

**APPENDIX 14F:
NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES
PROJECT AREA FORM**

AREA FORM

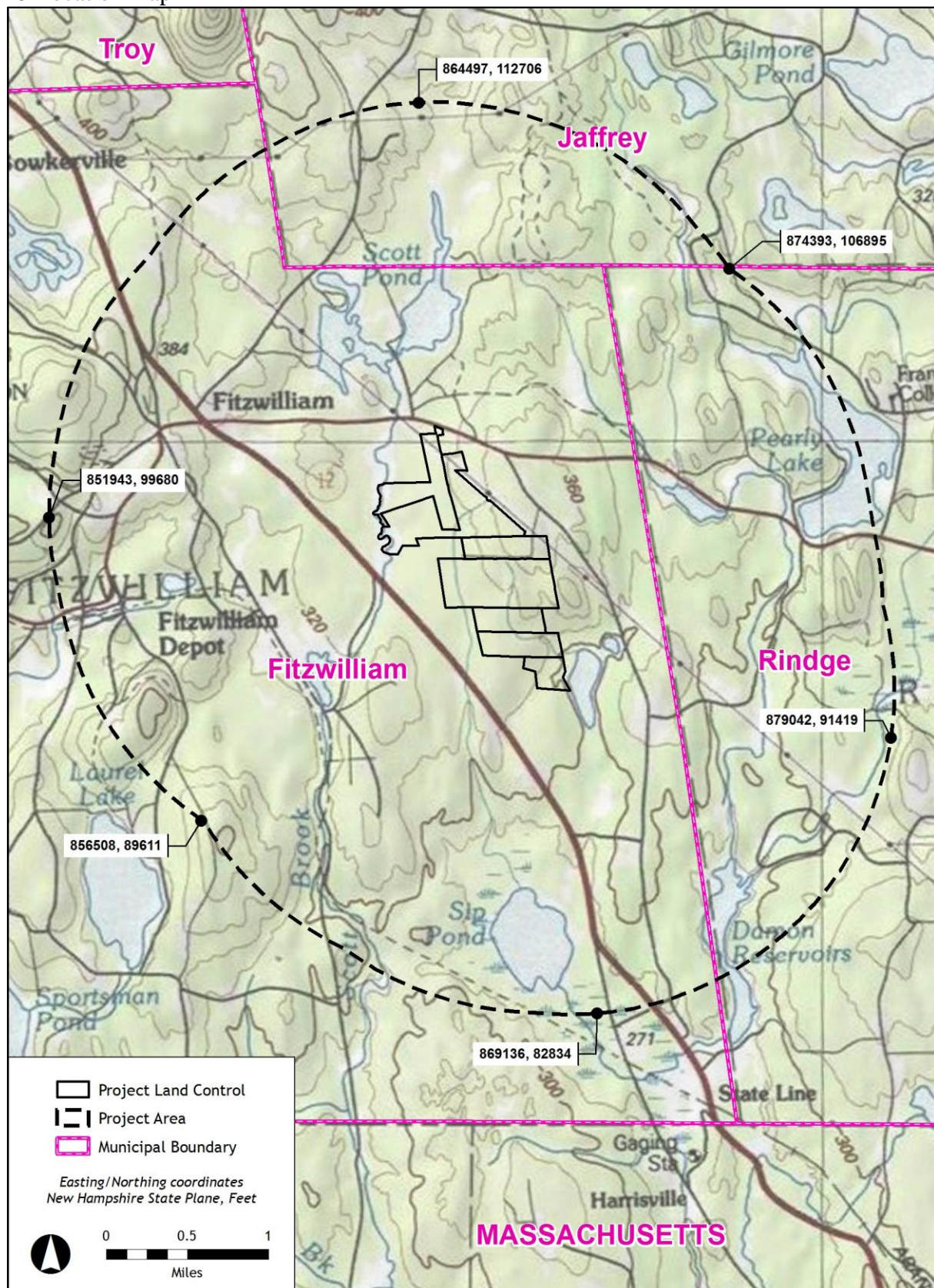
AREA NAME: CHINOOK SOLAR (R&C #9541)

1. Type of Area Form
 - a. Town-wide: ☐
 - b. Historic District: ☐
 - c. Project Area: ☒
2. Name of area: Chinook Solar (R&C #9541)
3. Location: 2 miles surrounding 156-acre project site between Fullam Hill Road and Route 12 in Fitzwilliam
4. City or town: Fitzwilliam, Rindge, and Jaffrey
5. County: Cheshire
6. USGS quadrangle name(s): Winchendon and Monadnock
7. Dataset: SP Feet, NAD83
8. SP Feet: 864497, 112706; 874393, 106895; 879042, 91419; 869136, 82834; 856508, 89611; 851943, 99680
9. Inventory numbers in this area: FIT0003, FIT0005, FIT0006, FIT0008, FIT0009, FIT0014, FIT0017, FIT0018, FIT0020
10. Setting: Heavily wooded area with extensive wetlands, some cleared agricultural fields; low-density development characterized by mixed-use properties dating from the eighteenth century to the present
11. Acreage: 14,280 acres
12. Preparer(s): Laura Kline, Melissa Andrade, and Michelle Johnstone
13. Organization: The Public Archaeology Laboratory, Inc. (PAL), Pawtucket, RI
14. Date(s) of field survey: February 4–5, 2019

15. Location map

See Page 2

15 Location map



16. Sketch map

See Sheets 16-a – 16-k

17. Methods and Purpose

The purpose of this project area form (PAF) for the proposed Chinook Solar Project (Project) is to provide background on previously inventoried and listed historic properties; discuss historic contexts and associated resource types; and recommend individual properties and/or areas for additional survey. The Project proposed by Chinook Solar, LLC, a subsidiary of NextEra Energy Resources, LLC, is a 30-megawatt, utility-scale, solar generation facility with a work limit encompassing approximately 156 acres in Fitzwilliam, New Hampshire, between Fullam Hill Road and Route 12. The New Hampshire Division of Historical Resources (NHDHR) requested the PAF during consultation with TRC after the submittal of a Request for Project Review (RPR).

The project area surveyed for the PAF consists of a 2-mile radius surrounding the Project site that encompasses the Fitzwilliam town center to the northwest and extends into the edges of the adjacent New Hampshire towns of Jaffrey and Rindge on the north and east, respectively. The project area was determined from a review of project information, the characteristics of the surrounding area, and a visual analysis prepared by Chinook Solar's visual consultant. On February 5, 2019, the NHDHR concurred that the 2-mile project area is sufficient to account for any potential direct and indirect effects on historic properties.

Research was conducted through all phases of the project, including before, during, and after fieldwork and during data analysis. PAL reviewed all available information about previously identified historic properties within the project area, including the National Register of Historic Places (National Register) nomination for the Fitzwilliam Common Historic District. A list of all previously inventoried or evaluated properties was obtained from the NHDHR, but the inventory forms on file at the NHDHR are in the process of being scanned and were not available for review. Research materials were gathered on the history of the project area and the types of properties likely to be encountered in the field. PAL acquired pertinent information available from the Fitzwilliam Public Library and Fitzwilliam Historical Society, as well as other local and state repositories and websites. Research collected included town and county histories, historic maps and photographs, and other information available in print or through digital sources.

On February 4–5, 2019, a PAL architectural historian and assistant architectural historian conducted a reconnaissance-level field survey of every accessible road within the project area to examine previously inventoried properties and identify other properties that are at least 50 years of age. Each property included in the survey was identified on a base map, and information was recorded about its current appearance, including the setting, physical condition, and character-defining architectural features. High-resolution digital photographs were taken of each property in accordance with the NHDHR's *Appendix A: Photographic Policy for Architectural Surveys* and *How to Complete the NHDHR's Area Form*. Additional photography included general context views that show the resources in relation to their surroundings. A photo log was kept, and the locations of the views were recorded on a base map. For potential districts that were discovered, boundaries were drawn in the field on the base maps. For properties that are listed in or appear to be potentially eligible for listing in the National or State Register of Historic Places, the team conducted a preliminary analysis of views of the project and the potential

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that those views may have an adverse effect on the qualities of significance that make the properties significant.

18. Geographical Context

The project area is in the southwestern corner of New Hampshire, primarily within the town of Fitzwilliam. Fitzwilliam is bordered on the east by the town of Rindge, New Hampshire; on the west by the town of Richmond, New Hampshire; on the north by the towns of Troy and Jaffrey, New Hampshire; and on the south by the towns of Royalston and Winchendon, Massachusetts. The project area extends into the southwest corner of Jaffrey (Photo No. 1) and the west side of Rindge (Photo No. 2). The Project site on the east side of Fitzwilliam extends south from Route 119, between Fullam Hill Road to the east and Route 12 to the west, and crosses a transmission line corridor that forms much of its northeastern boundary (Photo No. 3).

The project area is in the Miller watershed and the Priest Brook and Torbell-Millers River subwatersheds. The subwatersheds are divided along a low ridge that runs northeast-southwest through the middle of the Project site. Topography generally tends to the west and south toward Scott Brook or to the southeast toward Sip Pond and Millers River. Headwater wetlands and streams along shallow swales and ravines east of the watershed divide drain south to Sip Pond and Sip Pond Brook. West of the watershed divide, the land slopes steeply to an expansive forest-shrub wetland complex bordering Scott Brook, which drains Scott Pond approximately 0.5 miles to the north. Other bodies of water within the project area include part of Pearly Lake, Tarbell Brook, part of the Damon Reservoirs, and Stone Pond. Laurel Lake is immediately southwest of the project area. Wetlands cover a large portion of the project area. Industrial activity historically occurred along the waterways and at dammed ponds within the project area, where water power fueled saw mills and wooden ware factories, among other industries.

The topography of the project area is relatively low in elevation, ranging from approximately 300 feet to 360 feet with variations between low points along the waterways and around the ponds and high points on hilltops. The numerous hills in the project area create limited views of the surrounding landscape. These hills consist of Jock Page Hill in the north, Fullam Hill in the center, unnamed hills in the southeast, Beebe Hill and Bigham Hill in the southwest, Webb Hill and Brigham Hill in the west, and The Pinnacle in the northwest. The proposed Project site is on land ranging from approximately 300 feet to 330 feet in elevation between Fullam Hill to the north and unnamed hills to the east, southwest, and northwest. Limited views of Monadnock Mountain northeast of the project area are possible from flat open areas, such as select locations along Route 12.

The Project site and the lands surrounding it are heavily forested. The hillsides are covered with a mix of deciduous and coniferous species that were likely present to varying degrees in the historic period and were a source of fuel, building materials, and animal fodder. Forested lands are in varying stages of succession due to recent and historic logging and contain a mix of hard and softwood trees. The northern and southernmost portions of the Project site contain forests appearing to be greater than 75 to 100 years in age with fairly large trees and an open understory. The remainder is in the early stages of regeneration, dense with shrubby growth, decaying slash piles, and a maze of skidder trails from logging activity within the last 10 to 15 years. 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. Farms produced a variety of foodstuff, flax, cattle, and sheep's wool. The area contains deposits of granite, and quarrying occurred throughout the nineteenth century in the southwest portion of the project area.

AREA FORM**AREA NAME: CHINOOK SOLAR (R&C #9541)****19. Historical Background**

The project area encompasses land in three towns in southwest New Hampshire—Fitzwilliam, Jaffrey, and Rindge—that share many common historical themes. All three towns have been linked by major regional transportation routes from the period of initial settlement and incorporation in the mid-eighteenth century through the present. Settlers established farmsteads along these thoroughfares and formed residential clusters at crossroads locations. Nodes of more concentrated settlement developed in conjunction with nineteenth-century industrial activity and railroad construction. Within the project area, economic growth and patterns of development primarily originated from the central points of Fitzwilliam Village and Fitzwilliam Depot. As commercial and industrial enterprises in those hubs declined in the late nineteenth and early twentieth century, development within the project area plateaued. Residential construction increased in the second half of the twentieth century to accommodate population influxes related to regional demographic trends. The project area today is characterized by late eighteenth- and nineteenth-century farmsteads and village clusters interspersed with modern subdivisions, all overlain on the transportation network established in the eighteenth and nineteenth centuries.

Euro-American Settlement and Development in the Colonial and Federal Periods, 1735–1830

The first English colonists to travel through the project area were soldiers from eastern Massachusetts transporting arms and troops to frontier forts on the Connecticut River between 1735 and 1740. A rough military road crossed diagonally from southeast to northwest through the present-day town of Fitzwilliam, likely based on Native American roads. The exact route is uncertain, but sections of present-day Route 12 follow its approximate alignment. The military road played an important role during the conflicts between the British and French and their Native American allies in the 1740s and 1750s and in the subsequent settlement of the region. Governors from both New Hampshire and Massachusetts granted charters in the area as they disputed the boundary between the two provinces. The present-day towns of Rindge and Jaffrey were part of a 1736 grant from the Massachusetts governor to soldiers from Rowley, Massachusetts, that was called Rowley Canada. After Britain officially determined the boundary line in 1740, New Hampshire's Masonian Proprietors surveyed townships in the previously disputed areas, including the region around Monadnock. The Massachusetts grant of Rowley Canada was chartered in 1749 as Monadnock No. 1 or South Monadnock, now Rindge, and Monadnock No. 2 or Middle Monadnock, now Jaffrey. Monadnock No. 4 or Stoddardtown, now Fitzwilliam, was chartered in 1752 and included part of the present-day town of Troy (Fitzwilliam Historical Society 1997; Cutter 1881; Norton 1888; Stearns 1875).

Settlement attempts within the Monadnock townships were limited until after the 1763 Treaty of Paris that ended the French and Indian War. The first Europeans settled in Monadnock No. 1 in 1752, and the population increased steadily after 1758 to reach a population of 298 in 1767. The residents incorporated in 1768 as the town of Rindge in honor of one of the original grant holders, Captain Daniel Rindge of Portsmouth. The first permanent settlement in Monadnock No. 2 occurred ca. 1758, and the town had a population of 303 when it incorporated as Jaffrey in 1773. Monadnock No. 4 was one of the last towns settled in southern New Hampshire, with the first arrival in 1762. Its population of 214 in 1773 incorporated as the town of Fitzwilliam, named for the governor's English cousin, the Earl of Fitzwilliam (Stearns 1875; Cutter 1881; Norton 1888:369). In 1771, the province of New Hampshire was divided into five counties, with Rindge, Jaffrey, and Fitzwilliam all in Cheshire County. Most of the early European settlers in the project area came from older towns in the Massachusetts counties of Middlesex and Worcester such as Lunenburg, Littleton, and Framingham and had English, Irish, or

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Scotch-Irish ancestry. Some of Jaffrey's earliest residents moved from a Scotch-Irish enclave in Londonderry, New Hampshire (Hurd 1886).

The three towns in the project area were laid out, like most in New Hampshire, as range townships consisting of a gridded plan of uniform lots, rather than as nucleated villages like older colonial settlements in southern New England (Garvin 1980). Rindge and Jaffrey were divided into 10 ranges (east to west) with 22 lots each (north to south), and Fitzwilliam into 12 ranges with 20 lots each. However, small, fairly self-contained villages soon developed in each town around the lots set aside at the geographical centers for a meetinghouse. Each town also designated a common, or village green, adjacent to the meetinghouse. Rindge's first meetinghouse was built on the common in Rindge Center (outside the project area) in 1764 and replaced on approximately the same site with the current building in 1796. The earliest settled area in Jaffrey was Jaffrey Center (outside the project area), where the extant meetinghouse was built on the common in 1775. The first meetinghouse in Fitzwilliam was built in 1779 on a small rise overlooking Fitzwilliam Common (within the project area) and replaced with the current building on the common in 1817 (Stearns 1875; Cutter 1881; Norton 1888).

Early farmsteads were spread throughout the townships on or near the major roadways, which radiated out from the central villages and followed the natural topography rather than the grid. In addition to the military road through Fitzwilliam, the oldest transportation routes in the project area included Jaffrey Road/Fitzwilliam Road, laid out by the respective towns in 1773; Brigham Road laid out by Jaffrey in 1774 to access farms near Scott Pond; Ingalls Road in Jaffrey, laid out in 1774; Mountain Road in Rindge, laid out within a few years of Rindge's incorporation in 1768; and Great Road (now Fullam Hill Road) in Fitzwilliam, laid out by 1771 (Kidd 1982). One of the earliest extant houses in Fitzwilliam (327 Route 119) was built in 1771 by Samuel Kendall on the Rindge Road, another late eighteenth-century thoroughfare (Smith 1971:18). By the 1780s, the Marshall, Brigham, and Horton families had farms in the southwest corner of Jaffrey within the project area, where Scott Pond Road was laid out in 1797 across the Marshall land to Eliphalet Johnson's farm just over the Fitzwilliam line. The residents of this area were apparently more connected to their neighbors in Fitzwilliam than to the rest of Jaffrey, as Alpheus Brigham and others unsuccessfully petitioned the town of Jaffrey in 1817 to set off their land to Fitzwilliam (Kidd 1982:10). By 1804, the western part of Rindge within the project area had approximately 18 farms. In addition to farmsteads, several rural one-room schoolhouses were constructed within the project area in the early nineteenth century, including four in Fitzwilliam and two in Rindge. The First Methodist Church was also built in 1824 on a site in the northwest corner of Rindge to accommodate worshippers from Fitzwilliam and Jaffrey (Stearns 1875; Norton 1888).

The populations of all three towns increased after the American Revolution and particularly after transportation improvements that occurred in the early 1800s. The 1790 census recorded 1,038 people in Fitzwilliam, 1,235 in Jaffrey, and 1,143 in Rindge (New Hampshire Office of Energy and Planning 2017a). Beginning in 1796, New Hampshire began to establish turnpikes by legislative acts that allowed corporations to establish roads, build bridges, and charge tolls to recoup their investments (Everett 1920). Within the project area, the Ashuelot Turnpike Road (now part of Route 119) incorporated in 1807 to connect the Sixth New Hampshire Turnpike in Winchester to Fitzwilliam Village via the town of Richmond; the Rindge Turnpike (now Route 12 north of Fitzwilliam Village and Route 119 east of the village) incorporated in 1807 and led from the southeast corner of Rindge through Rindge and Fitzwilliam to the Branch Turnpike in present-day Troy; and the Fitzwilliam Village Turnpike Road (now Templeton Road/Templeton Turnpike) incorporated in 1809 to connect the village to the Worcester & Fitzwilliam Turnpike at the Massachusetts state line (Figure 1). Several of the turnpikes converged at Fitzwilliam Common, where five stagecoach routes passed on route from Boston,

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Worcester, and Lowell, Massachusetts, to Keene, New Hampshire, and Brattleboro, Vermont (Figure 2). Fitzwilliam's population grew to 1,229 by 1830 (with the northwestern corner of the town splitting off in 1815 as part of the town of Troy), Jaffrey's to 1,354, and Rindge's to 1,269. In 1790, there were 18 slaves documented in all of Cheshire County, primarily domestic servants belonging to wealthy families. By 1800, only eight slaves were recorded in the entire state, and by 1820 there were none. Increased population led to the division of the county into two entities in 1827, with Charlestown as the seat of Sullivan County in the north and Keene remaining the shire town of Cheshire County in the south (Cutter 1881; Norton 1888; Stearns 1875; Hurd 1886; New Hampshire Office of Energy and Planning 2017a).

Subsistence farming was the primary economic activity until the mid-nineteenth century throughout the entire Monadnock region, including the project area. The early settlers farmed grains, fruits, vegetables, livestock, and grain and hay for animal feed. Farmers in the project area began to engage in commercial agriculture after the War of 1812, transporting products like rye, oats, barley, and flax to Massachusetts. The availability of farmland attracted new families, primarily from Massachusetts, to southwest New Hampshire. The region also participated in the sheep boom that spread across New England between 1810 and 1830, with many farmers clearing large swaths of pastureland for grazing. By the 1830s, about 80% of the land in Cheshire County was cleared for agricultural purposes. Some farmers also had small sugar bushes and produced maple syrup and sugar for extra income. Fitzwilliam's crossroads location facilitated the town's development into a regional agricultural center (Historical Society of Cheshire County 2015).

Small-scale industries typical of southern New Hampshire also developed in all three towns in the project area in the late eighteenth and early nineteenth centuries. The first milling and manufacturing enterprises were water-powered sawmills that supported the local agricultural economy and created easily manufactured, salable commodities for the community from the abundance of cleared forests. Fitzwilliam's first sawmill was built in 1767, and by the early 1800s the town had 11 including mills on Scott Pond and Stone Pond in the project area. A small cottage industry in the manufacture of wooden bowls, cups, plates, and other dishes began in Fitzwilliam in the 1780s and expanded to include other wood products such as spinning wheels, churns, window sash, hat racks, picture frames, and furniture. By 1825, woodenware was one of the town's primary industries, with many of the sawmills including factories. Fitzwilliam also supported a cottage industry in hats made from braided palm leaves from the 1830s on (Norton 1888). Beginning with Lieutenant Samuel Tarbell's ca. 1773 sawmill near the outlet of Pearly Lake, several dams and mills were built along Tarbell Brook in the project area portion of Rindge by 1830. These included one of the earliest wooden pail factories in the country and multiple clothespin factories. The Upper and Lower Damon Reservoirs in the extreme southwest corner of Rindge, at the border with Fitzwilliam and Winchendon, Massachusetts, were created to provide power for two mills owned by John Damon (Stearns 1875). Jaffrey's industrial development occurred on the waterways outside the project area, with the exception of a woodworking mill on Ingalls Road at the eastern edge (Kidd 1982).

Growth in the Early Industrial Period, 1830–1870

By the 1830s, Cheshire County's agricultural and industrial economies had expanded beyond the region's transportation capabilities. Following the passage of the 1844 Railroad Act, the state of New Hampshire chartered ten new railroads that year, including the Cheshire Railroad, which had a crucial impact on the subsequent development of the project area. Fitzwilliam resident and merchant Daniel Spaulding successfully advocated for the Cheshire Railroad's line, intended to connect north-central

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Massachusetts to Bellows Falls on the Connecticut River in Vermont, to go through his town rather than the town of Richmond to the west. Spaulding personally invested \$5,000 in the railroad and assisted the engineers in determining a route that avoided the steepest grades (Fitzwilliam Historical Society 1997; Norton 1888). Constructed between 1845 and 1848, the Cheshire Railroad crossed the New Hampshire state line in the southeast corner of Fitzwilliam and ran diagonally northwest then north, closely following the Turnpike Road to a point south of Fitzwilliam Village, then cut west to run through the valley between Webb Hill and Pinnacle Mountain before curving back to the north. The line opened between South Ashburnham, Massachusetts, and Keene, New Hampshire, on May 16, 1848, and reached Bellows Falls on January 1, 1849. It was unique among New Hampshire's railroads for the large number of cut granite bridges, culverts, and abutments constructed along the line, primarily because of the availability of local granite close to the railbed (Wallace and Mausolf 2001:24, 112, 120).

The railroad's proximity to Fitzwilliam's substantial granite outcroppings catalyzed the growth of the town's granite industry in the second half of the nineteenth century. Fitzwilliam granite was particularly valued for its low iron content that prevented it from discoloring with age. Local granite quarries had operated in the town since the late 1700s, and wagons carried cut granite slabs throughout Cheshire County in the early 1800s for use in building foundations, porch posts, and steps. The ability to transport large quantities of granite by rail, however, rapidly led to the establishment of several quarries at the center of the town. The most extensive quarries were on Webb Hill (partially within the project area), where the business started in 1864 by Charles Reed was acquired by the prominent Worcester, Massachusetts, granite merchant George D. Webb in 1882. Other major quarries in Fitzwilliam included the Victoria White Granite Quarry by Collins Pond (in the project area), which specialized in granite for mausoleums; the Angier Quarry in the Bull Run neighborhood off Richmond Road (now Route 119, outside the project area); and the Blodgett Quarry along Royalston Road (just outside the project area). Fitzwilliam joined Concord and Milford as one of New Hampshire's three major nineteenth-century granite centers, with six quarries in the town shipping a total of 7,080 tons of granite by rail in 1886 to places as far west as the Mississippi River. Fitzwilliam granite was used in the construction of banks and libraries in Chicago, Cleveland, St. Louis, and Cincinnati, as well as Worcester's Union Station and County Courthouse and the New York State Capitol in Albany (Fitzwilliam Town History Committee 1985).

The increasing number of immigrants that arrived in New England in the mid-nineteenth century found abundant employment opportunities in the project area towns, beginning with the Irish newcomers who constructed the Cheshire Railroad. Scottish stonecutters found work in Fitzwilliam's quarries; later immigrants to the region included Finns, Germans, Italians, Lithuanians, Swedes, and Poles. Improved rail access also created expanded markets for the small mills and shops that continued to dot the area streams, which lacked sufficient water power to support larger commercial mills. Traveling salesmen marketed woodenware from Fitzwilliam throughout New England and into New York, New Jersey, and Pennsylvania (Norton 1888). Two villages, Depot Village (within the project area) and State Line (just south of the project area), emerged at stations along the Cheshire Railroad line in Fitzwilliam (Figure 3). Additional village clusters developed around mill sites outside the project area in each town: Howeville and Bowkerville in Fitzwilliam; East Jaffrey, Prescottville, and Cheshire in Jaffrey; and East Rindge, Converseville, and Blakeville (later West Rindge) in Rindge (Figure 4). The nineteenth-century populations of Fitzwilliam and Jaffrey peaked in 1850 at 1,482 and 1,497 residents, respectively, while Rindge's 1850 population of 1,274 was slightly smaller than its 1820 peak of 1,298. The populations of all three towns decreased somewhat between 1850 and 1870 to approximately 1,100 in Fitzwilliam and Rindge and 1,250 in Jaffrey (New Hampshire Office of Energy and Planning 2017a).

AREA FORM**AREA NAME: CHINOOK SOLAR (R&C #9541)****Economic Transitions, 1870–1920**

Overall declines in agriculture and industry in the decades after the Civil War led to substantial reductions in the populations of many southwestern New Hampshire towns, including Fitzwilliam and Rindge, by the end of World War I. Between 1870 and 1920, Fitzwilliam's population fluctuated, ultimately decreasing by 16% to 962. In the same period, Rindge's population steadily declined to 643 (a 42% decrease). Jaffrey's population, however, climbed continuously after 1870 as the town's primary source of economic growth shifted from farming and manufacturing to tourism. The scenic town at the base of Mount Monadnock had been marketed as a summer recreation destination as early as 1823, but tourism to Jaffrey increased intensively after the opening of the Monadnock Railroad from Winchendon, Massachusetts, to Peterborough, New Hampshire, in 1871 (Cutter 1881). Stations were built at the villages of West Rindge and East Jaffrey, both well outside the project area (Figures 5–7). The Cheshire Railroad leased the Monadnock Railroad in 1880, and both lines became part of the Fitchburg Railroad in 1890. The Boston & Maine Railroad leased the Fitchburg in 1900 and purchased it in 1919 (Wallace and Mausolf 2001:243). By 1920, the Monadnock region was known for its year-round recreational opportunities and Jaffrey's population had almost doubled to 2,303 (New Hampshire Office of Energy and Planning 2017b).

