

AMHERST TOWN-WIDE SURVEY OF HISTORICAL RESOURCES

Amherst, New Hampshire



Sponsored by

Amherst Heritage Commission

Prepared by

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Fall 2009

Amherst Town-Wide Survey of Historical Resources

TABLE OF CONTENTS

Cover Sheet	1
Purpose & Methods.....	3
Geographical Context	4
Historical Background	4
Historic Contexts	22
Architectural Description.....	21
Statement of Significance	32
Statement of Integrity	34
Bibliography	35
Table of Surveyed Properties.....	38
Contemporary Photographs	46

LIST OF FIGURES & ILLUSTRATIONS

2007 Map of Amherst (Location Map)	2
1740 Town Plan of Amherst.....	5
1806 Plan of Amherst.....	7
First Ponemah Railroad Depot	9
Amherst Railroad Depot.....	9
Peabody Sawmill and Sawyer's Cottage.....	10
1858 Map of Amherst.....	11
1892 Map of Amherst.....	14
Baboosic Lake Cottages	15
1942 Map of Amherst.....	19
1956 Town of Amherst Highway Map.....	20
1949 Locke Reference Map of Amherst	37
Base Map Showing Surveyed Properties (Sketch Map).....	follows 104

AREA FORM

AMHERST TOWN-WIDE AREA FORM

1. Type of Area FormTown-Wide: Historic District: Project Area: **2. Name of area:** Amherst Town-Wide**3. Location:** south/central New Hampshire**4. City or town:** Amherst**5. County:** Hillsborough**6. USGS quadrangle name(s):** Milford, New Boston & South Merrimack**7. USGS scale:** various**8. UTM reference:****9. Inventory numbers in this area** (NB: does not include properties in Amherst Village):

AMH0008, 0009, 0016, 0021, 0022, 0025, 0037, Area P, Area C, Area A

10. Setting: see Geographical Context section**11. Acreage:** 22,430 acres**12. Preparer(s):** Elizabeth Durfee Hengen, Preservation Consultant**13. Organization:** for Amherst Heritage Commission**14. Date(s) of field survey:** April – October 2009

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 Draft Digital Photo Policy (3/1/09-1/31/10). My camera was set to the following minimal specifications: 1496 x 2256/300ppi. These photos were printed at the following commercial printer: Concord Camera.

16. Sketch map

(see attached large-scale base map of town, which locates each surveyed property)

17. Purpose & Methods

The purpose of a Town-Wide Area Form is to provide an overview of a town's geography, history and architectural patterns of development, in order to serve as a departure point for future inventory and preservation activities. This particular report differs from the standard Town-Wide Area Form in that it intentionally focuses on the architecture and historical development of the outlying sections of Amherst—the area beyond the Village Center, with the exception of the federally owned New Boston AFS Historic District and properties fronting on Route 101A, which proved too dangerous to drive slowly along. The Village has already been the subject of extensive preservation activity—in 1970, it was designated a local historic district and in 1982 it was listed on the National Register of Historic Places—but the historical resources in the outlying areas of town have never been surveyed in a comprehensive manner. The Amherst Heritage Commission sponsored this survey through funds provided by the Certified Local Government program, administered by the New Hampshire Division of Historical Resources and provided by the National Park Service.

The project identified and mapped all known and visible historical resources (buildings, structures, sites) that were not within the local historic district and were erected prior to 1920. It also identified and mapped representative properties constructed between 1920 and 1960. Most of these properties were also photographed and archived on a disk. Since so much residential construction occurred post-1960, totally changing the local landscape, a few of those early developments were also included. Assessor's records, which were at times adjusted by the consultant following field observation from the road, provided approximate dates for each property. *However, all of these dates must be considered somewhat arbitrary*, as without in-depth primary research, along with a thorough physical investigation, it is often impossible to concisely date a property.

The report begins with a geographic description of the town, followed by an historical overview that is divided into periods corresponding to broad patterns of development and focuses on how events shaped the physical landscape. The Architectural Description section provides examples of buildings and other resources constructed within these periods; a photograph for each cited example appears in the photograph section at the end. The report also includes a Table of Properties, which is a complete list of the surveyed properties, arranged by street address. Accompanying the report is a large-scale base map of the town on which each surveyed property is located.

The report relied heavily on secondary research and source materials, and Amherst is fortunate to have many active historians, both present and past, in its midst. Several excellent local histories have been published, especially the town history released in 1983. Over the years, members of The Historical Society of Amherst have done substantial research over the years, documenting myriad aspects of town history and compiling hundreds of photographs into a central data base.

The consultant made particular use of William Wichman's work organizing, scanning and annotating the data collected by Howard Locke, a local electrician and plumber who worked in nearly every house in town between 1920 and 1959. An amateur historian, Locke maintained meticulous notebooks on the

AREA FORM

AMHERST TOWN-WIDE AREA FORM

history of many of these houses, often including historic photographs. Though this report could not even begin to delve into this wealth of information, it will be tremendously useful in any future inventory work. To assist future researchers, the Table of Properties cross-references the survey number with the Locke reference number.

As is to be expected in any project of this type and magnitude, there are bound to be errors and omissions; however, the report is in electronic format, on file with the Amherst Heritage Commission and can be continuously updated and corrected. Regardless, it is hoped that it will contribute to a broader understanding and appreciation of the town's diverse resources and provide a framework for future preservation work.

18. Geographical Context

The Town of Amherst is situated in the southern section of the county of Hillsborough. It is bounded by New Boston and Bedford on the north, Bedford and Merrimack on the east, Hollis and Milford on the south, and Milford and Mont Vernon on the west. Approximately 500 of the town's 22,000 acres are bodies of water. Principal bodies are the Souhegan River, which runs through the southern portion of town, in a west-east direction; and Baboosic Lake, a two-mile-long, 380-acre lake whose eastern shore straddles the Merrimack town line. A number of smaller ponds are scattered throughout town. Intervale land is found near the Souhegan River, while north, east and west of the village are hillsides that historically provided grazing and orchard land.

19. Historical Background

1734 - 1760: Initial Settlement

From a miniscule group of a dozen families in the early 1740s, Amherst grew to be a thriving and one of the largest towns in inland New Hampshire by the time of the Revolutionary War. Its origins indirectly go back to 1675, when the Governor of Massachusetts promised land grants to officers and soldiers who fought in King Phillip's War in exchange for their service. However, it took nearly sixty years for those grants to materialize. From them, seven townships were created: two in Maine, two in Massachusetts, and three in what became New Hampshire. Of the latter townships, one was Narragansett No. 3 or Souhegan West, granted in 1728 to Massachusetts. Souhegan West later divided into the towns of Milford, Mont Vernon, Monson and Amherst, and became part of New Hampshire in 1741, when the state boundary was settled.¹

The proprietors held their first meeting in 1734 and authorized a survey of their new land grant. They set aside lots for the meeting house, burial ground, training field, and minister.² They also voted to build sawmills on Beaver Brook in 1737 and on Souhegan River in 1741, and to grant the land for such to whomever was willing to build and operate the two mills in a timely manner to satisfy the needs of town inhabitants.³ Yet another land grant was awarded to a man to ferry people across the Souhegan River, though a bridge was built by 1736.⁴

¹ Amherst Bicentennial Committee, *Amherst, A Commemorative History*, 1960: 5. New Hampshire's other townships were Narragansett No. 4, Amaskeage (Goffstown and Manchester) and No. 5, Souhegan East (Bedford and Merrimack). Monson did not meet the terms of its grant, and was thus annexed to Amherst in 1770.

² Secomb, 1883: 127; Farmer, 1837: 97.

³ One of the mill sites—120 acres of land near "the falls" (now part of Milford)—went to John Shepard, who built a grist and saw mill there (Secomb, 1883: 41).

⁴ Col. Amherst, 1916: 10-11; Amherst Bicentennial Committee: 6.

AREA FORM

AMHERST TOWN-WIDE AREA FORM



1740 Town Plan of Amherst. *Courtesy The Historical Society of Amherst*

The town began to take shape over the next two decades. In 1735, the first permanent settlers arrived from towns in Essex County, Massachusetts. Of the original proprietors, only one, Joseph Prince of Salem, came to settle here.⁵ By 1741, when the town's first minister arrived, fourteen families lived in Amherst.⁶ Although the town authorized the erection of a meeting house at the town's original center—the corner of Mack Hill and Jones roads—in 1735, as with so many early meeting houses, construction did not get underway for a few years, and the building was not fully completed for at least another fourteen years.⁷ In 1745 the first highways were laid out, though they were quite rudimentary. In 1753, the town commissioned a bridge over the Souhegan River, near the mills in Milford, and laid out additional public roads, including one from Lyndeborough to the bridge and another from the bridge to the meeting house.⁸

⁵ Secomb, 1883: 731.

⁶ While the terms of the town grant required sixty families by 1747, only thirty-five were recorded for May of that year (Secomb, 1883: 184).

⁷ Secomb, 1883: 236.

⁸ Farmer, 1837: 87.

AREA FORM**AMHERST TOWN-WIDE AREA FORM**

Seven garrison houses stood around town, but the town's population growth was stymied by the French and Indian War until its conclusion in 1760. That same year, the Town of Amherst was incorporated, named for war hero and British general Jeffrey Amherst. General Amherst was the commander of the army that conquered Louisburg and later Montreal, thus bringing an end to the French and Indian War.

With peace and an incorporated town, Amherst embarked upon a long period of prosperity, evolving into the commercial, social and political center for southern, inland New Hampshire.

1760 – 1830: Hub of Political, Commercial, Social & Transportation Activity

In 1769, the state was divided into five counties, and Amherst was designated the shire town for Hillsborough County. This step brought not only the county court system and jail to town, as well as lawyers and other professionals, but also gave Amherst an importance and prominence afforded only to such towns.⁹ Initially, the court and jail were located in the meeting house, but the myriad functions soon proved too much for a single building, and the town voted to erect a new, separate meeting house to the south, on the present-day common, the former training field. The new meeting house, completed in 1774 and modeled after Old North Church in Boston, was not only substantially larger, but with its steeple was the tallest building in the state.

The court then assumed ownership of the original meeting house. In 1788, county officials elected to move it to the center of town; shortly afterward, it was destroyed by fire, but quickly replaced. In 1823, Merrimack County was formed, taking many of Hillsborough County's towns with it and thus reducing the number of legal transactions in Amherst. To counter petitions from other towns to become the new shire town of Hillsborough County, Amherst offered to construct a new building for the court, at no cost to the county. Shortly thereafter, the brick structure at the east end of the common that now serves as the Town Hall, was erected.

One of the selectmen's first steps after the incorporation of 1760 was to establish five school districts, though it was some time before funds were actually allocated toward education. Although the first school house was built in 1762, it was not until 1806, that the first major step in education occurred. That year, the town was re-districted into nine districts, and a school house was eventually erected for each district.

In 1786, the legislature laid down three postal routes in the state, all leading to Portsmouth. One connected the seacoast to Amherst.¹⁰ Later, a fourth route went between Amherst and Charlestown. Both of Amherst's postal routes brought large amounts of trade through the town.¹¹

In 1800, the newly completed Second New Hampshire Turnpike (present-day Boston Post Road) passed through town on a diagonal northwest-southeast route, cementing the town's importance as a trade hub. The road connected the rich agricultural lands of the Upper Connecticut River Valley, near Claremont, with Amherst and further south, with the Middlesex Turnpike in Massachusetts, which led to Boston. By 1821, daily stages came through town.

⁹ Some of the importance of its shire town designation was diminished in 1792, when the legislature passed an act to allow a second court house in Hopkinton, for the convenience of those living in the northern section of the county.

¹⁰ The second went northwest to Hanover and the third north to Conway.

¹¹ Garvin & Garvin, 1988: 49.

