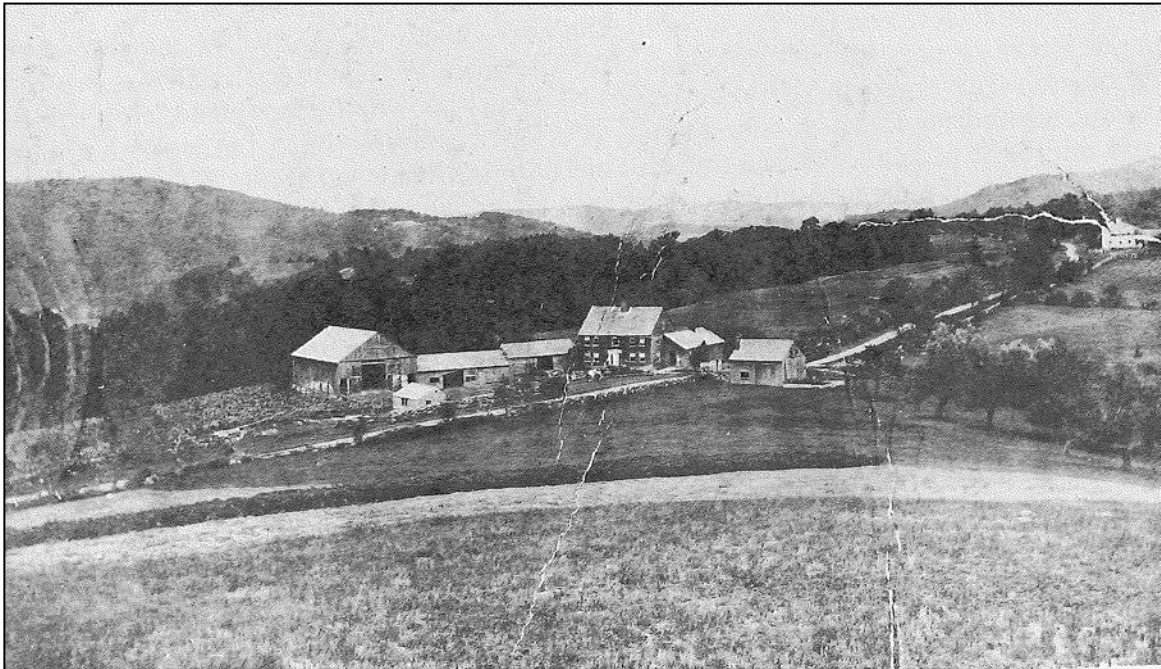
Danbury, Ford Mill Road, Ford Mill. Mill burned down after abandonment in 1940s. Photograph date unknown. Danbury Bicentennial Committee, pg. 31.



Danbury Center, Danbury Depot, no longer extant. Photograph date unknown. Danbury Bicentennial Committee, pg. 38.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



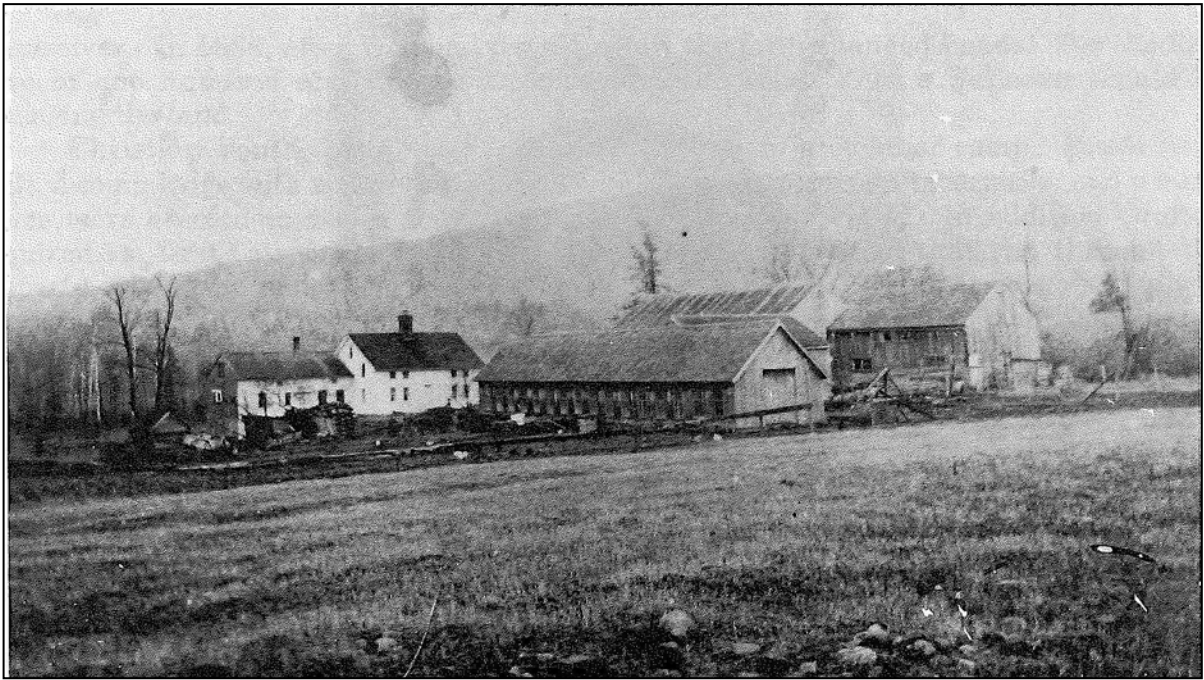
Grafton, Nelson Martin Farm, Razor Hill Road, was located in or near 3-Mile APE. House burned down 1939, current state of outbuilding unknown. Photograph date unknown. Cushing, pg. 177.



Grafton, George Hoyt House, 134 Gifford Hill Road. Located in 3-Mile APE (Non-Visibility), but house and property have been altered. Photograph taken 1949. Cushing, pg. 349.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



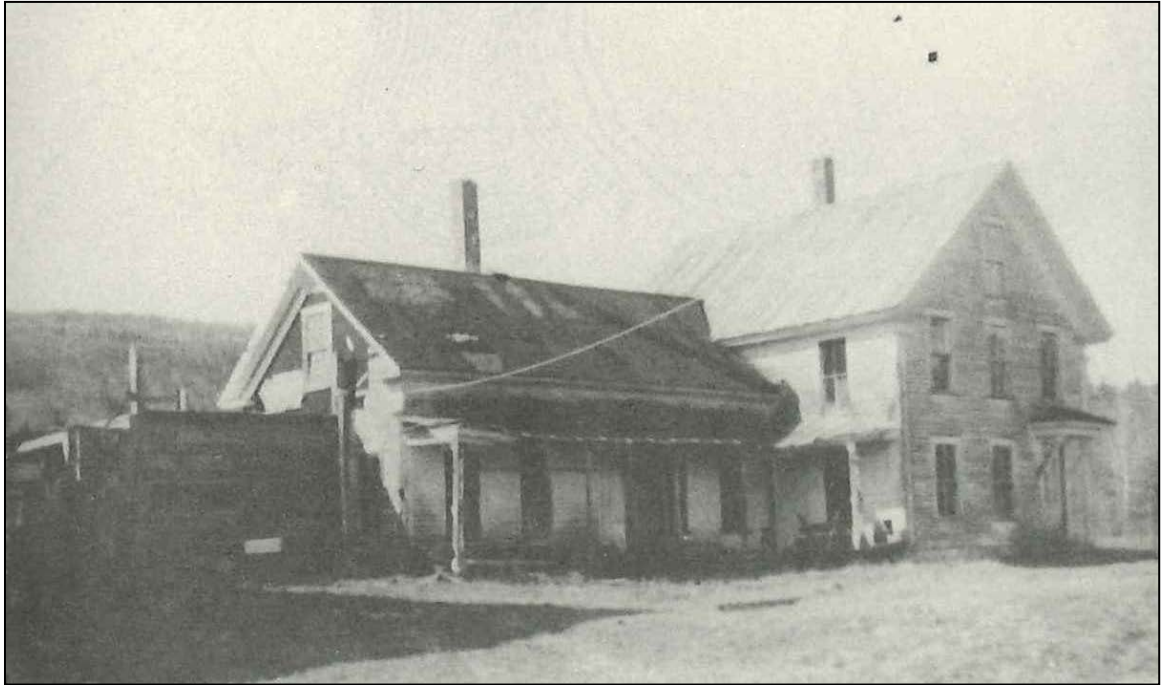
Grafton, Sulloway homestead, Golden Valley Road, farm established c. 1830. House is extant, outbuildings no longer extant. Photograph date unknown. Cushing, pg. 155.



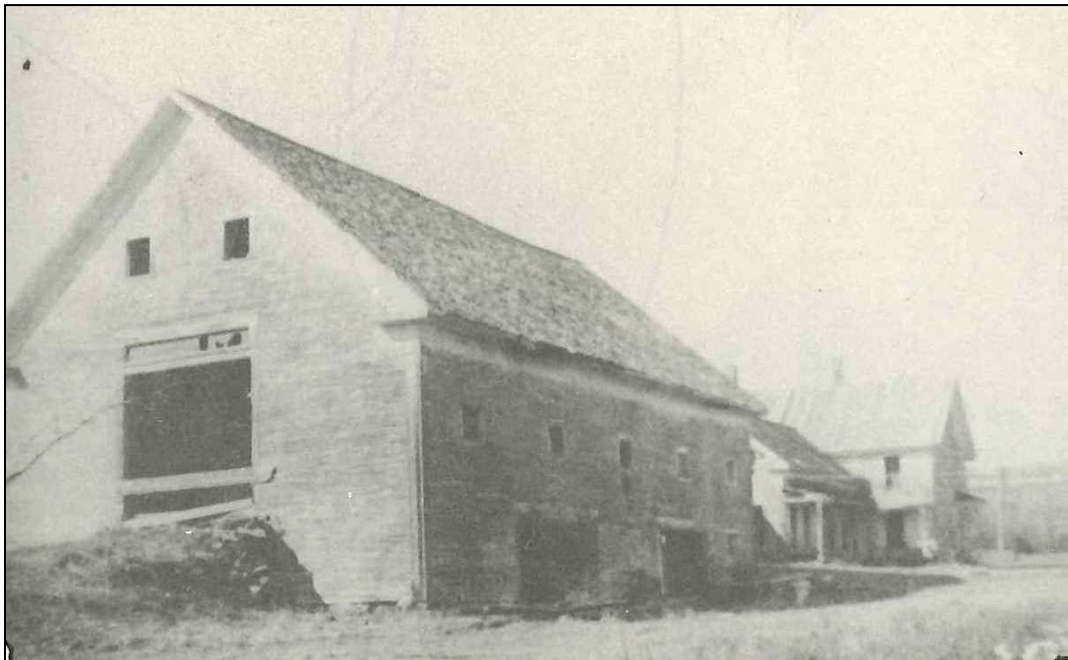
Grafton, Gilbert Sulloway House, Golden Valley Road next to Sulloway Homestead. Photograph taken 1949. Cushing, pg. 356.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton, Dan Smith House, Wild Meadow Road at Golden Valley Road. Photograph taken 1949. Cushing, pg. 355.



Grafton, Dan Smith House, Wild Meadow Road at Golden Valley Road. Large barn no longer extant. Photograph taken 1949. Cushing, pg. 355.

AREA FORM

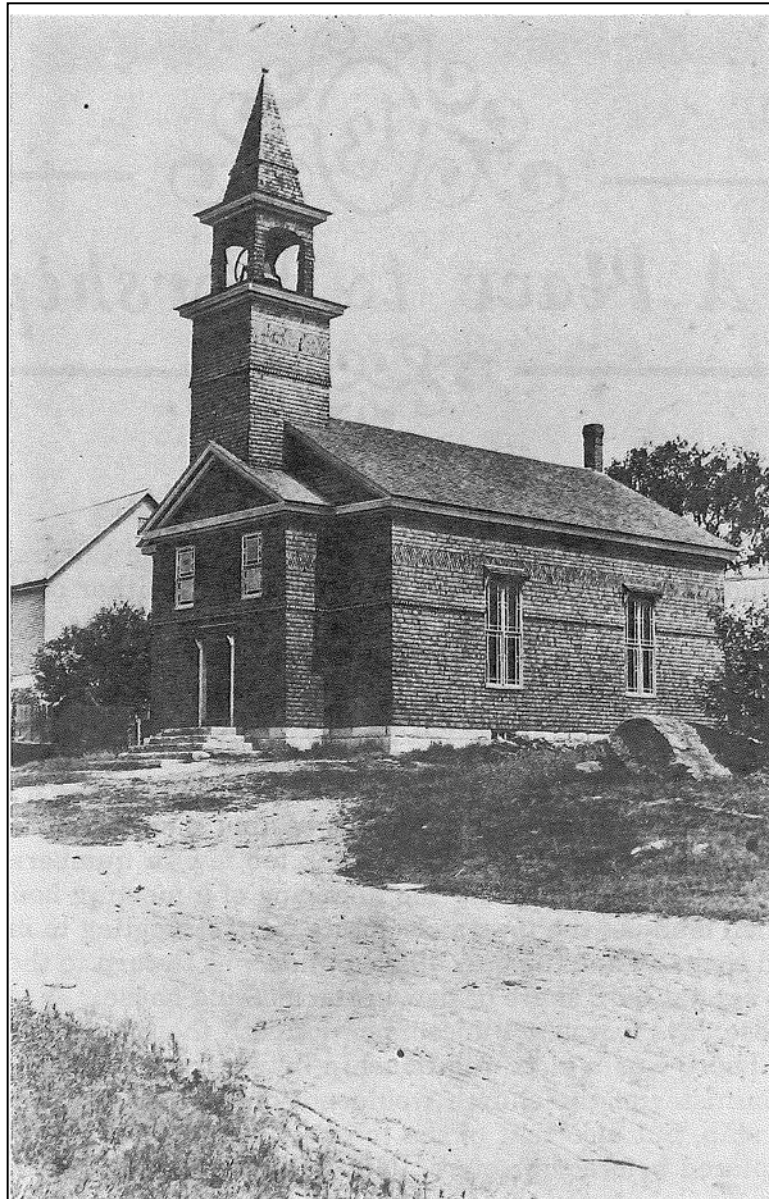
AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton, Lorne Hazen Farm, 226 Main Street, constructed c. 1850. Barn in background no longer extant. Photograph taken c. 1948 after Route 4 Bypass constructed. Cushing, pg. 160.