Although Rindge and Fitzwilliam did not experience any sustained growth from tourism, the railroads did bring an influx of seasonal tourists to both towns in the late nineteenth and early twentieth centuries. As many as 5,000 people a day traveled through the Fitzwilliam Depot in the 1880s, many of whom stayed at the Fitzwilliam Inn on the Common or large hotels on Laurel Lake (outside the project area) or Sip Pond (Fitzwilliam Town History Committee 1985:56; Figure 8). The Perry Hotel operated in Depot Village from the early 1900s to 1920 (Figure 9). In the early twentieth century, Mary Lee Ware (1858–1937), who had inherited the family farm in West Rindge where she was born, purchased land in northwest Fitzwilliam (outside the project area) to protect the property's large rhododendron grove and pine forests from lumbering interests and gave it to the Appalachian Mountain Club (AMC) for use as a public reservation. The AMC operated a hostel within the reservation, which became Rhododendron State Park in 1946, and maintained an adjacent trail on Little Monadnock Mountain that is now part of the Metacomet-Monadnock (M&M) Trail established in the 1950s (New Hampshire Department of Cultural and Natural Resources 2019). East Rindge and the surrounding lakes also became popular summer destinations, with the railroad providing transportation to hotels in the village and to several cottage colonies on Lake Contoocook (outside the project area; Rindge History Committee 1989).

Agricultural production remained an important economic engine in the project area in the late nineteenth and early twentieth centuries, largely aided by the railroad. However, farming throughout the state declined steadily in the late nineteenth century as rural populations moved to cities in search of more dependable factory work or to the Midwest in search of cheaper and more productive agricultural land. Those farmers who remained typically adapted to the new economic conditions by specializing (Porter 2007; Historical Society of Cheshire County 2015). Within the project area, many shifted their focus to dairy and poultry products such as butter and eggs, and Fitzwilliam marketed its abundance of wild blueberries. In the 1880s and 1890s, Depot Village had an egg case and blueberry crate factory, and through the 1920s the town shipped hundreds of bushels of blueberries per day to Boston and Vermont (Fitzwilliam Town History Committee 1985). In 1905, farmers in Fitzwilliam, Jaffrey, and Rindge transported milk to Boston by rail six days a week, and the railroad still operated 14 milk cars on the line through Fitzwilliam in 1917. The growing summer populations in the Monadnock region also provided a market for fresh produce. Rindge still had about 30 working farms in the early twentieth century, several

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in the western section within the project area (Rindge History Committee 1989). The southwest corner of Jaffrey in the project area also remained agricultural.

Manufacturing continued within the project area through the early twentieth century, although overall declines in output occurred as larger national and regional trends impacted many businesses. In 1885, Fitzwilliam had a variety of shops and factories concentrated near the two largest villages at the Common and the Depot, including carriage makers, blacksmith shops, grist mills, tanneries, a slitting mill, a cider mill, a cobbler shop, a boot manufacturer, carpenters and builders, jewelers, dressmakers, a milliner, and several general stores (Norton 1888). Saw mills and woodware factories still operated on the town's larger ponds, including Scott Pond, Stone Pond, and Sip Pond in the project area (Hurd 1892). Post offices were established at Depot Village in 1866 and at State Line in 1896. Fitzwilliam's granite industry continued to grow, peaking between 1915 and 1918 when about 400 men were employed at the Webb quarry. Most of the granite was shipped from Depot Village in rough form for cutting at plants in larger cities like Worcester. However, in the late nineteenth century five monument yards in the village produced finished granite objects that included the Soldiers and Sailors Monument on Fitzwilliam Common (Fitzwilliam Town History Committee 1985; Figure 10). The Rindge portion of the project area had only one active sawmill by the 1890s, as manufacturing concerns clustered near the West Rindge railroad station and on the larger waterways in the eastern part of the town. Similarly, the mills that remained active in Jaffrey were all outside the project area (Hurd 1892).

Redefined by the Automobile, 1920 to World War II

Regional transportation improvements affected the project area towns in the 1920s and 1930s (Garvin 2004). Route 12 in Fitzwilliam, constructed by 1924 as part of the state highway system authorized by the New Hampshire legislature in 1903, incorporated parts of the old military road (also known as Turnpike Road) and the Rindge Turnpike (Figure 11). By 1936, the highway system also included Route 119 in Fitzwilliam and Rindge, which incorporated the Ashuelot Turnpike Road and Rindge Turnpike, as well as Routes 202 and 124 in Rindge and Jaffrey outside the project area (Figure 12). Automobile-related development along the major roads included small tea rooms, diners, gift shops, garages, and service stations, primarily concentrated at the intersections near the existing villages. Seasonal residences built on the area's lakes and ponds and former farmhouses converted to summer rentals or inns accommodated the increased numbers of motorists who vacationed in the region. The construction of newer paved highways, combined with the abandonment of many agricultural properties, led to the closure of several local roads within the project area in the 1930s, such as Scott Pond Road in Jaffrey (Kidd 1982:153–154).

The population and development trends present in the project area prior to World War I continued to characterize the period leading up to World War II. Fitzwilliam's population continued to decline, dropping to 824 by 1940. Rindge's population reached a low of 610 in 1930 then slowly began to increase, rising to 629 by 1940. Jaffrey continued to experience steady growth, reaching 2,879 by 1940 (New Hampshire Office of Energy and Planning 2017c). A gradual consolidation of the region's rural district schools accompanied these population changes beginning in the late nineteenth century. The district schools in the western part of Rindge had closed by 1900, and by 1927 all the rural schools in Jaffrey had closed. Larger schools were built within those towns outside the project area. Fitzwilliam also combined several school districts and in 1925 voted to build a central junior high school opposite the Village Cemetery (Fitzwilliam Historical Commission 1985:46).

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Agriculture's role in the regional economy continued to diminish. By 1926, only 12 farms operated in the town of Rindge, mostly small-scale dairy farms. Some area farmers raised poultry or grew apples. Many also supplemented their incomes with other jobs. As forests reclaimed former agricultural fields, some residents earned a living selling wood or lumber to small local factories (Rindge History Committee 1989). The logging and wood products industries also declined, however, particularly after the Great Depression. The collapse of New England's textile industry and the nationwide consolidation of manufacturing companies and facilities negatively impacted the local industrial economy, although some small enterprises continued to operate at nineteenth-century mill sites. New building technologies like concrete and structural steel led to the demise of Fitzwilliam's booming granite business by the 1930s (Fitzwilliam Town History Committee 1985).

New Opportunities, 1945 to the Present

The post-World War II baby boom and an influx of retirees and summer residents led to sustained population growth in all three project area towns through the end of the twentieth century. Fitzwilliam's population increased by 65% between 1940 and 1970 (from 824 to 1,362) and by 57% between 1970 and 2000 (from 1,362 to 2,141). Rindge more than tripled its population between 1940 and 1970, reaching 2,175, and more than doubled it over the next 30 years to 5,451 in 2000. Jaffrey's growth was slower between 1940 and 1970, increasing by 16% from 2,879 to 3,353, but ramped up by 63% over the next 30 years to 5,476 in 2000. The pace of growth has slowed in recent years, with Fitzwilliam gaining 12% for a population of 2,396 in 2010; Rindge gaining 10% to surpass Jaffrey for the first time in 2010 with a population of 6,014; and Jaffrey decreasing slightly to a population of 5,457 in 2010 (New Hampshire Office of Energy and Planning 2011).

An important factor in Rindge's twentieth-century population growth was the establishment of Franklin Pierce College (Franklin Pierce University since 2007) in 1962. Frank DiPietro (1926–2013), a native of Fitchburg, Massachusetts, founded the private non-profit college, initially located in Rindge Center, and purchased a large hilltop estate on the northeast shore of Pearly Lake (just outside the project area) where the school moved in 1964. The school began with an enrollment of 86 students in 1962 and now has approximately 2,000 combined undergraduate and graduate students. The Hampshire Country School, a private boarding school started in 1948, is also located in Rindge, in the eastern part of the town on the grounds of a former agricultural and industrial complex known as the Cheshire Place. Both schools brought new employment opportunities to the area (Rindge History Committee 1989).

In the second half of the twentieth century, Jaffrey and Rindge formed a single Cooperative School District, with a middle school and a high school in Jaffrey and one elementary school in each town. Fitzwilliam is one of five towns in the Monadnock Regional School District created in 1962. The Emerson School, built in 1950 to replace the junior high school near Fitzwilliam Village and now used as an elementary school, is the town's only educational building (Fitzwilliam Town History Committee 1985).

The Boston & Maine Railroad operated the Cheshire and Monadnock railroads as branch lines for several decades, but the last trains crossed through the project area towns in the early 1960s. Through service on the Monadnock line ended after the 1938 Hurricane, and local passenger trains ran through Rindge and Jaffrey until 1953 (Karr 1995; Lindsell 2000). Passenger service on the Cheshire line ended in May 1958, and freight service ended a few years later. The New Hampshire Department of Natural and Cultural Resources now maintains recreational trails along both former railroad corridors. The post office in Depot Village closed in 1959, and the one at State Line in 1968. The State Line railroad station

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burned in the early 1930s, but the Depot Village station is extant and currently vacant (Fitzwilliam Town History Committee 1985). Mid-twentieth-century highway realignments moved the intersection of Routes 12 and 119 east of Fitzwilliam Village and shifted Route 202, which became part of the federal interstate system, away from Rindge Center (Figure 13).

The three project area towns function now largely as residential communities, with seasonal and year-round populations. Scenic and recreational tourism is a major economic engine in all three towns. The Fitzwilliam Inn, built in 1796 on the common in Fitzwilliam Village to accommodate stagecoach travelers, remains in operation. In the late 1940s, the inn owners built a ski area on the nearby Pinnacle Mountain (just outside the project area) that was expanded in 1961. In the 1960s, the Fitzwilliam ski area was one of seven in the region. It closed in the late 1970s, but the town maintains some of the trails for hiking and cross-country skiing. Jaffrey's thriving tourism economy stems from the continued attraction of Mount Monadnock, and seasonal visitors still enjoy Rindge's scenic lakes. Commercial and manufacturing uses within the three towns are mainly limited to businesses that support the tourist industry and the local residents. Some local enterprises established in the nineteenth and early twentieth centuries, such as the Damon and Tommila Brothers lumber mills in Fitzwilliam, continue to operate on a small scale (Fitzwilliam Town History Committee 1985).

Abandoned farmland in the region has gradually turned back into forested areas. Development pressures stemming from the population jumps of the 1970s and 1980s resulted in several land conservation and management plans. Fitzwilliam adopted a land use ordinance in 1982 following a controversial condominium campground built on the east side of Sip Pond (at the south end of the project area; Fitzwilliam Town History Committee 1985). The town currently owns over 400 acres of public forests and meadowlands (Fitzwilliam Planning Board 2012). State conservation lands within the project area towns include Grant State Forest in southwest Fitzwilliam, Annett State Forest in northeast Rindge, and Monadnock State Park in north Jaffrey. The New Hampshire Fish and Game Department owns the Pearly Lake Wildlife Management Area, which encompasses 672 acres of primarily forested land on the west side of Pearly Lake in Rindge and Fitzwilliam. The land in all three project area towns is now predominantly covered with forests; for example, approximately 80% of Rindge's land is forested. Trailer parks and recent subdivisions have replaced some of the former farm fields along Routes 119, 12, and 202.

20. Applicable NHDHR Historic Context(s) (See appendix C)

3. Early exploration and settlement in the interior of New Hampshire, 1623–1770

4. The granting of land and towns, 1623–1835

5. The French and Indian Wars in New Hampshire

22. Logging, lumbering, and saw mills, 1620–present

23. Wood products, mills and shops in New Hampshire

30. Granite quarrying and stone cutting, 1790–present

33. General outwork/home manufacture in New Hampshire, 1840–1920

51. Mixed agriculture and the family farm, 1630–present

53. Grain farming and grist milling, 1650–present

56. Local-scale dairy farming, 1800–present

58. The sheep craze, 1820–1870

61. Cattle raising and summer pasturing, ca. 1850–present

72. Boarding house tourism, 1875–1920

73. Summer and vacation home tourism, 1880–present

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- 76. Winter recreation and the ski industry, 1890–present
- 78. Outdoor recreation in New Hampshire
- 81. New Hampshire state parks, sites, and forests
- 82. Pre-automobile land travel, 1630–1920
- 83. Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623–present
- 86. The railroads in New Hampshire, 1842–1960
- 88. Automobile highways and culture, 1900–present
- 98. Architecture in New Hampshire, 1623–present
- 104. Higher education, 1770–present
- 105. Elementary and secondary education, 1770–present
- 120. Religion in New Hampshire, 1623–present
- 123. Post-Colonial Native American Indian Acculturation and Revitalization, 1780–present
- 125. The Scots-Irish and Ulster-Scots in New Hampshire
- 127. The Irish in New Hampshire
- 130. Commerce, industry and trade in New Hampshire village and town centers, 1630–present
- 131. Suburban/bedroom community growth in New Hampshire, ca. 1850–present
- 135. The land conservation movement in New Hampshire

21. Architectural Description and Comparative Evaluation

The property types and architectural styles within the project area are mostly representative of the historic contexts presented. The project area contains two village centers, industrial properties along waterways and dammed bodies of water, and scattered farmsteads and residential properties. Many farmsteads and residences are present that date from the mid-eighteenth and early nineteenth centuries, when the towns initially developed. Throughout the mid- to late nineteenth century, the area experienced further development and prosperity, due largely to the introduction of the railroad and the subsequent expansion of the quarrying industry. Properties from the nineteenth century are prevalent in the project area and include a variety of vernacular interpretations of architectural styles and high-style buildings. By the early to mid-twentieth century, the area experienced an economic downturn in industry and agriculture, resulting in little construction from that time period.

The properties are discussed by type and accompanied by a street address. Photographs are numbered consecutively to correspond to the discussion. Table 1 summarizes resources discussed in the text, arranged in order of appearance in text and photo number. Properties within the areas are not individually listed in Table 1, unless previously listed or assigned NHDHR Inventory Numbers or included as examples of a specific building type or architectural style.

Table 1.

Resource Name and Address	Town	NHDHR ID	National Register and Local Status*	NHDHR Status/PAL Survey Recommendations	Photo No.
Fitzwilliam Village Local Historic District	Fitzwilliam		LHD - 1992	Recommended for Further Survey	4–13
Fitzwilliam Common Historic District	Fitzwilliam	FIT0018	NRHD - 1997	N/A	4–5
Third Fitzwilliam Meetinghouse, 13	Fitzwilliam	FIT0020	IND NR - 1977	N/A	4

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Resource Name and Address	Town	NHDHR ID	National Register and Local Status*	NHDHR Status/PAL Survey Recommendations	Photo No.
Templeton Turnpike					
Daniel Spaulding House/Town Library, 11 Templeton Turnpike	Fitzwilliam	FIT0005	IND NR eligible - 1997, contributes to NRHD	N/A	5
Fitzwilliam Depot Village	Fitzwilliam			Recommended for Further Survey	14-27
Cheshire Railroad	Fitzwilliam			PAF 1996; Not Recommended for Further Survey	14-16
28 West Lake Road	Fitzwilliam	FIT0009		Not NR Eligible, Not Recommended for Further Survey	N/A
42 West Lake Road	Fitzwilliam	FIT0008		Not NR Eligible, Not Recommended for Further Survey	N/A
Stone Pond Industrial Complex	Fitzwilliam			Not Recommended for Further Survey	28-34
Culvert on Templeton Turnpike at Stone Pond	Fitzwilliam	FIT0017		Undetermined, Not Recommended for Further Survey	N/A
Pearly Pond Dam	Rindge			Not Recommended for Further Survey	35-37
Powder House, 51 Collins Pond Road	Fitzwilliam			Not Recommended for Further Survey	38-39
147 Gap Mountain Road	Fitzwilliam			Not Recommended for Further Survey	40
138 Webb Hill Road (AKA 79 Webb Hill Road)	Fitzwilliam	FIT0006		Not NR Eligible - 1999, Not Recommended for Further Survey	41-42
423 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	43-44
552 Fitzwilliam Road	Jaffrey			Recommended for Further Survey	45-47
19 Webber Lane	Fitzwilliam			Recommended for Further Survey	48-49
460 Fitzwilliam Road	Jaffrey			Not Recommended for Further Survey	50-51
50 Collins Pond Road	Fitzwilliam			Recommended for Further Survey	52-54
161 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	55-58
36 Webber Lane	Fitzwilliam			Not Recommended for Further Survey	59-60

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Resource Name and Address	Town	NHDHR ID	National Register and Local Status*	NHDHR Status/PAL Survey Recommendations	Photo No.
567 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	61
383 Ingalls Road	Rindge			Recommended for Further Survey	62–63
79 Rhododendron Road	Fitzwilliam			Not Recommended for Further Survey	64
57 Jaffrey Road	Fitzwilliam			Not Recommended for Further Survey	65–66
377 Route 119	Fitzwilliam			Recommended for Further Survey	67–69
Elephant Rock Farm, 90 Jaffrey Road	Fitzwilliam			Not Recommended for Further Survey	70–71
45 Fullam Hill Road	Fitzwilliam			Recommended for Further Survey	72
74 Number Four Road	Fitzwilliam			Not Recommended for Further Survey	73–75
574 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	76–77
33 Route 119	Fitzwilliam			Not Recommended for Further Survey	78
407 Templeton Turnpike	Fitzwilliam			Not Recommended for Further Survey	79–81
33 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	82–84
120 Number Four Road	Fitzwilliam			Not Recommended for Further Survey	85–86
21 Jaffrey Road	Fitzwilliam			Not Recommended for Further Survey	87
106 Number Four Road	Fitzwilliam			Not Recommended for Further Survey	88
137 Gap Mountain Road	Fitzwilliam			Not Recommended for Further Survey	89–90
School House No. 1, 756 Route 12	Fitzwilliam			Not Recommended for Further Survey	91
327 Route 119	Fitzwilliam			Not Recommended for Further Survey	92
121 Templeton Turnpike	Fitzwilliam			Not Recommended for Further Survey	93–94
Pratt House, 199 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	95
Lt. Samuel Tarbell House, 1806 Route 119	Rindge			Not Recommended for Further Survey	96
83 Gap Mountain Road	Fitzwilliam			Recommended for Further Survey	97–98

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Resource Name and Address	Town	NHDHR ID	National Register and Local Status*	NHDHR Status/PAL Survey Recommendations	Photo No.
188 Gap Mountain Road	Fitzwilliam			Not Recommended for Further Survey	99
13 Route 119	Fitzwilliam			Not Recommended for Further Survey	100
17 Route 119	Fitzwilliam			Not Recommended for Further Survey	101
123 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	102
27 Route 119	Fitzwilliam			Not Recommended for Further Survey	103
116 Route 119	Fitzwilliam			Not Recommended for Further Survey	104
40 Robbins Road	Fitzwilliam			Not Recommended for Further Survey	105–106
67 East Lake Road	Fitzwilliam			Not Recommended for Further Survey	107–108
77 Scott Pond Road	Fitzwilliam			Not Recommended for Further Survey	109
839 Route 12	Fitzwilliam			Not Recommended for Further Survey	110–111
708 Fullam Hill Road	Fitzwilliam			Not Recommended for Further Survey	112
4 Cross Road	Fitzwilliam			Not Recommended for Further Survey	113
83 Route 12	Fitzwilliam			Not Recommended for Further Survey	114
89 Route 12	Fitzwilliam			Not Recommended for Further Survey	115
645 Route 12	Fitzwilliam			Not Recommended for Further Survey	116–117
72 Robbins Road	Fitzwilliam			Not Recommended for Further Survey	118–119
10 White Quarry Road	Fitzwilliam			Not Recommended for Further Survey	120
37 Dunton Road	Fitzwilliam			Not Recommended for Further Survey	121
38 Dunton Road	Fitzwilliam			Not Recommended for Further Survey	122–123
N. of 10 White Quarry Road	Fitzwilliam			Not Recommended for Further Survey	124
253 Route 119	Fitzwilliam			Not Recommended for Further Survey	125
80 Angier Road	Fitzwilliam			Not Recommended for Further Survey	126

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Resource Name and Address	Town	NHDHR ID	National Register and Local Status*	NHDHR Status/PAL Survey Recommendations	Photo No.
310 Route 119	Fitzwilliam			Not Recommended for Further Survey	127
747 Route 12	Fitzwilliam			Not Recommended for Further Survey	128
857 Route 12	Fitzwilliam			Not Recommended for Further Survey	129
977 Route 12	Fitzwilliam			Not Recommended for Further Survey	130
247 Route 119	Fitzwilliam			Not Recommended for Further Survey	131
4 Warren Hill Road	Fitzwilliam			Not Recommended for Further Survey	132
941 Route 12	Fitzwilliam			Not Recommended for Further Survey	133
223 Route 119	Fitzwilliam	FIT0014		Not Recommended for Further Survey	134
7 Lower Templeton Road	Fitzwilliam			Not Recommended for Further Survey	135
Pearly Pond Cottages, Abel Road, Quimby Drive, Pearly Pond Way, and Route 119	Rindge			Not Recommended for Further Survey	136–140
41 Route 12	Fitzwilliam			Not Recommended for Further Survey	141
54 Robbins Road	Fitzwilliam			Not Recommended for Further Survey	142
924 Route 12	Fitzwilliam			Not Recommended for Further Survey	143
306 Abel Road	Rindge			Not Recommended for Further Survey	144
48 Cross Road	Fitzwilliam			Not Recommended for Further Survey	145
19 Route 12	Fitzwilliam			Not Recommended for Further Survey	146
24 Route 12	Fitzwilliam			Not Recommended for Further Survey	147
69 Upper Troy Road	Fitzwilliam			Not Recommended for Further Survey	148

* IND NR = Individual National Register; NRHD = National Register Historic District; LHD = Local Historic District

Historic and current transportation routes through the project area determined much of the development patterns within it. Routes 12, 119, and Templeton Turnpike converge near Fitzwilliam Village in the northwest corner. A recreational trail along the former Cheshire Railroad corridor extends in a general

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northwest-southeast direction through the project area and crosses Route 119 and East Lake Road at Fitzwilliam Depot Village (also known as Depot Village) near the west edge. Farmsteads and residences are scattered across the project area along the main arteries and other historic roads including Fullam Hill Road in Fitzwilliam, Fitzwilliam Road in Jaffrey, and Abel Road in Rindge. Development in the immediate vicinity of the Project site consists of low-density, single-family homes and a few cleared agricultural fields to the south and east.

Town Village Development

The project area contains two examples of villages in the town of Fitzwilliam. Fitzwilliam Village developed as the town center in the mid- to late eighteenth century and remained the primary node of development until the mid- to late nineteenth century. Fitzwilliam Depot developed in the mid-nineteenth century as a result of the Cheshire Railroad's construction through the town.

Fitzwilliam Village

The **Fitzwilliam Village Local Historic District** (Photo Nos. 4–13) is in the northwest portion of the project area at the crossroads of Route 119, Route 12, and Templeton Turnpike. It is the primary concentration of development in the project area and was designated as a local historic district by the town of Fitzwilliam in 1992. The district boundaries encompass approximately 165 properties in the village center and along the major roads that extend outward, including 5 miles west along Route 12 and 3 miles north and south along Route 119. The center of the district, including the Town Common and 18 properties immediately surrounding it, was listed in the National Register as the **Fitzwilliam Common Historic District (FIT0018)** (see Photo Nos. 4–5) in 1997.

The local historic district includes buildings of all architectural styles that were popular from the mid- to late eighteenth century through the mid- to late nineteenth century, primarily the earlier Georgian, Federal, and Greek Revival styles. There are a handful of examples of styles that were prevalent in the mid- to late nineteenth century, such as Italianate, Queen Anne, and Second Empire, but these architectural styles are less common due to the region's economic downturn and general population loss in the late nineteenth century. Most of the buildings are wood-frame construction; however, there are a few examples of brick houses. Residential buildings include small, one-and-one-half-story, Cape-form houses with side-gable roofs; large, two-story, center-hall houses with side-gable or hip roofs; and one-to two-and-one-half-story, side-hall houses with front-gable roofs. The National Register-listed portion of the village is a large, intact, rural New Hampshire town center that has functioned as a locus of religious, political, economic, and social activities from the eighteenth century to the present.

The village has a gently rolling topography with roads extending outward from the Town Common in general north, east, south, and west directions. Non-residential buildings are concentrated at the crossroads, and residential properties are clustered along the radiating roadways. The village has a dense setting, with buildings set close to the road and in many instances close to each other. Manicured lawns surround most of the buildings, with a variety of enclosures that includes wood fencing, granite-block retaining walls, granite posts with metal railings, and fieldstone walls. Undeveloped land is typically wooded, maintaining the village's rural character.

The Town Common is a triangular-shaped park with a manicured lawn, sporadic plantings, and at least three memorial markers and statues. It is bounded by a granite post fence with metal railings. Immediately surrounding the Common are large-scale, high-style, Georgian-, Federal-, and Greek

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Revival-style buildings that continue in their historic functions as inns, commercial properties, civic buildings, and residences. The town hall is in the **Third Fitzwilliam Meetinghouse, 13 Templeton Turnpike (FIT0020)** (see Photo No. 4), which was constructed in 1817 and individually listed in the National Register in 1977. The town library is in the **Daniel Spaulding House, 11 Templeton Turnpike (FIT0005)** (see Photo No. 5), a Federal-style residence across from the Common.