AREA FORM

AMHERST TOWN-WIDE AREA FORM



1806 Plan of Amherst. Note the newly construction turnpike passing through the village.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Additional roads followed, including the “new road to Milford” (Amherst Street?), which was laid out in 1823 and the “new road to Weare,” built 1827-28. For about a decade in the 1830s and 1840s, Amherst saw an era of increased road construction. As nearby Manchester grew, it demanded a better road to reach the shire town. The existing connector was subsequently straightened and substantially repaired. Several roads in the eastern section of town were also built at this time.¹²

Nearly all of Amherst’s civic and county activity, as well as its trade and taverns, was concentrated in the village. However, several taverns did stand along the Boston Post Road, and some of those survive, including 344 Boston Post Road (Eaton’s Tavern, #194), 232 Boston Post Road (#218), 244 Boston Post Road (#215), and 107 Ponemah Road (David Danforth’s Tavern (#48). Taverns were among the most important buildings in town. In 1750 there were two taverns, but after Amherst became a shire town, the number quickly increased to six. At one point in the mid-1790s—coinciding with the town’s height of population until the 1960s—the town granted over twenty licenses to taverners and retailers.¹³

In less than ten years, two large tracts of Amherst’s land area were separated and incorporated into new towns, deflating Amherst’s population and tax base. The first loss was from the southwest corner, where members of Amherst’s Southwest Parish successfully petitioned the legislature for their own township, incorporated in 1794 as the town of Milford. The second division occurred in 1803, when the Northwest Parish ceded to incorporate as Mont Vernon. Between the two cessations, Amherst lost approximately one-third of its population.¹⁴ Beforehand, its population, at 2,369 in 1790, was the sixth largest in the state.¹⁵ However, its status as the shire town for Hillsborough County and position on major transportation routes assured its prosperity for another several decades, until the town entered a period of decline around 1830.

1830 – 1870: A Period of Quietude

As large-scale manufacturing centers grew up to the south and east of Amherst, the town’s importance slowly diminished. A majority of the trade went through the major nearby manufacturing centers of Nashua and Manchester, and the smaller, textile mill town of Milford. Because of this weakened importance, when the railroad first came to Amherst in 1848, it came not to the village center, but to Ponemah Station (also called Danforth’s Corner), a small stop in the southwest corner of the town. This spot was far from the village and the town’s center of economic activity, but en route to Milford center. This line was constructed as part of the Wilton Railroad, but was operated from the start by the Nashua & Lowell Railroad, who formally took it over in 1853. The Nashua & Lowell Railroad worked cooperatively with the Boston & Lowell Railroad and the latter absorbed the former by 1880. The Wilton line came under the control of the Boston & Maine in 1890.¹⁶ The Ponemah depot stood on the site of 104 Ponemah Road (#27). The line was intended primarily to serve Milford’s growing industrial base.¹⁷

¹² Secomb, 1883: 130, 134, 146.

¹³ “The Historical Society of Amherst Newsletter,” April 1977.

¹⁴ In 1770, Amherst acquired a portion of the failed town of Monson, but it brought few people and little economic activity with it.

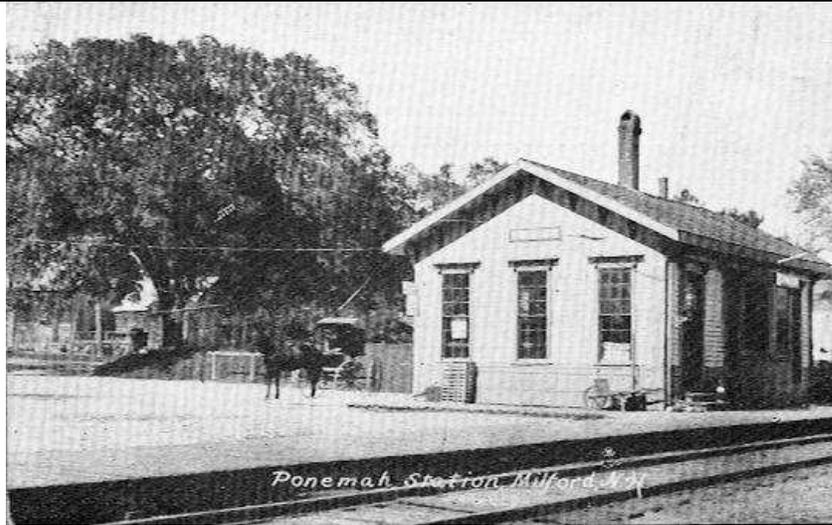
¹⁵ Secomb, 1883: 187. The larger towns were: Portsmouth, Rochester, Londonderry, Gilmanton, and Barrington.

¹⁶ Cosgro, *Nashua City Station* (website); Lindsell, 2000: 73; Howard Locke files: T20.

¹⁷ [Wallace & Mausolf, 1999: 136] In the 1830s and ‘40s, cotton manufacturing took hold in Milford, taking advantage of water power afforded by the Souhegan River. Other industries soon followed; though the town did not rival Manchester or Nashua, it did retain a solid manufacturing presence into the 20th century. [Burns, 1885: 562-63]

AREA FORM

AMHERST TOWN-WIDE AREA FORM



First Ponemah Railroad Depot. *Locke Collection*



Amherst (village) Railroad Depot on Thornton Ferry Road I, ca. 1899. *Collection of The Historical Society of Amherst*

It took several more decades for the railroad to serve the center of Amherst. In 1900, the Manchester & Milford Railroad (part of the Boston & Maine) opened a line that stopped just east of Amherst village. The line was short-lived, however, and ended its run in 1925.

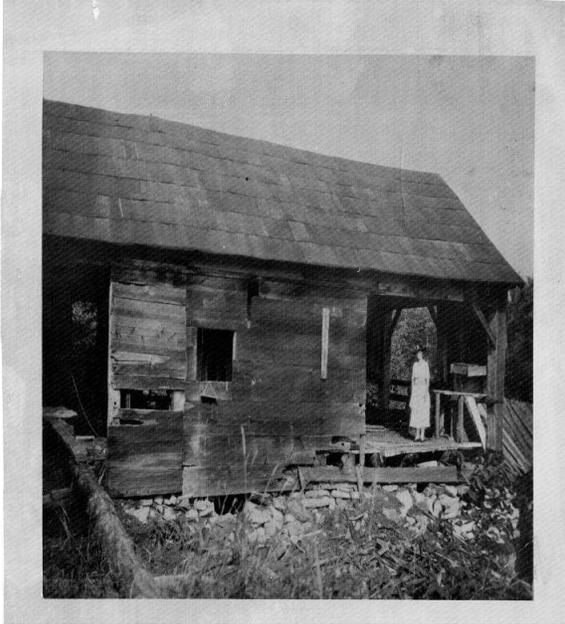
Amherst's political importance was also waning at this time. Beginning in 1844, the county court moved some of its sessions to other towns within the county, initially in Manchester and later in Nashua. Amherst continued to host an annual term of the Superior Court until 1879, after which it lost its designation and all county business moved out of town.

Yet, even as the town was entering this period of decline (particularly in the third quarter of the 19th century), farming and small-scale trade and industry continued on, much as it had since initial settlement. In 1833, Amherst boasted a miller, mason, cooper, minister, doctor, whip maker, wheelwright/carriage maker, printer, sheriff/auctioneer, maker of earthenware, painter, saddler, butcher, tailor, tanner, five lawyers, four carpenters, two blacksmiths, two millinery shops, three groceries, a dry goods store, and shops selling jewelry, books, clothes, shoes and furniture. Nearly all of these were based in Amherst Village, which was the undisputed center of town since the early 19th century, and

AREA FORM

AMHERST TOWN-WIDE AREA FORM

home to the town's churches, county and town structures.¹⁸ Streams elsewhere in town supported saw and grist mills; the 1858 map of Amherst shows no fewer than seven such mills. Though brick-making existed, very few brick buildings were constructed outside the village.



View of Peabody sawmill formerly on upper Brook Road (now part of Joe English Conservation land). Photographed ca. 1918. *From Locke collection (#T187).*

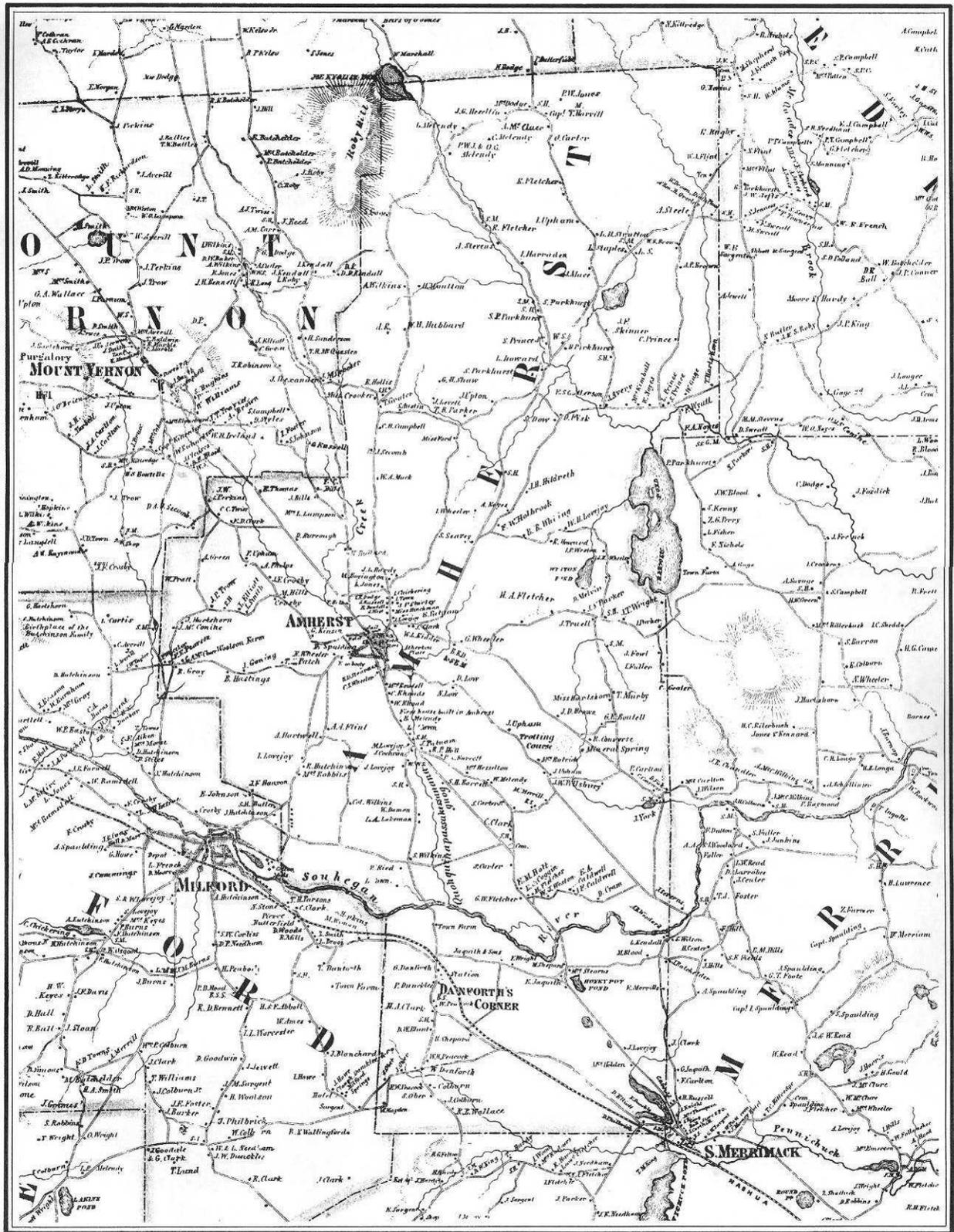


Sawyer's cottage at Peabody Sawmill (survey #122), Brook Road and sawyer's wife, Hannah Arvilla Richards Raymond. Only the front (far right) section of building now remains. Photographed ca. 1914. *Collection of Historical Society of Amherst.*

¹⁸ From Locke files. An attempt to operate a steam grist, saw and clapboard-shingle mill in the mid-1840s never proved profitable, and the buildings burned after only a couple years of operation.

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Detail from 1858 Map of Hillsborough County, showing Town of Amherst

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Throughout the 18th and 19th centuries, most of Amherst's citizens supported themselves through agriculture. Like others in New Hampshire, many of these farmers were caught up in the "sheep craze" of the 1820s and 1830s, responding to the demand of textile mills for wool.