AREA FORM

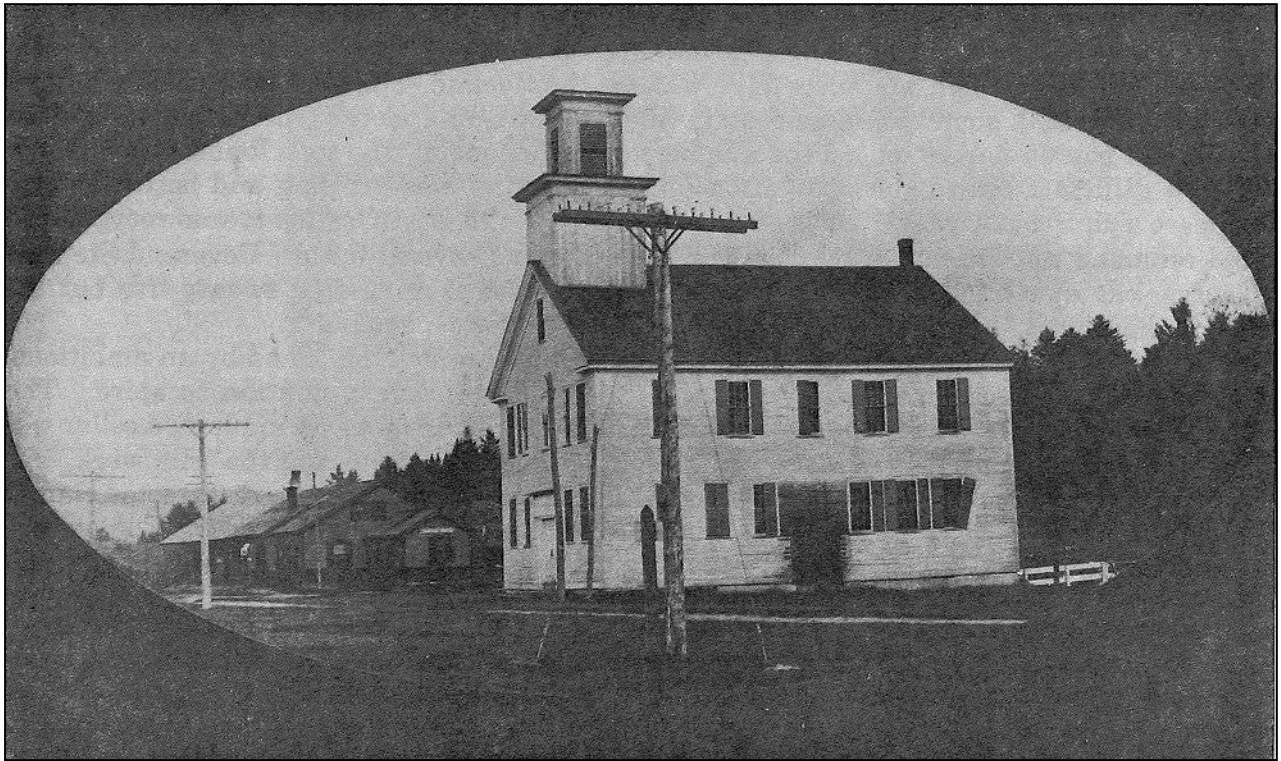
AREA NAME: WILD MEADOWS WIND POWER PROJECT



East Grafton, North Meetinghouse/Union Church, Turnpike Road. Constructed as meetinghouse in 1785, moved to current location in 1842, and underwent major renovation in 1896. Photograph date unknown. Cushing, pg. 349.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton Center, Center Meetinghouse, Route 4, located outside of 3-Mile APE. Constructed in 1797 with major renovations in 1856. Photograph date unknown. Cushing, pg. 300.



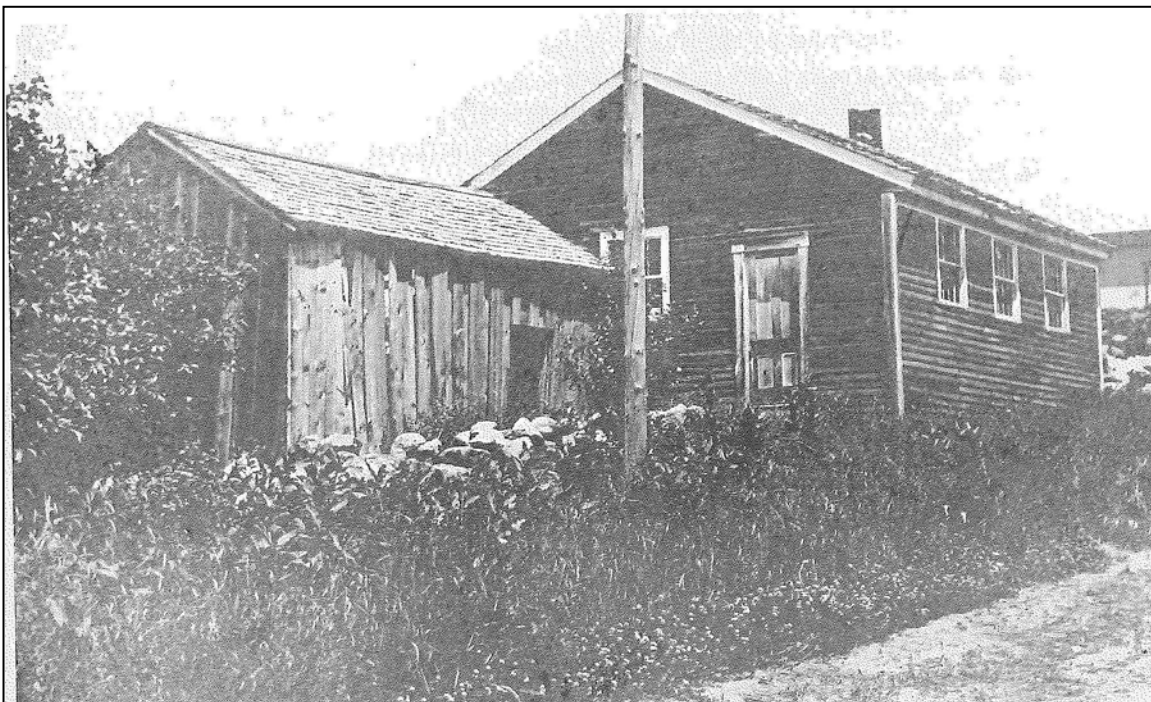
Grafton, Wild Meadow Schoolhouse, Grant's Pond, constructed 1849 and demolished 1899. Was located in 3-Mile APE. Photograph date unknown. Cushing, pg. 87.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton Village, Pines School, 7 Cherry Hill Road, constructed 1854. Photograph taken c. 1915.
Cushing, pg. 107.



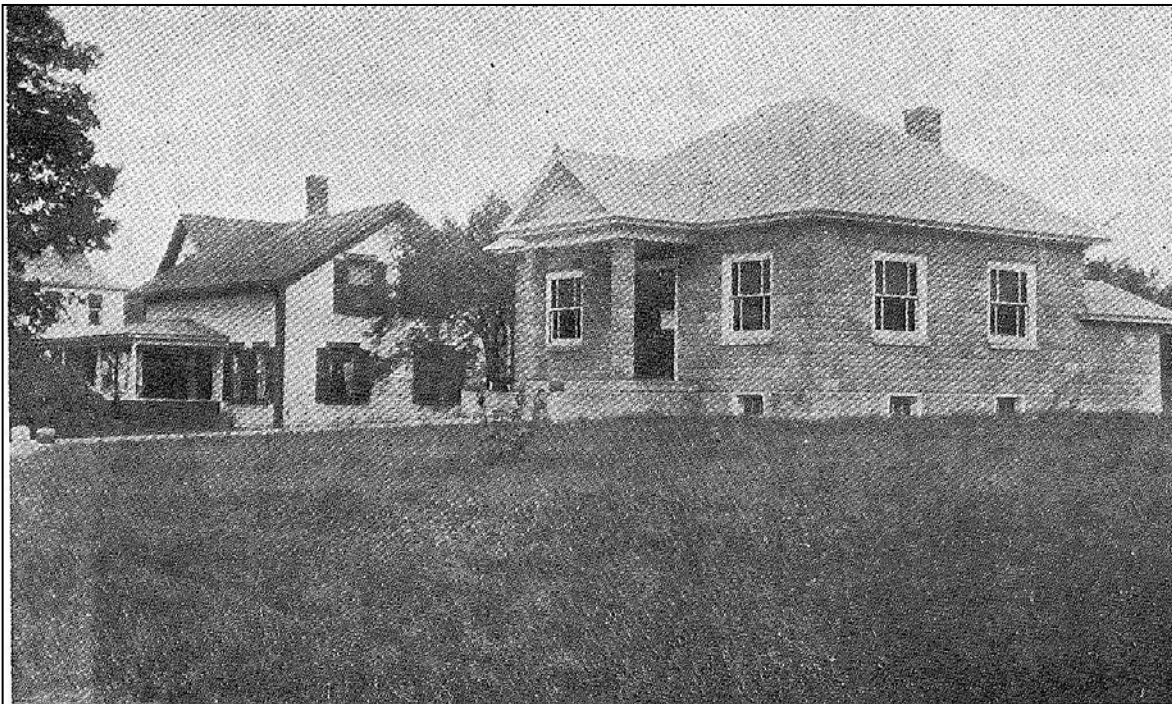
East Grafton Schoolhouse, Turnpike Road, constructed 1857. No longer extant. Photograph date
unknown. Cushing, pg. 99.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton, Razor Hill Schoolhouse, constructed 1857 and burned down in 1919. Was located in or near 3-Mile APE. Photograph date unknown. Cushing, pg. 92.



Grafton Village, Grafton Library, Library Road, constructed 1926. Photograph date unknown. Cushing, pg. 28.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton Village, Fire Department, replaced by current Fire Department building post-1980. Photograph taken 1980. Cushing, pg. 43.



Grafton, Joseph Flagg's Tavern, 240 Razor Hill Road, located near 3-Mile APE. Used in 1920s at religious meeting house "El Nathan." Photograph date unknown. Cushing, pg. 269.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



East Grafton, Whittier's Tavern, 11 Turnpike Road. Later used as tannery and gas station. Photograph date unknown. Cushing, pg. 260.



East Grafton, "The Maples," 54 Turnpike Road, used as boarding house. Photograph date unknown. Cushing, pg. 275.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



East Grafton, Folsom's Store and post office, Turnpike Road at Wild Meadow Road. Photograph date unknown. Cushing, pg. 226.



Grafton Village, Grafton General Store (a.k.a. Barney's Store or Remy's Store) and post office. Main Street. Note façade was originally on Library Road, which served as part of the turnpike until the construction of the Route 4 Bypass in 1948. Grafton Inn visible in background. Photograph c. 1900. Cushing, back cover.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton Village, Grafton Inn, Main Street, constructed 1876. Railroad passengers were allowed to stop at the Grafton Depot across the street in order to eat supper at the inn before continuing their journey. Note façade was originally on Library Road, Photograph date unknown. Cushing, pg. 28.



Grafton Village, Grafton Garage, 583 Main Street. Photograph taken c. 1920s. Cushing, pg. 216.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



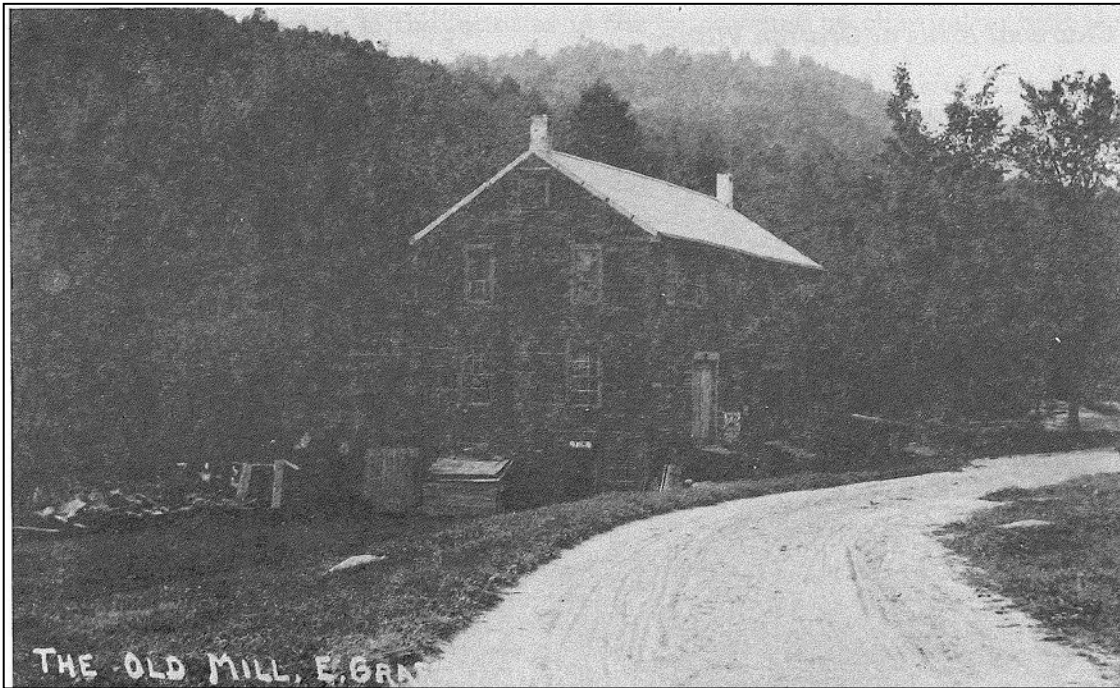
Grafton Village, Grafton Garage, 583 Main Street. Garage was moved (distance unknown) during construction of route 4 Bypass in 1948. Photograph taken c. 1948. Cushing, pg. 67.



Grafton, Green Dee Cabins, Route 4A, located outside of 3-Mile APE. Example of cabin camps that became popular during the 20th century to take advantage of summer and winter recreational activities. Photograph date unknown. Cushing, pg. 277.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



East Grafton, Darius Martin Mill, used as saw mill, blacksmith shop, and cider mill. Demolished 1940s, was located in 3-Mile APE near Hinkson's Carding Mill. Photograph date unknown. Cushing, pg. 205.