Upper Troy Road (see Photo Nos. 6–7), which extends north from the Common, contains multiple examples of large, high-style homes in the Federal and Greek Revival styles, including a notable example of a Greek Revival-style house with a pedimented colonnade along the facade at 17 Upper Troy Road. The section of Route 119 that extends east from the Common contains examples of nineteenth-century vernacular stores; high-style residences in the Georgian and Federal styles, some with connected and detached carriage houses; and a ca. 1895 former schoolhouse at 22 Route 119 (see Photo No. 8). Route 119 also contains examples of a small-scale house in a vernacular interpretation of the Queen Anne style (23 Route 119, see Photo No. 9) and a large-scale Second Empire-style house (34 Route 119, see Photo No. 10), which are rare architectural styles in the project area. The Second Empire building formerly served as a hotel. The section of Route 119 that extends southwest from the Common contains two nineteenth-century churches and a mix of small-scale, vernacular houses and large-scale, high-style houses. Many are good examples of the Georgian-, Federal-, and Greek Revival styles and have connected carriage houses. Lower Troy Road, which extends north from the Common, and Richmond Road, which extends west from the Common, contain mostly smaller, architecturally reserved residences. Many residences along these roads date to the late eighteenth to mid-nineteenth centuries and are good examples of the Georgian and Federal styles. Richmond Road also contains a few examples of Greek Revival-style buildings that have later Italianate architectural elements, such as projecting bay windows and elaborate door hoods. Templeton Turnpike extends south from the Common and is more sparsely developed with primarily small-scale, vernacular, side-hall, front-gable houses. The houses at 31 and 40 Templeton Turnpike are notable large connected farmsteads from the late 1700s (see Photo Nos. 11–12). 31 Templeton Turnpike is a Georgian-style brick house with multiple rear ells and a detached barn that remains in use as a farm, and 40 Templeton Turnpike is a Georgian-style wood-frame house with a connected carriage house.

The Fitzwilliam Village Cemetery (see Photo No. 13) is at the southwest extent of the village, on the northeast corner of the intersection of Richmond and Rhododendron roads. It is a roughly rectangular parcel on a rolling topography and is bounded by fieldstone walls. The typical rural village cemetery contains a mix of individual grave markers and family burial plots primarily dating from the nineteenth century. Tombs are located along the cemetery's southeast boundary.

Fitzwilliam Village is a good example of the settlement pattern and community planning of the mid- to late eighteenth century, with development focused around a central common. Although prevalent throughout New England, this development pattern is rare in the Monadnock region of New Hampshire. Jaffrey and Rindge also developed around a central common. The lack of twentieth-century development and the town's management of the village as a local historic district with design guidelines have preserved Fitzwilliam Village as an intact and pristine example of an eighteenth- to nineteenth-century rural town village in the region. The village has minimal infill construction, and the buildings within it exhibit very few unsympathetic replacement materials. Many retain original or historic multi-paned wood window sash.

Fitzwilliam Depot Village and the Cheshire Railroad

A second node of development in the project area is **Fitzwilliam Depot Village** (Photo Nos. 14–27) in the southwest portion. The village, also known as Depot Village, developed at the crossroads of Route 119, East Lake Road, and the Cheshire Railroad. It encompasses approximately 80 properties and is a good example of the settlement pattern that typically occurred around passenger and freight train depots in the mid-nineteenth century.

The **Cheshire Railroad** (see Photo Nos. 14–16) right-of-way extends through the southern and western portions of the project area. It travels in a general northwest-southeast direction, passing south of Sip Pond parallel to Templeton Turnpike and along the south side of Collins Pond, through the center of Depot Village, before exiting the project area. Constructed between 1845 and 1848 and abandoned in the 1960s, the Cheshire Railroad allowed the industries of the surrounding towns, including granite quarrying and woodware manufacturing, to thrive in the mid- to late nineteenth century. The Cheshire Rail Trail opened as a 42-mile-long, multi-use trail from Fitzwilliam to Walpole, New Hampshire, in the 1970s. The trail within the project area is a mostly gravel and sand path along the former railroad right-of-way. It utilizes historic bridge structures, with alterations to accommodate hiker, bicycle, and snowmobile use, to cross water features. Bridges within Fitzwilliam have granite and concrete abutments and steel I-beam girders with modern wood decking and railing systems. Original and historic stone culverts and cattle passes also remain along the railroad right-of-way.

Fitzwilliam Depot contains a combination of residential, industrial, civic, and ecclesiastical buildings. The buildings are set close to or slightly back from the road with wooded or open land between them, creating a rural character of the village. Most were constructed in the Greek Revival style, which was one of the more prevalent styles of the mid- to late nineteenth century. The area contains multiple examples of front-gable roof, five-bay-wide, center-hall, Greek Revival-style residences. A handful of other architectural styles, including the Italianate, Second Empire and Queen Anne styles, are also present. The majority of the buildings in the village are wood-frame, with some exceptions that include a group of concrete-block industrial buildings on Creamery Road.

The village has a gently rolling topography with primary roads extending to the north, west, and south from the crossroads of East Lake Road, Route 119, Church Street, Creamery Road, and the Cheshire Railroad right-of-way. Smaller secondary roads with mostly residential development extend from the three main roadways away from the village center. Landscaping consists of manicured lawns and wooded lands surrounding the buildings, with a mix of wood fencing and fieldstone walls.

The central portion of the village, in the immediate vicinity of the intersection of Route 119, East Lake Road, and the railroad, is densely settled with buildings set close to the road edges around a central village green (see Photo No. 17). The green is a roughly triangular parcel with an A-shaped footpath system, sporadic plantings, a flagpole, and a central monument. Buildings in the center of the village include the reserved Queen Anne-style railroad depot (see Photo No. 18), constructed in the late nineteenth century at the northeast corner of the railroad right-of-way's junction with East Lake Road; the reserved Queen Anne-style Methodist Chapel (see Photo No. 19) at 16 Church Street, constructed ca. 1877; commercial buildings such as 4 East Lake Road, constructed between 1877 and 1892; and large-scale, high-style homes like the Second Empire-style residence at 311 Route 119 (see Photo No. 20) and the Stick-style residence at 312 Route 119 (see Photo No. 21). Some residences retain their original attached and detached outbuildings, such as carriage houses and barns from the mid- to late nineteenth century.

The north portion of the village along Church Street, Pleasant Street, Perry Road, and Route 119 is densely settled and predominantly residential. The mix of high-style and vernacular buildings includes the Greek Revival-style house at 344 Route 119 (see Photo No. 22) and the reserved, smaller-scale houses at 12 and 14 Perry Road (see Photo No. 23). The south portion of the village along Creamery, Webb Hill, West Lake, and East Lake roads is sparsely settled with primarily residential buildings. A group of trackside industrial buildings is present between the railroad right-of-way and Creamery Road (see Photo No. 24). The group includes simple, single-story, wood-frame and masonry buildings constructed around the late nineteenth century, probably for use in the dairy or quarrying industries, and a series of concrete-block buildings added in the mid- to late twentieth century, probably for use as trackside storage. Residences in the south portion of the village are generally small, reserved, vernacular interpretations of popular styles from the mid- to late nineteenth century, including Greek Revival, Italianate, and Queen Anne. Good examples include the Greek Revival-style house at 21 East Lake Road (see Photo No. 25) and the Queen Anne-style house at 22 East Lake Road (see Photo No. 26). In addition to typical single-family homes, a group of three vernacular worker housing, likely associated with the granite industry, is at 72, 76, and 80 Webb Hill Road (Photo No. 27). Two previously surveyed residences, consisting of one-and-one-half-story side-hall buildings—**28 and 42 West Lake Road, Fitzwilliam (FIT0008 and FIT0009)**—are in the south portion of the village. 28 West Lake Road is a vernacular, likely reserved Greek Revival originally, residence with no outbuildings and 42 West Lake Road is a reserved Italianate-style residence with attached and detached barns.

Fitzwilliam Depot is a good example of a village that developed following the introduction of the railroad to the town. Although some building stock has been lost, minimal infill has been added since the downturn of the quarrying industry in the early twentieth century and the close of the railroad in the 1960s. The village remains mostly intact and retains the railroad right-of-way, depot, and surrounding ecclesiastical, commercial, and residential buildings.

Industrial Development

Remnants of the sawmill industry remain intact within the project area in the form of dams, small-scale shops, and foundations of earlier mill buildings.

The **Stone Pond Industrial Complex, Fitzwilliam** (Photo Nos. 28–34) is at the crossroads of Templeton Turnpike and Number Four Road in Fitzwilliam, adjacent to the southwest edge of Stone Pond. Resources within the industrial complex consist of a dam, two single-lane road bridges with culverts (one of which is possibly the **Culvert on Templeton Turnpike at Stone Pond (FIT00017)**), a workshop, a storage building, and the foundation ruins of a former saw and grist mill. The complex as a whole is in poor to fair condition. The two buildings in the complex are set at the edge of Templeton Turnpike at the west corner of the intersection (see Photo Nos. 28–29). Both are one-story, one-room, wood-frame buildings with asphalt-shingled roofs; asphalt-shingled, vertical-board, and flush-board walls; and granite foundations with wood posts. The northern building, a workshop, has a side-gable roof with a small cupola at the center of the ridgeline and an interior end brick chimney. A granite-lined raceway at the rear appears to have extended beneath the building at one time. The southern building has a front-gable roof and was likely used for storage. Ruins immediately southwest of the dam and downstream channel, consisting of granite-block and brick foundations and depressions in the ground, were likely part of the nineteenth-century saw and grist mill on the property (see Photo Nos. 30–31). Stone Pond was dammed and used for mill power by the early nineteenth century and remained in use for industrial purposes into the late nineteenth century. The dam likely dates to the mid-nineteenth

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century, with early twentieth-century alterations (see Photo Nos. 30–32). It is an earthen berm that extends east to west across the south end of the pond with a concrete culvert and retaining wall through the center of the structure. Dry-laid, coursed, ashlar granite lines the downstream (south) side of the dam and extends to the end of the berm, where short concrete retaining walls stand. Steel I-beams extend east to west over the downstream channel of the dam where it empties into Scott Pond. A secondary outlet at the southwest end of the pond, north of the main dam, was likely built in the early to mid-nineteenth century (see Photo No. 34). The water from the secondary dam runs southwest to the west side of Templeton Turnpike through a stone-lined channel to the rear of the small workshop. The bridge at the south end of the industrial complex carries the Number Four Road over Scott Brook and the dam's downstream channel (see Photo 33). It is a single-span, one-lane, round-arch fieldstone bridge. The bridge at the northwest end of the complex carries Templeton Turnpike over the secondary dam channel. It is a mid- to late twentieth century, single-span, one-lane, concrete bridge.

The **Pearly Pond Dam, Rindge** (Photo Nos. 35–37) is likely a mid-nineteenth-century dam with mid- to late twentieth century modifications in the location of a late eighteenth- or early nineteenth-century dam constructed by Lieutenant Samuel Tarbell. Tarbell's residence was the house at 1806 Route 119, immediately northwest of the pond and dam. The extant dam is an earthen berm that runs east to west with a concrete culvert and fish run through the center. Uncoursed, dry-laid, granite blocks run along the length of the downstream (south) side of the dam and line the channel that extends south under Route 119. A pipe culvert at the south end of the stone-lined channel continues beneath Route 119 to Tarbell Brook. The culvert has uncoursed, mortared, fieldstone wingwalls and cap.

At least one extant building in the project area was likely associated with Fitzwilliam's active granite quarrying industry. The **Powder House, 51 Collins Pond Road, Fitzwilliam** (Photo Nos. 38–39) was likely constructed in the mid-nineteenth century as storage for dynamite and other explosives used in the nearby quarry at Collins Pond. It is a one-story, one-bay-by-two-bay, random-laid granite-block building with a side-gable roof surfaced in asphalt shingles. The gable is filled with vertical-board siding. A large picture window is in the street-side elevation, and windows are in the facade and rear elevations. The entrance and windows have splayed granite lintels. A large, late-twentieth-century house is connected to the rear of the building, which was presumably converted to residential space when the house was constructed.

Agrarian Properties outside Villages

Farmsteads dispersed throughout the project area consist of a residence and associated agricultural outbuildings set close to the road with former or current agricultural fields adjacent, across the road, and to the rear. Connected and disconnected subtypes are present. The connected farmstead is a form indigenous to New England that started in the early 1800s and continued through the post-bellum era. In a typical arrangement, the house and barn on an agricultural property are joined, usually with small support buildings, to form a continuous complex that allowed for weather protection and the consolidation of agricultural and home-industry activities (Hubka 1984:13). Typical farmstead residences consist of wood-frame early to late nineteenth-century Capes and one-story and two-story, front-gable and side-gable, side-hall and center-hall houses in vernacular versions of the Georgian, Federal, and Greek Revival styles. The residences are sited adjacent to, but not always facing, the road. Agricultural outbuildings range from early nineteenth- to late twentieth-century barns, carriage/tractor sheds, blacksmith or machine shops, poultry buildings, modern cow sheds, silos (historic/modern), and spring houses. Some of the properties have late twentieth-century horse barns or sheds and paddocks for avocational purposes.

Farmstead buildings are often sited on slopes or subtle terraces above low points of land. Many of the farmsteads have maintained but informal front and rear yards with lawns, sporadic trees and shrubbery, and minimal fencing. The agricultural fields are generally well-maintained and used for row crops (e.g., feed corn) and hay fields or pasture. The fields are irregular in shape and disposition, reflecting both parcel boundaries and natural features such as wetlands and river and stream channels. In some instances, streams follow straight courses, indicating they may have been ditched to enlarge fields or to improve drainage in the historic period. Dirt or grass roads provide circulation for farm equipment between fields and provide access to remote fields at the rear of lots. Fences may be ornamental wood structures assembled from posts with split rails or boards or functional modern electric fences surrounding pastures. Stone walls are low stacked fieldstone structures without well-defined faces or tooling of the stone. Stone walls built of dry-laid local cobbles and dressed granite block walls are the more prevalent wall types. Volunteer hedgerows and tree lines may define lot boundaries and also divide fields. Aside from ditched streams, the primary water feature of farmsteads is the farm pond (aka stock pond) for watering livestock. Where present, forest lands around the farmsteads are a combination of deciduous hardwoods and pines.

Georgian-style Farmsteads

The project area contains at least seven examples of Georgian-style agrarian properties outside major areas of settlement. Of the seven properties, two contain Cape form residence. The house at **147 Gap Mountain Road, Fitzwilliam** (Photo No. 40) is a three-quarter Cape with no extant historic outbuildings and one non-historic barn. It has an asphalt-shingled roof, wood-shingled walls, and six-over-nine wood replacement windows. The house at **138 Webb Hill Road, Fitzwilliam (FIT0006, also referred to as 79 Webb Hill Road)** (Photo Nos. 41–42) is a full Cape with wood clapboard siding and a detached historic barn.

The other Georgian-style farmsteads consist of two-story, center-hall residences with ells and detached barns. Examples include **423 Fullam Hill Road, Fitzwilliam** (Photo Nos. 43–44); **552 Fitzwilliam Road, Jaffrey** (Photo Nos. 45–47); **19 Webber Lane, Fitzwilliam** (Photo Nos. 48–49); **460 Fitzwilliam Road, Jaffrey** (Photo Nos. 50–51); and **50 Collins Pond Road, Fitzwilliam** (Photo Nos. 52–54). They all have wood clapboard walls, and asphalt-shingled side-gable roofs except for 460 Fitzwilliam Road, which has a slate roof. The house at 423 Fullam Hill Road (see Photo Nos. 43–44), constructed in the mid-eighteenth century, is sited on a large lot with fields and stone walls. It has a shallow-pitched roof and original or historic replacement, nine-over-six wood sash. A detached barn behind the house is a good example of a mid-nineteenth-century high-drive New England-type, ground-level barn. The house at 552 Fitzwilliam Road (see Photo Nos. 45–47), constructed in 1782, has a large central brick chimney and original or historic replacement, 12-over-12 wood sash. A historic outbuilding, possibly used as a sugaring house, is north of the house. The houses at 19 Webber Lane (see Photo Nos. 48–49), constructed about 1790, and 460 Fitzwilliam Road (see Photo Nos. 50–51), constructed about 1820, are good examples of large-scale, late eighteenth- to early nineteenth-century rural farmsteads. Both are sited on large lots with sprawling fields and stone walls. The house at 19 Webber Lane has a pedimented front-gable entry, paired brick chimneys, quarter-circular fanlights, quoins, thick wood trim, and replacement six-over-nine wood sash. An associated barn northwest of the house is a good example of an English-type barn. The house at 460 Fitzwilliam Road (see Photo Nos. 52–54) has several ells, a large enclosed porch, and replacement six-over-six wood sash. The house at 50 Collins Pond Road, likely constructed in the late eighteenth- to early nineteenth-century, is the only Georgian-style agrarian residence that has a hip roof, which is punctuated by prominent paired brick

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chimneys. The house is decorated with quoins and has original or historic replacement, six-over-nine wood sash. Its associated barn, northeast of the house on the east side of Collins Pond Road, is a good example of an English-type barn.

Federal-style Farmsteads

Seven farmsteads within the project area contain Federal-style residences. Six of the seven—**161 Fullam Hill Road, Fitzwilliam** (Photo Nos. 55–58), **36 Webber Lane, Fitzwilliam** (Photo Nos. 59–60), **567 Fullam Hill Road, Fitzwilliam** (Photo No. 61), **383 Ingalls Road, Rindge** (Photo Nos. 62–63), **79 Rhododendron Road, Fitzwilliam** (Photo No. 64), and **57 Jaffrey Road, Fitzwilliam** (Photo Nos. 65–66)—are Cape-form houses, and one, **377 Route 119, Fitzwilliam** (Photo Nos. 67–69), is a two-story, center hall-plan house. The houses mostly have granite block foundations, clapboard walls, and asphalt-shingled roofs. Many have historic replacement, double-hung, multi-light, wood sash windows with flat window surrounds, typical of the Federal style. The farmsteads retain many examples of nineteenth-century agricultural outbuildings, either attached to the houses or detached and located near the house or across the road. Many of the properties retain active agricultural fields and pasture land, some have remnants of orchards, and they all retain fieldstone walls that delineate the property and fields.

Five of the six Cape-form houses are full Capes: 161 Fullam Hill Road, 36 Webber Lane, 567 Fullam Hill Road, 383 Ingalls Road, and 57 Jaffrey Road. 161 Fullam Hill Road (see Photo Nos. 55–58) was constructed in the late eighteenth century and is a full Cape with historic replacement, nine-over-six wood windows and a door surround with sidelights. The house is a connected farmstead with rear ells that include a carriage house. The property has a detached, one-story, English-type barn and rubblestone well across the road from the house. The barn has a fieldstone foundation, clapboard and board-and-batten siding, and an asphalt-shingled roof. An altered, late nineteenth- or early twentieth-century, agricultural outbuilding in a former field near the house has a shed roof and wood-shingled walls. The property retains partially open pasture and overgrown fields with stone walls. 36 Webber Lane (see Photo Nos. 59–60) was built in the early nineteenth century and was likely built as a full Cape. It has an altered fenestration pattern with historic replacement, six-over-six wood windows; side ells; and an attached two-car garage. The property also includes a detached nineteenth-century, two-story, New England-type barn with vertical-board siding and asphalt-shingled roof. The barn has a rear ell, and a small shed-roof shed is nearby. Associated pastures with modern electric fencing, stone walls, and wood post fences are also present. 567 Fullam Hill Road (see Photo No. 61) was built in the early nineteenth century and is a simple full Cape-form house with historic replacement, nine-over-one wood windows and two side ells, one of which appears to be an altered barn. There are animal pastures behind the house. The property at 383 Ingalls Road (see Photo Nos. 62–63) is a good example of a large, Federal-style farmstead with an early nineteenth-century, full Cape-form house that has historic replacement, eight-over-twelve wood windows and a door surround with a multi-light transom. The house also has a side ell, attached carriage house, and attached English-type bank barn with a granite block foundation and vertical-board siding. A large, two-story, English-type barn; a one-story, front-gable wagon shed with attached sugar shack; and a well are across the road from the house. These outbuildings have granite and fieldstone foundations, vertical-board siding, and wood-shingled roofs. The property has substantial open fields and pastures, with large granite block and fieldstone walls on both sides of the road that have rectangular granite posts flanking openings in the walls. The house at 57 Jaffrey Road (see Photo Nos. 65–66) was built in the early to mid-nineteenth century and is a full Cape with dormers and side ells. It has a Federal-style door surround with a rectangular transom and paneled sidelights. The property includes stone walls and fields across the street and to the sides and has two detached barns. A

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two-story, English-type barn with clapboard and vertical-board siding, a metal roof, and modern windows and doors has been converted to residential use. A one-story, New England-type barn has clapboard siding, an asphalt-shingled roof, a small hayloft door, and infilled windows.

79 Rhododendron Road (see Photo No. 64) is a three-quarter Cape built in the mid-nineteenth century. The architecturally reserved building has a side ell and a large, attached English-type barn. The barn has vertical-board siding, sliding barn doors, a hayloft, original windows, and cupolas. Open fields are to the rear of the house and across the road.

The one Federal-style farmstead in the project area that does not have a Cape-form house is 377 Route 119 (see Photo Nos. 67–69). It was constructed ca. 1810 and is a high-style example of Federal-period architecture. The two-and-one-half-story, center hall-plan, five-bay-by-five-bay house has a pedimented side-gable roof pierced with a pair of brick chimneys. The primary elevation faces an older alignment of the road and has an elaborate Federal-style door surround with an elliptical fanlight and sidelights. The house has multiple rear ells that serve as ancillary living space and an attached one-story, English-type barn. A detached, mid-nineteenth century, New England-type, ground-level barn near the house has a granite-block retaining wall, vertical-board siding, and an asphalt-shingled roof with a small cupola. Open land is to the rear of the house, and remnants of an orchard are across the road from the house.

Greek Revival-style Farmsteads

The project area contains nine farmsteads with Greek Revival-style houses and intact associated agricultural outbuildings. There is one example of a late-eighteenth-century Cape with Greek Revival-style alterations that resulted in a front-gable center-hall form; four examples of front-gable center-hall houses; three examples of front-gable side-hall houses; and one example of a front-gable side-hall house with Italianate-influenced stylistic elements. Most of the buildings have fieldstone or granite foundations, clapboard walls, and asphalt-shingled or metal-clad roofs. Many retain original, double-hung, multi-light, wood sash windows and surrounds, while others have modern vinyl replacement sash windows. Architectural elements indicative of the Greek Revival style include gable returns, corner pilasters, Doric-order columns, door surrounds with sidelights, wide entablatures, and molded trim. Typical for nineteenth-century houses, many have rear and side ells and a mix of attached and detached agricultural outbuildings.

Elephant Rock Farm, 90 Jaffrey Road, Fitzwilliam (Photo Nos. 70–71) was likely constructed about 1790 as a full Cape; however, its fenestration pattern was altered, likely in the mid-nineteenth century. It now has the primary elevation in the gable end of the Cape and a projecting bay centered in what was likely the original facade elevation. There is a large mid-nineteenth-century, Greek Revival-style ell and a large late-twentieth-century addition and attached garage. The foundation is not visible, the walls are sheathed in wood clapboard, and the roof is clad in metal and has two large, interior-end brick chimneys in the main block. The central Greek Revival-style entrance has a wood surround with half-length sidelights and a molded entablature. The house retains original or historic replacement, 12-over-12 wood sash windows. The property is an active farm with rolling open fields and pastures lined with fieldstone walls on both sides of the road and multiple small-scale, wood-frame buildings from the mid-nineteenth and early twentieth centuries. There is a large, detached, mid-nineteenth century, English-type barn with an attached wagon shed and smaller utility building. The barn is a good example of the type that features a large double-leaf sliding barn door with a multi-light transom and original wood sash windows.

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The properties at **45 Fullam Hill Road, Fitzwilliam** (Photo No. 72), **74 Number Four Road, Fitzwilliam** (Photo Nos. 73–75), **574 Fullam Hill Road, Fitzwilliam** (Photo Nos. 76–77), and **33 Route 119, Fitzwilliam** (Photo No. 78) contain front-gable, center-hall, Greek Revival-style residences. The house at 45 Fullam Hill Road (see Photo No. 72) was constructed in the early nineteenth century and is a good example of a center-hall, Greek Revival-style house with a colonnade. The two-and-one-half-story building has an integrated two-story colonnade on the facade beneath a pedimented gable. The facade of the building is clad in flushboard siding, and the colonnade is supported by square granite columns on the first story and fluted Doric columns on the second story. Central Greek Revival-style entrances on both stories have full-length sidelights. An ell extends from the side of the building and connects to an early nineteenth-century, English-type barn. Open land extends behind the house, and former fields that have been reclaimed by forest are across the road. The property at 74 Number Four Road (see Photo Nos. 73–75) was constructed in the early to mid-nineteenth century and contains a two-story, center-hall house with a large side ell and multiple detached outbuildings. The house has wide gable returns and a wide entablature with molded trim. The primary entrance has a door surround with half-length sidelights, flanking fluted pilasters, and an entablature with carved diamond-pattern corners. There are two twentieth-century outbuildings and a non-historic greenhouse on the property. Granite posts that run along the road's edge have ghost marks indicating where iron railings once were; fieldstone walls also exist on the property. The property at 574 Fullam Hill Road (see Photo Nos. 76–77) includes a mid-nineteenth-century, one-and-one-half-story, center-hall house with a side ell and attached English-type barn; a detached mid-nineteenth-century, New England-type barn; and twentieth-century agricultural outbuildings across the street. The house retains decorative elements that include wide gable returns and a wide entablature, paneled Doric corner pilasters, and molded trim. The door surround is the most elaborate part of the house with full-length sidelights, flanking pilasters with molded X-pattern and diamond decorative motifs, and a wide entablature. The property has open animal pastures and fields to the sides and rear of the house, as well as across the road. Fieldstone walls, wood fences, and metal fences denote boundaries and animal pastures. 33 Route 119 (see Photo No. 78) consists of an early nineteenth-century, one-and-one-half-story, center-hall house with rear ells; an attached barn; and a detached barn. The house has a slate roof, unlike many of the other Greek Revival-style houses in the project area that have replacement asphalt-shingled roofs. It has wide gable returns and a wide entablature with molded trim. The primary entrance has a door surround with sidelights, Doric pilasters, and a wide entablature. A round-arch window with flanking pilasters is in the gable peak. The property is bounded by fieldstone walls with granite-block capstones and granite posts. Fieldstone walls extend through fields to the rear and side of the house.

The properties at **407 Templeton Turnpike, Fitzwilliam** (Photo Nos. 79–81), **33 Fullam Hill Road, Fitzwilliam** (Photo Nos. 82–84), and **120 Number Four Road, Fitzwilliam** (Photo Nos. 85–86) are examples of typical mid-nineteenth-century, one-and-one-half-story, three-bay-wide, Greek Revival-style residences with front-gable roofs and side-hall plans with granite foundations and rear or side ells. 407 Templeton Turnpike (see Photo Nos. 79–81) and 33 Fullam Hill Road (see Photo Nos. 82–84) have clapboard walls and replacement vinyl and wood sash windows, and 120 Number Four Road (see Photo Nos. 85–86) has asbestos-sided walls with original two-over-two wood sash windows. All three retain characteristic elements of the Greek Revival style, such as wide cornices and molded trim, gable returns, and wide corner boards. 407 Templeton Turnpike and 33 Fullam Road retain Greek Revival-style door surrounds with half-length and full-length sidelights and either a wide simple entablature or semi-elliptical fanlight. 33 Fullam Hill Road also has a Colonial Revival-style entry porch over the entrance. 120 Number Four Road is the most altered of these three houses, with a full-width, one-story, enclosed porch that obscures much of the facade elevation and serves as the primary entrance to the building. Outbuildings for the three properties consist of one or multiple mid- to late-nineteenth-century or early

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twentieth-century, New England-type barns, sheds, and smaller ancillary buildings. 407 Templeton Turnpike also has fields to the side of the house and partially collapsed, nineteenth-century barns across the road. Granite posts in a forested area across the road from the house possibly indicate a family cemetery associated with the property.