In 1819 and during most of the 1820s, Amherst hosted the Hillsborough County Society's cattle show and fair—an event intended to promote agriculture and domestic manufactured products. In 1832, the town taxed 1,153 head of cattle, and the 1840 U.S. census listed 1,045 sheep in town.¹⁹ Between 1850 and 1860, there was a substantial increase in the number of dairy cows, from 498 to 677. After a moderate drop in 1870, it jumped again to 735 ten years later. Initially, cheese and butter were the major byproducts. However, while butter continued to be produced at much the same levels, cheese dropped from 8,780 pounds per year in 1849 to only 630 pounds in 1880. In its stead, milk production soared. Between 1869 and 1879 alone, the amount of milk sold annually from Amherst farms went from 80,350 gallons to 153,395. The increase is attributed to nearby urban markets and the invention of refrigerated rail cars. Important crops included rye, oats, potatoes and hops.²⁰

1870 – 1920: Dairying, Summer Tourism & the Manchester & Milford Railroad

Modern improvements came to Amherst relatively quickly, despite its status as a rural community. In 1882, the first telephone was installed, and by 1883, the town had telegraph service. Within another four years, village streets had gas and kerosene lamps, followed by electric lights in 1904. Wires reached the rural areas during the 1920s and 1930s.

Dairying continued to gain ground in Amherst in the last quarter of the 19th century. Local farmers found aid and encouragement from the Granite State Dairyman's Association, founded in 1884, as well as the state agricultural college (UNH). Though Amherst lacked its own milk cooperative, nearby Milford had one.²¹ Herds continually grew larger: in 1898, six farms had more than twenty cows and more than fifty had at least three.²² Where the intervale lands were once used for crops, they were now almost entirely given over to dairying.²³ The opening of the B&M's Manchester & Milford branch in 1900 further supported the business in Amherst, allowing the farmers there to ship milk and produce to Manchester and beyond.

In the first decade of the 20th century, a number of farmers started milk routes, often selling vegetables alongside their dairy products. A key cash crop was potatoes; other crops, such as corn, oats, and hay, were raised for animal feed.²⁴ Mack, Walnut and Chestnut hills were home to many of the town's most productive farms.

Many landowners also cashed in on the lumber in their forests. A number of households sold off their timber, primarily white pine, but also chestnut.²⁵ While the earlier sawmills required siting next to a stream, new portable sawmills fueled by steam, and later gasoline, could come to a woodlot and cut the logs into lumber on site. At least a few residents sent lumber to Nashua and Manchester via the

¹⁹ Secomb, 1883: 199.

²⁰ Amherst Bicentennial Committee.

²¹ The Historical Society of Amherst, *Amherst, New Hampshire, 1881/1982*, 1983: 28.

²² 1898 Town Census (cited in The Historical Society of Amherst, 1983: 28).

²³ Rotch, 1890: 15.

²⁴ The Historical Society of Amherst, 1983: 25.

²⁵ Chestnut was the material of choice for railroad ties.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

railroad.²⁶ However, there was a decrease in lumbering by the 1920s, with the loss of many old-growth forests.²⁷ A far more secondary industry in the early 1900s was harvesting sphagnum moss, which was compressed into bales and used for horticulture.

Around 1915, the number of working farms began to decline. Four factors were primarily responsible for this: (1) competition from Canada saturated the New England market with milk, butter and eggs; (2) nearby factories lured farmhands away, making it difficult to find labor; (3) the brown-tail moth destroyed orchards; and (4) new studies found that humans could be infected with tubercle bacillus from infected cows. This last issue sometimes led to the slaughter of whole herds to ensure that a herd could be certified TB-free and, ultimately, it required expensive new equipment to pasteurize milk.²⁸ The dairy farms that did survive increased the size of their herds, so that while the number of cows did not change between 1912 and 1945, the number of farms plummeted from 128 to only 16.²⁹

During the 1920s and 1930s, a number of the semi-abandoned farms were reclaimed and developed as fruit orchards. New pesticides provided better insurance against crop failure. Apples, peaches, plums, and strawberries (along with butter) were shipped to Manchester or, through a cooperative association, sometimes as far as Boston.³⁰ The best location for orchards was on higher hillsides, and Patch, Chestnut, Walnut, Mack and Christian hills all had them. Upton's Cider Mill on Austin Road converted bushels of apples into vinegar and cider. The Elmwood Cider Mill operated from the early 1900s through the late 1930s, when it burned. It functioned on a wholesale basis, pressing apples into cider and barreling it. Some was sold at the adjacent filling station still standing at 276 Horace Greeley Highway (#24).

Following the Civil War, Amherst, like many other attractively sited New Hampshire towns, started to draw summer visitors from urban areas. Two large hotels opened here, one in the village and one in the country, both catering to a more wealthy clientele, who stayed for a month or the entire summer, escaping the heat and humidity of cities such as Boston, New York, Philadelphia and Washington. Guests at both hotels arrived by train, disembarking at the Ponemah Station in the southwestern section of town and transferring to coach. The Amherst Hotel, which overlooked the common, opened its doors in 1869. It was built through an unusual public-private partnership to fill a dearth in the town's taverns, which had gradually shut down as the town lost importance. The town voted to put up \$4,000 of stock, if matched by individuals. The building was a large, elegant, three-story, wood-frame building with a two-story porch along its facade; it stood only seven years before succumbing to fire and was never rebuilt.³¹ The Ponemah Hotel, located near the Hollis town line, opened in 1884. Also grand in scale, it sported a porch that extended around at least two sides, and a cupola that offered superb views of the lovely rural setting. It too burned, in 1924.

²⁶ The Historical Society of Amherst, 1983: 74.

²⁷ The Pherson Sawmill closed ca. 1930. However, Ernest Peaslee's was still in operation in 1982. There was also a stave planing mill on Beaver Brook, near the Village and on the site of a sawmill and gristmill established in 1737; its grain shed was incorporated into a dwelling at 3 Belden's Lane (The Historical Society of Amherst, 1983: 27).

²⁸ The Historical Society of Amherst, 1983: 100.

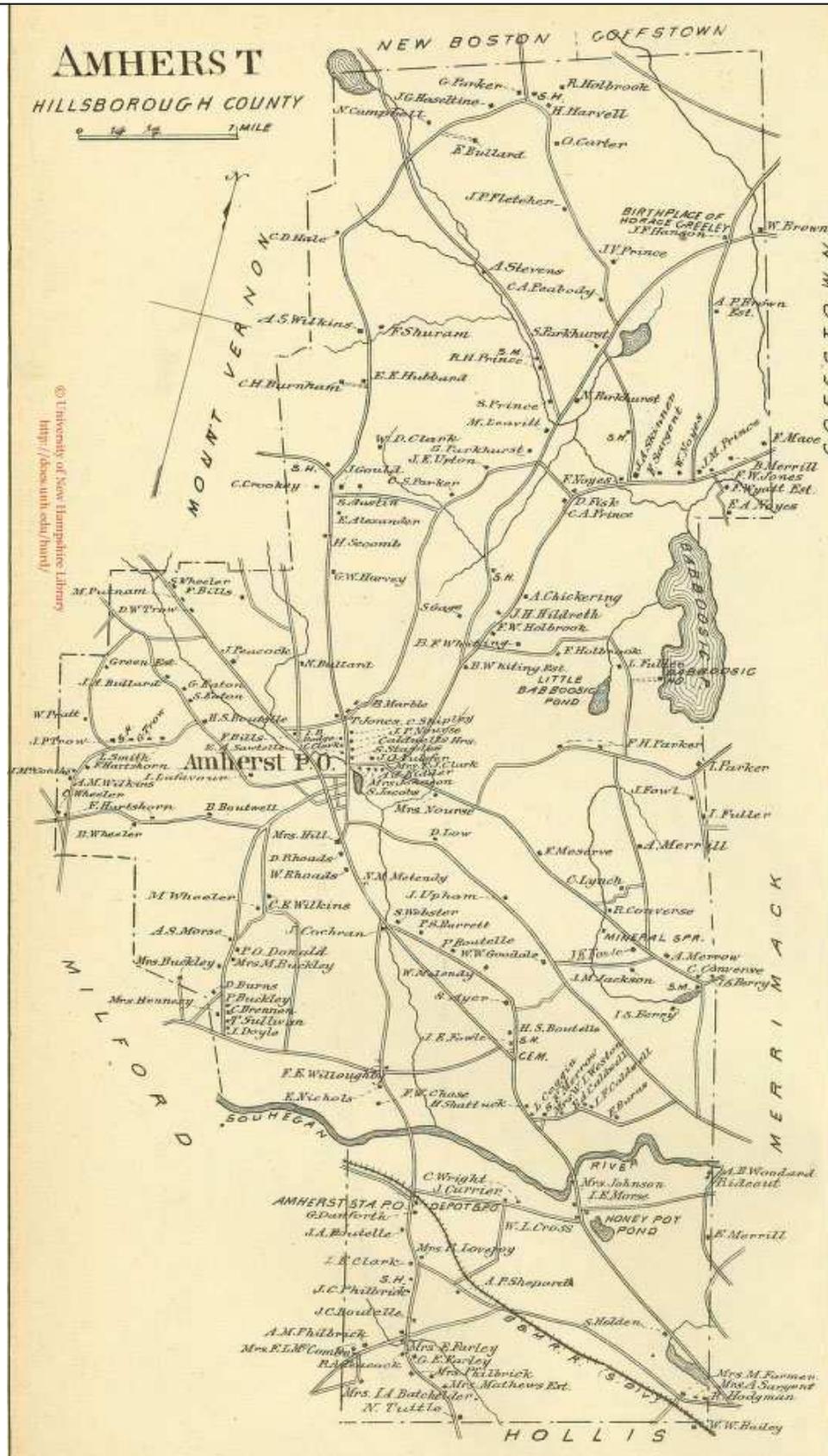
²⁹ The Historical Society of Amherst, 1983: 103.

³⁰ The Historical Society of Amherst, 1983: 102.

³¹ Secomb, 1883: 170. The hotel's carriage barn survived the fire and still stands in the Village. Over the years, it has served myriad uses with corresponding alterations; it is currently an office building. The hotel's granite-block foundation is buried under grass between the former barn and Main Street. [The Historical Society of Amherst, 1983: 17; Rowe and Veillette, 2004: 100]

AREA FORM

AMHERST TOWN-WIDE AREA FORM



1892 map of Amherst

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Elsewhere in town, smaller inns sprung up, and both village residences and farms welcomed boarders. Ells and porches were frequently added to farmhouses to accommodate the guests. The Hudson Stock Farm on Christian Hill Road published a brochure promoting its modern buildings with “homelike furnishings, screens...broad piazzas... and long-distance phone.” It brought meat from Boston daily, supplementing it with its own vegetables. Capable of accommodating 12-15 guests, the facility was located on 100 acres.³² Some of the houses in the village—and to a lesser extent elsewhere—were purchased for seasonal occupancy.

Though housing development elsewhere in town was dormant, the shores of Baboosic Lake were about to be transformed with large-scale development for summer cottages. In 1881 Lemuel Fuller purchased 110 acres on the west shoreline, and between 1892 and 1896, several plans were filed to divide this into small lots. One such plan, filed in 1896, was for 49 lots, some no more than 32 feet wide. Building, however, was initially slow, and it was not until the mid-1910s that cottages were built in large numbers, many erected by people from nearby cities.³³



Cottages along Baboosic Lake. *Collection of The Historical Society of Amherst*

In 1899, the Boston & Maine Railroad broke ground for its Manchester & Milford branch, which ran eighteen miles between East Milford to the Goffstown town line. Its intent was primarily to prevent another company from building this route, the line was designed to be curvy and slow, and it never served many people or much freight traffic. It passed east of the village, then hugged the western shore of Baboosic Lake, where there was a shelter, later replaced with a modest seasonal structure in 1912. From there, the line continued into Bedford. The Manchester & Milford line operated until 1925, when automobile traffic made it obsolete.

³² Undated brochure in collection of The Historical Society of Amherst.

³³ The Historical Society of Amherst, 1983: 35, 81.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

With this new rail transport, summer visitation to Baboosic Lake was made easier; many came just for the day from Manchester and elsewhere. For those who did not own a cottage, they could visit William Colston's hotel, replete with a spacious verandah, good food, entertainment of all kind, and boats for the lake. He later added a pavilion, set in a grove. Picnickers also found their way to Fuller's Grove, later known as Clark's Grove, on the eastern shore.