Grafton Village, Charcoal Kilns along railroad, located west of rail yard. No longer extant. Photograph date unknown. Cushing, pg. 206.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton Center, United Mica Company Mill, former saw mill purchased in 1909 for mica processing. No longer extant, was located outside 3-Mile APE. Photograph date unknown. Cushing, pg. 210.



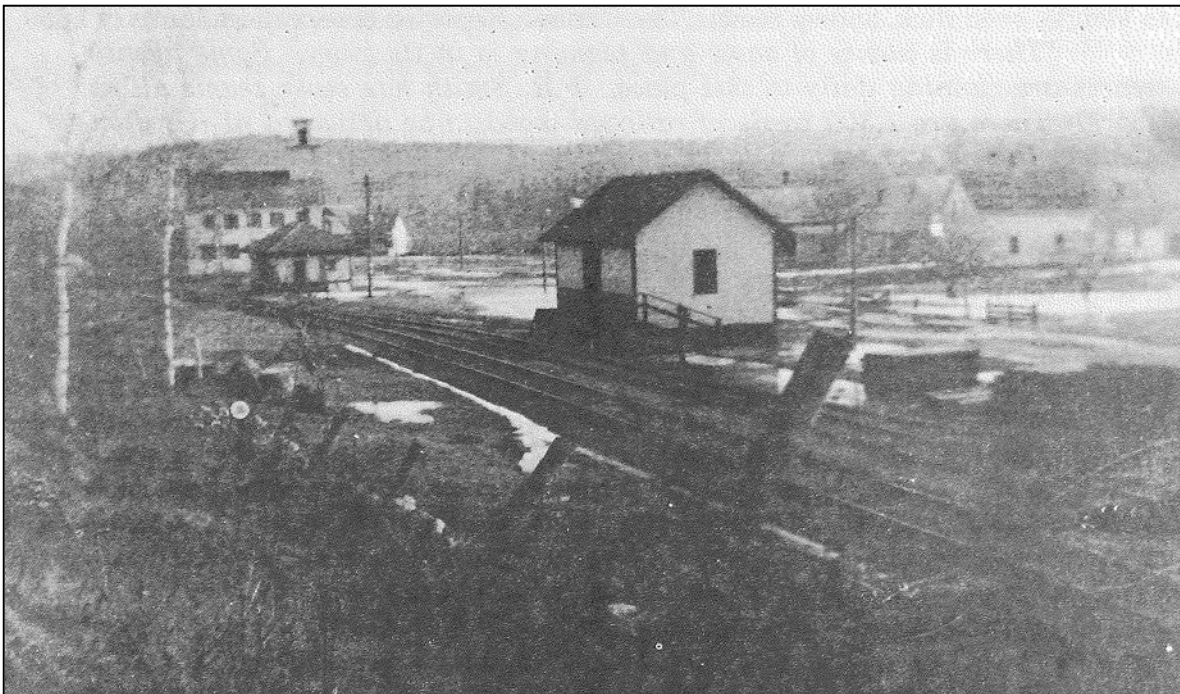
Grafton Village, Grafton Depot, demolished 1953. Grafton Inn visible in background right. Photograph date unknown. Cushing, pg. 135.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Grafton Center, Cardigan Depot, was renamed from "Grafton Center" Depot in 1909. No longer extant, was located outside 3-Mile APE. Photograph date unknown. Cushing, pg. 135.



Grafton Center railyard. No longer extant, was located outside 3-Mile APE. Photograph date unknown. Cushing, pg. 129.

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 1 description: 52 Karl Gordon Road , Alexandria

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 2 description: Taylor Hill Road, VHB-DNB-001, Danbury

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 3 description: 1050 Murray Hill Road, Hill (Murray Hill Summer Home District)

Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 4 description: Fowler River Road, VHB-ALX-001, Alexandria

Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 5 description: Karl Gordon Road, VHB-ALX-002, Alexandria

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 6 description: 335 Cass Mill Road, Alexandria

Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 7 description: Fowler River Road, VHB-ALX-003, Alexandria

Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 8 description: 550 Mount Cardigan Road, Alexandria

Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 9 description: Patten Road, VHB-ALX-004, Alexandria

Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 10 description: 490 Washburn Road, Alexandria

Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 11 description: 16 Washburn Road, Alexandria

Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____



Photo 12 description: 10 North Road, Alexandria

Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 13 description: Mount Cardigan Road, VHB-ALX-005, Alexandria

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 14 description: 222 Washburn Road, Alexandria

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 15 description: 178 Bailey Road, Alexandria

Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____



Photo 16 description: Benton Farm, 202 Fowler River Road, ALX0002, Alexandria

Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 17 description: Cass Mill Road, VHB-ALX-006, Alexandria

Roll: _____ Frame: _____ Direction: SE Date taken: 11-2012 Negative stored: _____



Photo 18 description: Fowler River Road, VHB-ALX-007, Alexandria

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 19 description: 1118 Fowler River Road, Alexandria
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 20 description: 440 Fowler River Road, Alexandria
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 21 description: 85 Grafton Road, Alexandria

Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 22 description: 185 Karl Gordon Road, Alexandria

Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 23 description: Michel's House, 524 North Road (no NHDHR#), Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 24 description: 548 North Road, Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 25 description: Golden Valley Road, VHB-GRA-001, Grafton

Roll: _____ Frame: _____ Direction: E Date taken: 12-2012 Negative stored: _____



Photo 26 description: Golden Valley Road, VHB-GRA-002, Grafton

Roll: _____ Frame: _____ Direction: E Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 27 description: 737 Wild Meadow Road, Grafton

Roll: _____ Frame: _____ Direction: NW Date taken: 12-2012 Negative stored: _____



Photo 28 description: 816 Murray Hill Road, Hill (Murray Hill Summer Home District)

Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 29 description: 240 Razor Hill Road, Grafton

Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____



Photo 30 description: 11 Turnpike Road, Grafton

Roll: _____ Frame: _____ Direction: W Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 31 description: 106 Main Street, Grafton

Roll: _____ Frame: _____ Direction: NW Date taken: 12-2012 Negative stored: _____



Photo 32 description: 54 Turnpike Road, Grafton

Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 33 description: 272 Fowler River Road, Alexandria
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 34 description: 11 Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 35 description: North Meeting House, Turnpike Road, VHB-GRA-003 (GRA0019), Grafton
Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____

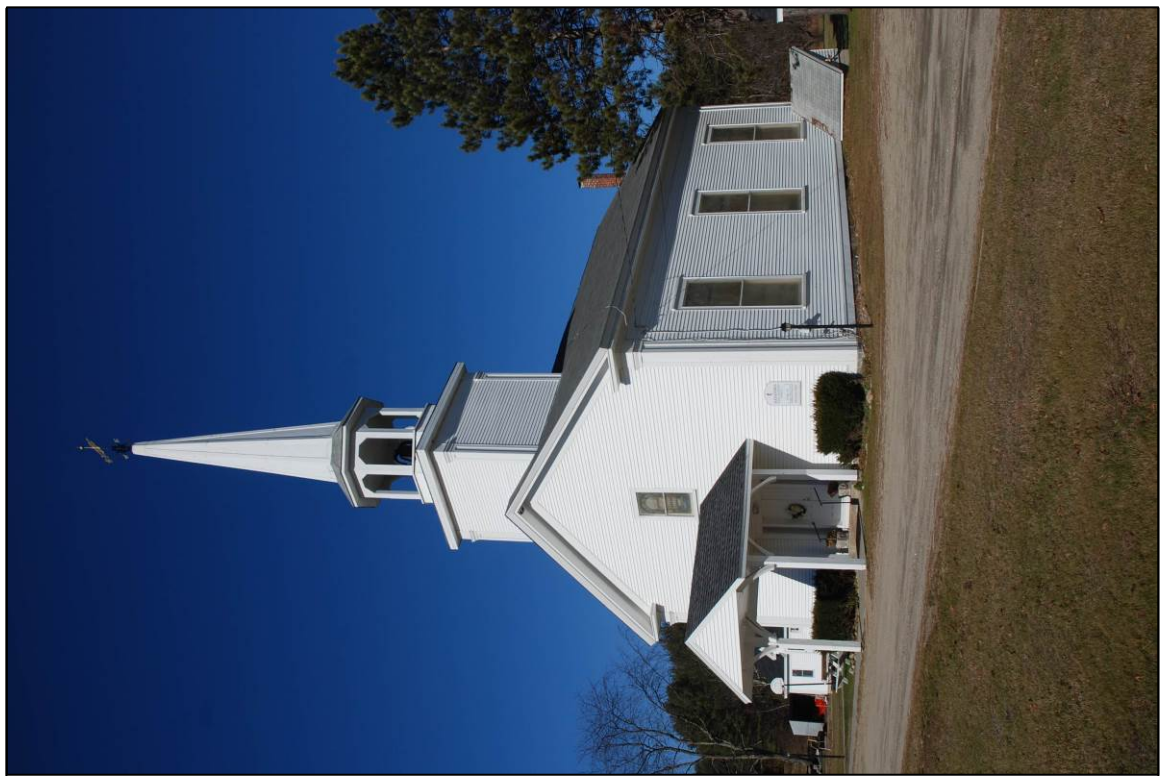


Photo 36 description: United Methodist Church (formerly Union Church), 12 Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: NW Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 37 description: Rhoades Cemetery, Route 104, VHB-ALX-008, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 38 description: Crawford Cemetery, North Road, VHB-ALX-009, Alexandria
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 39 description: Unnamed cemetery, Main Street, VHB-GRA-004, Grafton
Roll: _____ Frame: _____ Direction: SE Date taken: 12-2012 Negative stored: _____



Photo 40 description: Unnamed cemetery, Murray Hill Road, VHB-HIL-001, Hill (Murray Hill Summer Home District)
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 41 description: Ward Hill Cemetery, Ward Hill Road, VHB-DNB-002, Danbury
Roll: _____ Frame: _____ Direction: E Date taken: 11-2012 Negative stored: _____



Photo 42 description: Hinkson's Carding Mill, Turnpike Road, VHB-GRA-005 (GRA0017), Grafton
Roll: _____ Frame: _____ Direction: W Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 43 description: Cass Mill Road, VHB-ALX-010, Alexandria
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____



Photo 44 description: Stone Lodge, 327 Route 4 (no NHDHR#), Danbury
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 45 description: French Hill Road, VHB-GRA-006, Grafton

Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____



Photo 46 description: Wild Meadow Road, VHB-GRA-007, Grafton

Roll: _____ Frame: _____ Direction: SW Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 47 description: Alice Brown House, Murray Hill Road, VHB-HIL-002, Hill (Murray Hill Summer Home District)
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____



Photo 48 description: Tadakowsky House, 420 North Road (no NHDHR#), Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 49 description: Brad Chase Road, VHB-DNB-003, Danbury

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 50 description: 383 Eastern District Road, Danbury

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 51 description: Washburn Road, VHB-ALX-011, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 52 description: 356 Main Street, Grafton
Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 53 description: 517 Fowler River Road, Alexandria
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 54 description: Fowler River Road, VHB-ALX-012, Alexandria
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 55 description: 384 Main Street, Grafton

Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____



Photo 56 description: Village School, Cardigan Road, VHB-ALX-013, Alexandria

Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 57 description: North Road Schoolhouse, North Road, VHB-DNB-004 (DNB0002), Danbury
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____



Photo 58 description: Pines School, 7 Cherry Hill Road (GRA0015), Grafton
Roll: _____ Frame: _____ Direction: SW Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 59 description: Schoolhouse, 475 Fowler River Road, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 60 description: Willow School, 16 Karl Gordon Road, Alexandria
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 61 description: 226 Main Street, Grafton

Roll: _____ Frame: _____ Direction: NW Date taken: 12-2012 Negative stored: _____



Photo 62 description: Turnpike Road, VHB-GRA-008, Grafton

Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 63 description: 702 Main Street (GRA0002), Grafton

Roll: _____ Frame: _____ Direction: NW Date taken: 12-2012 Negative stored: _____



Photo 64 description: 17 Grafton Road, Alexandria

Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 65 description: 306 Taylor Hill Road, Danbury
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____



Photo 66 description: North Road, VHB-ALX-014, Alexandria
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 67 description: 218 Karl Gordon Road, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 68 description: 34 Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 69 description: 441 Fowler River Road, Alexandria
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____



Photo 70 description: Murray Hill Road, VHB-HIL-003, Hill (Murray Hill Summer Home District)
Roll: _____ Frame: _____ Direction: S Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 71 description: Eastern District Road, VHB-DNB-005, Danbury
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 72 description: Eastern District Road, view of rear (SW elevation), VHB-DNB-005, Danbury
Roll: _____ Frame: _____ Direction: E Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 73 description: 702 Main Street (Little Creathorne Farm barn, GRA0002), Grafton
Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____



Photo 74 description: 702 Main Street (Little Creathorne Farm barn, GRA0002), Grafton
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 75 description: Mount Cardigan Road (barn), VHB-ALX-005, Alexandria
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 76 description: 440 Fowler River Road (barn), Alexandria
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 77 description: 1118 Fowler River Road (barn), Alexandria
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____



Photo 78 description: 356 Main Street (barn), Grafton
Roll: _____ Frame: _____ Direction: SE Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 79 description: 54 Turnpike Road (springhouse), Grafton

Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____



Photo 80 description: Grafton Inn, Main Street, VHB-GRA-009, Grafton

Roll: _____ Frame: _____ Direction: NE Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 81 description: Grafton Inn (barn), Main Street, VHB-GRA-009, Grafton
Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____



Photo 82 description: Haynes Library, 33 Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 83 description: Grafton Town Hall, 35 Turnpike Road (GRA0014), Grafton
Roll: _____ Frame: _____ Direction: W Date taken: 12-2012 Negative stored: _____



Photo 84 description: Patten Cemetery, Washburn Road, VHB-ALX-015, Alexandria
Roll: _____ Frame: _____ Direction: E Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT

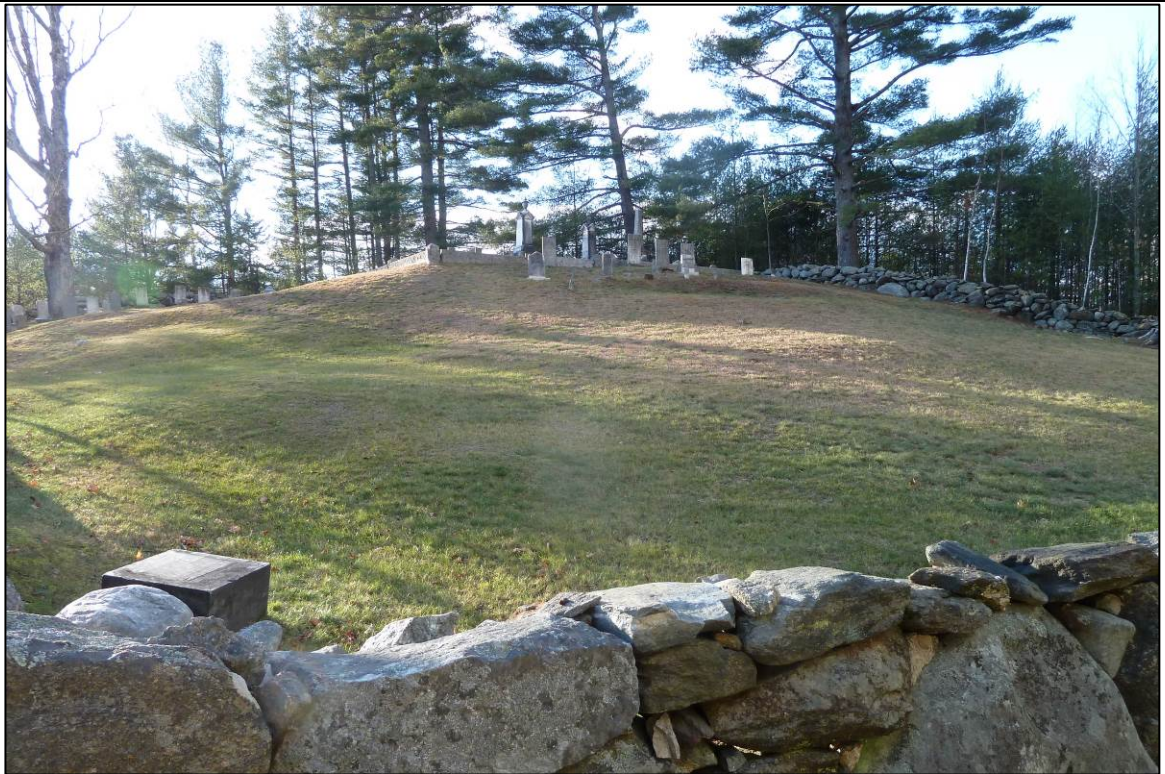


Photo 85 description: Litchfield Cemetery, Route 4, VHB-DNB-006, Danbury
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 86 description: 603 Washburn Road (in ALX-WRB), Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 87 description: Cass Mill Road, VHB-ALX-016, Alexandria
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____



Photo 88 description: Wild Meadow Road, culvert over Hoyt Brook, VHB-GRA-010 (GRA0013), Grafton
Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 89 description: 371 Route 4, Danbury

Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____



Photo 90 description: 318 Main Street, Grafton

Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 91 description: 337 Main Street, Grafton
Roll: _____ Frame: _____ Direction: W Date taken: 12-2012 Negative stored: _____



Photo 92 description: 14 Karl Gordon Road, Alexandria
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 93 description: 253 Karl Gordon Road, Alexandria

Roll: _____ Frame: _____ Direction: E Date taken: 11-2012 Negative stored: _____



Photo 94 description: 77 Brad Chase Road, Danbury

Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT

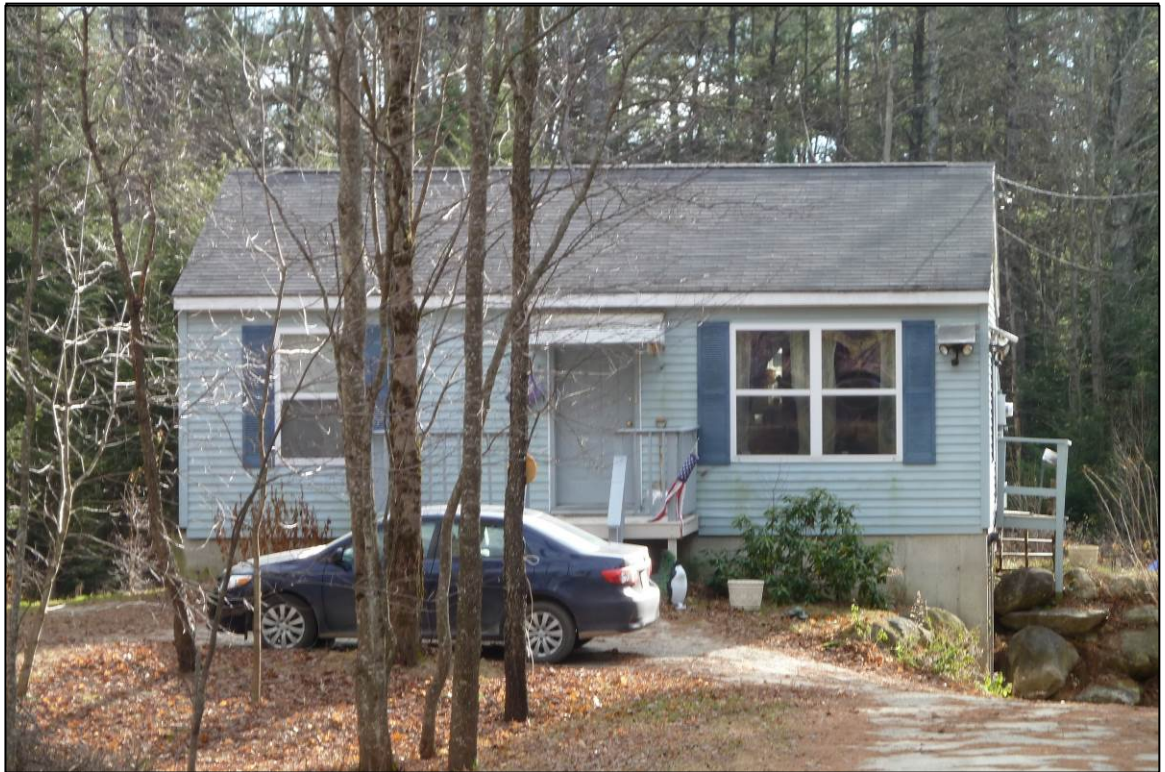


Photo 95 description: Brad Chase Road, VHB-DNB-007, Danbury
Roll: _____ Frame: _____ Direction: SE Date taken: 11-2012 Negative stored: _____



Photo 96 description: Thissell Road, VHB-ALX-017, Alexandria
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 97 description: Thissell Road (barn), VHB-ALX-017, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 98 description: Washburn Road, VHB-ALX-018, Alexandria
Roll: _____ Frame: _____ Direction: SE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 99 description: 190 Fowler River Road, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 100 description: 70 Wild Meadow Road, Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 101 description: Washburn Road, VHB-ALX-019, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 102 description: North Road, VHB-ALX-014, Alexandria
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 103 description: Eastern District Road, VHB-DNB-005, Danbury
Roll: _____ Frame: _____ Direction: SW Date taken: 11-2012 Negative stored: _____



Photo 104 description: Alexandria Town Hall, 47 Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 105 description: Grafton Library, 26 Library Road (GRA0018), Grafton
Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____



Photo 106 description: Crawford Cemetery shed, North Road, VHB-ALX-009
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 107 description: Former railroad bridge over Smith River, Ford Mill Road, VHB-DNB-008, Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 108 description: Tramp House, 11 Library Road (moved; GRA0016), Grafton
Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 109 description: Danbury Bridge over Smith River, High Street, VHB-DNB-009, Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 110 description: Alexandria Fire House, 158 Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 111 description: 2342 Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 112 description: 10 Hemlock Lane, Danbury
Roll: _____ Frame: _____ Direction: NW Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 113 description: Main Street, VHB-GRA-012, Grafton
Roll: _____ Frame: _____ Direction: NW Date taken: 12-2012 Negative stored: _____



Photo 114 description: 68 Brad Chase Road, Danbury
Roll: _____ Frame: _____ Direction: S Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 115 description: Forbes Mountain Road, VHB-DNB-010, Danbury
Roll: _____ Frame: _____ Direction: NE Date taken: 11-2012 Negative stored: _____



Photo 116 description: 856 Cass Mill Road, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 117 description: Route 4, VHB-DNB-011, Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 118 description: Washburn Road, VHB-ALX-020, Alexandria
Roll: _____ Frame: _____ Direction: S Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 119 description: 306 Taylor Hill Road (barns), Danbury
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 120 description: Gifford Hill Road over Hoyt Brook, VHB-GRA-013, Grafton
Roll: _____ Frame: _____ Direction: N Date taken: 12-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 121 description: Cardigan Lodge, Shem Valley Road, Alexandria
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____



Photo 122 description: North Road streetscape, view to Washburn Road, Alexandria
Roll: _____ Frame: _____ Direction: S Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 123 description: View of town common and Washburn Road streetscape, Alexandria
Roll: _____ Frame: _____ Direction: W Date taken: 11-2012 Negative stored: _____



Photo 124 description: View of United Methodist Church (formerly Union Church) across town common, Alexandria
Roll: _____ Frame: _____ Direction: N Date taken: 11-2012 Negative stored: _____

AREA FORM

AREA NAME: WILD MEADOWS WIND POWER PROJECT



Photo 125 description: Washburn Road streetscape, view to North Road, Alexandria
Roll: _____ Frame: _____ Direction: SE Date taken: 11-2012 Negative stored: _____