The house at **21 Jaffrey Road, Fitzwilliam** (Photo No. 87) was likely constructed in the mid- to late nineteenth century as a reserved Greek Revival-style building and later had Italianate-style decorative elements added. The two-and-one-half-story, side-hall building has a long rear ell and Greek Revival-style deep roof overhangs, gable returns, and wide corner boards and cornice trim. The main entrance has an Italianate-style door hood with a flat roof supported by scrollwork brackets. A large, two-story, English-type barn with sliding and double-leaf swinging doors and an attached wagon shed and workshop is at the rear of the house. Large, active fields are northeast of the house and barn.

Vernacular Farmsteads

The detached farmstead at **106 Number Four Road, Fitzwilliam** (Photo No. 88) is an example of a vernacular Queen Anne-style house with an English-type barn. Likely constructed in the late nineteenth or early twentieth century, the two-and-one-half-story, side-hall house has a granite foundation, vinyl-clad walls, vinyl replacement windows, and a metal-clad front-gable roof. It features a partial wrap-around, one-story, Queen Anne-style porch with turned columns and decorative brackets and an integrated second-story porch on the side elevation. The barn was likely built in the mid-nineteenth century and has a fieldstone foundation, asphalt-shingled walls and roof, two sliding barn doors, a side-ell wagon shed, and a rear ell.

The connected farmstead at **137 Gap Mountain Road, Fitzwilliam** (Photo Nos. 89–90) is the only example in the project area of an entirely vernacular farmhouse possessing almost no stylistic hallmarks. The property consists of a house with an attached barn and a detached barn. The house was likely constructed in the mid-nineteenth century as a one-and-one-half-story, front-gable, side-hall form building, possibly in the Greek Revival style. It has an asphalt-shingled roof, clapboard walls with a wide cornice, molded trim and corner boards, and a granite foundation. Alterations to the building include rear ells, numerous shed-roof and wall dormers, bay windows, and a partial wrap-around porch. Fenestration is a mix of original two-over-two wood sash and vinyl replacement sash. The attached barn is an example of a vernacular, one-and-one-half-story, English-type barn, likely built contemporary to the house, with two carriage entrances containing paired interior-sliding barn doors. The detached barn is a good example of a large, late-nineteenth-century, New England-type, high-drive bank barn with a ground-level stable. It has board-and-batten and wood-shingled walls and a granite foundation. The entrances consist of sliding paneled barn doors and paired swinging barn doors. A gable-topped cupola is at the center of the roof. The first level of the barn is accessed by an earthen ramp with a granite-block and fieldstone retaining wall.

Non-agrarian Properties outside Villages***Institutional Buildings***

The primary institutional development that occurred historically in the project area outside the villages was the construction of small vernacular rural district schools. **School House No. 1, 756 Route 12, Fitzwilliam** (Photo No. 91), in the southern end of the project area, was constructed in 1844 in the Greek Revival style and used as a school until 1945, when it was converted into a residence. The

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building is a small, one-and-one-half-story, three-bay-by-four-bay, rectangular, wood-frame, pedimented front-gable building. It has an enclosed, one-story, shed-roof, partial-width entry porch with a side-hall entrance in the south bay. Additional former district schools that were later converted into residences may be extant within the project area, but no other surveyed buildings were conclusively identified as such.

Residences

Small eighteenth-, nineteenth-, and early twentieth-century timber and wood-frame houses with few or no outbuildings are present throughout the project area. The majority of the identified examples of this type have modest architectural details of the Georgian, Federal, and Greek Revival style. The remainder are vernacular examples possessing little to no stylistic hallmarks. The houses are not associated with large amounts of adjacent land and appear to have minimal to no associated agricultural fields. They may have been owned and/or lived in by farmers whose fields were elsewhere or by people who worked as merchants, mill workers, tradesmen, and other non-agrarian-based occupations. Historical information may indicate that the oldest houses originally had some associated agricultural lands that are no longer intact. In other instances, lot lines and historical evidence may show that the homes were constructed by farm families for their children or for tenants. Front yards consist primarily of manicured grass with sporadic deciduous and coniferous trees, and many of the properties have side and rear yards with expansive lawns and tree cover.

Mid-Eighteenth to Early Nineteenth-Century Residences

There are at least five examples in the project area of houses from the mid- to late eighteenth century with Georgian-style architectural elements. Four of the five are one-and-one-half-story, Cape-form houses with side-gable roofs, multiple rear ells, and a mix of attached and detached outbuildings. Most have asphalt-shingled roofs, and all are sheathed in wood clapboard and rest on granite foundations. The Capes have original and historic replacement wood sash windows in configurations of six-over-six, six-over-nine, nine-over-six, and twelve-over-twelve lights. The houses at **327 Route 119, Fitzwilliam** (Photo No. 92) and **121 Templeton Turnpike, Fitzwilliam** (Photo Nos. 93–94) are examples of three-quarter Cape houses that have offset entrances with one window to one side and two windows to the other side. Both houses have central brick chimneys three bays deep. The facade fenestration pattern at 327 Route 119 has been altered, with the original entrance replaced by a window and a primary entrance added to a side elevation. Both houses have long rear ells, typical of the connected farmstead form. 121 Templeton Turnpike has a detached nineteenth-century, New England-type barn and a detached mid-twentieth-century, front-gable two-car garage. 327 Route 119 has an attached barn at the end of the rear ells that now serves as a garage. The three-quarter Cape form is less common than the full Cape form, which has a central entrance flanked by two windows. The **Pratt House, 199 Fullam Hill Road, Fitzwilliam** (Photo No. 95) is a good example of a simple Georgian-style full Cape with a central brick chimney. It has a central entrance with a multi-light transom set within an original door surround with flanking Doric pilasters and a wide entablature. The house notably retains historic slate-shingle roofing. A large attached barn on the side elevation is now a garage, and there are multiple rear ells. The **Lt. Samuel Tarbell House, 1806 Route 119, Rindge** (Photo No. 96) is a typical full Cape that has a central entrance with a multi-light transom and a simple entry porch. The house has a central brick chimney, rear dormers, a long side ell with a connected carriage shed, and a ground-level garage on the opposite side elevation. A detached, two-story, English-type barn near the house has been converted into a garage.

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The house at **83 Gap Mountain Road, Fitzwilliam** (Photo Nos. 97–98) is an outstanding example of a Georgian-style residence that is no longer associated with agricultural lands. The two-story, five-bay-by-three-bay, center-hall, pedimented side-gable house was constructed in the 1790s and has numerous architectural elements indicative of the Georgian style. The facade contains a central entrance within a decorative wood surround that has a leaded-glass elliptical fanlight, flanking pilasters, and a decorative entablature. The corners of the building are decorated with paneled Doric pilasters, and the pedimented gables are clad in flush-board siding and contain central leaded-glass lunette windows. The house also retains paired brick chimneys on the center ridge line and molded wood trim. The windows consist of original 12-over-12 wood sash with historic four-light wood storm windows. The house has a large historic side ell and an enclosed, Colonial Revival-style porch on the opposite side elevation. An early twentieth-century, front-gable, two-car garage with original paneled accordion doors and a nineteenth-century, one-story, center-hall workshop/cottage are behind the house.

Four examples in the project area of houses from the late eighteenth to early nineteenth centuries with Federal-style architectural elements are **188 Gap Mountain Road, Fitzwilliam** (Photo No. 99), **13 Route 119, Fitzwilliam** (Photo No. 100), **17 Route 119, Fitzwilliam** (Photo No. 101), and **123 Fullam Hill Road, Fitzwilliam** (Photo No. 102). These buildings were likely constructed between the 1790s and 1820s and contain some elements indicative of the Federal style, such as door surrounds, massing, and form. All four have asphalt-shingled, side-gable roofs; wood clapboard walls; and granite foundations. They mostly contain a mix of original and historic replacement wood sash windows in configurations of two-over-two, six-over-two, six-over-six, and nine-over-six. Two of the four houses, 123 Fullam Hill Road and 118 Gap Mountain Road, are typical examples of architecturally reserved, one-and-one-half-story, full Cape houses. The house at 123 Fullam Hill Road has a simple Federal-style door surround with a multi-light transom, a pair of brick chimneys on the ridge line, and six-over-six vinyl replacement sash. The house at 118 Gap Mountain Road has a simple Federal-style door surround with three-quarter sidelights, two brick chimneys, and rear and side ells from later time periods. The houses at 13 and 17 Route 119 are two-and-one-half-story, five-bay, center-hall houses. 13 Route 119 has a Federal-style door surround with a multi-light transom and infilled sidelights, a center ridge line brick chimney, and a rear ell. 17 Route 119 has an Italianate-style door hood with decorative scrollwork brackets over the main entrance, a center ridge line brick chimney, and rear ells.

Houses built outside the village centers in the mid-nineteenth century employed reserved interpretations of the popular Greek Revival style. There are at least four examples of Greek Revival-style buildings in the project area: **27 Route 119, Fitzwilliam** (Photo No. 103), **116 Route 12, Fitzwilliam** (Photo No. 104), **40 Robbins Road, Fitzwilliam** (Photo Nos. 105–106), and **67 East Lake Road, Fitzwilliam** (Photo Nos. 107–108). All four are one-and-one-half-story or two-and-one-half-story, side-hall plan, front-gable buildings with reserved architectural details. They all have asphalt-shingled roofs, granite block foundations, and a mix of original two-over-two wood sash and replacement fifteen-over-one wood and six-over-six vinyl sash. The house at 27 Route 119 is the best example of a non-agrarian Greek Revival-style house outside the village centers in the project area. It has a one-and-one-half-story, pedimented front-gable main block with a side-gable wing that is flush with the facade elevation. The building is clad in wood clapboard, except for the flush-board gable, and has simple molded trim. The primary entrance has a modern door in a historic surround with half-light sidelights, flanking pilasters, and a wide entablature. The secondary entrance in the wing is in a historic door surround with sidelights beneath a pedimented front-gable entry porch. The houses at 116 Route 12 and 40 Robbins Road are two-and-one-half stories with shed-roof side ells. 116 Route 112 is clad in vinyl siding and retains minimal character-defining architectural elements, except original two-over-two windows and a door surround with paneled flanking pilasters and a wide entablature. The house at 40 Robbins Road is

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sheathed in wood clapboard and retains molded trim, gable returns, and a door surround with half-light sidelights and a wide entablature that is carved with a decorative sunburst pattern and floral motifs. The house at 67 East Lake Road is a simple one-and-one-half-story building with clapboard walls, molded trim and gable returns, and original two-over-two windows. The fenestration pattern was likely altered by the removal of a side-hall entrance in the gable end to a side ell with a full-width enclosed porch. Outbuildings associated with these properties include early-to-mid-twentieth-century, one-car garages and non-historic garages and outbuildings. 67 East Lake Road also contains a one-story nineteenth-century agricultural outbuilding that is three bays by six bays and has an asymmetrical front-gable roof.

At least 14 small, one-to-two-story houses in the project area that were likely constructed between the early nineteenth and twentieth centuries possess little to no stylistic hallmarks. They are clad in a mix of original and replacement materials, ranging from wood clapboard and shingles to vinyl siding, and have asphalt-shingled and metal-clad front-gable, side-gable, and gambrel roofs. Houses from the nineteenth century are typically on granite foundations, and houses from the early to mid-twentieth century are on either rubblestone or concrete foundations. Windows are a mix of original multi-light, double-hung sash and replacement vinyl sash. Eight of the surveyed houses are full Capes with side-gable roofs and multiple ells and dormers. These include **77 Scott Pond Road, Fitzwilliam** (Photo No. 109), **839 Route 12, Fitzwilliam** (Photo Nos. 110–111), **708 Fullam Hill Road, Fitzwilliam** (Photo No. 112), **4 Cross Road, Fitzwilliam** (Photo No. 113), **83 Route 12, Fitzwilliam** (Photo No. 114), **89 Route 12, Fitzwilliam** (Photo No. 115), **645 Route 12, Fitzwilliam** (Photo Nos. 116–117), and **72 Robbins Road, Fitzwilliam** (Photo Nos. 118–119). The house at **10 White Quarry Road, Fitzwilliam** (Photo No. 120) is a nineteenth-century, two-story, side-gable building with a large rear ell. Four of the astylistic buildings are likely from the early to mid-twentieth century: **37 Dunton Road, Fitzwilliam** (Photo No. 121), **38 Dunton Road, Fitzwilliam** (Photo Nos. 122–123), **N. of 10 White Quarry Road, Fitzwilliam** (Photo No. 124), and **253 Route 119, Fitzwilliam** (Photo No. 125). These consist mostly of cottage-form buildings with multiple ells, dormers, and alterations. Outbuildings associated with the astylistic houses range from typical, vernacular, nineteenth-century barns and mid-twentieth-century garages to small non-historic sheds.

Early to Mid-Twentieth-Century Residences

Residences built in the early to mid-twentieth century within the project area include small numbers of bungalows and cottages. These are small, simple, one-and-one-half-story, rectangular or square, front- or side-gable, single-family houses with minimal decorative elements indicative of the Craftsman style. Many have newer enclosed porches on the facades, ells on the side or rear elevations, and dormers to create additional living space. They have metal-clad or asphalt-shingled roofs, walls clad in wood shingle or vinyl siding, and rubblestone or concrete foundations. Some retain original multi-light wood sash, while others have vinyl replacement windows. Outbuildings associated with these houses are early to mid-twentieth century-garages and modern sheds. The garages are typically detached from the houses, although some are connected by breezeways or ells. The best example of a typical reserved Craftsman-style bungalow within the project area is the house at **80 Angier Road, Fitzwilliam** (Photo No. 126). The ca. 1920, one-and-one-half-story, side-gable bungalow has full-width shed dormers, a full-width enclosed front porch, and rear ells. It is clad in wood shingle and has a concrete-block foundation. The house retains its original wood trim, six-over-one wood sash windows, and multi-light Craftsman-style fixed wood windows that contain simple leaded glass. A detached mid-twentieth-century garage is close to the house. The house at **310 Route 119, Fitzwilliam** (Photo No. 127) is an example of a simple side-gable cottage with side and rear ells and a rubblestone foundation. The building notably retains its original two-over-two and six-light wood sash windows and rubblestone

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exterior end chimney. The houses at **747 Route 12, Fitzwilliam** (Photo No. 128), **857 Route 12, Fitzwilliam** (Photo No. 129), **977 Route 12, Fitzwilliam** (Photo No. 130), and **247 Route 119, Fitzwilliam** (Photo No. 131) are examples of simple altered front-gable bungalows. Most have enclosed porches and ells, replacement cladding materials, and replacement windows. The house at **3 Warren Hill Road, Fitzwilliam** (Photo No. 132) is an example of an altered cottage with a side-gable roof and enclosed entry that is clad in replacement materials and has multiple ells. The house at **941 Route 12, Fitzwilliam** (Photo No. 133), constructed ca. 1920, is an example of a simple altered cottage with a front-gable roof. It has wood-shingled walls, a rubblestone foundation, side and rear ells, and mid- to late twentieth century replacement vinyl sash.

The project area also includes at least two examples of altered, vernacular four-square houses, **223 Route 119, Fitzwilliam (FIT0014)** (Photo No. 134) and **7 Lower Templeton Turnpike, Fitzwilliam** (Photo No. 135). The four-square house form gained popularity by the early twentieth century and remained in use until the 1930s. The two houses in the project area were likely constructed between the 1910s and 1930s and have reserved architectural details. They are both two-story, square, hip-roof buildings with concrete foundations and are clad in replacement materials. They have center ridgeline brick chimneys and replacement windows.

The **Pearly Pond Cottages, Abel Road, Quimby Drive, Pearly Pond Way and Route 119, Rindge** (Photo Nos. 136–140) represent a type of lakeside community that developed in the region in the early to mid-twentieth century. The group of approximately eight small vernacular cottages at the south end of Pearly Pond, near the intersection of Route 119 and Quimby Drive in the northeast portion of the project area, was likely constructed between the 1930s and 1950s. The buildings are all one-story, rectangular or square, wood-frame houses with a mix of hip, gambrel, and gable roofs. They were likely built for seasonal use but later converted to year-round residences. The majority have enclosed porches, replacement cladding materials, and replacement windows. Most face northward toward Pearly Pond and have limited water views. Small wood docks along the pond's south bank appear to be associated with the cottages. Outbuildings on the property are typical, small-scale garages and sheds from the twentieth century.

Mid- to Late Twentieth-Century Residences

The limited number of properties constructed within the project area between the 1940s and 1970s consists mostly of small-scale residential buildings and associated outbuildings built as infill on former forested or agricultural lands and along the major roadways like Routes 12 and 119. They include Colonial Revival-style and ranch houses. Two examples of typical mid-twentieth-century, Colonial Revival-style buildings within the project area are the houses at **41 Route 12, Fitzwilliam** (Photo No. 141) and **54 Robbins Road, Fitzwilliam** (Photo No. 142). They are small-scale, full Capes with central ridgeline brick chimneys, reserved character-defining architectural elements, and attached breezeways and garages. Most buildings of this type have asphalt-shingled, side-gable roofs; wood clapboard walls; concrete foundations; and multi-light wood sash. However, some have vinyl replacement cladding and windows. The most prevalent building type from this time period in the project area is the small-scale, post-war traditional ranch. The house at **924 Route 12, Fitzwilliam** (Photo No. 143) is an example of a typical 1950s ranch house. It is a simple, vernacular, one-story, rectangular building with a side-gable roof; a small, one-bay attached garage; and a side ell for additional living space. The central entrance between a picture window and a set of paired windows indicates the interior plan, which has communal living space on the picture window side and private bedrooms on the other side. The house at **306 Abel Road, Rindge** (Photo No. 144) is an example of a typical ranch house from the 1960s. It is a small-

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scale, vernacular, one-story residence with a side-gable roof that has a central cross gable. The typical fenestration on both houses is a mix of picture windows and short double-hung sash. Other examples of post-World War II ranch houses in the project area include **48 Cross Road, Fitzwilliam** (Photo No. 145), **19 Route 12, Fitzwilliam** (Photo No. 146), **24 Route 12, Fitzwilliam** (Photo No. 147), and **69 Upper Troy Road, Fitzwilliam** (Photo No. 148). These all have typical exterior materials, such as asphalt-shingle roofing, asbestos or vinyl siding, and concrete foundations.

Recent Development

No buildings constructed between 1970 and the present in the project area were reviewed for consideration for further investigation, as they are not over 50 years old and are not of exceptional importance. The project area includes many houses built during the period of population growth that occurred in the late twentieth century, primarily on new roads or around ponds and lakes. Houses from this time period include small to large-scale buildings in a range of popular styles. The project area also contains multiple examples of suburban subdivisions and lakeside communities developed on formerly wooded parcels in the late twentieth and early twenty-first centuries. Many of these contain small-scale vernacular houses with minimal architectural features, often accessible only by private roads. Commercial development that has occurred along Route 12 since 1970 consists of mixed-use commercial properties, convenience stores, gas stations, restaurants, small business offices, and autobody shops.

Comparative Evaluation

The resources identified in the project area are similar to many others found in the surrounding towns of Troy, Jaffrey, Rindge, and Richmond, New Hampshire. These towns developed at roughly the same time as Fitzwilliam, in which most of the project area lies, and almost all experienced substantial declines in population at the end of the nineteenth century that curtailed development for many decades. Consequently, the region contains many pockets of intact eighteenth- and nineteenth-century villages and rural properties. The project area represents many of the local and regional development patterns, with some particularly well-preserved examples of typical building types, architectural styles, and landscapes.

Like Fitzwilliam, the surrounding towns all have town centers that emerged around the crossroads of early roadways and include the major civic, institutional, commercial, ecclesiastical, and residential buildings in architectural styles typical of the eighteenth and nineteenth centuries, such as Georgian, Federal, Greek Revival, and Italianate. The project area includes numerous good examples of these architectural styles that retain integrity, including a variety of Cape, center-hall, and side-hall forms. It also includes many examples of five-bay, front-gable center-hall, Greek Revival-style houses, which are less common in other New England towns. Fitzwilliam Village, which was established as a local historic district in 1992, is an unusually intact example of an eighteenth-to-nineteenth-century rural village with minimal infill and alterations. Jaffrey and Rindge also have town centers outside the project area that developed at the crossroads of early roads and a central town common. The only other surrounding town that has a local historic district is Jaffrey, which established the Jaffrey Center Historic District in 1969 in the downtown core. The Jaffrey district is a denser and more urban town center than Fitzwilliam Village that includes more large-scale industrial development from the mid- to late nineteenth century.

Fitzwilliam Depot Village is a second good example in the project area and surrounding towns of a rural village center that developed in the mid- to late nineteenth century as a result of the railroad's

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introduction to the area. The village remains mostly intact with minimal infill construction. Other railroad-associated villages in the surrounding towns, such as West Rindge and East Jaffrey, have more twentieth-century development and retain less historic fabric than Depot Village. The Cheshire Railroad through Depot Village was a typical branch railroad established in the mid- to late nineteenth century to extend rail travel and freight shipping into new parts of New Hampshire. As a result of its proximity to large granite deposits, the line included an unusually large number of granite bridges, culverts, and other related structures. The former Cheshire Railroad right-of-way, like the former Monadnock branch line in Rindge and Jaffrey, is now in use as a recreational rail trail and retains few, if any, original railroad structures within the project area aside from the passenger depot in the village.

Residences outside the developed town centers in the project area and the surrounding towns consist mostly of eighteenth- and nineteenth-century farmsteads, reflecting the region's historically agricultural economy. The farmsteads comprised large tracts of land outside the central villages with modest houses in styles typical of the time; a mix of attached and detached agricultural buildings, such as barns, carriage houses, storage buildings, workshops, wagon sheds, and sugaring shacks; and a variety of fieldstone and granite walls delineating fields, pastures, and property lines. The project area contains multiple examples of farmsteads ranging from typical examples of altered and vernacular properties to good examples of intact properties with high-style houses that showcase the agricultural development of this region of New Hampshire. Properties in the project area and surrounding towns include reserved Georgian- and Federal-style Cape-form and center-hall houses, as well as Greek Revival-style, one-and-one-half-story, side-hall houses. Some properties retain portions of their agricultural fields, while others have had the land subdivided and sold for development or reclaimed by successional forest growth.

The industrial development of the surrounding towns is also similar to that of the project area, characterized first by saw and grist mills built in the mid- to late eighteenth century along waterways and dammed bodies of water and later by small-scale mills, factories, and commercial establishments of various types that followed the construction of railroad lines in the mid- to late nineteenth century. Unlike towns along major waterways such as the Connecticut River to the west, the project area and surrounding towns with smaller waterways and fewer sources of water power never experienced booming, large-scale industrial development in the nineteenth or twentieth centuries. The small-scale industrial development that characterized this region consisted of a more limited number of mills that produced much less than the sprawling masonry complexes in other areas that employed hundreds of people. Downtown Jaffrey, outside the project area, retains the Jaffrey Mills (NR-listed 1982), which is a typical larger mid-nineteenth-century brick mill complex along the Contoocook River. The project area retains a small number of above-ground industrial-related resources that include dams altered in the twentieth century and small-scale wood-frame buildings with fair integrity. The substantial granite quarries in the project area that were active in the late nineteenth and early twentieth centuries represent an unusual industry in the region, but few intact above-ground resources related to the quarries remain aside from one altered granite-block powder house likely constructed for quarrying in the Collins Pond/Webb Hill area.

A general downturn in the region's agricultural and small-scale industrial economies that began in the late nineteenth century left the project area and its surrounding towns with little twentieth-century development related to those activities. Seasonal tourism and outdoor recreation interests such as hiking and skiing began to generate new development in many parts of New Hampshire, but these pursuits had minimal impact within the project area. Villages in the project area provided tourists with inns for overnight accommodations from the nineteenth century on, but the towns to the north and northeast of the project area attracted many more visitors who came to hike Mount Monadnock or vacation on larger

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ponds and lakes. Jaffrey, in particular, experienced significant tourism-based population growth and related commercial and residential development in the late nineteenth and early twentieth centuries. Several ski areas were established in the 1940s and 1950s on hills and small mountains in the region, including one operated by the Fitzwilliam Inn on The Pinnacle that was partially within the northwest end of the project area. The buildings and lifts associated with the ski area, which closed by 1970, are not extant, but some of the trails remain clear and are used by the public for walking and cross-country skiing. The project area as a whole was minimally impacted by the mid-twentieth-century development of new state roadways and major growth in tourism, leaving much of the area as it was in the early twentieth century. Twentieth-century infill construction in the project area and the surrounding towns consists primarily of commercial properties along the state highways and residential properties on major roads and subdivided former agricultural fields.

22. Statement of Significance

The following sections list all previously identified historic properties, sites, or districts within the project area; summarize the most significant historical contexts, architectural patterns of development, and building and property types applicable to the project area; and list recommendations for further survey of individual properties and historic districts.

Previously Identified Historic Properties or Resources within the Project Area

Table 2 lists all properties, sites, or districts within the project area that were previously inventoried, listed in either the National Register or the State Register, received a formal determination of eligibility, were recorded in the New Hampshire Historic Bridge Inventory, or were defined as a local historic district. The information in the table is based on data available from the NHDHR, the National Register Information System (NRIS), or local municipalities. The inventory forms on file at the NHDHR are in the process of being scanned and were not available for review. All the properties listed in the table are in the town of Fitzwilliam. There were no previously inventoried, listed, or determined eligible properties in the portions of Jaffrey or Rindge that are within the project area.

Table 2.