Baboosic Lake's summer influx also brought increased automobile traffic. By 1903, the automobile had made a sufficient impact that the town voted for a speed limit. The town also initiated major road improvements and the involvement of the state and federal government in Amherst's roads. The main road to Milford was taken over by the state before 1914, around the same time that improvements were proposed for the Milford-Nashua road (later Route 101A). Automobiles also brought new industry to the town. In 1914 Jake Upham started selling Model T Fords from his farm on Upham Rd. The cars arrived via rail, and later, wagon.³⁴

1920 – 1960: Poultry, Full Impact of Automobile

During the mid-20th century, Amherst's population grew slowly, but steadily. New residents were attracted to the town's lovely, rural character and inexpensive housing, and the automobile allowed them to work outside of the community, employed in Milford, Manchester, Wilton and a few even traveling to the electronics firms on Route 128 near Boston.³⁵ Their numbers were not sufficiently high enough to warrant much of a demand for new housing however. With the advent of the Depression, employment opportunities dropped, although some residents found work in Milford's stone quarries and a furniture factory. President Roosevelt's Works Progression Administration program brought relief in the wake of the 1938 hurricane. The WPA funded the transport of downed timber to Baboosic Lake for storage, some of which was later used to repair buildings and much to heat homes.³⁶

Along with small industry and commerce, agriculture continued to be the economic mainstay of the community, and the Souhegan Grange still played an important role within the community. By the 1910s, poultry raising had emerged as a highly important farm activity. In previous years, most farms had sufficient chickens for their own use, but in the first half of the 20th century, poultry became a critical supplement to farm income. This was supported by the continued growth of nearby urban markets and the relative ease with which chickens could be raised in large numbers—it could be done on a part-time basis. Egg cooperatives made the job even easier: cooperative workers came to the farm to pick up the eggs, then graded and packed them for shipping. Amherst's 1912 inventory noted 2,000 fowl. In 1939, the number had swelled to 14,000 and only six years later to 20,000.³⁷ Amherst was not unusual in this respect: throughout New Hampshire, poultry farms increased significantly, and chicken coops of all sizes dotted the countryside. Poultry farming—both chickens and turkeys—peaked in the mid-1950s, when oversupply brought about a crash. One of the few farms to continue in Amherst was Jaspers, a huge factory operation with thousands of birds on Route 101A.

Agricultural activity dwindled primarily to vegetable gardens and a few animals. Some commercial agriculture continued with poultry and cattle. Hillside Dairy at 348 Horace Greeley Highway (#33), which Samuel Bragdon started in 1923, was among the largest operations. Bragdon took both his and his

³⁴ The Historical Society of Amherst, 1983:72.

³⁵ Amherst Bicentennial Committee.

³⁶ The Historical Society of Amherst, 1983: 100-112.

³⁷ The Historical Society of Amherst, 1983: 104-05.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

neighbor's milk to Blake's Dairy in Manchester. Deacon Jackson, who ran another dairy farm on Spring Road (location could not be determined from Locke files) brought his milk to the Ponemah Depot for shipment to nearby cities. Currier's Dairy at 102 Ponemah Road (#46) was another large local dairy.

In 1953, thirty-five families still raised chickens or turkeys. Though over the rest of that decade the number of chickens raised reached an all time peak, the actual number of farms declined by two-thirds due to oversupply. In that same decade, some fifteen dairy farms had a total of 336 cows, with six claiming the majority. Another ninety families maintained herds of one to three cows. Two slaughterhouses operated in town in the mid-20th century, one by Donald Holt (who also ran a sizeable piggery on Merrimack Road) and another by Maurice Dickstein. Apple orchards flourished through the 1950s, particularly on farms along Christian and Walnut Hill roads. The 185-acre Whiting-Arthur Underwood Farm on Walnut Hill Road (#207) operated as a market garden, growing mostly fruits to be sold in stores throughout the Souhegan Valley.³⁸ (Much of its farmland is now Whiting Farm Road and Orchardview Drive.) Another market garden was located at the former Weston Farm at 6 Thornton's Ferry Road (#75); it specialized in potatoes and squash.³⁹

Summer tourism continued throughout this period, still concentrated around Baboosic Lake. Willard and Annie Parker erected a large lodge in the mid-1920s, with nineteen bedrooms, a dining room and a large verandah overlooking the lake. Two dance halls at the lake offered food, music, dancing, boating, roller skating and bowling and hosted a carnival. Companies held picnics here. There was sufficient summer activity in this area that the town even had a seasonal post office. A number of the historic houses in the town center were used as summer houses, drawing people from as near as Manchester and at least as far as New York City. At least five children's camps operated on the lake, including Camp Echo, a girls' camp; a YMCA camp; Rockland Camp; Cool Breeze Camp; and Camp Judea, a boys' camp that opened on a former farm in 1941 and is still in operation (#32).⁴⁰

By 1927, only five of the nine district school houses remained open; they gradually shut down until the last, at Cricket Corner, closed its doors in 1935. Clark School, a consolidated elementary school was constructed in the village in 1937 and used for lower grades, while grades 5-12 attended Brick School. In the decade following World War Two, the town's population began to grow again, reaching 1,461 in 1950 and 2,051 in 1960, necessitating two additions to the Clark School. By the 1950s, both high school and middle school students were bused out of town.⁴¹

Commercial growth remained limited and small scale. Filling stations sprang up along major roads. A restaurant and a small cluster of roadside cabins were erected on Horace Greeley Highway at Pine Road (#25). A "fast food" restaurant (#185) opened on Boston Post Road near Honey Pot Pond, accompanied by cabins (cabins since removed).⁴²

As automobile use continued to increase, changes to Amherst's road system followed, particularly affected by the three state roads that passed through town. In 1920, the state constructed Route 101 from Milford in the south (route of present-day Old Milford Rd.), diagonally northeast through Amherst Village along Main Street, and on to Manchester Road and Limbo Lane to its present course. From

³⁸ H. Locke file #T141.

³⁹ The Historical Society of Amherst, 1983: 165.

⁴⁰ The Historical Society of Amherst, 1983: 113-15.

⁴¹ Davis, 1977: "A Brief History of the Schools in Amherst."

⁴² The Historical Society of Amherst, 1983: 164. In 1971 the building became a grocery store.

AREA FORM**AMHERST TOWN-WIDE AREA FORM**

there, it followed Pine Road, curving close by Bragdon Farm (348 Horace Greeley Highway), before merging with present Route 101 to the Bedford town line. (Prior to Route 101, Old Manchester Road was the route to Bedford.) Route 101 was first tarred 1925. In 1941, the portion that ran through the village was realigned east and south, where it reconnected to Amherst Street.⁴³ Former road beds can sometimes be seen in the woods near existing roads. A road bed edged with stone walls is clearly visible immediately east of Pond Parish Road, indicating an earlier alignment (#36), as is a former bridge that carried the Boston Post Road, at its junction with Corduroy Road (#199).

The town underwent a major campaign to pave local roads in the late 1940s and throughout the 1950s, paving three-quarters of them by 1959.⁴⁴ The state realigned part of Route 101A near Ponemah Road to the north, across the railroad tracks, leaving its original route as Old Nashua Road. A similar realignment to Route 101 near the Bedford town line created Pine Road.

By 1960, the few remaining dairy farms leased fields along the Souhegan River to grow hay or silage corn. The rest of the town's farmland was mostly fallow, ripe for the development that was to follow. The town was somewhat prepared, having established two zoning districts in 1945—a village and a roadside district—but they covered only a small portion of the town, as the former was limited to land within a mile radius of the town hall and the latter was focused on Routes 101, 101A and 122. Furthermore, the roadside district regulations did not address use. A decade later, the town refined its zoning goals, electing to discourage industry and encourage single-family housing—much of which occurred on former farmland.

⁴³ The Historical Society of Amherst, 1983: 99.

⁴⁴ The Historical Society of Amherst, 1983: 169.

AREA FORM

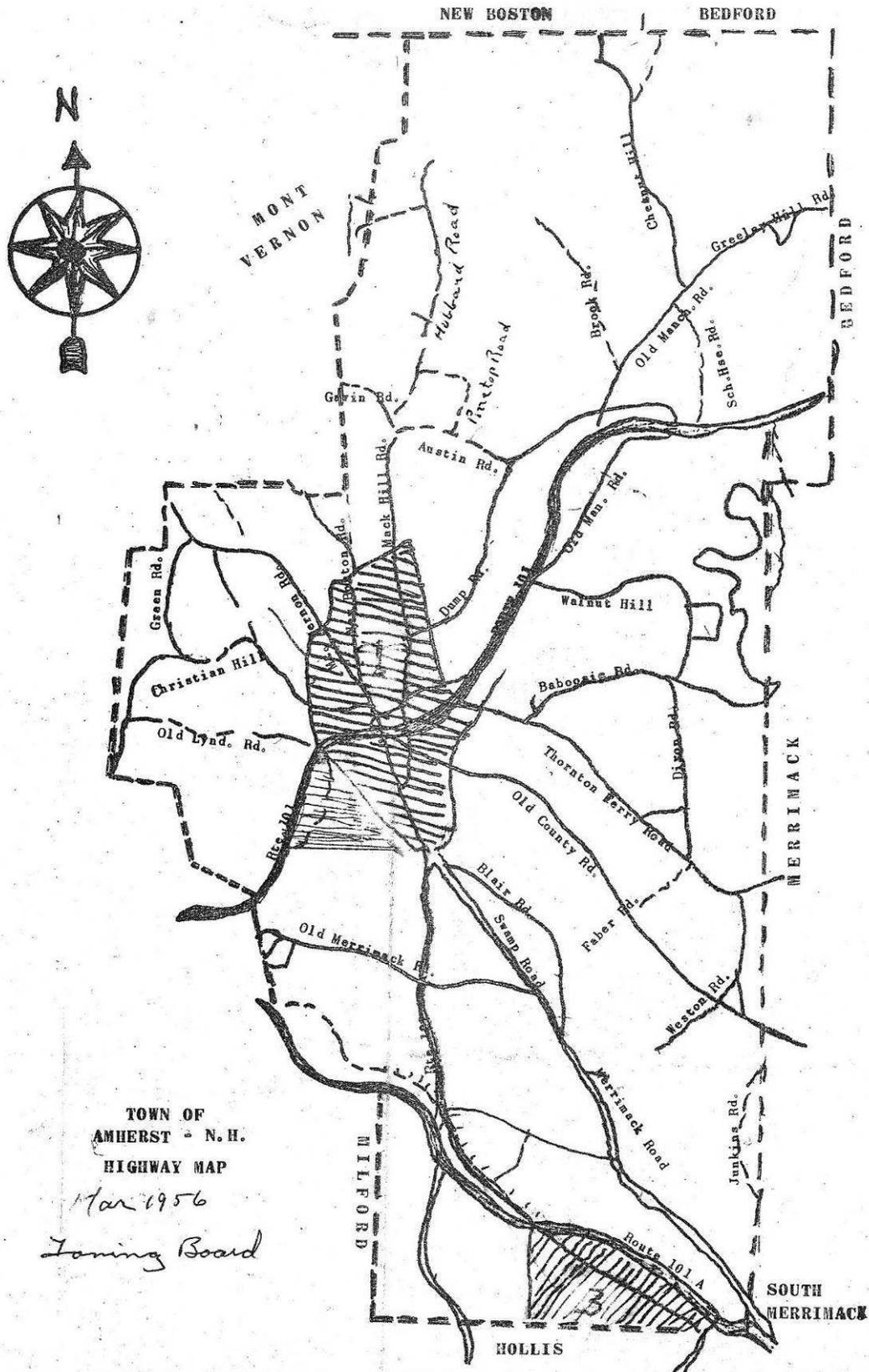
AMHERST TOWN-WIDE AREA FORM



1942 Map of Amherst. Collection of The Historical Society of Amherst.

AREA FORM

AMHERST TOWN-WIDE AREA FORM



1956 "Town of Amherst Highway Map." Collection of The Historical Society of Amherst.

1960 – 2009: From Farms to Housing

Starting in 1958, when the town issued twenty-three permits for new houses, Amherst saw unprecedented growth. In just ten years, the population doubled from 2,051 to 4,605 in 1970. Ten years later, it had doubled again, reaching 9,478 in 1980. At the close of the 20th century, it was at nearly 11,000—more than five times higher than a mere forty years earlier.