Town	Inventory #	Property Name	Street #	Street Name	UTM	Within 3 or 5 mile radius	Form Date	Listing/ Eligibility Status	Designation status	Construction date	Comments
Alexandria	ALX0002	Benton Farm	202	Fowler River Road	unknown	3	2000	N/A	Not Evaluated	1867	farm house and several outbuildings, 90 acres
Alexandria	ALX-WRB	Washburn Road Bridge Area	N/A	Washburn Road	19 273144E/ 4832076N	3	2008	NE<10	DOE 6/24/09 Not Eligible/ owners connected to economy and crossing used historically, BUT properties retain little integrity of materials, bridge itself not significant	c. 1850 - 1950s	Washburn Road over Patten Brook between Patten Road and Cass Mill Road/ six houses and a bridge (ALX0005)
Alexandria	ALX0005	Bridge	N/A	Washburn Road over Patten Brook	19 273144E/ 4832076N	3	2008	NE<10	DOE 6/24/09 Not Eligible/ alterations include concrete over stone abutments, and bridge type is common	1950	steel string on stone abutments covered with concrete at later date; wood deck
Bristol	none assigned	Central Square Historic District	N/A	Central Square - intersection of Main St, Summer St., Pleasant St., Central St., Spring Street	19 279100E/ 4829925N	5	1983	NRL	NR listed 1983/ Criteria A and C, for areas of commerce, planning, and architecture	19th c.	Village Center, significant in areas of commerce, planning, and architecture.
Bristol	none assigned	Central Street Bridge (113/064)	N/A	Central Street over Pemigewasset River	unknown	5	N/A	NRE	DOE 12/16/1987 NR Eligible / Criterion C - longest high Parker truss bridge built in NH and reflects early 20th c. bridge design refinements, designed for challenges of site	1927	Parker truss bridge, designed specifically for challenges of site/ all info per evaluation write-up of Garvin, dated 7/21/2002/ also Garvin correspondence included in file dedicated to bridge
Bristol	BRI0003	Dodge-Davis Mill Housing	1	Chandler Street	19 278220E/ 4830830N	5	1994	NE>10	DOE 6/8/1994 Not Eligible/ more information needed about reported Shaker fragments	c. 1892	1 1/2 story vernacular, front possible reconstruction of Shaker structure from Enfield
Bristol	BRI0013	Holden House	108	Lake Street	19 278185E/ 4830780N	5	1994	NRE	DOE 6/8/1994 NR Eligible (individual)/ Criterion C as good example of vernacular Italianate architecture	c. 1870	2 1/2 story Italianate with c. 1890 porch addition/ DOE notes that it just barely makes the cut integrity-wise
Bristol	none assigned	IPC Upper Dam District	N/A	Lake Street at Newfound River	19 300495E/ 4831142N	5	2008	NRE	DOE 7/23/2008 NR Eligible (district)/ Criterion A for industrial history and C for design	1900	has powerhouse, timber crib dam, abutments, concrete guides for sluiceway, bypass gate, and impoundment area
Bristol	none assigned	Minot-Sleeper Library	14	Pleasant Street		5	1988	NRL	NR listed 1988/ Criterion A for public education - first public library building erected in the Lakes Region	1884	letter from DHR dated 8/17/2011 to architect for library addition notes addition is too historicized (did not copy full set of plans)
Bristol	BRI0022	Crockett House	19	Pleasant Street	19 278840E/ 4829880N	5	1993	NRE	DOE 9/1/1993 NR Eligible (individual), not NR Eligible (district)/ Criterion C as good example of a vernacular Greek Revival Style residence	c. 1845	2 1/2 story Greek Revival
Bristol	BRI0023	Cyrus Taylor House	20	Pleasant Street	19 278860E/ 4829820N	5	1993	NRE	DOE 9/1/1993 NR Eligible (individual), not NR Eligible (district)/Criterion C as well-preserved example of brick Greek Revival-style high-posted cape	c. 1845	brick and granite Greek Revival high-posted cape
Bristol	Area A	Pleasant Street Neighborhood Historic District	multiple	Pleasant Street	unknown	5	2010	NRE	DOE 9/1/1993 NR Eligible (district)/ Criterion A for association with community residential development	1860s-1880s	well-preserved houses dating to post-Civil War boom, built during a concentrated period of time/ includes BRI0025-BRI0029, which were not evaluated for individual eligibility
Bristol	BRI0020	Union Lodge Masonic House	unknown	Pleasant Street	19 278880E/ 4829840N	5	1993	NRE	DOE 9/1/1993 NR Eligible (individual), not NR Eligible (district)/ Criterion C as the best local example of Italianate style domestic architecture executed in brick	c. 1860	Italianate 2 1/2 story
Bristol	BRI0031	Whipple House	75	Summer Street	19 279219E/ 4830060N	5	2004	SRL	DOE 2/23/2005 NR more information needed, SR Eligible; email from Christine Fonda to owner July 11, 2005 (correspondence folder NHDHR) says it is eligible for NR/ Criteria A and C as late Queen Anne style house with Colonial Revival elements, and association with prominent businessman	1904	Queen Anne, 2 1/2 stories, now B&B
Danbury	DNB0001	Old Baptist Church	15	High Street	unknown	5	1997	NRE	DOE 5/7/1997 NR Eligible (individual) individually eligible/ Criterion C (no other information, appears in "Record of NHDHR Determination of Eligibility Decisions by Town")	1832, moved 1867	Greek Revival meeting house; conditions report on file at DHR/ also in Lakes Region Community Survey and Planning Project (#07657), survey #5
Danbury	none assigned	Tadakowsky House	unknown	North Road at Bohannon Road	unknown	3	1985	N/A	Not Evaluated	mid-19th c.	Greek Revival two-story house with attic/ Lakes Region Community Survey and Planning Project (#07657), survey #10
Danbury	DNB0002	North Road Schoolhouse	unknown	North Road at Brad Chase Road	unknown	3	not in files	NRE	DOE 3/28/2001 NR Eligible (individual)/ Criterion A and C noted (no other information, appears in "Record of NHDHR Determination of Eligibility Decisions by Town")	unknown	not in files
Danbury	none assigned	Michels House	unknown	North Road near Wild Meadow Road	unknown	3	1985	N/A	Not Evaluated	1806	Federal cape/ Lakes Region Community Survey and Planning Project (#07657), survey #1
Danbury	none assigned - no longer extant	Sargent House	unknown	North Road near Wild Meadow Road	unknown	3	1985	N/A	Not Evaluated	1830s	vernacular cape/ Lakes Region Community Survey and Planning Project (#07657), survey #4
Danbury	none assigned	Stone Lodge	unknown	Route 4, approx. 1.8 miles north of Route 104	unknown	3	1985	N/A	Not Evaluated	mid-19th c.	Greek Revival two-story house with attic/ Lakes Region Community Survey and Planning Project (#07657), survey #11
Danbury	none assigned	Danbury Bridge (139/092)	N/A	High Street over Smith River (just south of Route 4)	unknown	5	1981	NE>10	recommended Not Eligible as part of bridge inventory/ common bridge type	1913	would need form from bridge survey
Danbury	Area RR	Northern Railroad	N/A	N/A	N/A	3	1995	NRE	DOE 11/10/99 NR Eligible (district)/ eligible under Criteria A and C as transportation district, early and important route that influenced development of small villages; railbed, some bridges, and two extant depots have architectural significance	began 1844	much of the former line has been rehabilitated into Northern Rail Trail, including the portion that passes through our area.
Grafton	GRA0004 - no longer extant or not visible from public right-of-way	No Property Name	unknown	Wild Meadow Road south of Grant's Pond	unknown	3	1997	NE>10	DOE 7/30/1997 Not Eligible (individual)/ lack of integrity and significance	1947	hunting cabin/ part of Grafton CDBG Housing Replacement and Rehabilitation Program
Grafton	GRA0015	Pines School, Depot School, District 13	7	Cherry Hill Road (at Route 4)	19 261573E/ 4827579N	5	2010	NRE/SRL	DOE 8/25/2010 NR and SR Eligible (individual), DOE says eligible for NR and SR district; currently listed in SR/ Criterion A as part of the development of Grafton after arrival of railroad in 1948, Criterion C as well-preserved example of Greek Revival schoolhouse	1854	Greek Revival schoolhouse
Grafton	GRA0006	N/A	unknown	Gifford Hill Road (approx. 0.42 miles north of Wild Meadow Road)	unknown	3	1997	NE>10	DOE 8/14/1997 Not Eligible individual/ not eligible because of construction date	1978	trailer home, placed on lot in 1995/ part of Grafton CDBG Housing Replacement and Rehabilitation Program
Grafton	GRA0014	East Grafton School, District 5/ Town Hall	35	Grafton Turnpike Road	19 263676E/ 4827999N	3	2010	SRL	DOE 8/25/2010 SR Eligible (individual)/ Criterion A as part of the development of the community, adapted for changing needs over time	c. 1900	Greek Revival schoolhouse, converted to town hall 1963
Grafton	GRA0019	North Meetinghouse/ East Grafton Union Church	unknown	Grafton Turnpike Road	19 263461E/ 4828254N	3	2010	SRL	DOE 9/8/2010 SR Eligible/ Criterion C for retention of several Shingle Style architectural elements	1785	moved 1842, major renovation to Shingle Style 1896/ additional information may extend boundary to include parsonage and barn foundation
Grafton	GRA0017	Hinkson's Carding Mill	unknown	Grafton Turnpike Road, 3/4 mile NW of intersection with Route 4	19 262980E/ 4828642N	3	2010	SRE	DOE 8/20/2010 SR Eligible/ still has interior works, mill race remains, dam, important in history of Grafton/ Criterion A as significant to industrial development of town	c. 1823	Greek Revival mill on stone foundation (foundation 1963)
Grafton	GRA0016	Grafton Tramp House	11	Library Road	19 261769E/ (northing cut off on form)	5	2010	SRE	DOE 8/20/2010 SR Eligible (individual; more information needed)/ Criterion A as an uncommon building type constructed to serve transient population	1909	small wood-frame shelter constructed by town to house transients arriving on the Northern RR/ moved to current location 1995/one of four remaining of its type in NH
Grafton	GRA0018	Grafton Town Library	unknown	Library Road	19 262079E/ 4827283N	5	2010	SRL	DOE 8/20/2010 SR Eligible (more information needed)/ Criterion A as a long-standing municipal structure important to community, Criterion C as a well-preserved early 20th century Colonial Revival	1921	concrete blocks created on-site
Grafton	GRA0008	N/A	unknown	Millbrook Road (near town border)	unknown	5	1997	NE>10	DOE 8/14/1997 Not Eligible/ construction date	1972	trailer home, placed on lot in 1986/ part of Grafton CDBG Housing Replacement and Rehabilitation Program
Grafton	GRA0002	Little Creathorne Farm	unknown	Route 4 (north side of intersection with Pine Grove Lane)	unknown	5	1997	NRE	DOE 7/22/1997 NR Eligible/ "eligible as a very intact example of a high-posted cape" (though more information needed)	late 19th c.	one-story vernacular cape/ part of Grafton CDBG Housing Replacement and Rehabilitation Program

Town	Inventory #	Property Name	Street #	Street Name	UTM	Within 3 or 5 mile radius	Form Date	Listing/ Eligibility Status	Designation status	Construction date	Comments
Grafton	GRA0003	N/A	unknown	Route 4 near Library Road	unknown	5	1997	NE>10	DOE 8/13/1997 Not Eligible (more information needed)	1947-1948	vernacular 1 1/2 story/ possibly a moved portion of the Robinson House (1890s), moved when older house was demolished for Route 4 construction/ part of Grafton CDBG Housing Replacement and Rehabilitation Program
Grafton	GRA0009	N/A	unknown	Route 4 (east of intersection with Neil's Lane)	unknown	5	1997	NE>10	8/14/1997 Not Eligible/ construction date	1986	trailer home, placed on lot in 1991/ part of Grafton CDBG Housing Replacement and Rehabilitation Program
Grafton	GRA0010	N/A	unknown	Sargent Hill Road (approx. 0.31 miles south of intersection with Route 4)	unknown	5	1997	NE>10	DOE 8/14/1997 Not Eligible/ construction date	1969	trailer home, placed on lot in 1980s/ part of Grafton CDBG Housing Replacement and Rehabilitation Program
Grafton	GRA0012	N/A	unknown	Turnpike Road (approx. 0.3 miles northwest of intersection with Route 4)	unknown	3	1997	NE>10	DOE 8/14/1997 Not Eligible/ construction date	1988	two-story residence with first story garage/ part of Grafton CDBG Housing Replacement and Rehabilitation Program
Grafton	GRA0013	N/A	N/A	Wild Meadow Road over Hoyt Brook	19 264057E/ 4829303N	3	2007	N/A	Not Evaluated	unknown	stone culvert, noted as intact
Grafton	Area RR	Northern Railroad	N/A	N/A	N/A	3	1995	NRE	DOE 11/10/99 NR Eligible (district)/ Criteria A and C as transportation district, early and important route that influenced development of small villages; railbed, some bridges, and two extant depots have architectural significance	began 1844	much of the former line has been rehabilitated into Northern Rail Trail, including the portion that passes through our area.
Hill	N/A	Murray Hill Summer Home District	N/A	Murray Road between Cass Mill Road and Lynch Road	unknown	3	1987	NRL	NR listed 1988/ Criterion A as early example of the summer vacation home movement in NH; possesses integrity of location, design, setting, materials, workmanship, feeling and association; period of significance 1873-1937	late 19th/ early 20th c.	farmhouses used as summer residences/ district appears to be in both 3- and 5- mile radii
Hill	none assigned - replaced	Cass Mill Bridge (075/151)	N/A	Cass Mill Road over Smith River	unknown	3	1981	NE>10	recommended Not Eligible as part of bridge inventory	unknown	replaced - formerly single span Warren truss with wood deck
Orange	Area RR	Northern Railroad	N/A	N/A	N/A	5	1995	NRE	DOE 11/10/99 NR Eligible (district)/ Criteria A and C as transportation district, early and important route that influenced development of small villages; railbed, some bridges, and two extant depots have architectural significance	began 1844	much of the former line has been rehabilitated into Northern Rail Trail, including the portion that passes through our area.

Table 2. List of Properties Included in Property Discussion, Section 21

Address or VHB Survey Number	Town	In Visibility or Non-Visibility Area	Photo #	Resource type	Time Period
52 Karl Gordon Road	Alexandria	V	1	house	1753-1820
Taylor Hill Road, VHB-DNB-001	Danbury	V	2	house	1753-1820
1050 Murray Hill Road	Hill	not in V	3	house	1753-1820
Fowler River Road, VHB-ALX-001	Alexandria	V	4	house	1753-1820
Karl Gordon Road, VHB-ALX-002	Alexandria	V	5	house	1753-1820
335 Cass Mill Road	Alexandria	not in V	6	house	1753-1820
Fowler River Road, VHB-ALX-003	Alexandria	V	7	house	1753-1820
550 Mount Cardigan Road	Alexandria	V	8	house	1753-1820
Patten Road VHB-ALX-004	Alexandria	V	9	house	1753-1820
490 Washburn Road	Alexandria	V	10	house	1753-1820
16 Washburn Road	Alexandria	V	11	house	1753-1820
10 North Road	Alexandria	V	12	house	1753-1820
Mount Cardigan Road, VHB-ALX-005	Alexandria	V	13	house	1753-1820
222 Washburn Road	Alexandria	V	14	house	1753-1820
178 Bailey Road	Alexandria	V	15	house	1753-1820
202 Fowler River Road, Benton Farm	Alexandria	V	16	house	1753-1820
Cass Mill Road, VHB-ALX-006	Alexandria	not in V	17	house	1753-1820
Fowler River Road, VHB-ALX-007	Alexandria	V	18	house	1753-1820
1118 Fowler River Road	Alexandria	not in V	19	house	1753-1820
440 Fowler River Road	Alexandria	V	20	house	1753-1820
85 Grafton Road	Alexandria	V	21	house	1753-1820
185 Karl Gordon Road	Alexandria	V	22	house	1753-1820
Michels House (no NHDHR#), 524 North Road	Danbury	V	23	house	1753-1820
548 North Road	Danbury	V	24	house	1753-1820
Golden Valley Road, VHB-GRA-001	Grafton	not in V	25	house	1753-1820
Golden Valley Road, VHB-GRA-002	Grafton	V	26	house	1753-1820
737 Wild Meadow Road	Grafton	V	27	house	1753-1820
816 Murray Hill Road	Hill	outside 3-mile APE; context only	28	house	1753-1820
240 Razor Hill Road	Grafton	outside 3-mile APE; context only	29	house	1753-1820
11 Turnpike Road	Grafton	not in V	30	house/ commercial	1753-1820
106 Main Street	Grafton	not in V	31	house	1753-1820
54 Turnpike Road	Grafton	not in V	32	house/ commercial	1753-1820
272 Fowler River Road (NHDHR# ALX0002)	Alexandria	V	33	house	1753-1820
11 Washburn Road	Alexandria	V	34	house	1753-1820
North Meeting House, Turnpike Road, VHB-GRA-003 (NHDHR #GRA0019)	Grafton	not in V	35	meeting house/church	1753-1820
Alexandria United Methodist Church (formerly Union Church), 12 Washburn Road	Alexandria	V	36	meeting house/church	1753-1820
Rhoades Cemetery, Route 104, VHB-ALX-008	Alexandria	V	37	cemetery	1753-1820
Crawford Cemetery, North Road, VHB-ALX-009	Alexandria	V	38	cemetery	1753-1820

Table 2. List of Properties Included in Property Discussion, Section 21

Address or VHB Survey Number	Town	In Visibility or Non-Visibility Area	Photo #	Resource type	Time Period
Main Street Cemetery, Main Street, VHB-GRA-004	Grafton	V	39	cemetery	1753-1820
Murray Hill Road cemetery (unnamed), VHB-HIL-001	Hill	not in V	40	cemetery	1753-1820
Ward Hill Cemetery, Ward Hill Road, VHB-DNB-002	Danbury	not in V	41	cemetery	1753-1820
Hinkson's Carding Mill, Turnpike Road , VHB-GRA-005 (NHDHR #GRA0017)	Grafton	not in V	42	industrial	1820-1865
Cass Mill Road, VHB-ALX-010	Alexandria	V	43	house	1820-1865
Stone Lodge, 327 Route 4 (no NHDHR #)	Danbury	not in V	44	house	1820-1865
French Hill Road, VHB-GRA-006	Grafton	not in V	45	house	1820-1865
Wild Meadow Road, VHB-GRA-007	Grafton	not in V	46	house	1820-1865
Alice Brown House, Murray Hill Road, VHB-HIL-002 (in NR district)	Hill	not in V	47	house	1820-1865
Tadakowsky House, 420 North Road (no NHDHR #)	Danbury	not in V	48	house	1820-1865
Brad Chase Road, VHB-DNB-003	Danbury	V	49	house	1820-1865
383 Eastern District Road	Danbury	V	50	house	1820-1865
Washburn Road, VHB-ALX-011	Alexandria	V	51	house	1820-1865
356 Main Street	Grafton	V	52	house	1820-1865
517 Fowler River Road	Alexandria	V	53	house	1820-1865
Fowler River Road, VHB-ALX-012	Alexandria	V	54	house	1820-1865
Village School, Mount Cardigan Road, VHB-ALX-013	Alexandria	V	55	school	1820-1865
North Road Schoolhouse, North Road, VHB-DNB-004 (NHDHR# DNB0002)	Danbury	V	56	school	1820-1865
Pines School, 7 Cherry Hill Road (NHDHR #GRA0015)	Grafton	not in V	57	school	1820-1865
475 Fowler River Road	Alexandria	V	58	school	1820-1865
Willow School, 16 Karl Gordon Road	Alexandria	V	59	school	1820-1865
77 Eastern District Road	Danbury	not in V	60	outbuilding	1820-1865
226 Main Street	Grafton	not in V	61	outbuilding	1820-1865
Folsom Post Office and Store, Turnpike Road, VHB-GRA-008	Grafton	not in V	62	commercial	1820-1865
Little Creathorne Farm, 702 Main Street (NHDHR #GRA002)	Grafton	not in V	63	house	1865-1900
17 Grafton Road	Alexandria	V	64	house	1865-1900
306 Taylor Hill Road	Danbury	V	65	house	1865-1900
North Road, VHB-ALX-014	Alexandria	V	66	house	1865-1900
218 Karl Gordon Road	Alexandria	V	67	house	1865-1900
34 Washburn Road	Alexandria	V	68	house	1865-1900
441 Fowler River Road	Alexandria	V	69	house	1865-1900
Murray Hill Road, VHB-HIL-003 (in NR district)	Hill	V	70	house	1865-1900
Eastern District Road, VHB-DNB-005	Danbury	V	71, 72	house	1865-1900
Little Creathorne Farm, 702 Main Street (NHDHR #GRA002)	Grafton	not in V	73, 74	outbuilding	1865-1900
Mount Cardigan Road, VHB-ALX-005	Alexandria	V	75	outbuilding	1865-1900
440 Fowler River Road	Alexandria	V	76	outbuilding	1865-1900
1118 Fowler River Road	Alexandria	not in V	77	outbuilding	1865-1900