NHDHR ID	Resource Name	Address	Town	NR Status*
FIT0003	House	Dunton Road	Fitzwilliam	Not NR eligible, 9/28/1994; any historic house on property appears to have been demolished, extant house on property was built 1994
FIT0005	Town Library/Daniel Spaulding House	11 Templeton Turnpike	Fitzwilliam	IND NR eligible, 4/23/1997, contributes to NRHD
FIT0006	House	138 Webb Hill Road (aka 79 Webb Hill Road)	Fitzwilliam	Not NR eligible, 2/24/1999
FIT0008	House	42 West Lake Road	Fitzwilliam	Not NR eligible
FIT0009	House	28 West Lake Road	Fitzwilliam	Not NR eligible
FIT0014	House	223 Route 119	Fitzwilliam	Undetermined
FIT0017	Culvert	Templeton	Fitzwilliam	Undetermined

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NHDHR ID	Resource Name	Address	Town	NR Status*
		Turnpike at Stone Pond		
FIT0018	Fitzwilliam Common Historic District	Junction of Route 119, Richmond Road, and Templeton Turnpike	Fitzwilliam	NRHD listed, 5/2/1997
FIT0020	Third Fitzwilliam Meetinghouse	13 Templeton Turnpike	Fitzwilliam	IND NR listed, 8/26/1977
	Fitzwilliam Village Local Historic District		Fitzwilliam	LHD, established 1992
	Cheshire Railroad		Fitzwilliam	PAF, 12/18/1996

*NR Status: IND NR = Individual National Register; NRHD = National Register Historic District; LHD = Local Historic District; PAF = Project Area Form

Summary of Significant Historical Themes, Patterns of Development, and Property Types

Based on previous survey work and the information collected in this survey, the extant buildings, structures, districts, and landscapes in the project area may be significant for their associations with agriculture, industry, and transportation.

Agriculture was the primary economic activity in the project area from its eighteenth-century settlement through much of the nineteenth century, and dispersed farmsteads consequently characterized much of the landscape during that time. Farmsteads were built primarily along the major thoroughfares in the region, although secondary roads provided access to some more isolated properties. Crops raised included rye, oats, barley, flax, fruits, and vegetables. Fields were also cleared to pasture livestock, and sugar maple trees were cultivated on some properties. Late nineteenth-century farm products also included butter, milk, eggs, and wild berries. Agrarian resources identified within the project area consist of connected and disconnected farmsteads containing late eighteenth- and early nineteenth-century residences, historic outbuildings, active and abandoned fields, stone walls, and fences. Historic agricultural outbuildings include horse barns, dairy barns, chicken coops, tractor sheds, workshops, and sugar houses. Some abandoned farmsteads that were later converted to vacation homes or inns retain adjacent cleared fields and a rural setting. Farmhouses in the Georgian, Federal, and Greek Revival architectural styles are prevalent in high-style and vernacular forms, reflecting the area's relative prosperity and access to popular regional designs during the late eighteenth and early nineteenth centuries.

Various nineteenth-century milling and manufacturing industries developed within the project area at points along small waterways where dams were built to create mill ponds and generate water power. Woodenware production in particular expanded from a small cottage industry to a concentration of factories in Fitzwilliam and the western part of Rindge making wood tableware, furniture, buckets, clothespins, and other goods. Resources associated with these early industrial activities include small wood-frame shops and mill buildings, earth and stone dams (often with later concrete alterations), and stone-lined channels.

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Granite quarrying became the most prominent industry within the project area in the late nineteenth century, after the railroad facilitated transport of stone from Fitzwilliam's substantial granite deposits. Until concrete and steel replaced granite as preferred building materials in the early twentieth century, Fitzwilliam had a reputation alongside Concord and Milford as one of three major locales for granite production in New Hampshire. Quarry equipment, storage sheds, company offices, worker housing, and stone-cutting businesses developed alongside the railroad tracks in Depot Village, which retains examples of most of these resources. The quarry sites are largely abandoned now, but remnant structures may be present on the landscape.

The establishment and subsequent improvement or abandonment of transportation networks influenced much of the development that has occurred within the project area. Beginning with the area's initial exploration and settlement in the mid-1700s, transportation routes connecting it to eastern New Hampshire and northern and eastern Massachusetts formed the basis for the establishment of farmsteads and village centers. Historic transportation resources in the project area range from the remnant alignments of early military roads to nineteenth-century turnpikes to the 1848 Cheshire Railroad right-of-way to twentieth-century highways. Properties associated with the transportation network are primarily located within the villages and may include eighteenth- and nineteenth-century inns, hotels, and commercial buildings; railroad stations; and roadside service stations and bed and breakfasts intended to accommodate twentieth-century automobile tourists. Examples of transportation-related resources may also include road bridges, railroad bridges, culverts, and cattle passes. Intact granite structures built as part of the Cheshire Railroad have not been identified within the project area but would be particularly notable as a rare resource in the state.

Survey Recommendations

Based on the visual analysis prepared by Chinook Solar's visual consultant (see Figures 14–15), no direct or indirect effects to historic properties are anticipated from the Project, as the topography and vegetation limit visibility of the Project site. Therefore, no further survey is recommended as part of this Project.

Several historic districts and individual buildings identified as part of the survey effort for this PAF are recommended for further survey if any future projects are undertaken within the project area. The survey recommendations for area forms and individual inventory forms are based on the property's level of physical integrity and possible associations with the relevant historic contexts described above. The primary purpose of further survey efforts would be to confirm a property's association with the relevant historic contexts and to evaluate National Register eligibility. Properties and districts that were previously identified and determined eligible for listing in the National Register are not recommended for further inventory. Likewise, those properties that are already National Register listed are not recommended for further inventory. The locations of all resources recommended for survey are illustrated on the sketch maps included with this PAF.

Recommended for Area Form Survey***Fitzwilliam Village Local Historic District***

Fitzwilliam Village (Photo Nos. 4–13) was originally settled in the late eighteenth century and prospered throughout the nineteenth century as a regional agricultural center at the crossroads of several major roadways. Development occurred around a central common, or village green, and meetinghouse. The

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extant Third Fitzwilliam Meetinghouse (now the Fitzwilliam Town Hall) was constructed in 1817 and individually listed in the National Register in 1977. The Fitzwilliam Village Cemetery is at the southwest edge of the village. Commercial buildings in the village include the 1843 Fitzwilliam Inn and 1859 Fitzwilliam Market on the Common, as well as several vernacular nineteenth-century stores and former hotels along the roads that radiate out from the center. The village also includes a ca. 1895 former schoolhouse and the current town library in an 1804 former house. Residential resources throughout the village reflect the architectural styles of the town's most prosperous decades, primarily high-style Georgian, Federal, and Greek Revival Cape, center-hall, and side-hall houses. There are also several notable examples of later nineteenth-century styles including Italianate, Queen Anne, and Second Empire.

The town of Fitzwilliam created a local historic district commission in 1970 and designated the village as a local historic district (LHD) in 1992. The Town Common at the center of the district and 18 properties surrounding it were listed in the National Register in 1997 as the Fitzwilliam Common Historic District. The LHD includes approximately 165 properties that were surveyed by the town in 2008; however, no official review or determination was conducted by the NHDHR. Full documentation of the entire LHD on a Historic District Area Form is recommended. The entire village is within the project area, but no direct or indirect effects from the Project are anticipated.

Fitzwilliam Depot Village

The village of Fitzwilliam Depot (also known as Depot Village, Photo Nos. 14–27) developed primarily in the second half of the nineteenth century after the construction of the Cheshire Railroad through the town in 1848. The extant ca. 1848 Gothic Revival-style passenger depot, ca. 1877 Methodist Church, and several late nineteenth-century commercial buildings and high-style residences were built around a central village green, similar to the development pattern of the earlier Fitzwilliam Village to the north. Industrial buildings and worker houses associated with the town's prominent granite quarrying enterprises, along with additional high-style and vernacular residences, line the former railroad right-of-way (now a recreational trail) and the other streets that converge near the depot. Historic bridge structures along the right-of-way have modern wood decking and railing systems, but remnants of granite culverts or cattle passes could also be present. Two previously inventoried Greek Revival-style houses on West Lake Road in the village (FIT0008 and FIT0009) were determined not eligible for individual listing in the National Register. Full documentation of the village on a Historic District Area Form is recommended. The entire village is within the project area, but no direct or indirect effects from the Project are anticipated.

*Recommended for Individual Inventory Form Survey**19 Webber Lane, Fitzwilliam*

The farmhouse at 19 Webber Lane (Photo Nos. 48–49) is a ca. 1790, wood-frame, two-story, center-hall house with Georgian-style details including molded wood quoins, paired brick ridge chimneys, and six-over-nine wood windows. The property includes adjacent fields, stone walls, and an intact English-type barn. There are no noticeable intrusions on the rural agricultural setting. Documentation on an Individual Inventory Form is recommended. The property is within the project area, but no direct or indirect effects from the Project are anticipated.

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The farmhouse at 50 Collins Pond Road (Photo Nos. 52–54) is a late eighteenth- to early nineteenth-century, wood-frame, two-story, center-hall house with Georgian-style details including molded wood quoins, paired interior brick chimneys, sidelights flanking the center entry, and six-over-nine wood windows. The house's hip roof is unusual outside the central village areas in Fitzwilliam. The property has associated fields, stone walls, and multiple agricultural outbuildings, including an intact English-type barn on the opposite of the road. There are no noticeable intrusions on the rural agricultural setting. Documentation on an Individual Inventory Form is recommended. The property is within the project area, but no direct or indirect effects from the Project are anticipated.

377 Route 119, Fitzwilliam

The farmstead at 377 Route 119 (Photo Nos. 67–69) consists of a ca. 1810, two-and-one-half-story, center-hall house; an attached English-type barn; and a detached, mid-nineteenth-century, New England-type, ground-level barn. Larger and more architecturally refined than most of the other Federal-style farmhouses within the project area, the house has pedimented side gables, paired brick ridge chimneys, and an elaborate Federal-style door surround with an elliptical fanlight and sidelights. Additional associated agricultural features on the property include cleared fields, stone walls, and the remnants of an orchard on the opposite side of the road. There are no noticeable intrusions on the rural agricultural setting. Documentation on an Individual Inventory Form is recommended. The property is within the project area, but no direct or indirect effects from the Project are anticipated.

45 Fullam Hill Road, Fitzwilliam

The farmhouse at 45 Fullam Hill Road (Photo No. 72) is an early nineteenth-century, wood-frame, two-story, Greek Revival-style house with a front-gable center-hall form, side ell, and attached English-type barn. It has a distinctive pedimented gable with a jettied half-story overhang that creates a two-story, full-width front porch or colonnade. The overhanging gable is a relatively rare architectural form outside the village centers in the project area. Greek Revival-style details on the building include a wide board cornice with deep returns, center entrances with full-length sidelights on each story, six-over-six wood windows, and fluted porch columns. The property also includes open agricultural fields behind the house and former fields with successional forest growth on the opposite side of the road. There are no noticeable intrusions on the rural agricultural setting. Documentation on an Individual Inventory Form is recommended. The property is within the project area, but no direct or indirect effects from the Project are anticipated.

83 Gap Mountain Road, Fitzwilliam

The house at 83 Gap Mountain Road (Photo Nos. 97–98) is a two-story, center-hall, wood-frame house built in the 1790s in the Georgian style. Notable architectural details include a pilastered center entrance surround with elliptical fanlight, paneled corner pilasters, paired brick ridge chimneys, pedimented gable ends with lunette windows, and 12-over-12 wood windows with four-light wood storm sash. Minimal alterations to the building consist of an enclosed, Colonial Revival-style side porch likely added in the early twentieth century. The property does not appear to have any associated agricultural lands. A one-story building behind the house likely dates to the nineteenth century and may have been used as a workshop. Documentation on an Individual Inventory Form is recommended. The property is within the project area, but no direct or indirect effects from the Project are anticipated.

552 Fitzwilliam Road, Jaffrey

The farmhouse at 552 Fitzwilliam Road (Photo Nos. 45–47) is a wood-frame, two-story, center-hall house built in 1782. Its Georgian-style details include a large central brick chimney and original or historic replacement, 12-over-12 wood windows. The property has associated fields, a detached barn, and a historic outbuilding that may have been used as a sugaring house. There are no noticeable intrusions on the rural agricultural setting. Documentation on an Individual Inventory Form is recommended. The property is within the project area, but no direct or indirect effects from the Project are anticipated.

383 Ingalls Road, Rindge

The connected farmstead at 383 Ingalls Road (Photo Nos. 62–63) consists of an early nineteenth-century, wood-frame, one-and-one-half-story, full Cape house with a side ell, attached carriage house, and attached English-type bank barn. Federal-style details on the house include a door surround with a multi-light transom and historic replacement, eight-over-twelve, wood windows with flat surrounds. The property also contains several agricultural outbuildings on the opposite side of the road, including an English-type barn, a wagon shed with attached sugar house, and a well. Granite block and fieldstone walls delineate large open fields and pastures on both sides of the road. There are no noticeable intrusions on the rural agricultural setting. Documentation on an Individual Inventory Form is recommended. The property is within the project area, but no direct or indirect effects from the Project are anticipated.

23. Periods(s) of Significance

N/A

24. Statement of Integrity

Physical development of the project area began with European settlement in the mid- to late eighteenth century and has continued to the present, although the pace of growth slowed considerably in the early twentieth century alongside economic and population declines. Extant resources within the project area vary in their integrity and ability to convey their historical associations and architectural significance.

The historic road network and railroad right-of-way, major factors in the region's development patterns, remain mostly intact within the project area. Historic spatial arrangements continue to create a visual rhythm of scattered farmsteads contrasted with tightly knit villages, although successional forest growth has occurred on much of the undeveloped land that was formerly cleared for agricultural use. The traditional wood and masonry materials and vernacular construction methods used for buildings, stone walls, and other elements of the built environment and landscape attest to the continuity of materials and workmanship. Overall, the project area evokes a sense of place and connection to the region's rural agrarian history through the qualities of feeling and association that are present in many of the extant resources. There are instances throughout the project area, however, where new development, loss of historic building stock and landscape elements, or replacement of historic building materials with modern building materials diminish the integrity of design, setting, feeling, and association.

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The Fitzwilliam Village Local Historic District is the most intact portion of the project area, largely due to the establishment of design guidelines by the town's local historic commission that regulate alterations to the buildings in the village core. The Fitzwilliam Depot Village also retains integrity to its late nineteenth-century appearance, although it has experienced more building loss, infill construction, and unsympathetic alterations to individual buildings than the local historic district. Industrial resources within the project area generally lack integrity, given the deterioration that has occurred since most industrial operations ceased in the nineteenth century. The railroad was abandoned in the 1970s, and much of the railroad-related infrastructure was removed to create a recreational rail trail on the right-of-way. Individual properties within the project area have varying integrity, depending on their maintenance over time. The most common alterations that have negated the integrity of individual properties consist of the replacement of exterior cladding materials and windows. Historic outbuildings on many properties have been demolished or altered, and some formerly associated agricultural fields have been subdivided and developed with new suburban housing.

25. Boundary Justification

The project area of 2 miles surrounding the 156-acre Chinook Solar Project site in Fitzwilliam encompasses any potential direct or indirect effects from the Project on historic properties.

26. Boundary Description

N/A

27. Bibliography and/or References

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28. Surveyor's Evaluation

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: _____

Figures

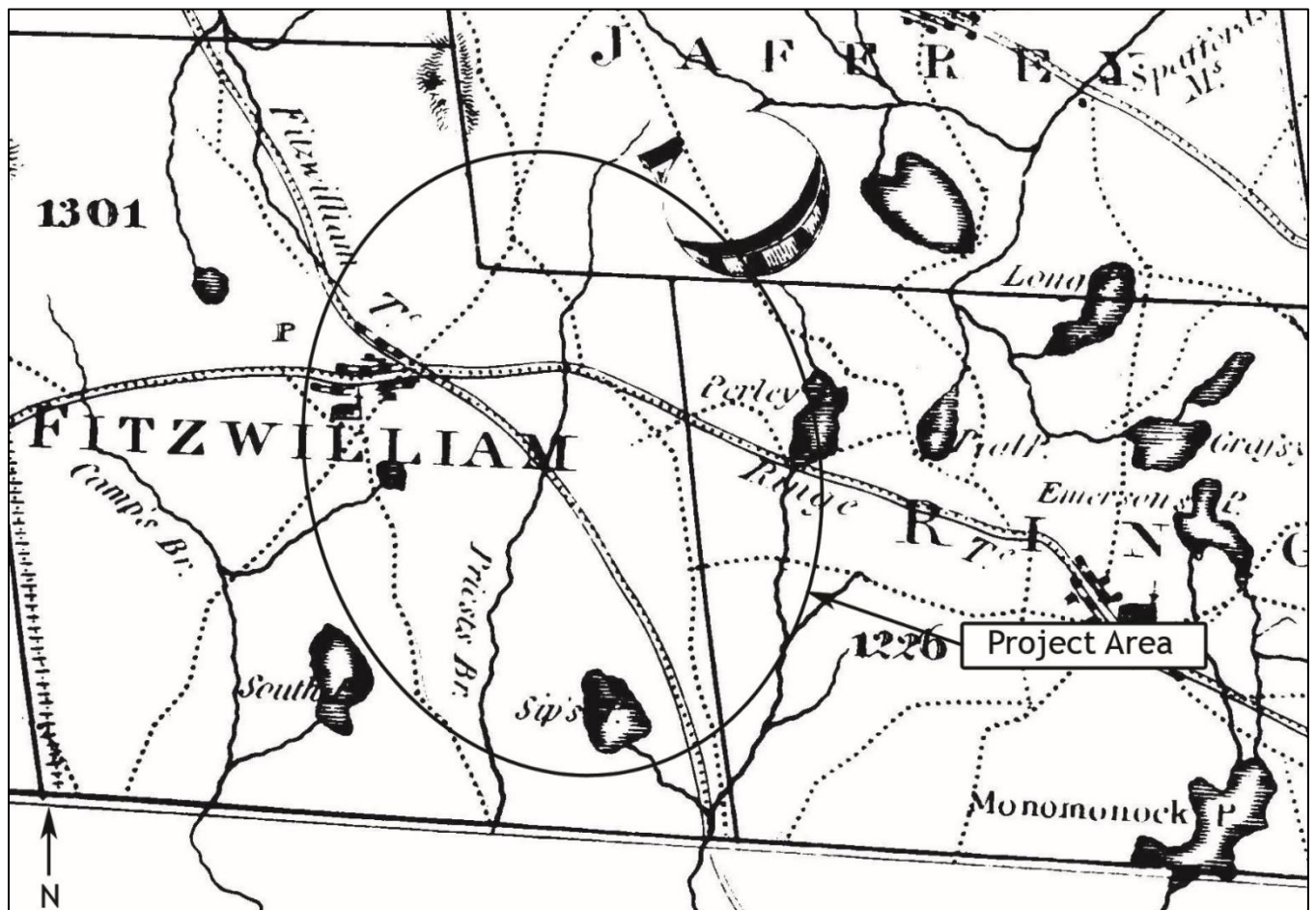


Figure 1. 1816 map of Fitzwilliam, Jaffrey, and Rindge (Carrigain 1816).



Figure 2. Undated view south into Fitzwilliam Town Common (Stephenson 1994:32).



Figure 3. 1917 view of Fitzwilliam Depot Village (A.C. Bosselman & Co. 1917).

AREA FORM

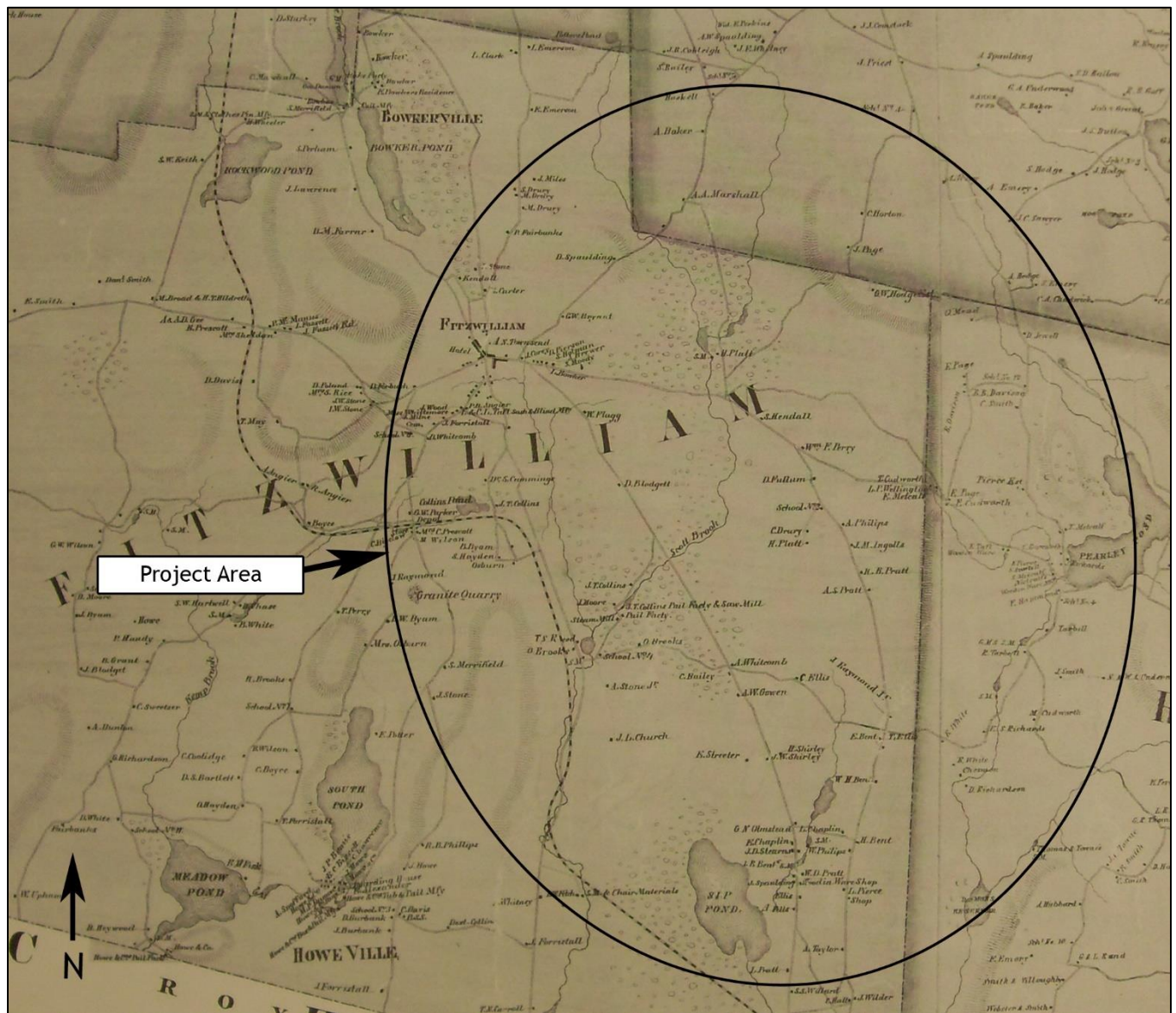
AREA NAME: CHINOOK SOLAR (R&C #9541)

Figure 4. 1858 map of Fitzwilliam (Fagan 1858).

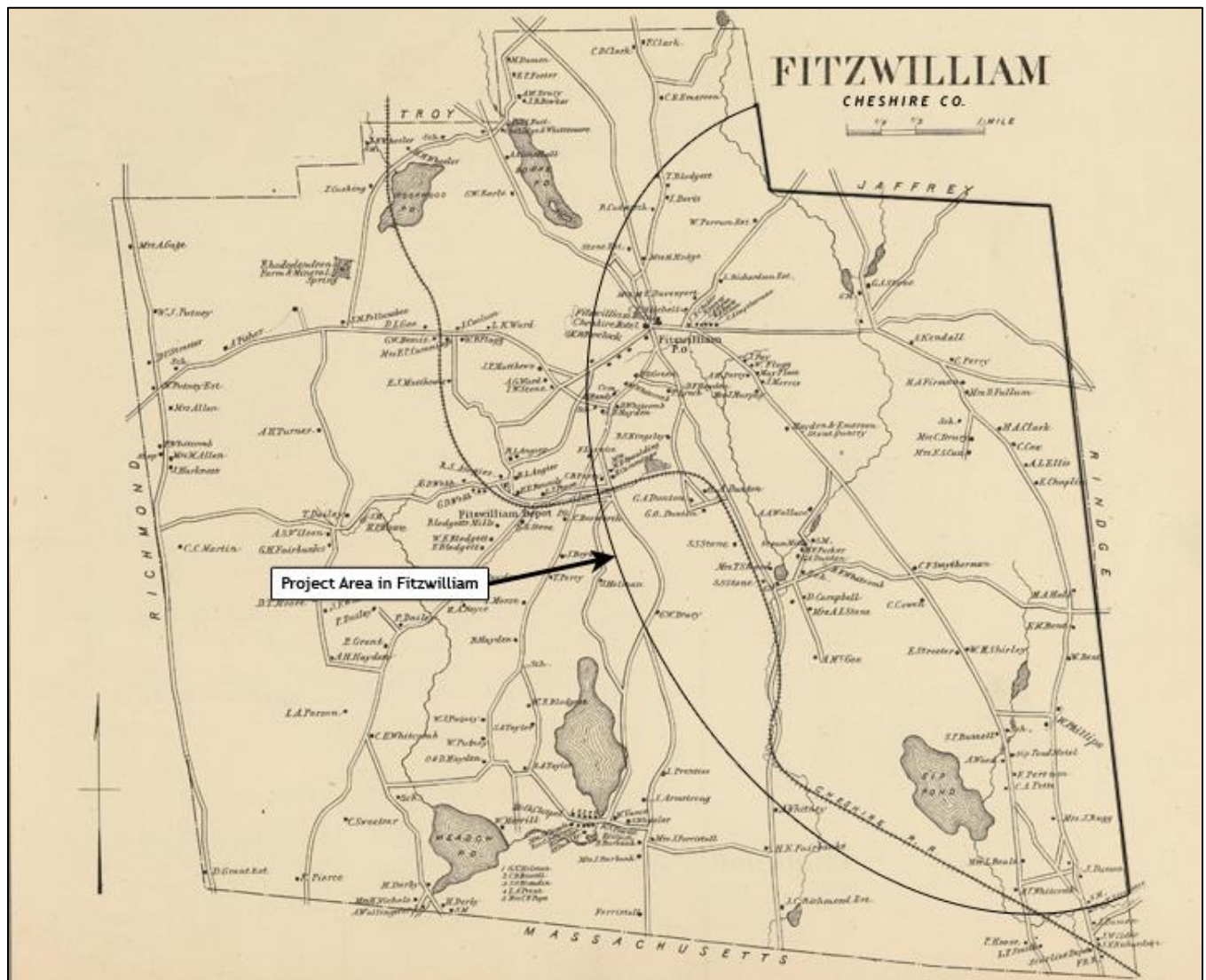


Figure 5. 1892 map of Fitzwilliam (Hurd 1892)

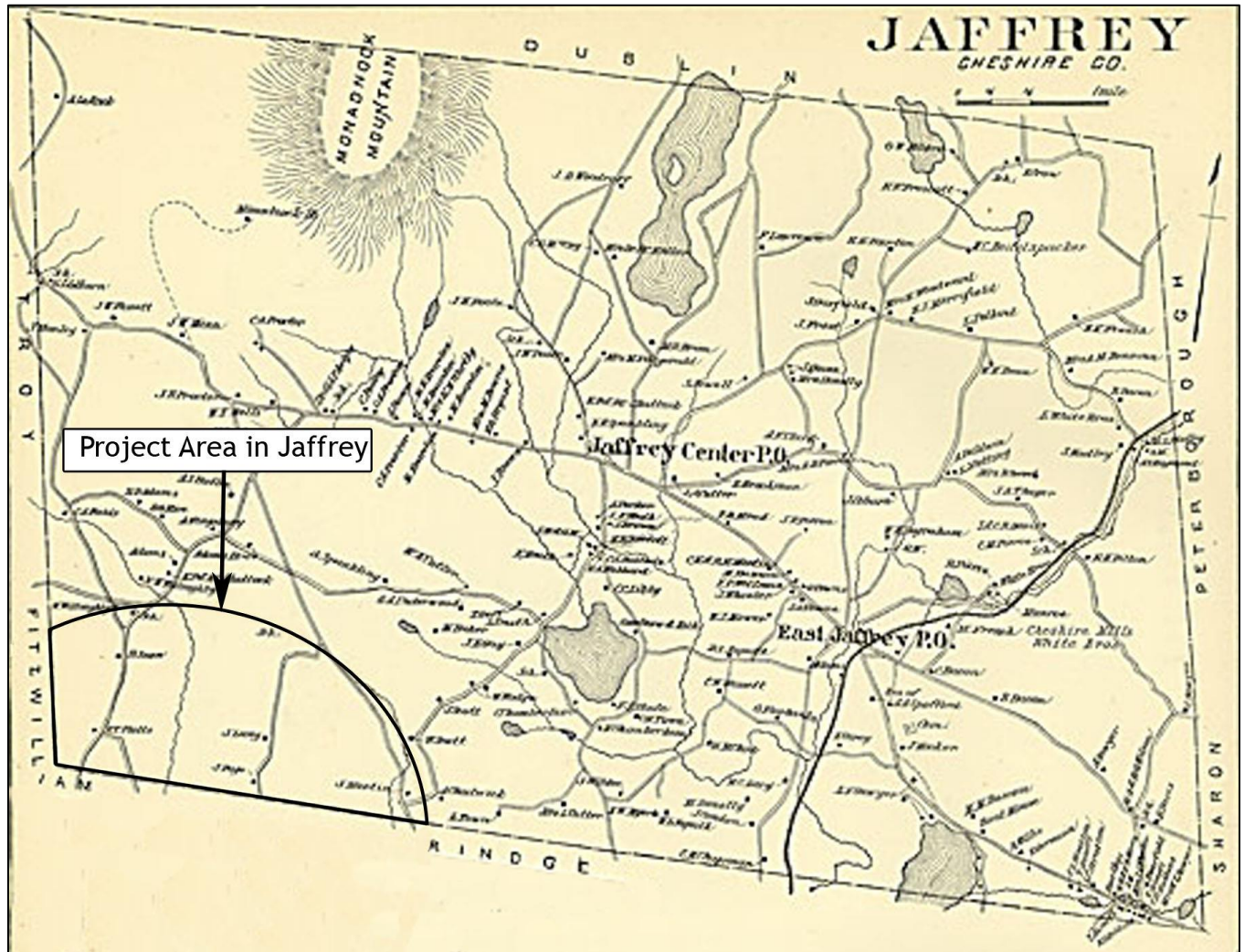


Figure 6. 1892 map of Jaffrey (Hurd 1892).