The town's attractive village center and ready supply of former farmland, fields, woodland and hillsides were irresistible to developers and families alike. Moreover, the town made a concerted decision to welcome residential growth, while all but prohibiting commercial development on the premise that the infrastructure for the former was in place, and it was less costly to pursue that avenue.

The first substantial housing development was Oak Hill (#224), off Dodge Road immediately northeast of Amherst Village and initiated by LaRoaches, Inc., of Peterborough, in 1960. Five years later, Yankee Homes subdivided land off Christian Hill Road for thirty lots on a P-shaped road called Bloody Brook (#225).

However, unlike these first subdivisions, subsequent ones in the latter part of the 1960s and into the 1970s were largely undertaken by outside developers. Warren Snyder, a developer from Massachusetts, alone created hundreds of building lots on Cross Street (including Warren Way and Windsor Drive), Danbury Circle, Deerwood Drive (where he erected several duplexes before the town amended its zoning to prohibit more), and Ravine Road. He also started a development known as Georgetown.⁴⁵ The town's first cluster development was Jasper Valley, created from the former Frank Martin Farm in 1969. The development promised its forty-six property owners stables and barns, a swimming pool, tennis courts, and picnic areas. And the first condominium project occurred in 1978, with the conversion of the Boardman estate on Amherst Street in the Village to several units. One of the very few developments to encourage—actually require—contemporary design was Lincoln Wood, along Old Manchester Road. It was a cluster-zoned subdivision created in 1973 with nineteen lots that carried covenants requiring contemporary architecture.⁴⁶

New residents were typically commuters to southern New Hampshire, northern Massachusetts and even Boston, employed by nearby companies such as Sanders Associates, Inc., in Nashua, or high-tech companies along Route 495 to the south. All in all, commuters found Amherst a convenient and attractive place to live. From the perspective of income and education, residents fell into the higher end of the spectrum, relative to the region. The vast majority resided in single family homes.⁴⁷

After the explosive growth that occurred during the 1970s, population increase subsided substantially, dropping to 10% from 124% by 1980 and continuing at that rate into the mid-1990s. Most residents still

⁴⁵ Georgetown, which is off Old Manchester Road and includes other roads with similar Colonial names—Williamsburg, Madison and Washington—was a development with 115 lots that came on the market at the time of the early 1970s gasoline shortage and overall increase in construction costs.

⁴⁶ The Historical Society of Amherst, 1983: 203-08.

⁴⁷ "Population and Housing," 1968 Amherst Master Plan (updated 1978 & 1995).

AREA FORM**AMHERST TOWN-WIDE AREA FORM**

traveled outside of town for employment purposes. Within town, town government was the largest employer, followed by Wal-Mart.⁴⁸

To meet the enormous influx of people, the town hired its first full-time police officer and founded a rescue squad. It erected a new police station in 1980 and a fire station eight years later. A new elementary school, Harold H. Wilkins Memorial School, opened in 1967, and a new Middle School in 1974. In 1992, Souhegan High School was constructed on Boston Post Road.

The town's primary road project during this period, actually a state initiative, was the Route 101 Bypass, completed in 1973. From a point just east of the Village, it diverted highway traffic off Amherst Street to the south and east. Another major improvement during this period were substantial upgrades to the intersection of Routes 101A and 122. Most of the town's seventy-five retail establishments are on Routes 101 or 101A—some in former houses—leaving the remainder of town, with the exception of the village, almost entirely residential.⁴⁹

Interest in conserving open space rose with the pace of new development. By 1982, 600 acres were protected, over half of which was the Joe English Conservation Area in the northeast corner of town. Protecting historic resources also rose to the forefront, and the town responded by establishing the Amherst Village Historic District in 1970, created to review and regulate change in the village. The more honorific designation of listing the village on the National Register of Historic Places occurred in 1982.

20. Applicable NHDHR Historic Context(s)

NB: The following Historic Contexts apply to the outlying areas of Amherst only.

4. The granting of land and towns, 1623-1835
39. Brick making for local and regional markets, 1650-1920
51. Mixed agriculture and the family farm, 1630-present
54. Orchards and cider production, 1650-present
56. Local-scale dairy farming, 1800-present
58. The sheep craze, 1820-1870
64. Poultry farming, 1870-present.
65. Dairy farming for urban markets, 1880-1940
67. Market gardening / truck farming in New Hampshire, 1900-present
72. Boarding house tourism, 1875-1920
73. Summer and vacation home tourism, 1880-present
75. Summer camps for children, 1890-present
82. Pre-automobile land travel, 1630-1920
83. Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present
86. The railroads in NH, 1842-1960
88. Automobile highways and culture, 1900-present
105. Elementary and secondary education, 1770-present
107. Local government, 1630-present

⁴⁸ "Population and Housing," 1968 Amherst Master Plan (updated 1978 & 1995); "Economic Development Fact Sheet," May, 15, 2007. According to the plan, Amherst, along with three other nearby towns, gained an increasing share of the regional population between 1960 and 1996.

⁴⁹ "Economic Development Fact Sheet," May, 15, 2007. Prepared for updated master plan initiative.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

108. County government in New Hampshire, 1771-present
 113. Historic preservation, 1899-present
 131. Suburban/bedroom community growth in New Hampshire, c.1850-present
 135. The land conservation movement in New Hampshire
 136. Public and private cemeteries and burials
- [NB: Archaeology not part of the scope of this study]*

21. Architectural Description and Comparative Evaluation

Introduction

The following narrative is based on a windshield survey of the sections of town that fall beyond Amherst Village Historic District. The survey was undertaken between in the spring and fall of 2009. While every attempt was made to drive all of the roads in town, particularly those known to have resources that are more than 50 years old, the surveying team, which included the consultant and members of the Heritage Commission, did not drive up a private driveway unless accompanied by a member of the Commission. Thus, there may be some properties that would qualify for inclusion in this survey that were inadvertently omitted. Emphasis was placed on including every property constructed prior to 1920 and representative properties constructed between 1920 and 1960.

The nature of a windshield survey imposes limitations and needs to be viewed as a first step toward more detailed inventories for individual properties. Photographs of the property were usually taken from the road, and architectural assessments were necessarily cursory. Therefore, assignation of construction dates is based purely on physical traits visible from the road, accompanied by brief research when possible. Because most of the surveyed properties are incorporated into Howard Locke's data base, a matrix of each property that references the Locke ID number is provided, to facilitate future research efforts. In the meantime, the intent of this project is to understand better the range, location and types of resources that illustrate the periods and themes of Amherst's history in order to make recommendations for future preservation planning and public awareness programs.

The numbers that appear within parenthesis are map numbers, followed by the photograph number. The former are keyed to the survey base map, and the latter are keyed to photograph sheets at the end of this report.

1734-1830: Initial Settlement & Hub of Political, Commercial, Social & Transportation Activity

NB: The Town of Amherst assessor's records indicate many of Amherst's houses were constructed prior to 1760, yet until the cessation of the French and Indian War in 1760, there was virtually no permanent settlement in Amherst. Without a thorough interior assessment, it cannot be documented that these houses were erected before 1760. In some instances, it may be that part of an early frame is incorporated into the existing building—or that an earlier building stood on the site. For purposes of this survey, architecture for the first two settlement periods, 1734-1760 and 1760-1830, are discussed together.

Residential resources

Amherst's initial settlement dates from the early 1740s, and while no buildings from that era are known to survive, they would have been roughly hewn log structures. The threat of attack from Native Americans necessitated the construction of garrison houses throughout town; outside of Amherst

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Village, one is known to survive, now at 233 Boston Post Road (#217; photo #1). Likely constructed in the 1740s or '50s, the building originally stood across the road and later served as the town jail before becoming the ell to the Joshua Atherton House at 232 Boston Post Road; it was separated and moved to its present site in 1925. It is an extremely rare building form in inland New Hampshire, both as an early frame structure, erected in a period when log houses were the norm, and for its gambrel roof.

Beginning ca. 1750, frame houses were constructed in Amherst; most had gable roofs and were sited to face south.⁵⁰ Yet throughout the 18th century, log houses remained commonplace (though none survive).

Since construction techniques and architectural styles altered little between 1760 and 1800, it is difficult to assign a construction date to a building without augmenting a physical analysis with the written record. However, the windshield survey identified approximately forty houses outside the village that appear to have been built during this 40-year period. All were wood-framed buildings; approximately half were capes and half were 2 ½ story houses. (It is probable that the proportion of capes to 2 ½ story houses was once much higher, but it is the latter form that is more likely to survive.)

The traditional cape form is identified by a 1 ½ story-height, a side-gable roof, a five-bay facade featuring a center entrance, a large [fireplace] center chimney, windows with 6/9, 9/6, 8/8, 8/12 or 12/12 double-hung sash, and a secondary entrance toward the rear of a side gable.) The capes found in Amherst were typically vernacular in nature, with Georgian stylistic details limited to a molded crown molding at the front entrance and a multi-light transom above the door(s).

Examples of 18th century capes with particularly high exterior architectural integrity include 102 Spring Road, which sports a distinctive wagon wing (#8; photo #3 and 4); 117 Ponemah Road, which sports a mid-19th century side bay window (#51; photo #5); and 168 Ponemah Road (#61; photo #6).

Other good examples include 118 Baboosic Lake Road (#18; photo #7); 1 Smith Lane, which has mid-19th century Greek Revival detailing at its front entry surround (#40; photo #8); 114 Horace Greeley Road, which appears to have an altered front entrance (#101; photo #9); 39 Mont Vernon Road, with a ca. 1930s porch across the facade (#144; photo #10); and 228 Boston Post Road, which appears to have had its roof raised and some Greek Revival detailing added to its entry surround during the mid-19th century (#220; photo # 11 and 12).

A few of the capes have extended facades (more than two bays to one side of the front entrance), but whether the extensions were original to the house or a later addition could not be determined within the scope of this survey. Examples include 34 Thornton Ferry Road (#1; photo #13), 24 Cricket Corner Road (#70; photo #14); and 61 Austin Road (#123; photo #15).

Two-and-a-half-story houses from this period outside the village were found throughout town. The greatest number front on Boston Post Road, a primary stage route in the second half of the 18th century. Pre-turnpike dwellings along Boston Post Road include 232 Boston Post Road, whose rear roofline was extended into a lean-to form (#218; photo #16), 244 Boston Post Road, which is particularly unusual in that its south side gable is pedimented, suggesting a later Greek Revival update (#215; photo #17), 377 Boston Post Road (#188; photo #18), and 324 Boston Post Road (#196; photo #19).

⁵⁰ *Colonial Amherst*, 1916: 13. The last log house in town was occupied until 1851.

AREA FORM**AMHERST TOWN-WIDE AREA FORM**

Old Manchester Road, the early route to Manchester, retains three excellent examples of late 18th century dwellings: 5 Old Manchester Road (#209; photo #20), 23 Old Manchester Road (#211; photo #21), and 54 Old Manchester Road (#212; photo #22); each is 2 ½ stories with Georgian stylistic traits. Elsewhere in town, 5 Fellows Farm Road, with a pediment over the front entrance (#109; photo #23) 31 Lyndeborough Road (#163; photo #24), and 23 Ponemah Hill Road (#57; photo #25) also date from this period.

In the first three decades of the 19th century, Amherst flourished. The opening of the Third New Hampshire Turnpike coincided with the new century, and the town housed Hillsborough County's court house and jail. As the shire town, it was home to many professionals, and merchants thrived on the demand for goods. While architecturally, much of this economic activity was reflected primarily in the village, the outlying areas were not immune to this prosperous period. The period also coincided with the Federal architectural style, and a number of the houses exhibit hallmarks of it. Perhaps the most architecturally sophisticated residence that stands along the turnpike route outside the village is 40 Boston Post Road (#141; photo # 26 and 27). This two-story, hipped-roof, brick residence with its four end chimneys, flared window lintels, and front entrance with Ionic pilasters and leaded fanlight is a textbook example of the Federal style; it is also the only extant brick house outside the village erected prior to the 20th century. Other turnpike-era houses include 369 Boston Post Road (#190; photo #28). Although not erected on the turnpike, 14 Green Road (#146; photo #29) in the western section of town is an excellent example of the Federal style, the style in vogue at the time of the turnpike. Most of Amherst's Federal houses were 2 ½ story structures, reflecting the town's greater wealth. A primary difference between Federal and earlier Georgian style houses is the switch to twin chimneys, rather than a single center chimney. This reflects a change to the interior floor plan, allowing a center hallway, rather than the cramped entry hall with steep stairs common to all but the high-style 18th century houses. 79 Horace Greeley Road (#96; photo #30), and 89 Chestnut Hill Road (#110; photo #31) reflect this form.⁵¹

Non-residential resources

Outside the village, the only non-residential resources known to exist are barns. While dating a barn requires an interior inspection, many of the 18th century houses retain barns, and some of them were likely contemporaneous with the dwelling. Eighteenth century barns were usually of the English form: a three-bay structure with the wagon entrance and drive bay in the center of the long (eaves) side. Such barns seldom remain. One example is 39 Mont Vernon Road (#144; photo #32); from the road, the barn at 79 Horace Greeley Road (#96; photo #33) also appeared to be an English barn.