Table 2. List of Properties Included in Property Discussion, Section 21

Address or VHB Survey Number	Town	In Visibility or Non-Visibility Area	Photo #	Resource type	Time Period
356 Main Street	Grafton	V	78	outbuilding	1865-1900
54 Turnpike Road	Grafton	not in V	79	outbuilding	1865-1900
Grafton Inn, Main Street, VHB-GRA-009	Grafton	not in V	80	commercial	1865-1900
Grafton Inn, Main Street, VHB-GRA-009	Grafton	not in V	81	outbuilding	1865-1900
Haynes Library, 33 Washburn Road	Alexandria	V	82	municipal	1865-1900
Grafton Town Hall, 35 Turnpike Road (NHDHR #GRA0014)	Grafton	not in V	83	municipal	1865-1900
Patten Cemetery, Washburn Road, VHB-ALX-015	Alexandria	not in V	84	cemetery	1865-1900
Litchfield Cemetery, Route 4, VHB-DNB-006	Danbury	not in V	85	cemetery	1865-1900
Patten mill, 603 Washburn Road	Alexandria	not in V	86	industrial/ house	1865-1900
Cass Mill Road, VHB-ALX-016	Alexandria	V	87	industrial	1865-1900
Wild Meadow Road at Hoyt Brook, VHB-GRA-010 (NHDHR #GRA0013)	Grafton	not in V	88	bridge (abutment)	1865-1900
371 Route 4	Danbury	not in V	89	house	1900-WWII
318 Main Street	Grafton	V	90	house	1900-WWII
337 Main Street	Grafton	V	91	house	1900-WWII
14 Karl Gordon Road	Alexandria	V	92	house	1900-WWII
253 Karl Gordon Road	Alexandria	V	93	house	1900-WWII
77 Brad Chase Road	Danbury	V	94	house	1900-WWII
Brad Chase Road, VHB-DNB-007	Danbury	V	95	house	1900-WWII
Thissell Road, VHB-ALX-017	Alexandria	V	96, 97	house	1900-WWII
Washburn Road, VHB-ALX-018	Alexandria	V	98	house	1900-WWII
190 Fowler River Road	Alexandria	V	99	house	1900-WWII
70 Wild Meadow Road	Danbury	V	100	cabin	1900-WWII
Shed, Washburn Road, VHB-ALX-019	Alexandria	V	101	outbuilding	1900-WWII
North Road, VHB-ALX-014	Alexandria	V	102	outbuilding	1900-WWII
Eastern District Road, VHB-DNB-005	Danbury	V	103	outbuilding	1900-WWII
Alexandria Town Hall, 47 Washburn Road	Alexandria	V	104	municipal	1900-WWII
Grafton Library, 26 Library Road (NHDHR #GRA0018)	Grafton	not in V	105	municipal	1900-WWII
Crawford Cemetery, North Road, VHB-ALX-009 (possibly town shed)	Alexandria	V	106	cemetery (possibly municipal)	1900-WWII
off Ford Mill Road over Smith River, VHB-DNB-008	Danbury	not in V	107	railroad/ bridge	1900-WWII
Tramp House, 11 Library Road (NHDHR #GRA0016)	Grafton	not in V	108	railroad	1900-WWII
High Street over Smith River, VHB-DNB-009	Danbury	outside 3-mile APE; context only	109	bridge	1900-WWII
Alexandria Volunteer Fire Department, 158 Washburn Road	Alexandria	V	110	municipal	WWII-1980s
2342 Washburn Road	Alexandria	not in V	111	house	WWII-1980s
10 Hemlock Lane	Danbury	not in V	112	house	WWII-1980s

Table 2. List of Properties Included in Property Discussion, Section 21

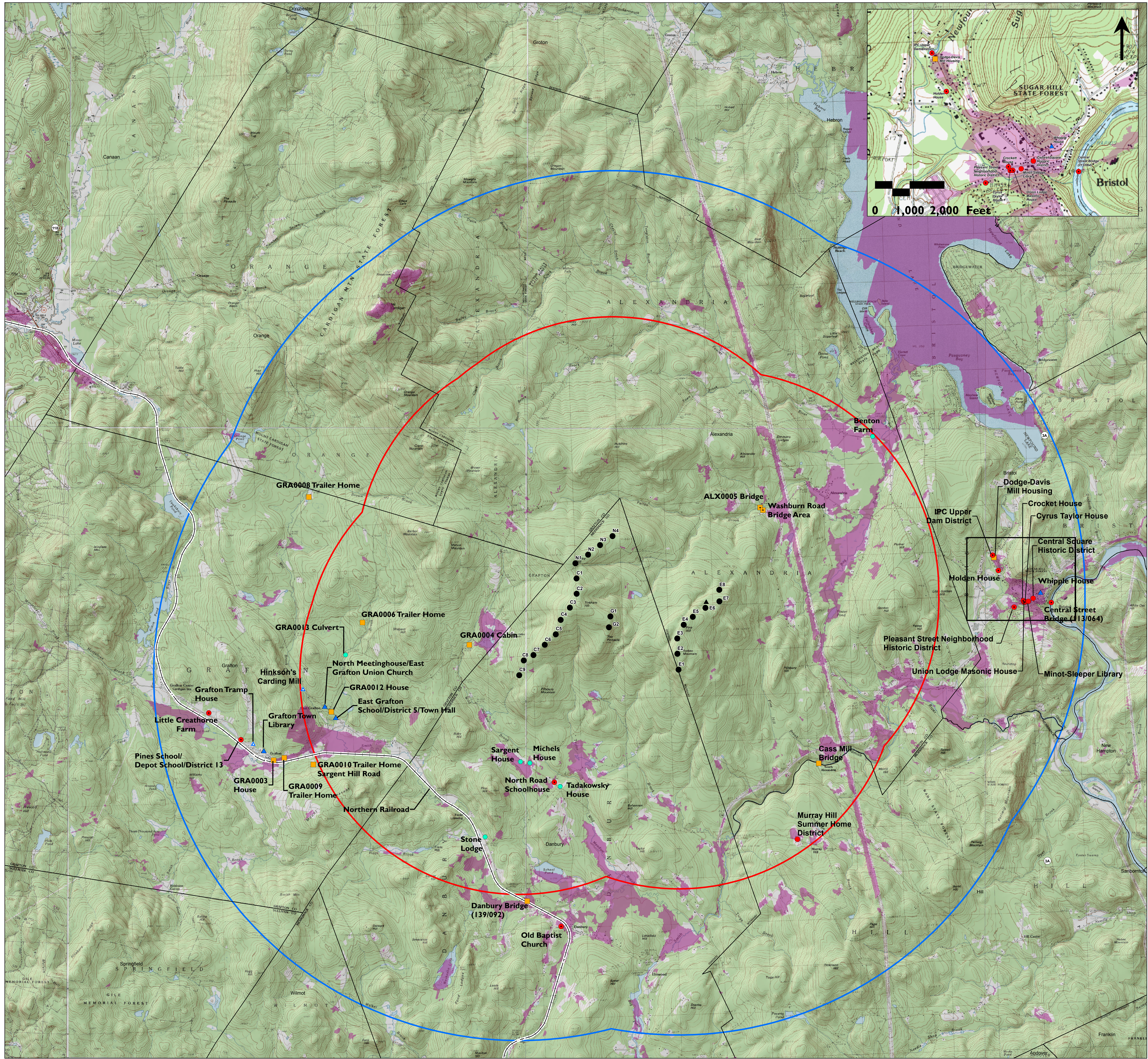
Address or VHB Survey Number	Town	In Visibility or Non-Visibility Area	Photo #	Resource type	Time Period
213 Cherry Hill Road	Grafton	not in V	(no photo)	house	WWII-1980s
Main Street, VHB-GRA-012	Grafton	V	113	cabin	WWII-1980s
68 Brad Chase Road	Danbury	V not considered (age)	114	house	1980s-Present
Forbes Mountain Road, VHB-DNB-010	Danbury	V not considered (age)	115	house	1980s-Present
856 Cass Mill Road	Alexandria	V not considered (age)	116	house	1980s-Present
Route 4, VHB-DNB-011	Danbury	V not considered (age)	117	house	1980s-Present
Washburn Road, VHB-ALX-020	Alexandria	V not considered (age)	118	house	1980s-Present
306 Taylor Hill Road	Danbury	V not considered (age)	119	outbuilding	1980s-Present
Gifford Hill Road over Hoyt Brook, VHB-GRA-013	Grafton	V not considered (age)	120	bridge	1980s-Present
Mount Cardigan Lodge, Shem Valley Road, VHB-ALX-021	Alexandria	V not considered (age)	121	recreation	1980s-Present

Table 3. List of Properties in Indirect APE (Viewshed) and Recommendations for Further Investigations

Town	Address or VHB #	1753-1820	1820-1865	1865-1900	1900-WWII	WWII-1980s	1980s-Present	Recommended for further investigation (Y/N)	Justification	Photo #
Alexandria	52 Karl Gordon Road	x						Y	has integrity; could meet relevant context of boarding houses due to large size and accessible location	1
Alexandria	Fowler River Road, VHB-ALX-001	x						N	does not meet any relevant context	4
Alexandria	Karl Gordon Road, VHB-ALX-002	x						N	loss of integrity due to addition on façade, replacement siding, and replacement sash	5
Alexandria	Fowler River Road, VHB-ALX-003	x						N	loss of integrity due to replacement siding and multiple additions and alterations	7
Alexandria	550 Mount Cardigan Road	x						N	does not meet any relevant context	8
Alexandria	Patten Road, VHB-ALX-004	x						N	loss of integrity due to altered side porch and altered outbuilding	9
Alexandria	490 Washburn Road	x						N	does not meet any relevant context	10
Alexandria	16 Washburn Road	x						N	does not meet any relevant context	11
Alexandria	10 North Road	x						N	does not meet any relevant context	12
Alexandria	222 Washburn Road	x						Y	has integrity; could meet relevant context of boarding houses due to full-width porch on ell and multiple separate entries	14
Alexandria	178 Bailey Road	x						N	loss of integrity due to large additions	15
Alexandria	202 Fowler River Road, Benton Farm	x						Y	has integrity; could meet relevant context of boarding houses due to early 20th c. additions of dormers and porch with separate entrance	16
Alexandria	Fowler River Road, VHB-ALX-007	x						N	loss of integrity due to alterations to ell, replacement sash throughout building, and newer detached garage	18
Alexandria	85 Grafton Road	x						N	loss of integrity due to addition of dormers, addition of enclosed porch, replacement siding and replacement of window sash	21
Alexandria	185 Karl Gordon Road	x						N	loss of integrity due to additions including dormer, replacement window sash, and replacement siding	22
Alexandria	272 Fowler River Road (ALX0002)	x						N	loss of integrity due to addition of second story overhang with monumental supports, addition of vestibule on façade	33
Alexandria	11 Washburn Road	x						Y	has integrity; could meet relevant context due to large size and 20th c. improvements	34
Alexandria	Alexandria United Methodist Church (formerly Union Church), 12 Washburn Road	1818						N	does not meet any relevant context	36
Alexandria	Rhoades Cemetery, Route 104, VHB-ALX-008	x						N	does not meet any relevant context	37
Alexandria	Cass Mill Road, VHB-ALX-010		x					N	loss of integrity due to new connection addition to main house; does not meet relevant context	43
Alexandria	Washburn Road, VHB-ALX-011		x					Y	has integrity; could meet relevant context of boarding houses due to large size	51
Alexandria	517 Fowler River Road		x					Y	has integrity; could meet relevant context of boarding houses due to large size	53
Alexandria	Fowler River Road, VHB-ALX-012		x					N	loss of integrity due to multiple alterations, replacement porch, changes to front entrance, and replacement sash	54
Alexandria	Village School, Mount Cardigan Road, VHB-ALX-013		1850					N	does not meet any relevant context	55
Alexandria	475 Fowler River Road		x					N	does not meet any relevant context	58
Alexandria	Willow School, 16 Karl Gordon Road		x					N	does not meet any relevant context	59
Alexandria	17 Grafton Road			x				N	loss of integrity due to replacement siding, large garage addition	64
Alexandria	218 Karl Gordon Road			x				N	loss of integrity due to removal of full-width front porch and changes to front entrance	67
Alexandria	34 Washburn Road			x				Y	has integrity; could meet relevant context of boarding houses due to large size and 2-story porch	68
Alexandria	441 Fowler River Road			x				N	loss of integrity due to replacement supports on wraparound porch and replacement siding	69
Alexandria	Haynes Library, 33 Washburn Road			1894				N	does not meet any relevant context	82
Alexandria	Mill, Cass Mill Road, VHB-ALX-016			x				N	does not meet any relevant context	87
Alexandria	14 Karl Gordon Road				x			N	does not meet any relevant context	92
Alexandria	253 Karl Gordon Road				x			N	does not meet any relevant context	93
Alexandria	Washburn Road, VHB-ALX-018				x			N	does not meet any relevant context	98
Alexandria	190 Fowler River Road				x			N	loss of integrity due to alterations to windows and primary entrance; does not meet relevant context	99
Alexandria	Shed, Washburn Road, VHB-ALX-019				x			N	does not meet any relevant context	101
Alexandria	Town Hall, 47 Washburn Road				1913			N	does not meet any relevant context	104
Alexandria	Fire Department, 158 Washburn Road					c.1963		N	loss of integrity due to addition; does not meet relevant context	110
Alexandria	Thissell Road, VHB-ALX-017				x			N	does not meet any relevant context	96, 97
Alexandria	Mount Cardigan Road, VHB-ALX-005	x						Y	has integrity; could meet relevant context of boarding houses due to addition of several dormers for expansion of living space, and separate entries	13, 75
Alexandria	440 Fowler River Road	x		x (barn)				N	does not meet any relevant context	20, 76
Alexandria	Crawford Cemetery, North Road, VHB-ALX-009	x			x (shed)			N	does not meet any relevant context	38, 106