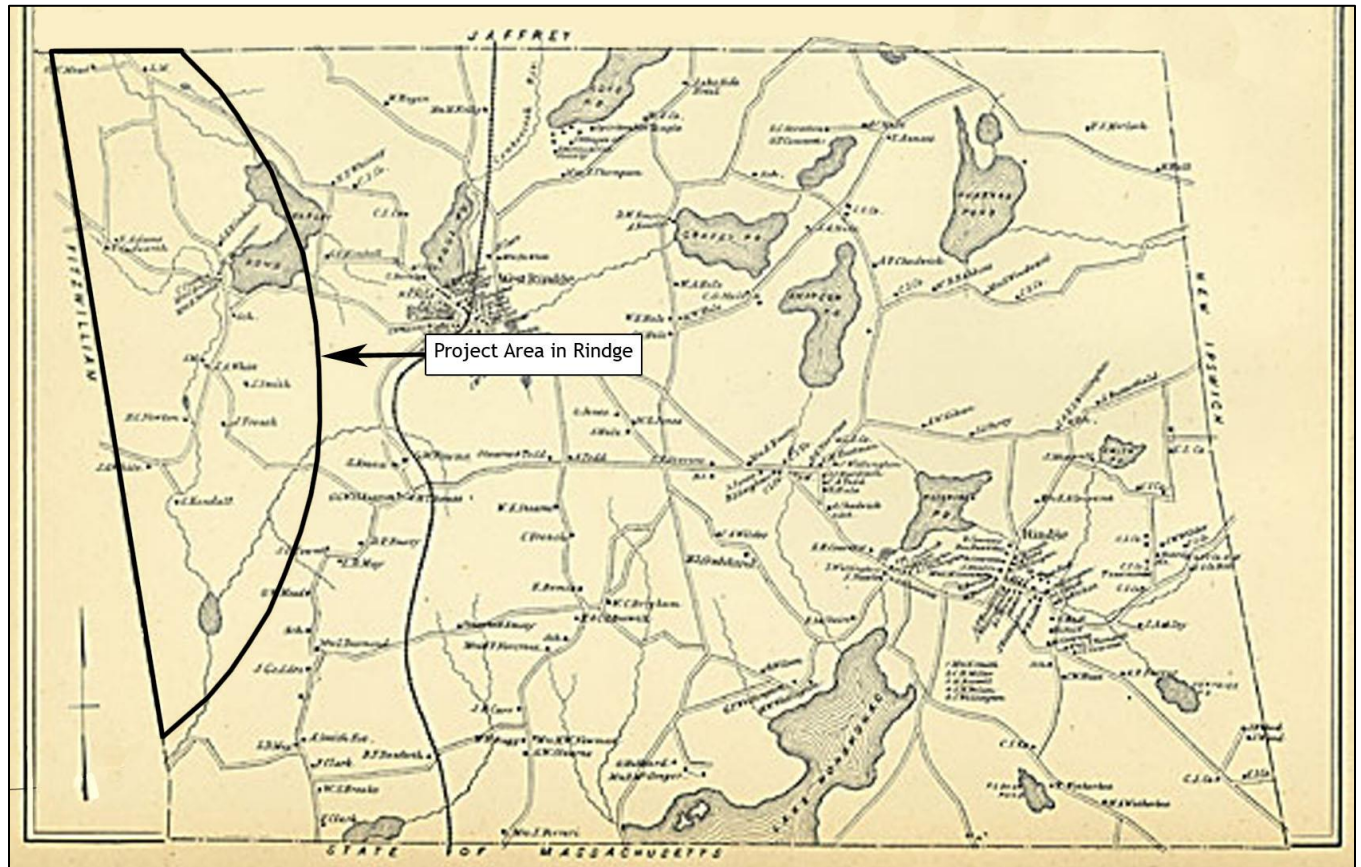


Figure 7. 1892 map of Rindge (Hurd 1892).



Figure 8. Ca. 1910 photograph of the residence, formerly a hotel, at 311 Route 119, Fitzwilliam (Anonymous).



Figure 9. Ca. 1900s postcard of Fitzwilliam Passenger Depot (Cosgro).



Figure 10. 1908 view of the village green in Fitzwilliam Common (A.C. Bosselman & Co. 1908).

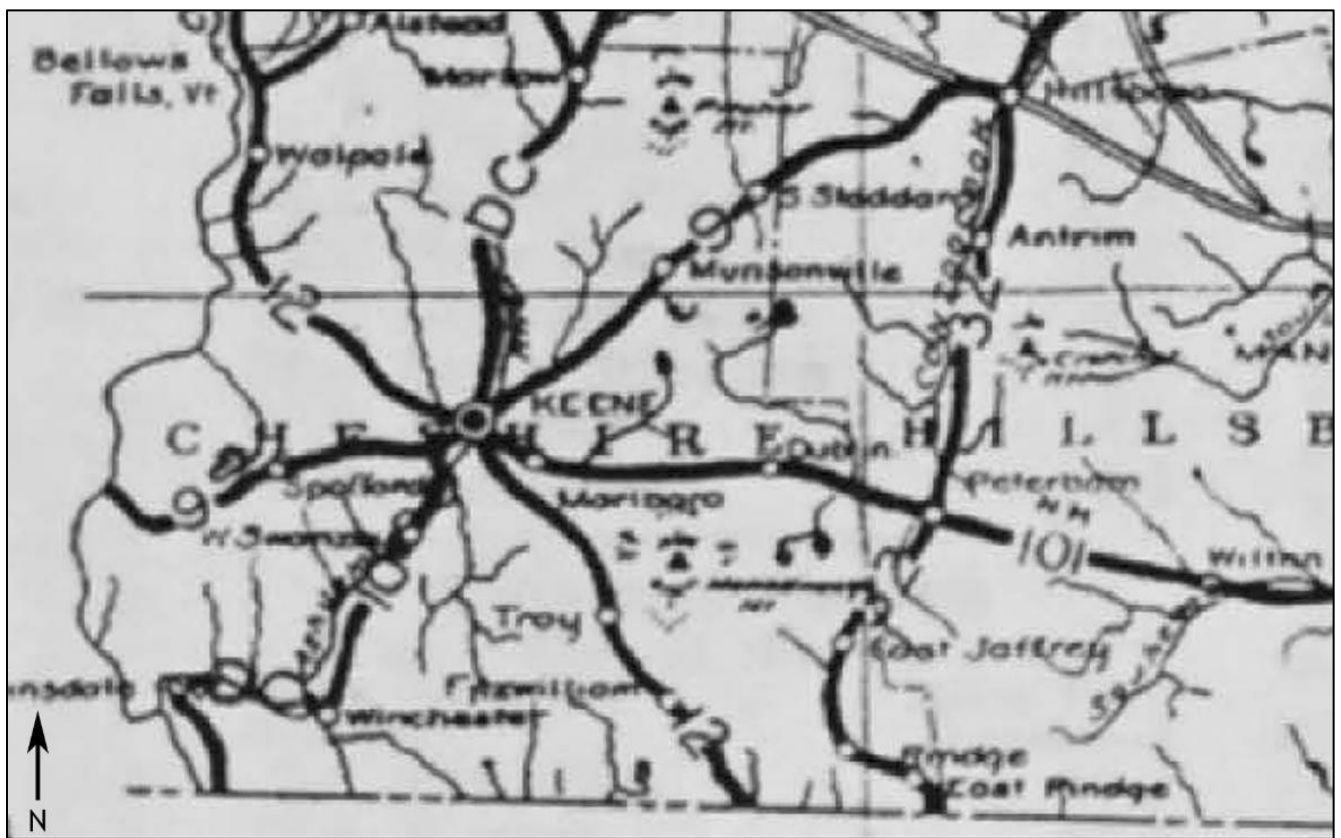


Figure 11. 1924 state highway map showing project area and vicinity (State Highway Department 1924).

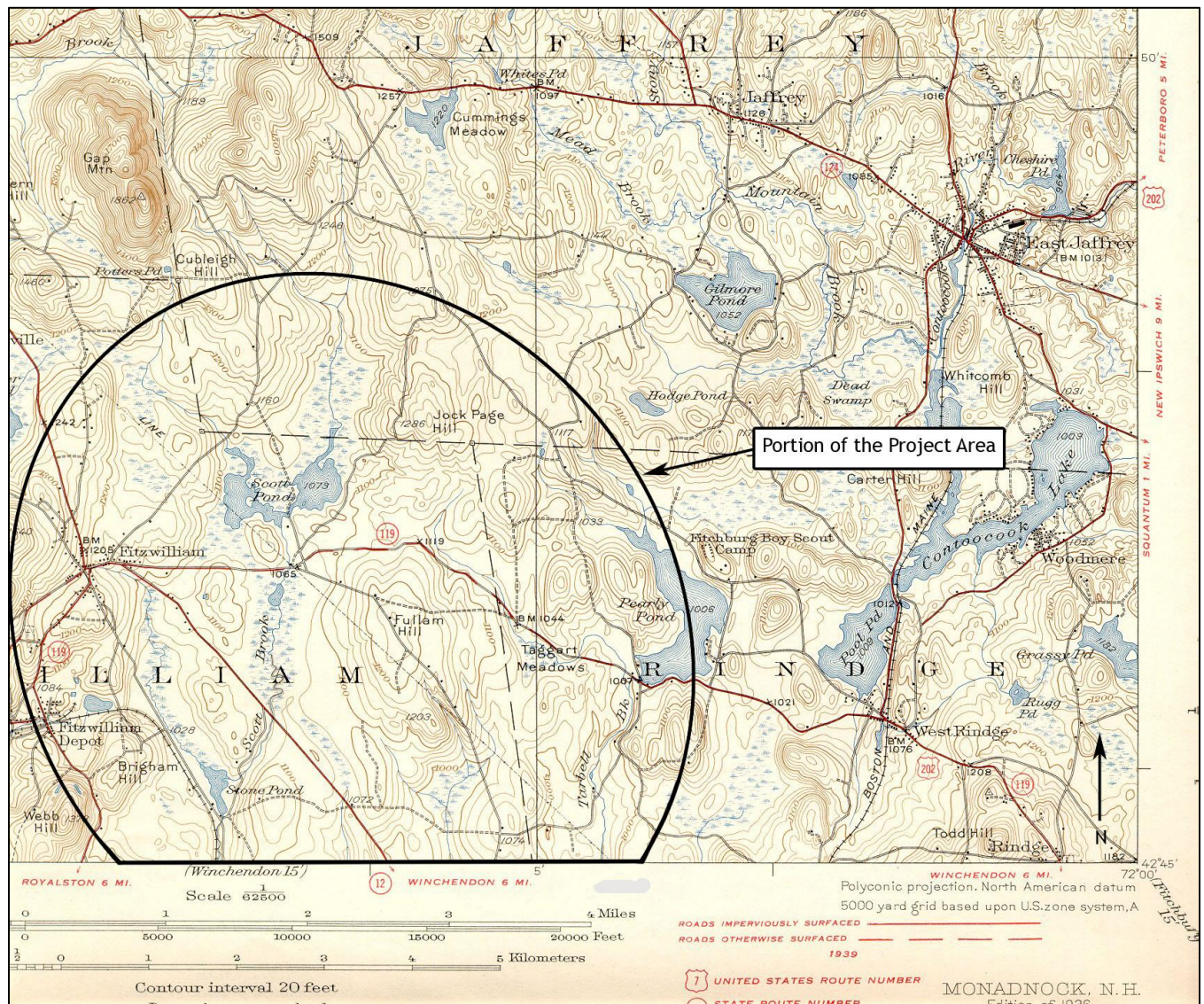


Figure 12. 1936 map of Fitzwilliam, Jaffrey, and Rindge (USGS 1936).

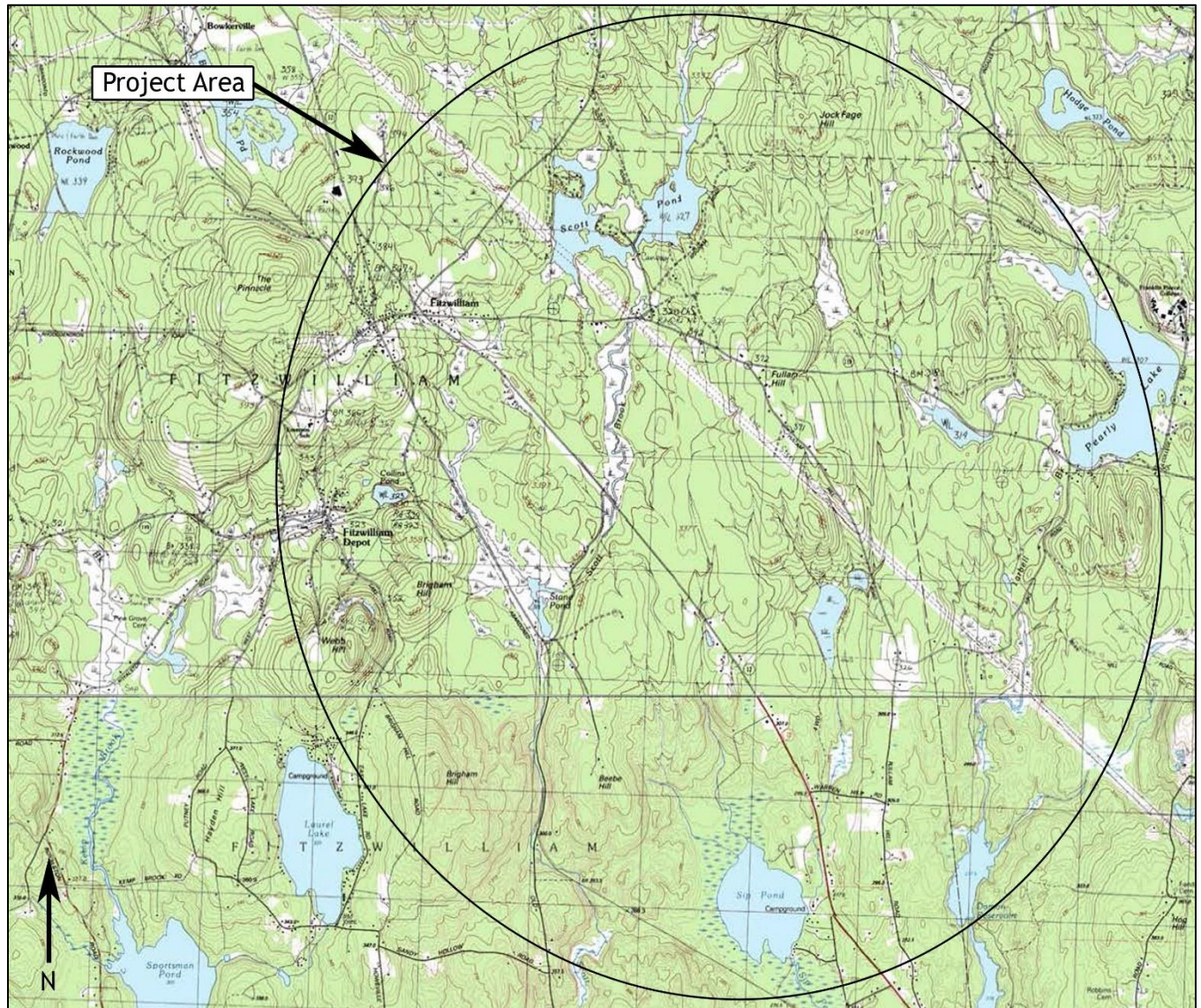
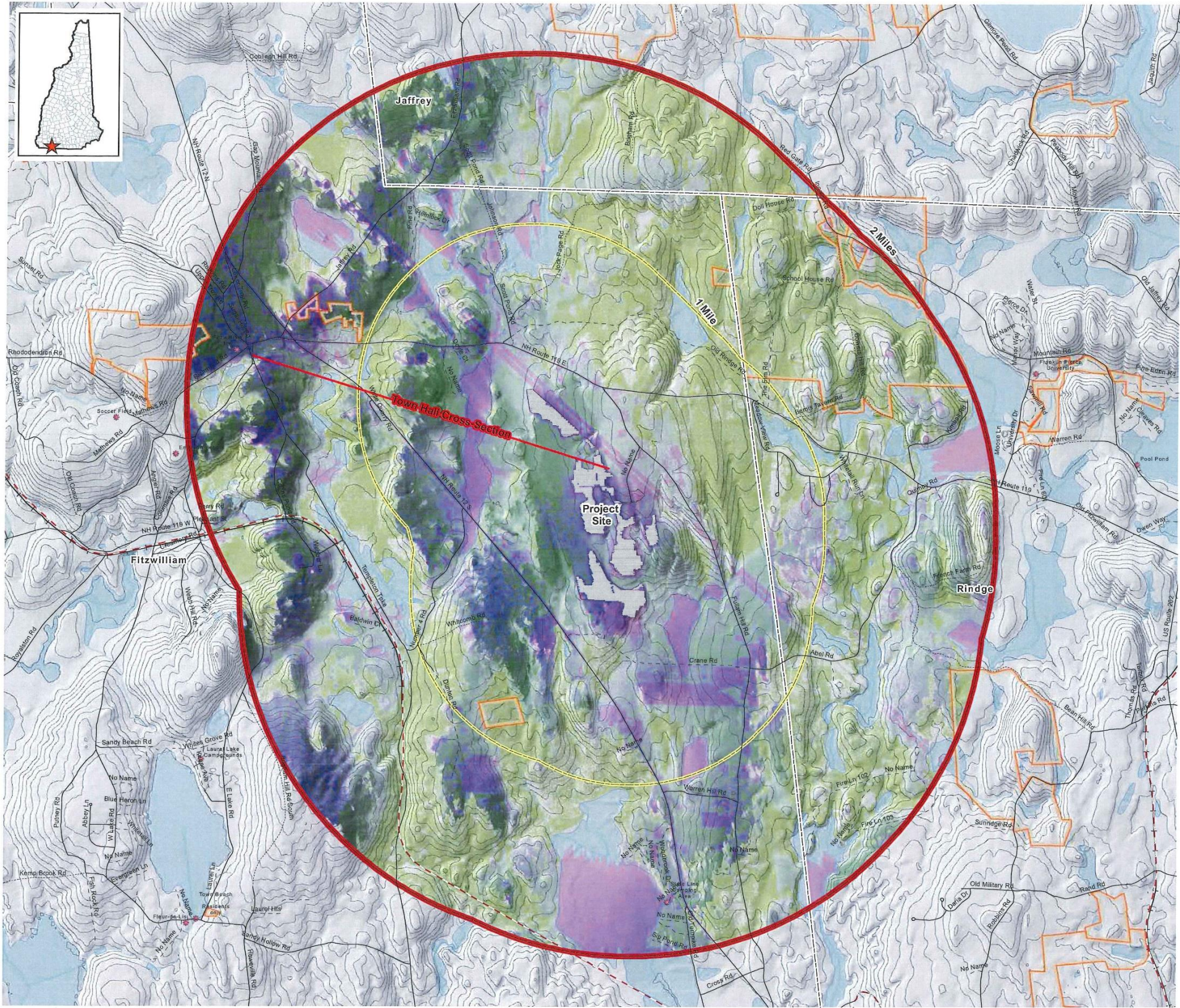
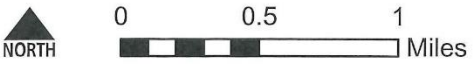


Figure 13. 1984 map of Fitzwilliam, Jaffrey, and Rindge (USGS 1983).



Chinook Solar
Appendix A
MAP 2: TERRAIN VIEWSHED MAP
[2-Mile Study Area]
December 2018

- LEGEND
- Recreation Sites
 - 20' Contours
 - Trails
 - Railroads
 - 1-Mile Radius
 - 2-Mile Radius
 - Town Boundary
 - Conserved Lands
 - Hydrology
 - Proposed Solar Array Layout
 - Forest
- Terrain Visibility within Forested Areas
- High Low
- Terrain Visibility within Non-Forested Areas
- High Low
- DRAFT

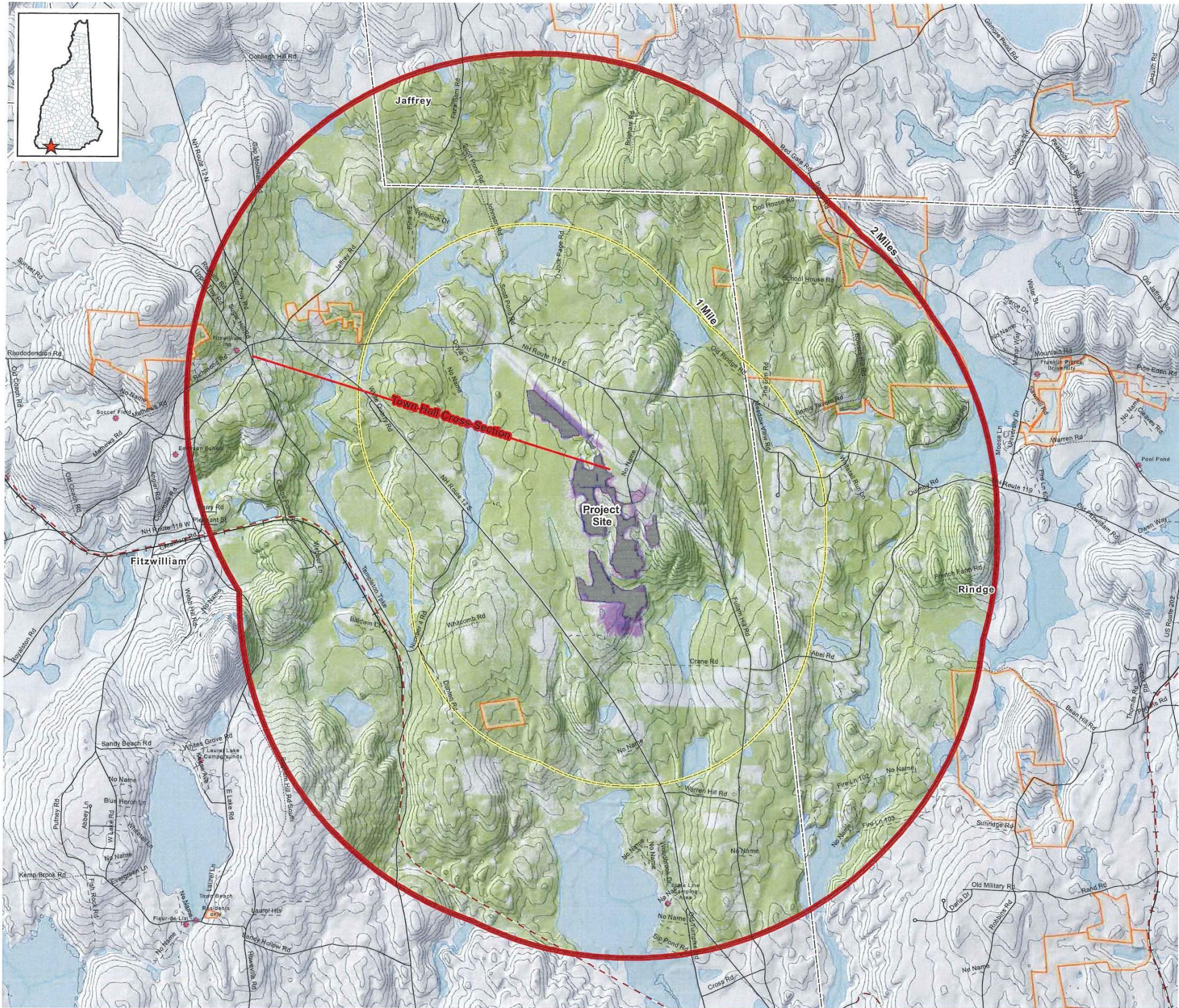


Viewshed assumes 12' high array structures. Viewshed mapping is a preliminary means of visual analysis. While beneficial for preliminary orientation and investigation, because of data assumptions and omissions, viewshed maps are not a definitive indication of visibility. Potential visibility needs to be confirmed through field investigation and other visualization techniques.