(For a more thorough discussion of barns identified and photographed in the windshield survey, see the separate section on agricultural outbuildings at the end of 1870-1920.)

1830– 1870: A Town in Decline

Residential resources

This period of relative economic quietude resulted in little construction activity beyond the village. Residential housing types included a continuation of the 1 ½ story and 2 ½ story side-gabled form, nearly always with twin chimneys. However, by the mid-19th century, front-gabled houses appeared, albeit in small numbers. The two usually prolific architectural styles of this period, Greek Revival and Italianate, found limited popularity in Amherst's rural areas. Generally, they were scaled down, with

⁵¹ Sometimes the center chimney of an 18th century dwelling was replaced with twin chimneys.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

stylistic features focused on the front entrance or sometimes just expressed as corner pilasters and a wide frieze board.

An example of a vernacular side-gabled Greek Revival house is 27 Horace Greeley Road (#92; photo #34). 17 Eaton Road (#157; photo #35) is one with more definitive Greek Revival features.

A few of the 1 ½ story side-gabled houses have knee-wall frames, with a row of smaller windows lighting the upper level. An excellent example of this variant, which also features a Greek Revival entrance, is 330 Horace Greeley Highway (#29; photo #36).

By the mid-19th century, front-gabled houses with side-hall plans had firmly established themselves as the more common building form; both 1 ½ and 2 ½ story examples are scattered around town, although neither in large numbers. 20 Thornton Ferry Road (#77; photo #37) has a strong Greek Revival entrance, with a recessed doorway, full-length sidelights and classic entablature. Another good representative is 26 Old Mont Vernon Road (#139; photo #38).

70 Lyndeborough Road (#165; photo #39) is a particularly important example of a Greek Revival house, with its pedimented front gable and peaked head over the front door. Pedimented gable fronts also appear on 98 Spring Road (#6; photo #40), a building that blends Greek Revival and Italianate (bay window) features and exhibits an unusual arched entablature; and on 66 Spring Road (#9; photo #41). A unique Greek Revival house, with a two-story Doric portico with fluted columns, is found at 9 Eaton Road (#156; photo #42).

One of the town's few examples of the Italianate style, which followed the Greek Revival style chronologically, is 158 Mack Hill Road (#126; photo #43), a 2 ½ story, sidehall house, with a two-story bay window on the facade (the bay window's sash has been replaced with multi-panes). Another good example is 4 Eaton Road (#155; photo #44), which features paneled corner pilasters, cornice returns, an entrance that is more Greek Revival, a porch with chamfered posts, and an early wing. 73 Lyndeborough Road (#166; photo #45), with its bracketed doorhood, is a vernacular example.

Two particularly distinctive dwellings from this period include 55 Christian Hill Road (#154; photo #46), a cape built in 1834 by Langdon Smith of granite blocks on the front wall and brick on the two gable ends. The house has four end chimneys, and granite quoins, lintels and sills, as well as a brick dentil course along the front eaves. The building retains its rural setting, with a field across the road and a roadside historic barn. The other is 24 Merrimack Road (#176; photo #47), a transitional Greek Revival/Italianate dwelling with an arched, recessed entry, paneled pilasters, wide frieze board with small, louvered openings, and a carriage wing.

Apparently, a team of local builders known as the Philbrick brothers were responsible for many of the houses that were erected in the region in the early 1800s. Their buildings are distinguished by their 2 ½ story, one-room wide and irregular number of bays deep form and an interior plan of a series of single rooms leading off a single hallway. An example can be found at 157 Ponemah Road (#60, photo #85).⁵²

A common rural building type that spans this period and continued throughout the 19th century is the connected farmstead, which consisted of a main house, ell or wing (little house), shed (back house) and

⁵² See Inventory Form for 180 Hollis Road (now 157 Ponemah Road) (AMH0009) by Lynne E. Monroe (1990) on file at NHDHR.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

barn. Amherst has a number of good examples, some of which are oriented parallel to the road and others that are oriented at right angles. They include 82 Chestnut Hill Road (#108; photo #48) and 98 Spring Road (#6; photo #40).

With the growth of nearby Milford, a cluster of worker-scale housing on small, urban lots evolved in the southwest corner of Amherst, closest to Milford's town center. Border and Souhegan streets are lined with modest 1 ½ story dwellings built in the mid-19th through the early 20th century. Few can be tied to an architectural style, although a number feature bracketed doorhoods (#175; photo #49).

Non-residential resources

Three of Amherst's four cemeteries found outside the village are assumed to have their first burials in the early 19th century. The Chestnut Hill Road Cemetery (#113; photo #50) is enclosed with a stone wall; a wood fence mounted on granite posts provides access. The gravestones are a mix of slate and marble. The Cricket Corner Cemetery (#79; photo #51) is set within a wooden rail fence. Marble and slate stones are spread out; a distinctive wrought iron fence encloses a granite obelisk monument. The third cemetery is the Pauper Cemetery on Ponemah Road (#44; photo #52), a single, fairly recent stone enclosed by a wood rail fence supported by granite posts. The fourth cemetery, St. Patrick's Cemetery on Merrimack Road (#178), was laid out in 1869.

At the northwest corner of the Chestnut Hill Road Cemetery stands a rare town line boundary marker, a granite post with the initials "NB" for New Boston still visible on the north face (#113A; photo #53).

Six rural district schoolhouses remain standing from this period.⁵³ Among the oldest is District No. 9 Schoolhouse on Chestnut Hill Road (#112), thought to date from the early 19th century. District No. 4 schoolhouse at 65 Christian Hill (#152; photo #54) was built prior to 1860; it features a pedimented gable, center entry, and 6/6 window sash. Probably somewhat later is District No. 7 Schoolhouse at 16 Schoolhouse Road (#116; photo #55), a front-gabled structure that has undergone major renovations both while in school use and later.⁵⁴

The 1858, as well as the 1892 maps of Amherst show a number of small mills, primarily saw and grist mills, scattered around town. None remain standing. Although the survey's scope could not include foundations and cellar holes, foundations of at least two mill sites were identified. One was spotted on the east side of Pond Parish Road (#37; photo #56) and may be the sluiceway for a sawmill that appears in that location on the 1858 map. A second mill foundation is within the Joe English Conservation Land on Brook Road, probably the sawmill operated by R. Fletcher that appears on the 1858 map. The site includes a well maintained sluiceway and millrace, as well as the recently restored sawyer's cottage (#122; photo #57)

⁵³ Two of the schoolhouses have undergone extensive renovations, making them unrecognizable as former schools: District No. 5, the Ponemah Schoolhouse, at 118 Ponemah Road and District No. 8, or North School, at the intersection of Mack Hill and Sprague Roads. Due to their complete loss of integrity, they were not included in the survey.

⁵⁴ Dorothy Davis, "A Brief History Of The Schools In Amherst." *The Historical Society of Amherst Newsletter*, December, 1977.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

*1870 – 1920: Dairying, Summer Tourism & the Manchester & Milford Railroad*Residential resources

The continued lack of growth in Amherst throughout this period is yet again reflected in the relatively few new residences constructed in outlying areas. The final years of the 19th century continued to manifest front-gabled, sidehall plan dwellings, generally with an ell or wing. Connected farmsteads continued to be common.

59 Chestnut Hill Road (#105; photo #58) is an illustrative example of the 1 ½ story, front-gabled, sidehall-plan house; it features a one-story hipped-roof porch with turned posts, plain corner boards and cornice returns.

71 Mack Hill Road (#135; photo #59), a 2 ½ story example of the front-gabled, sidehall-plan house, has an unusual porch that projects from the front corner, capped with a pediment. The house also features a wall dormer on a side elevation.

Only a few Prairie style residences, an early 20th century style, were erected in Amherst. 108 Ponemah Road (#50; photo #60 and 61) is a superb example of this style, with its two-story, hipped-roof form, hipped-roof dormers, and varied use of siding on different stories—clapboards on the first story and wood shingles on the second. The house also features diamond-pane window sash, and a facade porch with paired posts. A small horse barn completes the property. A vernacular example of this style is 96 Chestnut Hill Road (#111; photo #62).

In the early 20th century, bungalows began to appear. A side-gabled bungalow on a fieldstone foundation with a hipped-roof dormer and entry porch with Doric columns (now enclosed) is found at 7 Lyndeborough Road (#161; photo #63). 60 Old Manchester Street (#213; photo #64) presents the classic extended roofline to cover the front porch, geometric-patterned window panes, and a fieldstone foundation. Its garage also dates from the early 20th century. The more common front-gabled form is exemplified at 8 Craftsman Lane (#200; photo #65), with its exposed roof rafters and full-width, hipped-roof front porch.

Much of Amherst's building activity during this period occurred around Baboosic Lake. Beginning in the 1890s, but not taking off until the 1910s and continuing for the next thirty years, small cottages sprang up around the lake. Two networks of new streets on the western shore, as well as a smaller section on the east shore (much of that side of the lake is in Merrimack) were soon lined with seasonal dwellings on tight lots. Fieldstone foundations and chimneys, porches, clapboards and/or shingle siding, and occasional use of decorative trim were typical design elements (#19, 20 & 23; photos #66, 67 & 68).

It appears that Amherst's other seasonal residents either resided in the village or in existing farmhouses. One of the few houses erected purposely for a summer house may be 3 Green Road (#147; photo #69), as its period, design and stunning westerly views suggest such use; however this has yet to be documented. It is also one of the few brick houses built outside the village. Nearby 83 Christian Hill Road (#148; photo #70) is a farm dating from late 18th/early 19th century; its rural location and ca. 1900 Colonial Revival porch, suggest it was used as a summer house at the turn-of-the-20th century.

A few examples of gambrel-roof houses, which became popular in the late 1910s and remained so for several decades, were located. Shed-roof dormers that spanned the eaves sides provided full use of the second level for living space. 2 New South Drive (#98; photo #71) represents this house type.

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Non-residential resources

Two district schoolhouses, both of which replaced earlier buildings on the site and are now private dwellings, survive. The District No. 2 Schoolhouse, also known as the Acre School (#222; photo #72), stands at 21 Border Street, while the District No. 3, or Cricket Corner Schoolhouse (#192; photo #73), stands at 359 Boston Post Road. Both reflect early 20th century schoolhouse designs, with their one-story, hipped-roof form.

Little seen resources, but nevertheless significant due to their relative rarity, are granite-block culverts that carry streams and brooks under local roads throughout the town. Typical examples were spotted on Mont Vernon Road (#227), Thornton Ferry Road (#228), Horace Greeley Road (#96), and Austin Road (#90).

Barns & Agricultural Outbuildings

Nowhere is the significance of agriculture in Amherst throughout the 19th and into the early 20th century expressed better than through the remarkable collection of barns and various other outbuildings that are found on all of the town's early roads. At least two examples of English barns, the earliest type of barns built in New England, were identified, one at 39 Mont Vernon Road (#144; photo #32) and one at 79 Horace Greeley Road (#96; photo #33). Undoubtedly more exist. Front-gable barns, the common form built throughout the 19th century, are found in large numbers on all of Amherst's early roads. 117 Ponemah Road (#51; photo #74), 340 Horace Greeley Highway (#34; photo #75), 14 Green Road (#146; photo #76) and 330 Horace Greeley Highway (#29; photo #77) represent just a few of the many variations. Early 20th century barns, identified by their gambrel roofs, are far less common, reflecting the initial decline of agriculture, but 377 Boston Post Road (#188; photo #78), which also features a silo and milk house, is an excellent example.⁵⁵

Two rare outbuildings in Amherst include a corn crib, at 82 Baboosic Lake Road (#15; photo #79) and a brick smokehouse at 14 Green Road (#146; photo #80). A structure at 20 Thornton Ferry Road (#77; photo #81) is thought to be a potato shed.