Table 3. List of Properties in Indirect APE (Viewshed) and Recommendations for Further Investigations

Town	Address or VHB #	1753-1820	1820-1865	1865-1900	1900-WWII	WWII-1980s	1980s-Present	Recommended for further investigation (Y/N)	Justification	Photo #
Alexandria	North Road, VHB-ALX-014			x	x (barn)			Y	has integrity; could meet relevant context of boarding houses due to large size, village location, and wraparound porch	66, 102
Danbury	Taylor Hill Road, VHB-DNB-001	x						Y	has integrity; could meet relevant context of boarding houses due to large size and setting	2
Danbury	Michels House (no NHDHR#), 524 North Road	x						Y	has integrity; could meet relevant context of boarding houses due to early 20th c. additions of screened porch and dormers for expansion of interior space	23
Danbury	548 North Road	x						Y	has integrity; could meet relevant context of boarding houses due to large size, mountain view	24
Danbury	Brad Chase Road, VHB-DNB-003		x					Y	has integrity; could meet relevant context of boarding houses due to early 20th c. addition of shed dormers and separate entrance	49
Danbury	North Road Schoolhouse, North Road, VHB-DNB-004 (DNB0002)		x					N	does not meet any relevant context	56
Danbury	383 Eastern District Road		x					Y	has integrity, could meet relevant context of boarding houses due to large size	50
Danbury	77 Brad Chase Road				x			Y	has integrity; may meet relevant context of boarding houses due to its size	94
Danbury	Brad Chase Road, VHB-DNB-007				x			N	does not meet any relevant context	95
Danbury	70 Wild Meadow Road				x			Y	has integrity; could meet relevant context as summer home due to use as cabin and setting	100
Danbury	306 Taylor Hill Road			x			x (barns)	N	loss of integrity of association, extensive alterations, replacement siding	65, 119
Danbury	Eastern District Road, VHB-DNB-005			x	x (barn)			Y	has integrity; could meet relevant context of boarding houses due to large size, multiple entrances, and multiple porches	71, 72, 103
Grafton	Golden Valley Road, VHB-GRA-002	x						N	does not meet any relevant context	26
Grafton	737 Wild Meadow Road	x		x (north section)				N	loss of integrity of association due to removal of large barn on south side of house post-1949	27
Grafton	Main Street Cemetery, Main Street_VHB-GRA-004	x						N	does not meet any relevant context	39
Grafton	356 Main Street		x	x (barn)				N	loss of integrity due to large recent addition with full-width porch, replacement siding, and newer outbuilding	52, 78
Grafton	318 Main Street				x			N	does not meet any relevant context	90
Grafton	337 Main Street				x			N	loss of integrity due to replacement windows and replacement siding	91
Grafton	Main Street, VHB-GRA-012					x		N	loss of integrity due to replacement sash and/or windows	113
Hill	Murray Hill Road, VHB-HIL-003			c. 1890				N	previously listed as contributing resource to Murray Hill Summer Home Historic District, NR# 88000179; property is well-documented to meet relevant historic context of summer homes	70

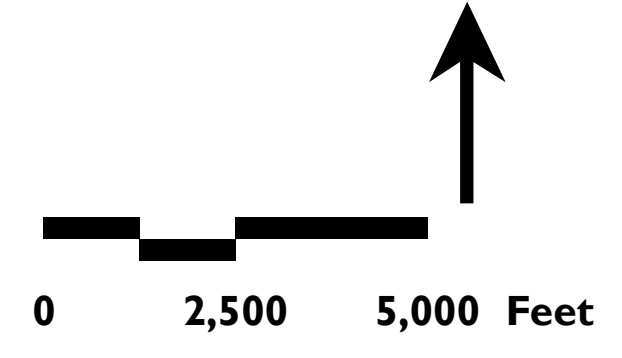


- Legend**
- Proposed Wind Turbine (F14, September 2013)
 - ▲ Proposed Met Tower (F14, September 2013)
 - 3-Mile Historic Property Buffer
 - 5-Mile Historic Property Buffer

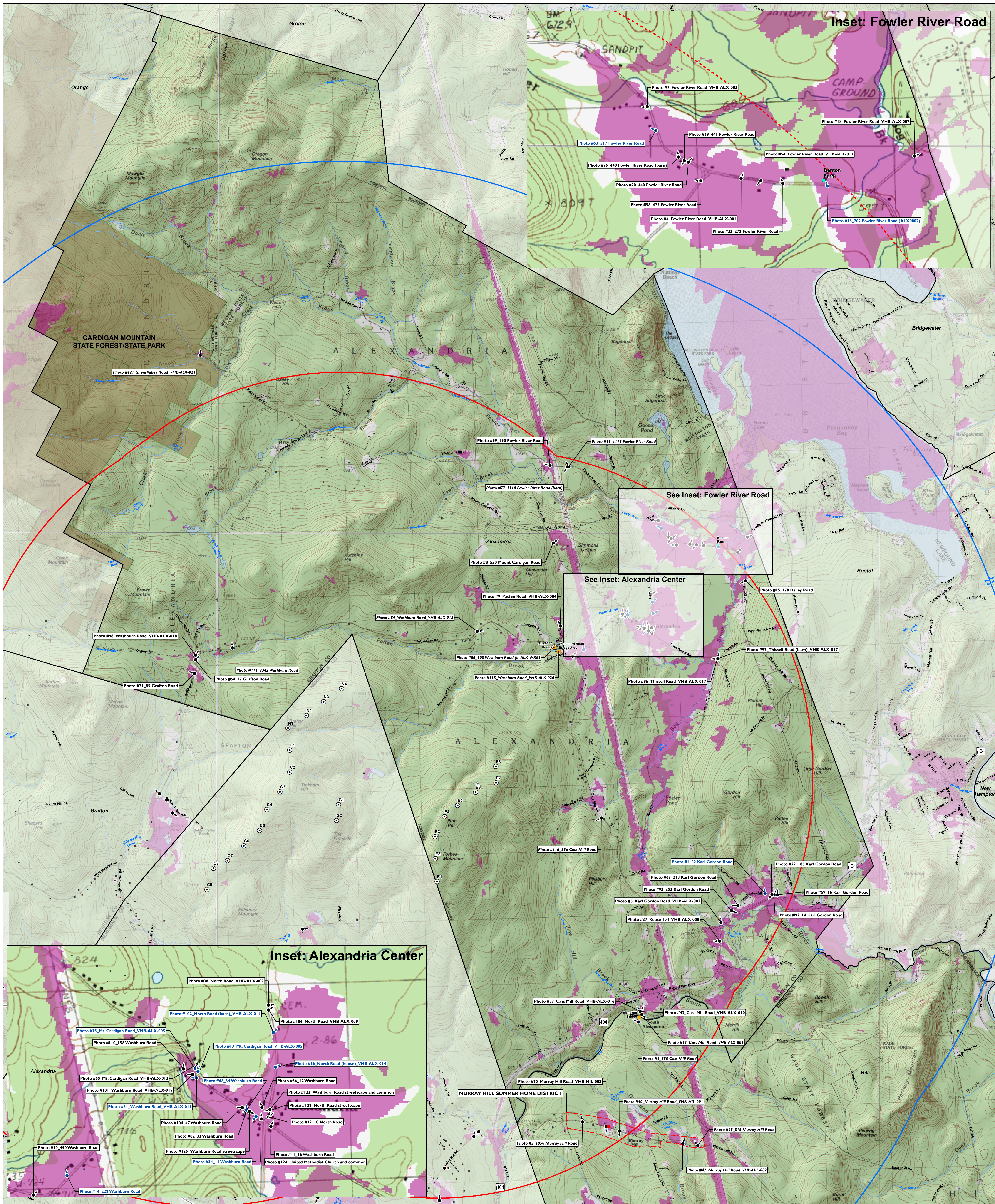
- Property Designation Status**
- NR Listed
 - NR Eligible
 - ▲ SR Listed
 - ▲ SR Eligible
 - Determined Not Eligible (More than 10 years ago)
 - Determined Not Eligible (Less than 10 years ago)
 - Not Evaluated
 - Northern Railroad - National Register-eligible
 - Turbine Visibility Based on Vegetation and Topography (October 2013)



VHB Vanasse Hangen Brustlin, Inc.
Figure 1. Cultural Resources Above-Ground Survey Designation Status of Properties within the 3-mile Buffer and 5-mile Buffer Wild Meadows Wind Project
 Towns of Grafton and Alexandria, Grafton County and Town of Danbury, Merrimack County, New Hampshire
 Revised 10/29/2013



Path: \\ibedata\checkin\12103.00\GIS\Project\CulturalResources\with3miBuffer.mxd



- Legend**
- ⊙ Proposed Wind Turbine (F14, September 2013)
 - ▲ Proposed Met Tower (F14, September 2013)
 - Property Designation Status
 - NR Listed
 - NR Eligible
 - Determined Not Eligible (More than 10 years ago)
 - Determined Not Eligible (Less than 10 years ago)
 - Not Evaluated

- Photo Number and Camera Direction in Viewshed Area
- Photo Number and Camera Direction Not in Viewshed Area
- Property Recommended for Further Study
- Northern Railroad - National Register-eligible
- 5-Mile Historic Property Buffer
- 3-Mile Historic Property Buffer
- Turbine Visibility Based on Vegetation and Topography (October 2013)
- Cardigan Mountain State Forest/State Park
- Town Boundary

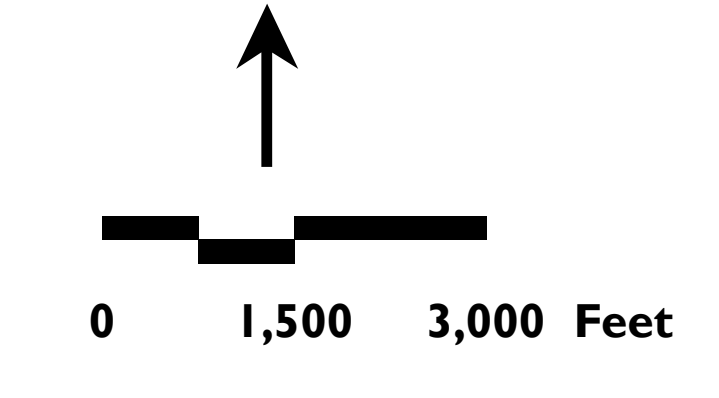
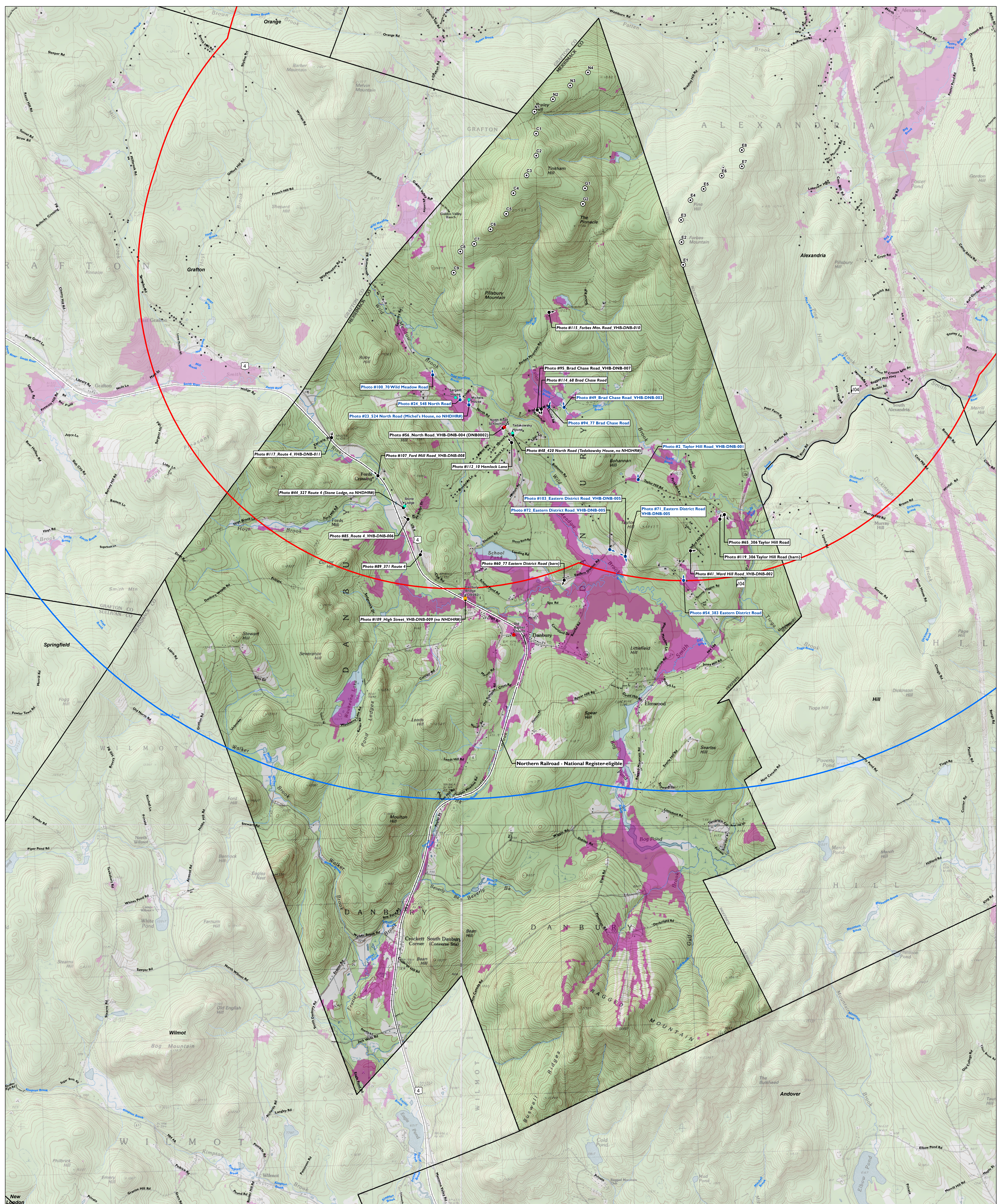