Elevation and obstruction data derived from Connecticut River Basin/Winnepesaukee LIDAR data - acquired Fall 2015 through Spring 2016.



Figure 14. Terrain Viewshed Map.



Chinook Solar

Appendix A

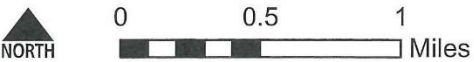
MAP 3: VEGETATED VIEWSHED MAP

[2-Mile Study Area]

December 2018

- LEGEND
- Recreation Sites
 - 20' Contours
 - Trails
 - Railroads
 - 1-Mile Radius
 - 2-Mile Radius
 - Town Boundary
 - Conserved Lands
 - Hydrology
 - Proposed Solar Array Layout
 - Forest
 - Visibility within Non-Forested Areas
 - High
 - Low

DRAFT



Viewshed assumes 12' high array structures. Viewshed mapping is a preliminary means of visual analysis. While beneficial for preliminary orientation and investigation, because of data assumptions and omissions, viewshed maps are not a definitive indication of visibility. Potential visibility needs to be confirmed through field investigation and other visualization techniques.

Elevation and obstruction data derived from Connecticut River Basin/Winnepesaukee LIDAR data - acquired Fall 2015 through Spring 2016.



Figure 15. Vegetated Viewshed Map.

Photographs



Photo 1 description: Fitzwilliam Road, Jaffrey

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 2 description: View south of 383 Ingalls Road, Rindge

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 3 description: Transmission line from Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 4 description: Third Fitzwilliam Meeting House, 13 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 5 description: 9 (L) and 11 (R) (Town Library/Daniel Spaulding House) Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 6 description: Upper Troy Road streetscape, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL

Photo 7 description: Upper Troy Road streetscape, FitzwilliamRoll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PALPhoto 8 description: 22 Route 119, FitzwilliamRoll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL



Photo 9 description: 23 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 10 description: 32 (R) and 34 (L) Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 11 description: 31 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 12 description: 40 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 13 description: Village Cemetery, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 14 description: Cheshire Railroad (Rail Trail), Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 15 description: Cheshire Railroad (Rail Trail), Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL



Photo 16 description: Cheshire Railroad (Rail Trail), Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL



Photo 17 description: Fitzwilliam Depot Village Green, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: _____ Negative stored: PAL



Photo 18 description: Fitzwilliam Depot passenger depot, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 19 description: Methodist Chapel, 16 Church Street, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 20 description: 311 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 21 description: 312 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 22 description: 344 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL



Photo 23 description: 12 (R) and 14 (L) Perry Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 24 description: Trackside industrial buildings, Creamery Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 25 description: 21 (L) and 23 (R) East Lake Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 26 description: 22 East Lake Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: S Date taken: 2/5/19 Negative stored: PAL



Photo 27 description: 76 (R) and 80 (L) Webb Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 28 description: Stone Pond Industrial Complex, intersection of Templeton Turnpike and No. 4 Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 29 description: Stone Pond Industrial Complex, intersection of Templeton Turnpike and No. 4 Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: S Date taken: 2/5/19 Negative stored: PAL



Photo 30 description: Dam at Stone Pond Industrial Complex, Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 31 description: Remnants of Stone Pond Industrial Complex, Templeton Turnpike, Fitzwilliam
 Roll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL



Photo 32 description: Dam at Stone Pond Industrial Complex, Templeton Turnpike, Fitzwilliam
 Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 33 description: Bridge, Number Four Road over Stone Pond, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/5/19 Negative stored: PAL



Photo 34 description: Dam at Stone Pond Industrial Complex, Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 35 description: Pearly Pond Dam, Rindge

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 36 description: Pearly Pond Dam, Rindge

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 37 description: Pearly Pond Dam, Rindge

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 38 description: 51 Collins Pond Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 39 description: 51 Collins Pond Road , Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 40 description: 147 Gap Mountain Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)

Photo 41 description: 138 Webb Hill Road (FIT 0006), FitzwilliamRoll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PALPhoto 42 description: 138 Webb Hill Road (FIT 0006), Fitzwilliam (Fitzwilliam Assessor)Roll: _____ Frame: _____ Direction: SE Date taken: N/A Negative stored: N/A



Photo 43 description: 423 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/4/19 Negative stored: PAL



Photo 44 description: Barn for 423 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 45 description: 552 Fitzwilliam Road, Jaffrey

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 46 description: 552 Fitzwilliam Road, Jaffrey

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 47 description: Outbuildings for 552 Fitzwilliam Road, Jaffrey

Roll: _____ Frame: _____ Direction: N Date taken: 2/4/19 Negative stored: PAL



Photo 48 description: 19 Webber Lane, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 49 description: Barn for 19 Webber Lane, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 50 description: 460 Fitzwilliam Road, Jaffrey

Roll: _____ Frame: _____ Direction: W Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 51 description: 460 Fitzwilliam Road, Jaffrey

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 52 description: 50 Collins Pond Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 53 description: 50 Collins Pond Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 54 description: Barn for 50 Collins Pond Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 55 description: 161 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 56 description: Outbuilding for 161 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 57 description: Outbuilding for 161 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 58 description: Well for 161 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 59 description: 36 Webber Lane, Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL



Photo 60 description: Barn for 36 Webber Lane, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 61 description: 567 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 62 description: 383 Ingalls Road, Rindge

Roll: _____ Frame: _____ Direction: N Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)

Photo 63 description: Sugaring house and barn for 383 Ingalls Road, RindgeRoll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PALPhoto 64 description: 79 Rhododendron Road, FitzwilliamRoll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 65 description: 57 Jaffrey Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: 2/4/19 Date taken: NW Negative stored: PAL



Photo 66 description: 57 Jaffrey Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: 2/4/19 Date taken: NW Negative stored: PAL



Photo 67 description: 377 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 68 description: 377 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/4/19 Negative stored: PAL



Photo 69 description: Barn for 377 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 70 description: 90 Jaffrey Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/4/19 Negative stored: PAL



Photo 71 description: Barn for 90 Jaffrey Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 72 description: 45 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 73 description: 74 Number Four Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 74 description: 74 Number Four Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL



Photo 75 description: Outbuildings for 74 Number Four Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL



Photo 76 description: 574 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 77 description: Barn for 574 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 78 description: 33 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 79 description: 407 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/5/19 Negative stored: PAL



Photo 80 description: Barn for 407 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/5/19 Negative stored: PAL



Photo 81 description: Outbuilding for 407 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL



Photo 82 description: 33 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 83 description: 33 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/4/19 Negative stored: PAL



Photo 84 description: Outbuilding for 33 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 85 description: 120 Number Four Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL



Photo 86 description: Outbuildings for 120 Number Four Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 87 description: 21 Jaffrey Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/4/19 Negative stored: PAL



Photo 88 description: 106 Number Four Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 89 description: 137 Gap Mountain Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 90 description: Barn for 137 Gap Mountain Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 91 description: 756 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: 2/4/19 Date taken: W Negative stored: PAL



Photo 92 description: 327 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 93 description: 121 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: W Date taken: 2/5/19 Negative stored: PAL



Photo 94 description: Barn for 121 Templeton Turnpike, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 95 description: 199 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 96 description: 1806 Route 119, Rindge

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 97 description: 83 Gap Mountain Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 98 description: 83 Gap Mountain Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/5/19 Negative stored: PAL



Photo 99 description: 118 Gap Mountain Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 100 description: 13 Route 119 Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 101 description: 17 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 102 description: 123 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/4/19 Negative stored: PAL



Photo 103 description: 27 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 104 description: 116 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL



Photo 105 description: 40 Robbins Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/5/19 Negative stored: PAL



Photo 106 description: Garage for 40 Robbins Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 107 description: 67 East Lake Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/5/19 Negative stored: PAL



Photo 108 description: Outbuildings for 67 East Lake Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 109 description: 77 Scott Pond Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/4/19 Negative stored: PAL



Photo 110 description: 839 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 111 description: Outbuilding for 839 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 112 description: 708 Fullam Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 113 description: 4 Cross Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 114 description: 83 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 115 description: 89 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL



Photo 116 description: 645 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/5/19 Negative stored: PAL



Photo 117description: Barn for 645 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 118 description: 72 Robbins Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 119 description: Barn for 72 Robbins Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: S Date taken: 2/5/19 Negative stored: PAL



Photo 120 description: 10 White Quarry Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: S Date taken: 2/5/19 Negative stored: PAL



Photo 121 description: 37 Dunton Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/5/19 Negative stored: PAL



Photo 122 description: 38 Dunton Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: S Date taken: 2/5/19 Negative stored: PAL



Photo 123 description: Barn/Garage for 38 Dunton Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/5/19 Negative stored: PAL



Photo 124 description: North of 10 White Quarry Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: 2/5/19 Date taken: NW Negative stored: PAL



Photo 125 description: 253 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/4/19 Negative stored: PAL



Photo 126 description: 80 Angier Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 127 description: 310 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 128 description: 747 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 129 description: 857 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/4/19 Negative stored: PAL



Photo 130 description: 977 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 131 description: 247 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 132 description: 3 Warren Hill Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL



Photo 133 description: 941 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: E Date taken: 2/4/19 Negative stored: PAL



Photo 134 description: 223 Route 119, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: NA Negative stored: PAL



Photo 135 description: 7 Lower Templeton Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 136 description: Pearly Pond Way, Rindge

Roll: _____ Frame: _____ Direction: S Date taken: 2/4/19 Negative stored: PAL



Photo 137 description: Cottage at intersection of Quimby Road and Route 119, Rindge

Roll: _____ Frame: _____ Direction: NW Date taken: 2/4/19 Negative stored: PAL



Photo 138 description: Quimby Road, Rindge, streetscape, Rindge

Roll: _____ Frame: _____ Direction: SW Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 139 description: 12 Quimby Road, Rindge

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 140 description: 16 Quimby Road, Rindge

Roll: _____ Frame: _____ Direction: SE Date taken: 2/4/19 Negative stored: PAL



Photo 141 description: 41 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: NE Date taken: 2/5/19 Negative stored: PAL



Photo 142 description: 54 Robbins Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 143 description: 924 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/4/19 Negative stored: PAL



Photo 144 description: 306 Abel Road, Rindge

Roll: _____ Frame: _____ Direction: NE Date taken: 2/4/19 Negative stored: PAL

AREA FORM

AREA NAME: CHINOOK SOLAR (R&C #9541)



Photo 145 description: 48 Cross Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/4/19 Negative stored: PAL



Photo 146 description: 19 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: N Date taken: 2/5/19 Negative stored: PAL



Photo 147 description: 24 Route 12, Fitzwilliam

Roll: _____ Frame: _____ Direction: S Date taken: 2/5/19 Negative stored: PAL



Photo 148 description: 69 Upper Troy Road, Fitzwilliam

Roll: _____ Frame: _____ Direction: SW Date taken: 2/5/19 Negative stored: PAL

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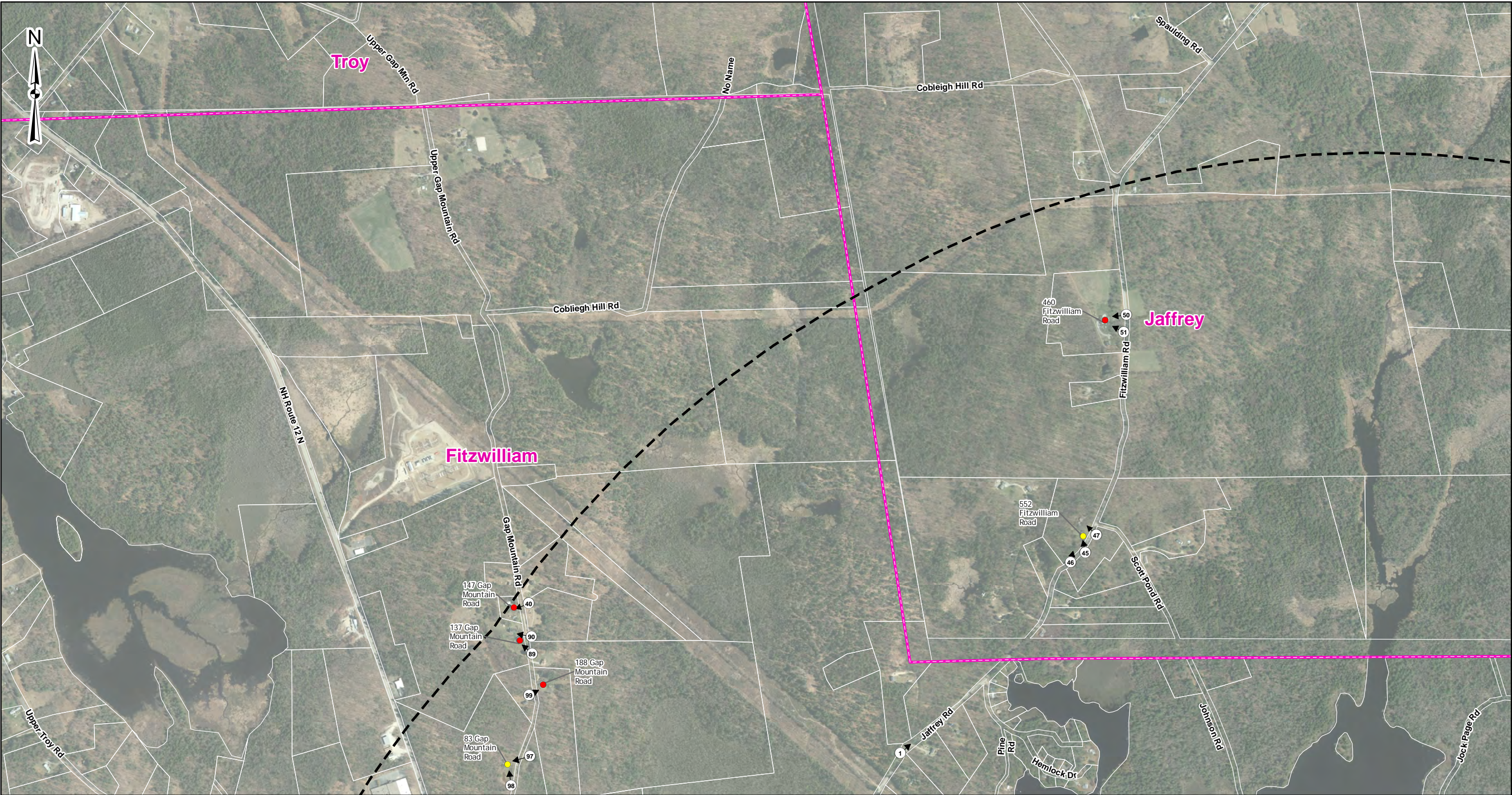
AREA NAME: CHINOOK SOLAR (R&C #9541)

PHOTO KEY IS LOCATED ON PAGES Sheets 16-a – 16-k

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: Epson Stylus Photo R3000 Printer, Epson Ultrachrome K3 ink, Epson Premium Glossy Photo Paper (as approved by DHR 7/2015). (Color photos must be professionally printed.)

The negatives or digital files are housed at/with: PAL, Pawtucket, RI.

SIGNED:A handwritten signature in cursive script, reading "Laura J. Kline". The signature is written in dark ink on a white background.



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PN 3663 Chinook Solar Project

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TRC: Project Site	1-31-2019
NH GRANIT: Orthophotography	2015

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PROJECT SITE

PROJECT AREA, 2-MI RADIUS

MUNICIPAL BOUNDARY

ASSESSORS PARCELS

PHOTO NUMBER/ DIRECTION

SURVEYED HISTORIC RESOURCES

LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER

LOCAL HISTORIC DISTRICT

RECOMMENDED FOR FURTHER SURVEY

NOT RECOMMENDED FOR FURTHER SURVEY

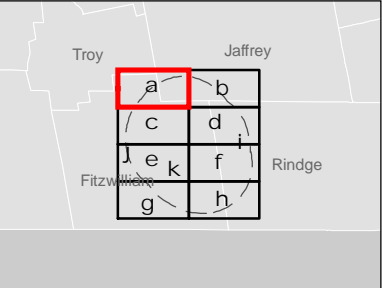
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Meters

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Feet












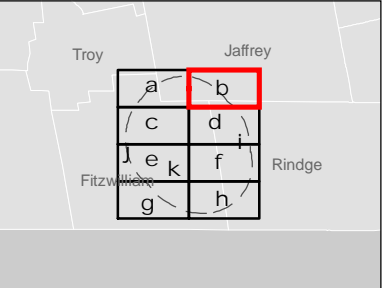
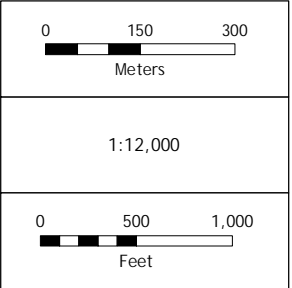
Sheet 16-a. Chinook Solar Sketch Map



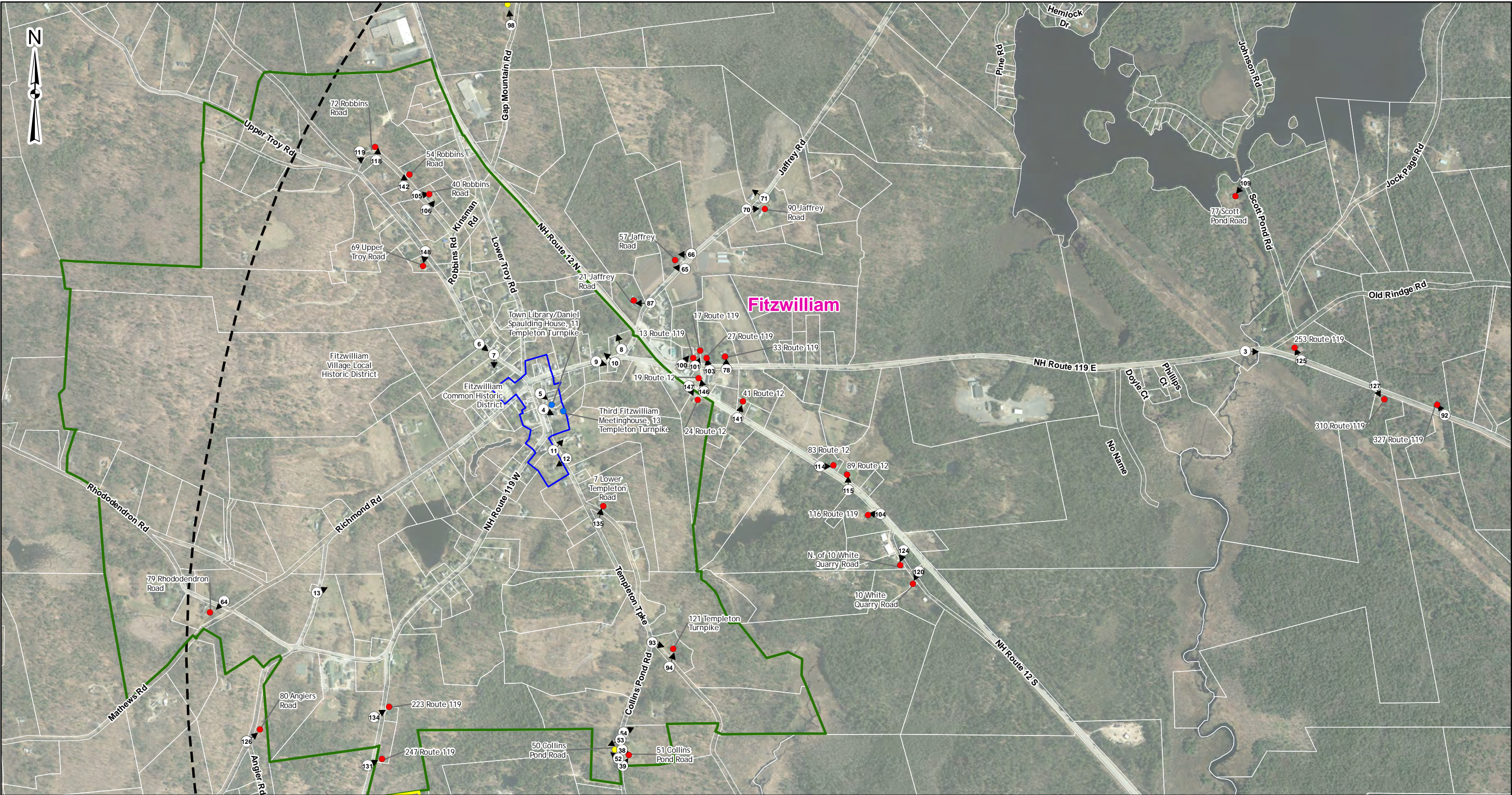
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PN 3663 Chinook Solar Project		
		
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	PROJECT SITE	SURVEYED HISTORIC RESOURCES	
	PROJECT AREA, 2-MI RADIUS		LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER
	MUNICIPAL BOUNDARY		LOCAL HISTORIC DISTRICT
	ASSESSORS PARCELS		RECOMMENDED FOR FURTHER SURVEY
	PHOTO NUMBER/ DIRECTION		NOT RECOMMENDED FOR FURTHER SURVEY



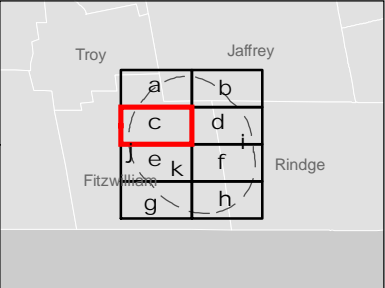
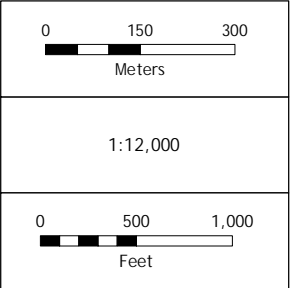
Sheet 16-b. Chinook Solar Sketch Map



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PN 3663 Chinook Solar Project		
		
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- | | | | |
|---|----------------------------|---|---|
|  | PROJECT SITE |  | LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER |
|  | PROJECT AREA, 2-MI. RADIUS |  | LOCAL HISTORIC DISTRICT |
|  | MUNICIPAL BOUNDARY |  | RECOMMENDED FOR FURTHER SURVEY |
|  | ASSESSORS PARCELS |  | NOT RECOMMENDED FOR FURTHER SURVEY |
|  | PHOTO NUMBER/ DIRECTION | | |





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PN 3663 Chinook Solar Project

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PROJECT SITE

PROJECT AREA, 2-MI RADIUS

MUNICIPAL BOUNDARY

ASSESSORS PARCELS

PHOTO NUMBER/ DIRECTION

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LOCAL HISTORIC DISTRICT

RECOMMENDED FOR FURTHER SURVEY

NOT RECOMMENDED FOR FURTHER SURVEY

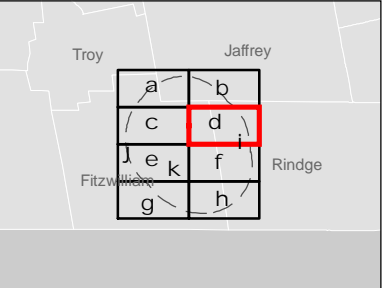
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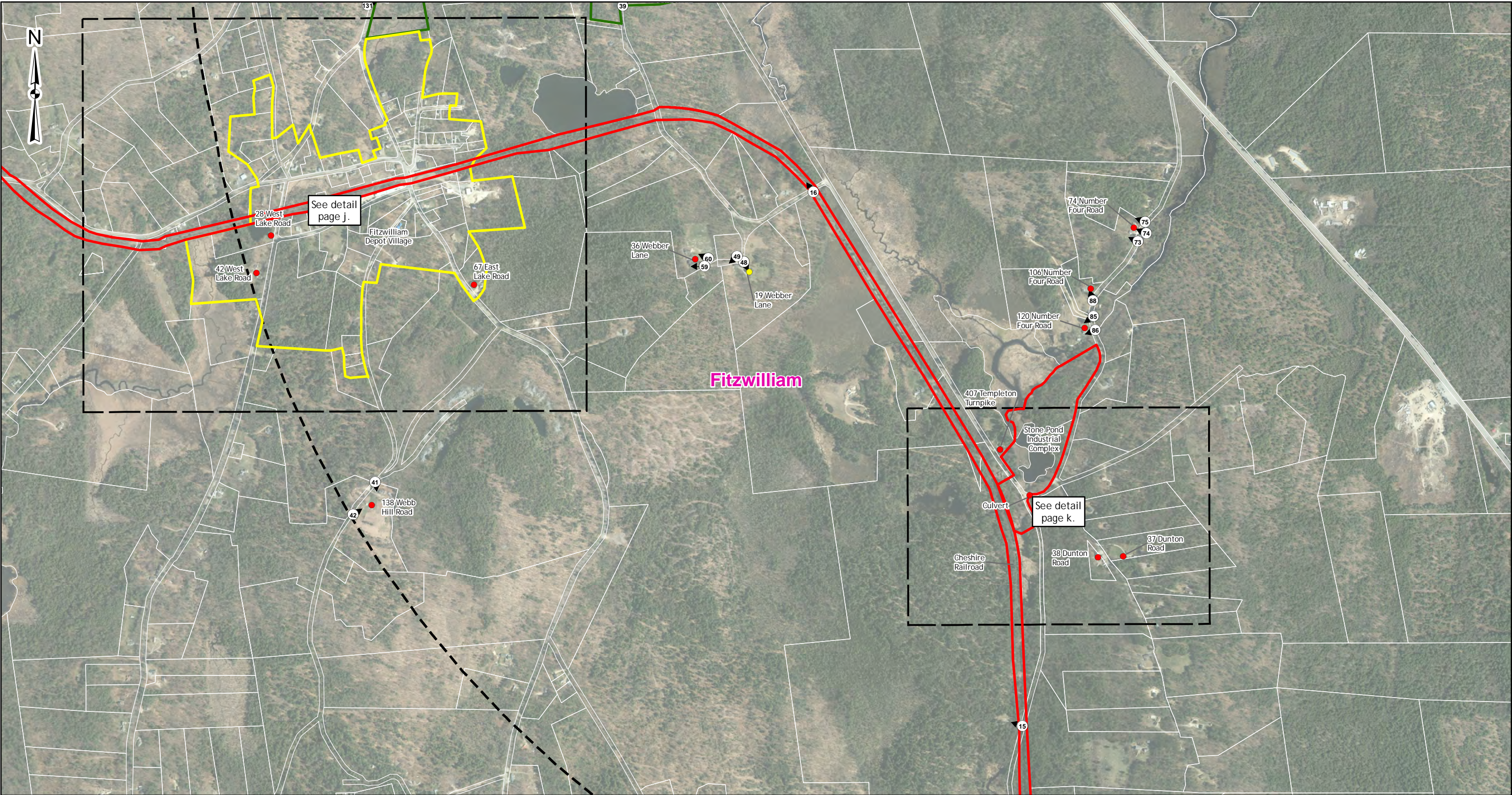
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Feet