In the second quarter of the 20th century, poultry coops sprang up on many farms. Since they were generally flimsily built, only a few have survived. 39 Mont Vernon Road (#144; photo #82) is a two-story example, while the coop at 65 Lyndeborough Road (#164; photo #83) is a particularly lengthy one. The barn at 16 Thornton Ferry Road (#76; photo #84), with its many windows, illustrates a barn converted to a poultry house.

The right-of-ways for Amherst's two rail lines remain visible, and along the B&M's Manchester & Milford branch, several bridge abutments survive (#31 & #38; photo #86 & 87). Granite box culverts that were built to channel streams under the railroad bed are also found, especially between Walnut Hill Road and Dream Lake (#226; photo #88).

⁵⁵ Once a common part of the agricultural landscape, only three silos were spotted during the course of the survey, one of which that stood on Old Manchester Road, was removed during the course of this project. The other stands at 69 Chestnut Hill Road (#106).

AREA FORM

AMHERST TOWN-WIDE AREA FORM

*1920 – 1960: Poultry, Arrival of Automobile*Residential resources

As with much of the 19th century, residential and commercial development remained minimal. New dwellings included bungalows, Colonial Revival 2 ½ story buildings, as well as houses that do not fall into any particular architectural style or typology. In the late 1940s and early 1950s, capes were the most common house type, embellished with simple Colonial Revival details at the entrance; a pair of gabled dormers on the front roof slope and a shed-roof dormer on the rear were also typical features.

Although increased use of the automobile affected the type of resources that were constructed during this period, the impact was primarily felt on commercial resources. Most new houses were built with accompanying garages, initially small, detached one-bay structures, but by the end of World War II, they were attached.

Amherst's colonial origins were revealed in a strong interest in building traditionally designed residences—a trend that continues today. 126 Ponemah Road (#54; photo #89) and 239 Boston Post Road (#216; photo #90) are particularly good examples of 2 ½ story, side-gabled roof dwellings with simple Colonial Revival entries.

Capes, also designed with simple Colonial Revival detailing focused at the entrance, are scattered throughout the town's early roads; good examples can be seen at 122 Ponemah Road (#62; photo # 91 & 92), which retains an original garage; 75 Merrimack Road (#85; photo #93), which features sunray ornament in the gabled dormers and fluted entry pilasters; and 3 Thornton Ferry Road (#181; photo #94), with its small diamond-pane windows and early breezeway.

Examples of more modest side-gabled dwellings include 27 Old Nashua Road (#64; photo #95), with its fieldstone exterior chimney (at the time the house was built, Old Nashua Road was Route 101A); and 350 Boston Post Road (#193; photo #96), which has a hipped-roof facade porch and early garage. 2 Cricket Corner Road (#86; photo #97 & 98) displays a rusticated concrete-block foundation and an early shop/garage.

A particularly distinctive mid-20th century house stands at 172 Mack Hill Road (#128; photo #99); its broad width, shingled walls, diamond-pane casement sash and gambrel roof recall the appearance of a First Period (17th/early 18th century) house. Another unusual dwelling from this period is 64 Walnut Hill Road (#202; photo #100), the only example of an English Cottage found in town.

Seasonal houses continued to appear, still concentrated around Baboosic Lake. A far smaller body of water, Damon Pond, was also developed with a modest cluster of camps and cottages in the 1940s and '50s (#115; photo #101). One of the few inland camps that was noted is at 24 Brook Road (#119; photo #102). Amherst was home to a number of children's camps in the early-mid 20th century, of which Camp Judea is among the best examples. Located off Camp Road on the east shore of Baboosic Lake, the camp has a number of cabins, lodge and other structures built over several decades, as well as a 19th century barn on Camp Road (#32; photo #103 & 104).

Non-residential resources:

Although the Horace Greeley Highway (Route 101) had been a primary artery throughout much of Amherst's history, after it was designated a state road in the 1910s, it brought yet more traffic through town, including small restaurants, tourist cabins and other commercial establishments. Today, few

AREA FORM

AMHERST TOWN-WIDE AREA FORM

survive, but a former restaurant/gas station that stands in front of three cabins remains at 276 Horace Greeley Highway (#24; photo #105-107). Although the restaurant is much altered, the cabins retain a high level of integrity: they are clad with novelty siding, have original wood and glass-panel doors and casement windows. One of them is an unusual double cabin. The Homestead Grocery at 432 Boston Post Road (#185; photo #108) had its origins as a “fast food” restaurant; its location on a major artery, as well as the edge of Honey Pot Pond, undoubtedly were ingredients for success. Increased travel on the Horace Greeley Highway eventually necessitated a cattle underpass at Baboosic Farm (#33; photo #109).

The Horace Greeley Highway (Route 101) was realigned several times, but traces of its former road bed are evident. Of special interest is an early bridge at the intersection of Corduroy Road and Boston Post Road Extension (#199; photo #110), which has its granite-block abutments and early 20th century deck intact, and is believed to be the only extant vehicle bridge in Amherst that pre-dates 1950.

One of the few town buildings erected during this period is the Town Beach bathhouse and concession stand on the west shore of Baboosic Lake (#22; photo #111).

Agriculture continued to be represented by barns and other outbuildings, although far fewer were erected in the early-mid 20th century than previously. (NB: Twentieth century barns and outbuildings are included in discussion in previous section). A concrete-with-granite-cap cold storage cellar for apples at the south end of Pine Road (#25; photo #112) is a rare reminder of the thriving orchards that once dotted Amherst’s hillsides.

1960 – 2009: Emergence as Commuter Town

Residential resources

With the start of the 1960s, Amherst exploded with new residential growth, dramatically changing its landscape. Former fields, pastureland and woodlands become home to cul-de-sacs and subdivisions, creating a spider’s web of small lots between the earlier roads, and stretches of historic roads with undeveloped frontage were few and far between. In 1995, 83% of the town’s housing stock had been built after 1965.⁵⁶

The first major development was Oak Hill (#224; photo #113), off Dodge Road, begun in 1960; as was true in the capes and some other houses from the 1920-40s, the design of these houses continued to reflect Amherst’s colonial roots, incorporating the full range of Georgian, Federal and Colonial Revival styles, expressed in both 1 ½ and 2 ½ story buildings. The houses built in the Bloody Brook subdivision (#225; photo #114) in the mid-1960s were intended to simulate houses in Old Deerfield Village. Many other subdivisions soon followed suit. Among the few to deviate from traditional design is a group of approximately seven houses on Center Road (#223; photo #115), a cul-de-sac laid out in the late 1970s where each house is comprised of modular-type forms with steeply pitched shed roofs.

A more unusual development from this period was Dream Lake (#14; photo #116), a project started in 1961 by Melio Riccitelli and made up of an artificial lake surrounded by relatively modest dwellings. Riccitelli’s own house (#14; photo #117), sandwiched between Baboosic Lake Road and the lake, and an adjacent house built for his sister are one-story dwellings on high fieldstone foundations and with a fieldstone chimney.

⁵⁶ “Population and Housing,” 1968 Amherst Master Plan (updated 1978 & 1995).

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Development throughout this era was predominantly single-family and spread throughout town. Only a few condominiums and duplexes, and one mobile home park (started in 1957 off Boston Post Road), were constructed.

Non-residential resources

The impact of new residential development put an enormous strain on existing educational resources, resulting in several major school projects. In the mid-1960s, the town constructed the Harold H. Wilkins Memorial School in the village, followed by a new Middle School in 1974. In 1992, the thoroughly modern Souhegan High School opened on Boston Post Road, which returned local students to town. New police and fire stations were erected in 1980 and 1988 respectively, while South Amherst received a fire station to cover the many developments that had occurred in that section of town.

22. Statement of Significance

National & State Register Listings

With the exception of Amherst Village and New Boston AFS Historic District, which were not part of this survey project, there are no properties in Amherst listed on the State or National Registers.

In previous work undertaken in conjunction with state highway planning projects, mostly evaluations done in 1990 for Milford-Nashua (Route 101A), the following properties were determined eligible for listing. However, since street numbers have changed since 1990 and the forms on file at NHDHR lack photographs, it was sometimes difficult to match these properties with those identified in this survey. Furthermore, some of the following may no longer be standing.

Jasper Farm (Area C)

- Route 101A (AMH0021)
- 120 Route 101A (AMH0022)
- 126 Route 101A

[Since this area, which fronts on Route 101A just east of Eastern Avenue, was omitted from the survey, it is recommended that it be investigated, since it is the site of perhaps the town's largest poultry operation and included two bungalow houses, three tenants' cottages, and various coops and factory buildings associated with the poultry industry.]

8 Craftsman Lane

10 Craftsman Lane

South Ponemah Road Historic District (Area P)

- 156 Ponemah Road [inventory form lists as Hollis Road]
- 155 & 157 Ponemah Road (AMH0008)
- 180 Hollis Road
- 108 Hollis Road
- 155 Hollis Road
- 168 Hollis Road

[It is recommended that the determination of eligibility of this area be revisited, due to new construction and alterations over the past 20 years. Furthermore, those listed as Hollis Road are now Ponemah Road, with a different street number; without a photograph on the NHDHR inventory form, it is difficult to match these properties against those surveyed in this report]

23 Ponemah Hill Road

AREA FORM**AMHERST TOWN-WIDE AREA FORM**

106 Ponemah Road
107 Ponemah Road (AMH0015) [inventory form on file lists as 113 Ponemah Road]
117 Ponemah Road
137 Ponemah Road
44 Stearns Road

Significant development patterns & building types

Although Amherst was a shire town and major center of political and social activity between 1760 and the second quarter of the 19th century, the outlying areas of town were affected only minimally by its stature. Agriculture remained the economic backbone of the community well into the 20th century. Although the best soils were in the Souhegan River intervalle in the southern section of town, farmsteads, many with significant outbuildings, are scattered throughout town, reflecting the community's dependence on subsistence farming and later, dairying and poultry. Accordingly, outside the village, farmsteads and open fields, pastures and woodland best express Amherst's early history.

The most architecturally sophisticated residences tend to be along the Boston Post Road (Second New Hampshire Turnpike), where a number of surviving taverns are located. In the late 19th and early-mid 20th century, when the town attracted tourists and summer residents, small cottages were built on the shores of Baboosic Lake and Damon Pond, and farms were converted to summer houses in upland areas where there were open views. Many of these survive.

The surprising number of historic granite culverts that remain on rural roads is noteworthy. Others are found along the Manchester & Milford railroad line.

Recommendations for future inventory work

Optimally, an inventory of the entire town would be undertaken, but given realistic constraints on time and financial resources, the following might be considered priorities for future inventory work, in no particular order:

- Barns and associated outbuildings (milk houses, silos, blacksmith shops, corn cribs, etc.)
- Rural former agricultural areas, such as
 - Walnut Hill Road
 - Christian Hill Road
 - Lyndeborough Road
 - Intersection of Christian Hill & Lyndeborough roads
 - Spring-West Parish-Upham-County roads
 - Mack Hill Road
- Cottages around Baboosic Lake
- Taverns
- Boston Post Road (ultimately entire length, but make it a priority to inventory from Corduroy Road to south boundary of Amherst Village Historic District, due to the particularly impressive group of historic residences along this entry corridor into the village)
- Granite culverts (these are often fragile resources; in Amherst, many are located on scenic roads)
- Resources that are specifically cited under Architectural Description
- Archeological

AREA FORM**AMHERST TOWN-WIDE AREA FORM**

NB: Any future inventory work should be integrated with the existing Howard Locke files, compiled between 1920 and 1959, and which provide an extraordinary collection of information on most of the town's buildings.