Figure 2. Cultural Resources Above-Ground Survey: Properties located within Indirect APE (Viewshed), and Properties Located Outside Viewshed Discussed in Section 21 of Project Area Form Wild Meadows Wind Project
 Town of Alexandria & Hill, New Hampshire



- Legend**
- ⊙ Proposed Wind Turbine (F14, September 2013)
 - ⚙ Proposed Met Tower (F14, September 2013)
 - Property Designation Status**
 - NR Listed
 - NR Eligible
 - ▲ SR Listed
 - ▲ SR Eligible
 - Determined Not Eligible (More than 10 years ago)
 - Determined Not Eligible (Less than 10 years ago)
 - Not Evaluated
 - Photo Number and Camera Direction in Viewshed Area
 - Photo Number and Camera Direction Not in Viewshed Area
 - Property Recommended for Further Study
 - Northern Railroad - National Register-eligible
 - ▭ 3-Mile Historic Property Buffer
 - ▭ 5-Mile Historic Property Buffer
 - Turbine Visibility Based on Vegetation and Topography (October 2013)
 - ▭ Town Boundary

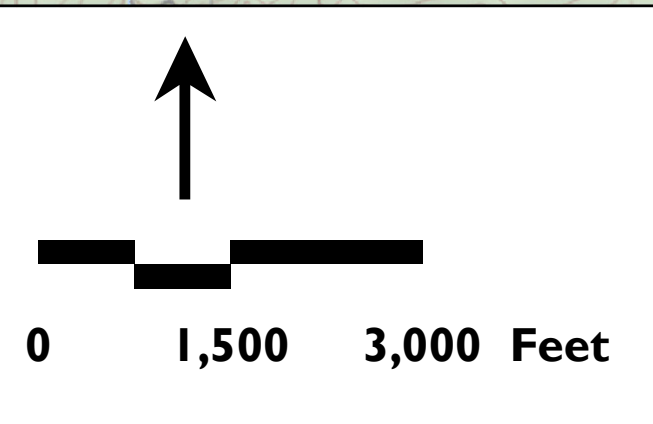
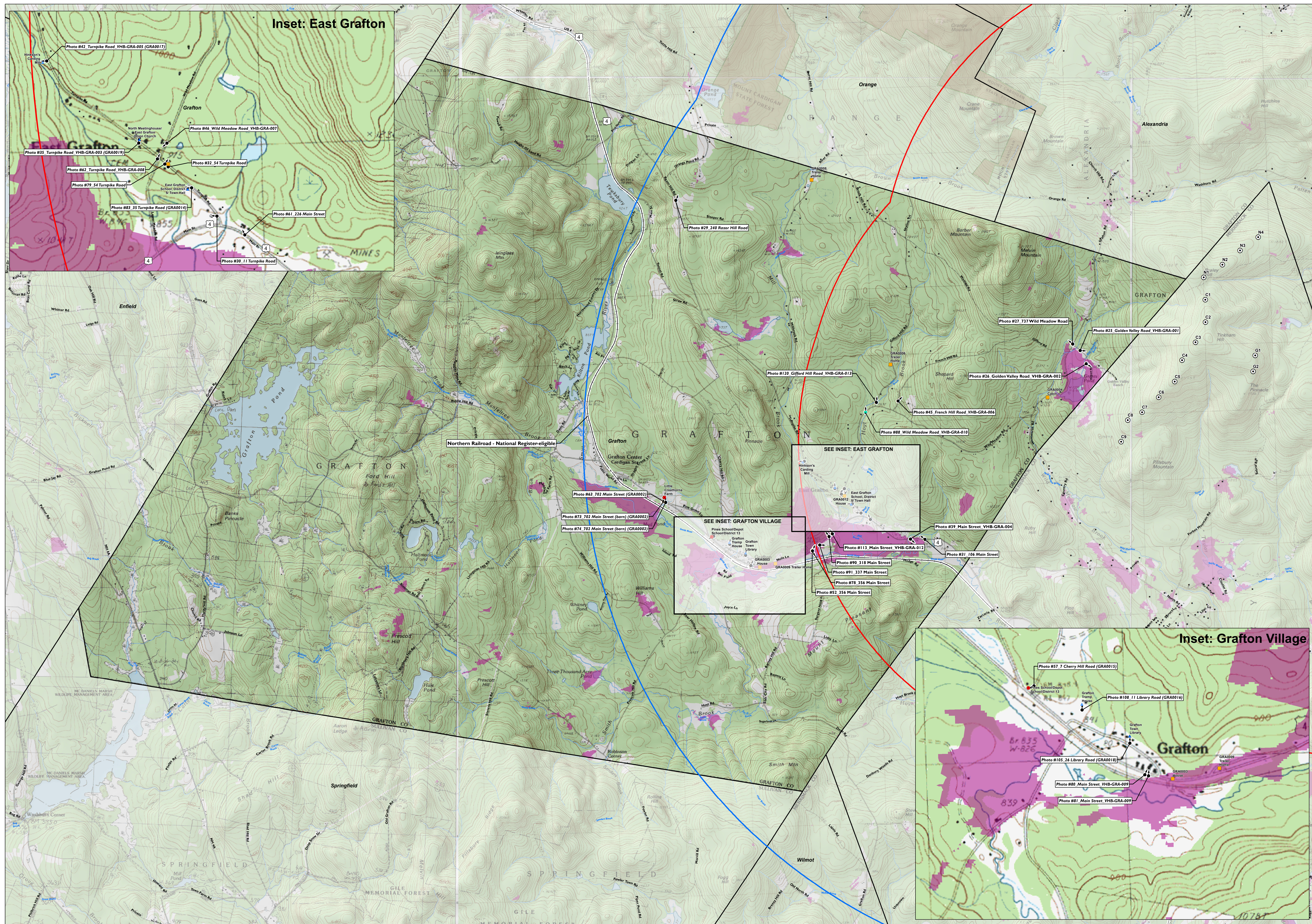


Figure 3. Cultural Resources Above-ground Survey: Properties located within Indirect APE (Viewshed), and Properties Located Outside Viewshed Discussed in Section 21 of Project Area Form



- Legend**
- Proposed Wind Turbine (F14, September 2013)
 - △ Proposed Met Tower (F14, September 2013)
 - Property Designation Status
 - NR Listed
 - NR Eligible
 - Photo Number and Camera Direction in Viewshed Area
 - Photo Number and Camera Direction Not in Viewshed Area
 - SR Listed
 - SR Eligible
 - Determined Not Eligible (More than 10 years ago)
 - Determined Not Eligible (Less than 10 years ago)
 - Not Evaluated

- Turbine Visibility Based on Vegetation and Topography (October 2013)
- Cardigan Mountain State Forest/State Park
- Town Boundary
- Northern Railroad - National Register-eligible
- 3-Mile Historic Property Buffer
- 5-Mile Historic Property Buffer

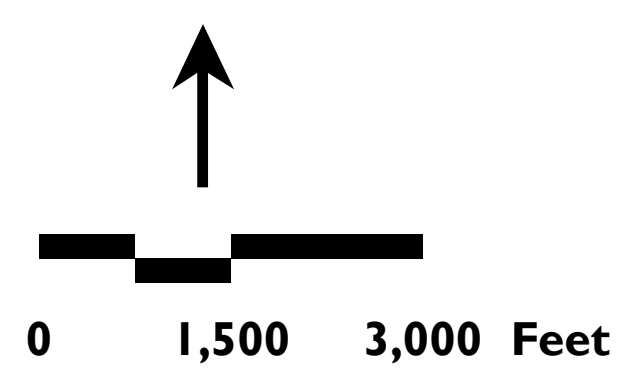
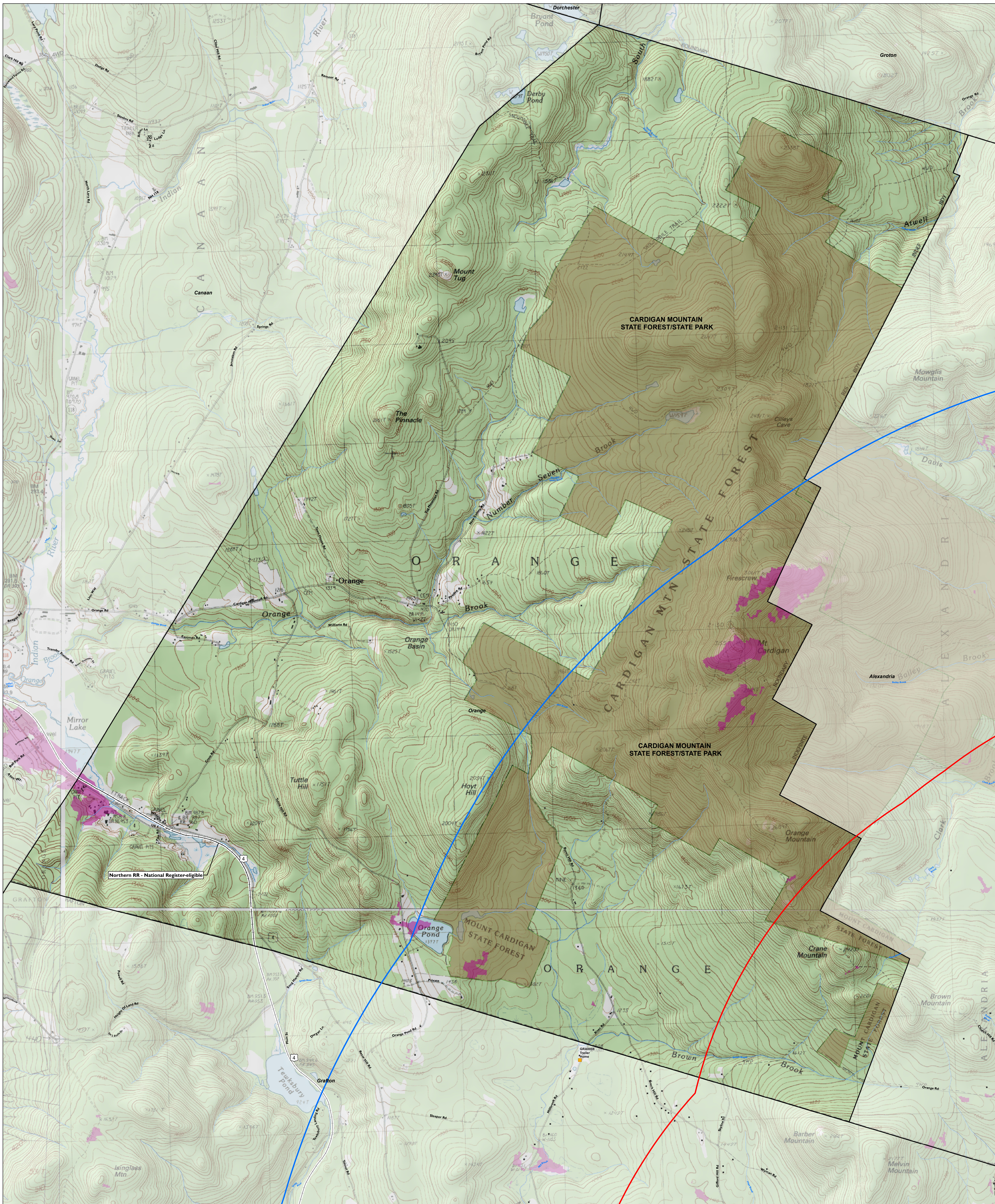


Figure 4. Cultural Resources Above-Ground Survey: Properties located within Indirect APE (Viewshed), and Properties Located Outside Viewshed Discussed in Section 21 of Project Area Form

Wild Meadows Wind Project
Town of Grafton, New Hampshire



- Legend**
- ⊙ Proposed Wind Turbine (F14, September 2013)
 - ⊙ Proposed Met Tower (F14, September 2013)
 - Property Designation Status**
 - NR Listed
 - NR Eligible
 - ▲ SR Listed
 - ▲ SR Eligible
 - Determined Not Eligible (More than 10 years ago)
 - Determined Not Eligible (Less than 10 years ago)
 - Not Evaluated
 - ★ NR Form Prepared But Not Accepted/ No Additional Information

- ➔ Photo Number and Camera Direction in Viewshed Area
- ➔ Photo Number and Camera Direction Not in Viewshed Area
- ➔ Property Recommended for Further Study
- Northern Railroad - National Register-eligible
- ▭ 5-Mile Historic Property Buffer
- ▭ 3-Mile Historic Property Buffer
- ▭ Turbine Visibility Based on Vegetation and Topography (October 2013)
- ▭ Cardigan Mountain State Forest/State Park
- ▭ Town Boundary

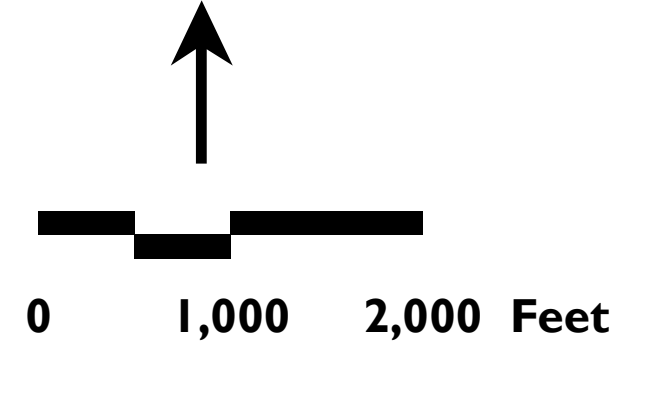


Figure 5. Cultural Resources Above-ground Survey: Viewshed Area