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PN 3663 Chinook Solar Project

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PROJECT SITE

PROJECT AREA, 2-MI RADIUS

MUNICIPAL BOUNDARY

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LOCAL HISTORIC DISTRICT

RECOMMENDED FOR FURTHER SURVEY

NOT RECOMMENDED FOR FURTHER SURVEY

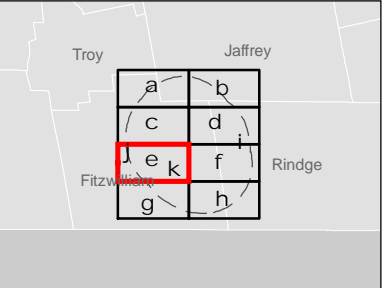
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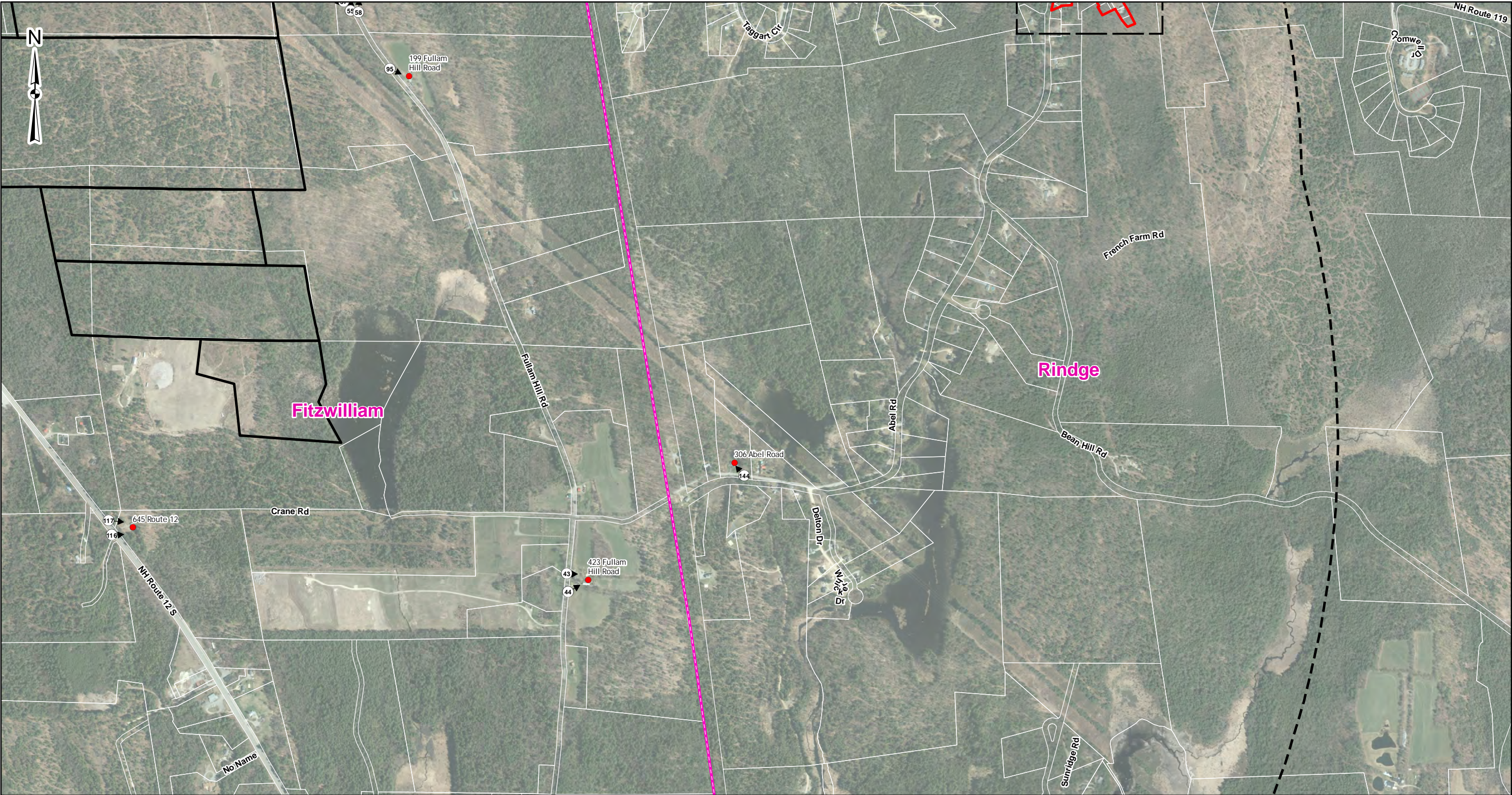
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PN 3663 Chinook Solar Project

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PROJECT SITE

PROJECT AREA, 2-MI RADIUS

MUNICIPAL BOUNDARY

ASSESSORS PARCELS

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LOCAL HISTORIC DISTRICT

RECOMMENDED FOR FURTHER SURVEY

NOT RECOMMENDED FOR FURTHER SURVEY

SURVEYED HISTORIC RESOURCES

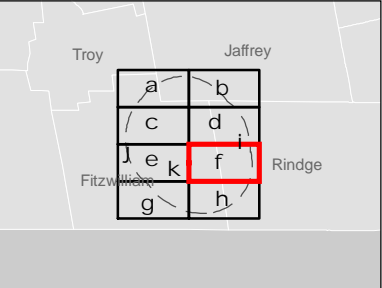
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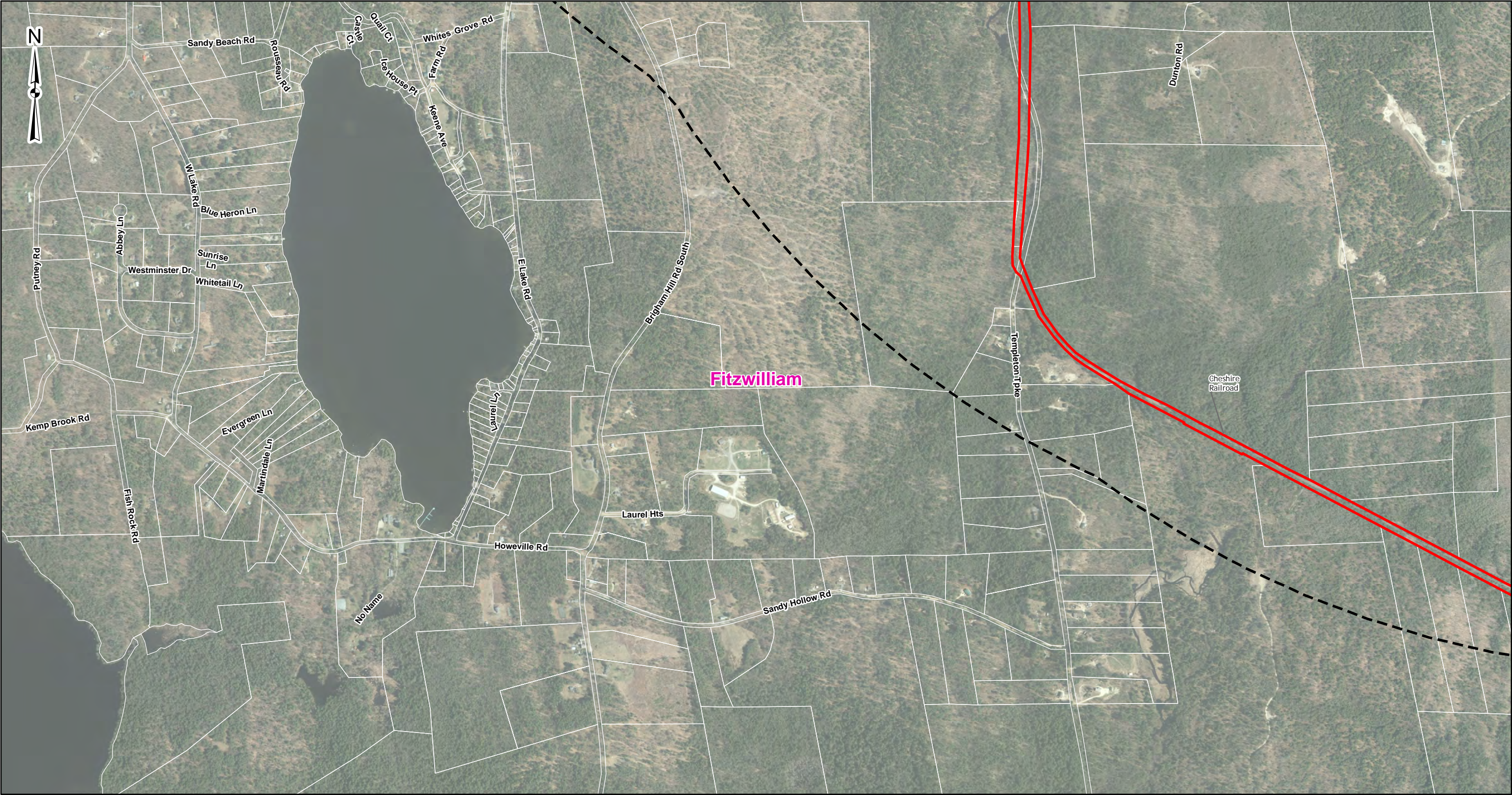
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Sheet 16-f. Chinook Solar Sketch Map



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PN 3663 Chinook Solar Project

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PROJECT SITE

PROJECT AREA, 2-MI RADIUS

MUNICIPAL BOUNDARY

ASSESSORS PARCELS

PHOTO NUMBER/ DIRECTION

LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER

LOCAL HISTORIC DISTRICT

RECOMMENDED FOR FURTHER SURVEY

NOT RECOMMENDED FOR FURTHER SURVEY

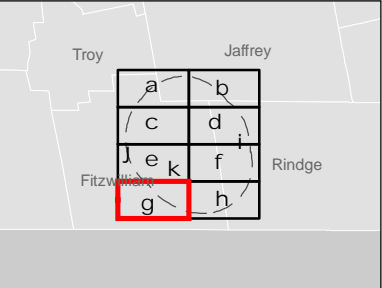
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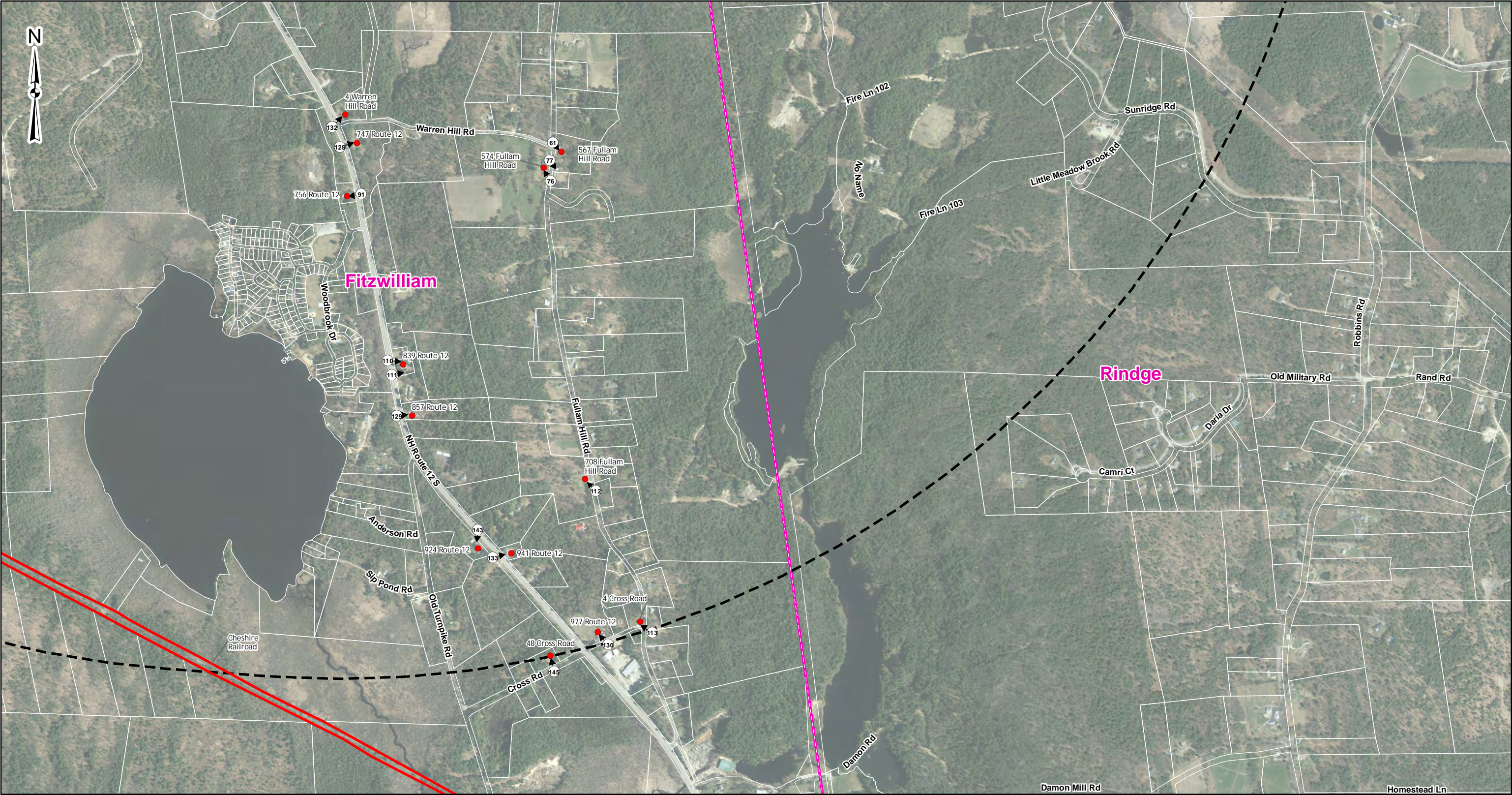
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Feet







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-  PROJECT SITE


 PROJECT AREA, 2-MI RADIUS

 MUNICIPAL BOUNDARY

 ASSESSORS PARCELS

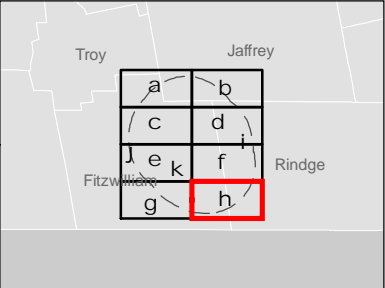
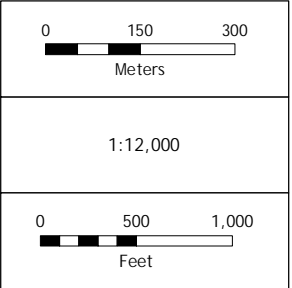
 PHOTO NUMBER/ DIRECTION
- SURVEYED HISTORIC RESOURCES

 LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER

 LOCAL HISTORIC DISTRICT

 RECOMMENDED FOR FURTHER SURVEY

 NOT RECOMMENDED FOR FURTHER SURVEY





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PN 3663 Chinook Solar Project

PAL: Project Area, Historic Survey	2-28-2019
TRC: Project Site	1-31-2019
NH GRANIT: Orthophotography	2015

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PROJECT SITE

PROJECT AREA, 2-MI RADIUS

MUNICIPAL BOUNDARY

ASSESSORS PARCELS

PHOTO NUMBER/ DIRECTION

LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER

LOCAL HISTORIC DISTRICT

RECOMMENDED FOR FURTHER SURVEY

NOT RECOMMENDED FOR FURTHER SURVEY

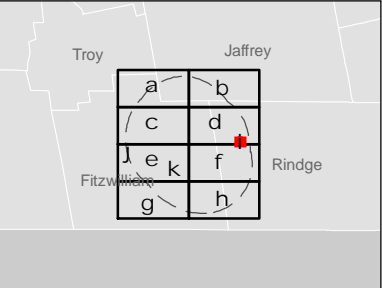
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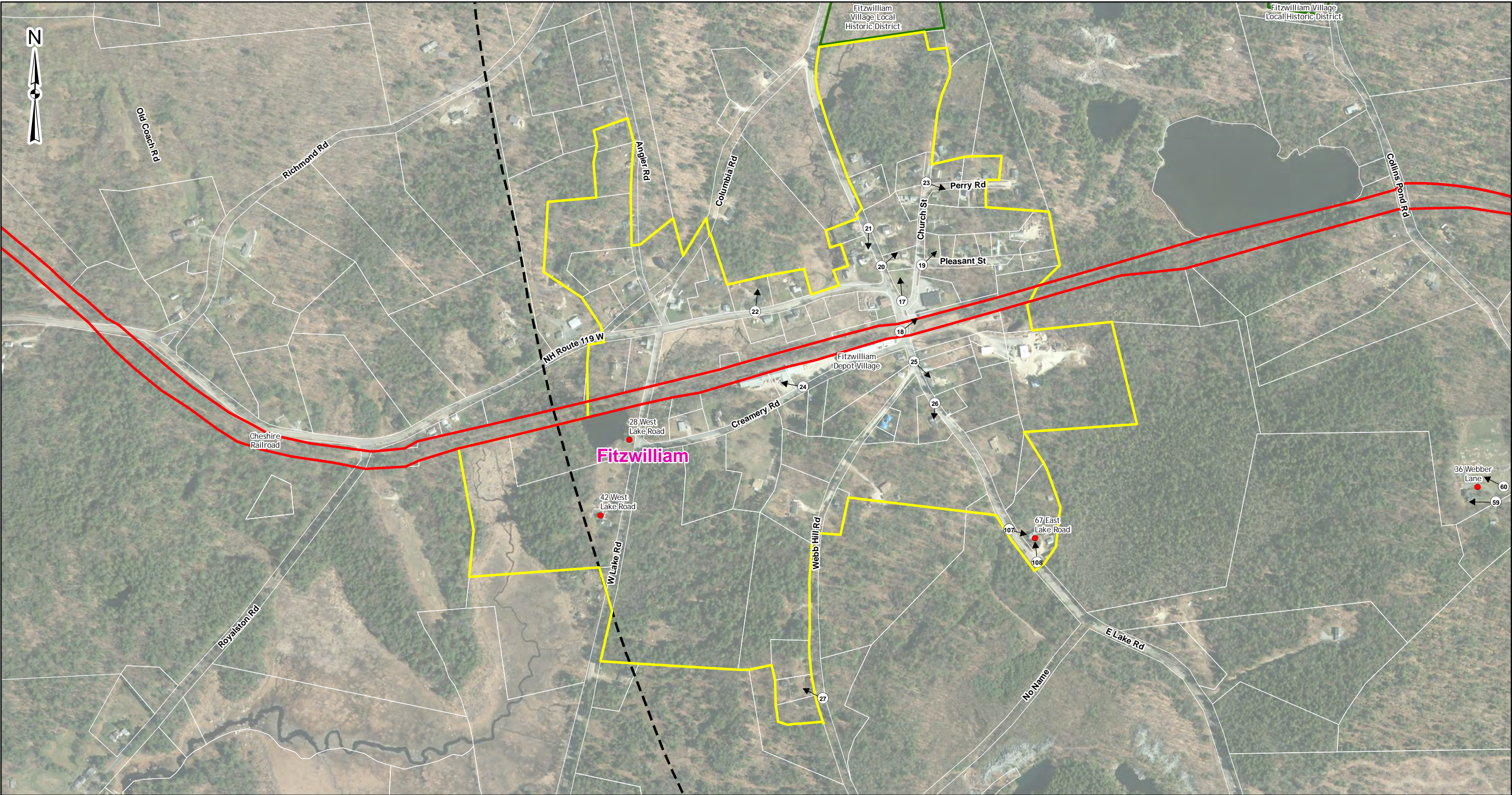
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0100200


Feet













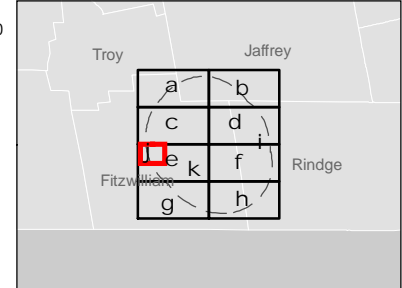
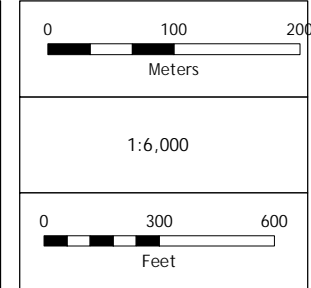
Sheet 16-i. Chinook Solar Sketch Map Pearly Pond Cottages Detail

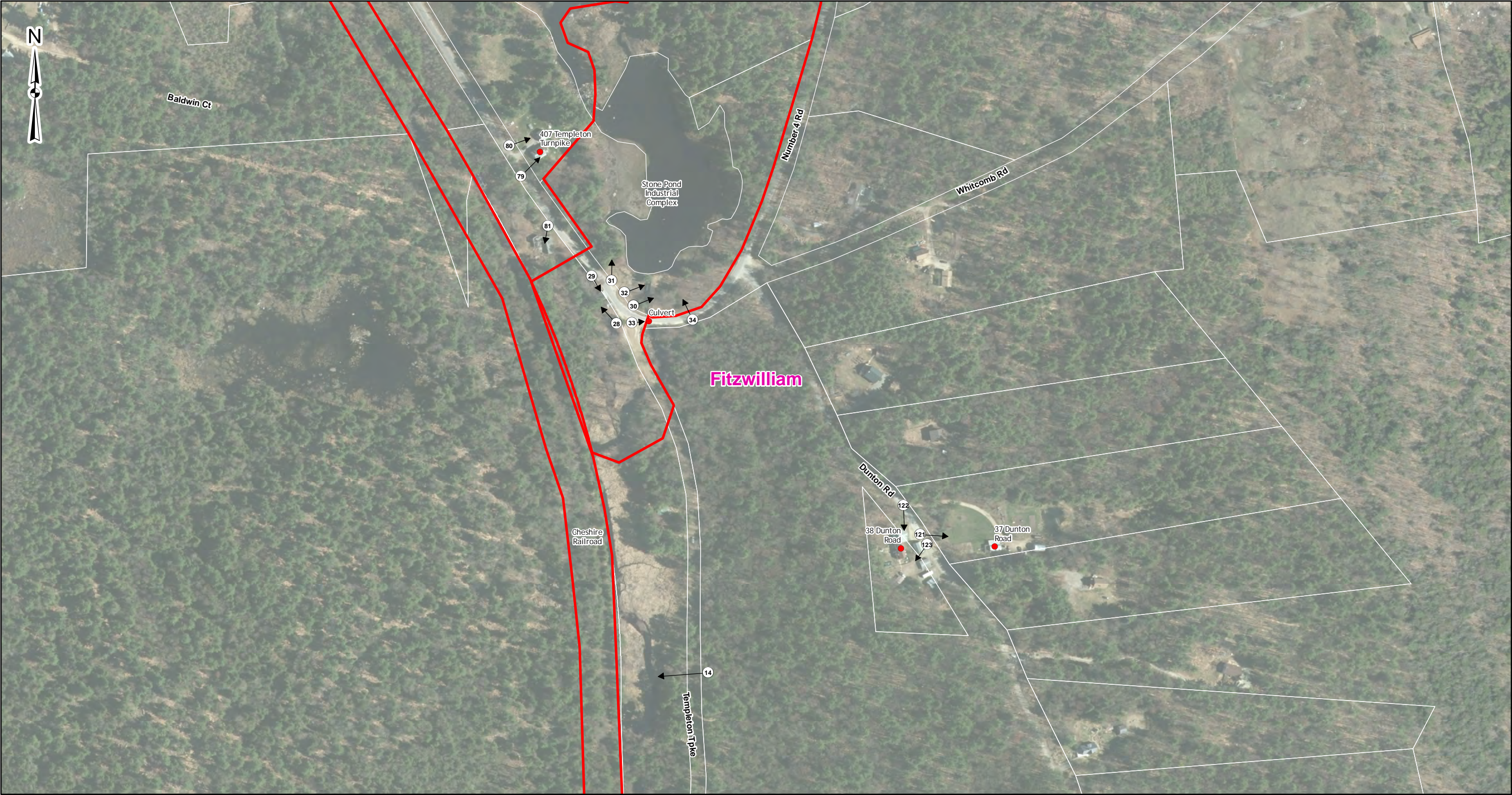


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PN 3663 Chinook Solar Project		
		
	PAL: Project Area, Historic Survey	2-28-2019
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	PROJECT SITE		SURVEYED HISTORIC RESOURCES
	PROJECT AREA, 2-MI RADIUS		LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER
	MUNICIPAL BOUNDARY		LOCAL HISTORIC DISTRICT
	ASSESSORS PARCELS		RECOMMENDED FOR FURTHER SURVEY
	PHOTO NUMBER/ DIRECTION		NOT RECOMMENDED FOR FURTHER SURVEY





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PN 3663 Chinook Solar Project

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PROJECT SITE

PROJECT AREA, 2-MI RADIUS

MUNICIPAL BOUNDARY

ASSESSORS PARCELS

PHOTO NUMBER/ DIRECTION

LISTED IN OR ELIGIBLE FOR NATIONAL REGISTER

LOCAL HISTORIC DISTRICT

RECOMMENDED FOR FURTHER SURVEY

NOT RECOMMENDED FOR FURTHER SURVEY

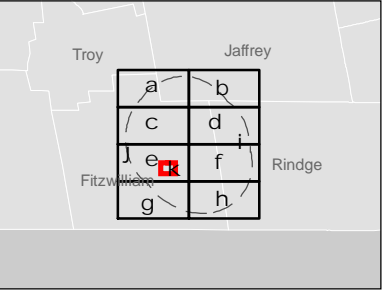
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Meters

1:3,250

0150300

Feet



Sheet 16-k. Chinook Solar Sketch Map Stone Pond Industrial Complex Detail