Recommendations for other preservation planning activities

- New Hampshire has recently adopted a new type of zoning mechanism, Neighborhood Heritage Districts, which are designed to protect the intrinsic character of an area that might lack sufficient architectural or historical integrity to qualify for a traditional historic district. NHDs discourage demolition of significant buildings, structures or character-defining landscape features. They also guide change, reuse and review new construction. Future inventory work, including that specified above, will assist in identifying eligible areas in which to establish an NHD. *Neighborhood Heritage Districts, A Handbook for New Hampshire Municipalities* can be accessed at <http://www.nh.gov/nhdhr/publications/documents/NHNeighborhoodHeritageDistrictsHandbook.pdf>.
- Demolition Review Ordinance: A number of New Hampshire communities, including Concord, Keene, Londonderry, Stratham, Weare, Rye, Derry, and others have adopted this highly useful amendment to the building code that imposes a delay of up to 49 days when a qualifying structure is proposed for demolition. The usual triggers are that the structure is more than fifty years old, is visible from a public right-of-way, and exceeds a minimum square footage (usually 300-500 SF). The ordinance does not prohibit demolition, but allows time to discuss alternatives with the owner and, at a minimum, to document and perhaps salvage components prior to demolition.
- Promote the barn easement program
- Consider adding Walnut Hill Road and the eastern section of Horace Greeley Road to the town's sixteen existing scenic roads

23. Periods(s) of Significance

n/a

24. Statement of Integrity

While there are numerous resources from all periods and throughout the town that retain a high level of integrity, the magnitude of residential growth that occurred after 1960 eroded much of Amherst's open space, creating an inner road system that is a virtual spider's web of cul-de-sacs and loops. With its proximity to employment, it became an affluent bedroom community. The larger, more architecturally sophisticated houses have typically been spared from demolition, though intense restoration campaigns sometimes lack documentation or an understanding of significant interior features. More modest houses, lakeshore cottages and agricultural outbuildings are likely the most endangered. The Amherst Heritage Commission has taken a proactive role in recent years, restoring a rare corn crib and commissioning this report.

Although tremendous population growth in the post-1960 era has dramatically altered the rural landscape in much of town, most rural roads retain stone walls. Such walls frequently are seen in undeveloped woodlands, as well.

25. Boundary Justification

n/a

AREA FORM

AMHERST TOWN-WIDE AREA FORM

26. Boundary Description

n/a

27. Bibliography and/or References

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AREA FORM

AMHERST TOWN-WIDE AREA FORM

Maps & Plans

- 1740 "A Plan of the Township of Souhegan."
- 1806 "A Plan of Amherst and Mont Vernon." Surveyed by Daniel Warner.
- 1858 "Map of Amherst." From *Map of Hillsborough County*. Surveyed by J. Chace Jr. Published by Smith, Mason & Co., Boston.
- 1892 *Town and City Atlas of the State of New Hampshire*. Boston: D. H. Hurd.
- 1906 USGS quad
- 1942 Map of Amherst, New Hampshire.
- 1949 "Reference map." Drawn by Howard R. Locke.
- 1953 USGS quad
- 1956 "Town of Amherst Highway Map."

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Table of Surveyed Properties

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
77	Amherst St.	174		ca. 1870s	
81	Amherst St.	173		ca. 1895-1905	
84	Amherst St.	179		ca. late 18 th c.	Detached English barn
120	Amherst St.	180		ca. 1910	
	Austin Rd.	90		ca. mid-late 19 th c.	granite block culvert on discontinued section of road
29	Austin Rd.	89		ca. 1860-80	Good assemblage of agricultural outbuildings, including attached barn & chicken coop
61	Austin Rd.	123		mid-late 18 th c.	Extended cape; English-type barn
12	Baboosic Lake Rd	12		1948	
16	Baboosic Lake Rd	13		ca. late 18 th c.	
82	Baboosic Lake Rd	15		ca. 1850-70s	Gable front barn with house; corn crib & tool shed/blacksmith shop (?) across street on subdivided land
100	Baboosic Lake Rd	16		ca. 1800-20	Connected farmstead with English-type barn
106	Baboosic Lake Rd	20		ca. 1938-42	Unusual cluster of seasonal cottages
118	Baboosic Lake Rd	18		ca. late 18 th c.	Connected farmstead with gable front barn
--	Bloody Brook Rd.	225			1965 housing development
11-48	Border St.	175		mid-19 th – mid-20 th c.	Cluster of workers' housing near Milford
21	Border St.	222		1913	Dist. 2 schoolhouse (Acre School); replaced earlier one on site; closed ca. 1930
--	B&M RR: Manchester & Milford Branch	31, 38, 226		1899-1900	former RR line, now a trail; several bridge abutments and granite box culverts survive
--	Boston Post Rd.	38		1899-1900	B&M Manchester & Milford Branch RR bridge abutments
10	Boston Post Rd.	142		ca. mid-19 th c.	
40	Boston Post Rd.	141		ca. 1800	brick Federal house (only one noted from 18 th or 19 th c. outside village)
226	Boston Post Rd.	221			
228	Boston Post Rd.	220		ca. 1760-1790	
230	Boston Post Rd.	219		ca. 1920s	bungalow
232	Boston Post Rd.	218	T56	ca. 1740s-1770s	Joshua Atherton House; said to be town's first frame house (NB: #217 may have been original house, later became ell and ultimately moved across road). Tavern on turnpike.
233	Boston Post Rd.	217	T56A	ca. 1740s-1772	Only known surviving garrison house outside village. First jail in colonial Amherst. Later Joshua Atherton's house (or part of), ultimately becoming an ell. Moved to present site in 1925.
239	Boston Post Rd.	216		1948	

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
244	Boston Post Rd.	215			former tavern. run as foster home for boys 1946-52 by Herbert & Betty Harding
250	Boston Post Rd.	214		ca. 1890-1900	small gable front horse barn
306	Boston Post Rd.	198		ca. early 19 th c.	later Colonial Revival details; lengthy ell/shed
322	Boston Post Rd.	197			early shed/horse barn
324	Boston Post Rd.	196		ca. 1760-1800	owned by Robert Frost's aunt, Sarah Frost Messer. Occu. by Frost as boy, summer/fall 1885
328	Boston Post Rd.	195		ca. 1770s	Georgian house; gable front barn; briefly ran as an inn in late 19 th c.
344	Boston Post Rd.	194	T49	ca. 1770s	Eaton's Tavern
350	Boston Post Rd.	193		1929	early garage
359	Boston Post Rd.	192	T47	ca. 1910-1915	Cricket Corner School (Dist. 3 schoolhouse); similar design to 21 Border; last district school to close (1935)
361	Boston Post Rd.	191			
369	Boston Post Rd.	190		ca. 1800	"L" shape; gable front bank barn
376	Boston Post Rd.	189		ca. 1820s	late 19 th c. front porch
377	Boston Post Rd.	188		ca. early 19 th c.	early 20 th c. gambrel barn with silo & milk house; gable front barn; extensive open fields
382	Boston Post Rd.	187		ca. 1760/1800	rear ell predates main block; former tavern; dairy farm until mid-20 th c.
423	Boston Post Rd.	186		ca. late 18 th c.	
432	Boston Post Rd.	185		ca. 1920s	fast food restaurant in mid-20 th c. Converted to grocery store in 1971
474	Boston Post Rd.	184			
481	Boston Post Rd.	183			
	Boston Post Rd. @ Rt. 101	199			granite bridge abutments for earlier bridge over former route of Boston Post Rd.
37	Broadway	23		ca. 1940s	part of large lakefront cluster of cottages
19	Broadway	22		1950s	town bath house
4	Brook Rd.	117		ca. late 18 th c.	
18	Brook Rd.	118		ca. early 19 th c.	
24	Brook Rd.	119		1949	camp
43	Brook Rd.	120		ca. early 19 th c.	
54	Brook Rd.	121			
65	Brook Rd.	122		mid 19 th c.	sawyer's cottage (original owner R. Fletcher) and foundations of sawmill, including well-maintained sluiceway & mill race
2-4	Camp Rd	32		mid-20 th c.	Camp Judea: cabins, lodge, 19 th c. barn
1-7	Center Rd.	223		late 1970s	Group of seven houses of contemporary design – rare deviation from usual use of traditional design
	Chestnut Hill Rd.	113		19 th c.	Chestnut Hill Cemetery
??	Chestnut Hill Rd.	114		ca. 1950s	Rare non-traditionally designed house

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
25	Chestnut Hill Rd.	102		ca. 1850	gable front barn
46	Chestnut Hill Rd.	103		ca. 1770s	connected farmstead with gable front barn
52	Chestnut Hill Rd.	104		ca. mid-19 th c.	
59	Chestnut Hill Rd.	105		ca. 1890-1900	ca. 1920s garage
69	Chestnut Hill Rd.	106		early 20 th c.	silo: only historic outbuilding from former farm; agricultural setting retained
72	Chestnut Hill Rd.	107		ca. late 19 th c.	ca. 1930s garage/shop
82	Chestnut Hill Rd.	108		ca. 1865	small gable front barn
89	Chestnut Hill Rd.	110		ca. 1780	lengthy ell/carriage wing; detached gable front barn
96	Chestnut Hill Rd.	111		ca. 1919	Prairie style house
97	Chestnut Hill Rd.	112		ca. early 19 th c.	No. 9 Schoolhouse
17	Christian Hill Rd.	159		ca. 1900	extensive overgrown fields
39	Christian Hill Rd.	158		late 20 th c.	gable front barn; chicken coop; existing house likely on site of 18 th or 19 th c. dwelling
55	Christian Hill Rd.	154		ca. 1834	distinctive, rare granite-block house with brick gable ends; field & gable front barn across road
61	Christian Hill Rd.	153		ca. 1850	"Christian Hill Farm;" lengthy wing; gable front bank barn; extensive fields
65	Christian Hill Rd.	152	T99	pre-1860	Dist. 4 schoolhouse; closed ca. 1912
82	Christian Hill Rd.	149	T97	ca. 1850s	Hartshorn House; thought to be built by carpenter/owner Jotham Hartshorn
83	Christian Hill Rd.	148	T96	ca. late 18 th /early 19 th c.	"Curtis Farm;" location & ca. 1900 Colonial Revival porch suggests summer house in early 20 th c.
90	Christian Hill Rd.	150		ca. 1900	originally attached to 83 Christian Hill Rd., moved ca. 1960
91	Christian Hill Rd.	151	T95	ca. 1810-20	"Hartshorn Farm;" federal house
	Cordoroy Rd. & Boston Post	79		19 th c.	Cricket Corner Cemetery
40	Cordoroy Rd.	80		ca. 1880	attached gable front horse barn
80	County Rd.	3		mid. 20 th c.	19 th c. barn; ca. mid-20 th c. house
8	Craftsman Ln	200		ca. 1830s	Federal cape with later alterations; Determined elig. for Nat'l Register (1990)
10	Craftsman Ln	201		ca. 1875	Determined elig. for Nat'l Register (1990)
2	Cricket Corner Rd.	86		1947	
24	Cricket Corner Rd.	70		ca. 1760-1800	
1	Cross Rd	69		ca. late 18 th c.	possibly former blacksmith shop built ca. 1850 –see 1983 History, p. 195 for ref.
--	Damon Pond cottages	115		1940s	cluster of approx. 8 lake cottages
6	Dodge Rd.	87			
64	Dodge Rd.	88		ca. 1880s`	ca. 1930s garageshop
	Dream Lake	14		1961	Ricitelli House, plus artificial lake and surrounding 1960-70s houses
4	Eaton Rd.	155		1861	

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
9	Eaton Rd.	156		ca. 1840-50s	highly distinctive Greek Revival house with 2-story portico; gable front barn
17	Eaton Rd.	157		ca. 1790s	wing/shed, detached gable front barn with milk house (?); former dairy farm & peach farm
5	Fellows Farm Rd.	109		ca. 1780s	lengthy wing, attached gable front barn; large barn foundation in rear
7	Grater Rd	17		ca. 1946	Colonial Revival cape
3	Green Rd.	147		ca. 1920s	location & appearance suggest it was constructed as a summer house
14	Green Rd.	146		ca. 1810	Federal house; superb collection of outbuildings, including detached gable front barn, brick smoke house, root cellar
23	Green Rd.	145		ca. 1770s	Georgian house; detached gable front barn
29	Greenwood Rd	19		1940	part of a cluster of lake cottages
2	Hillside Ave	21		1920-30s	Complex of lake cottages & cabins
--	Horace Greeley Hwy	31		1899-1900	Manchester & Milford RR abutments
276	Horace Greeley Hwy	24	T137B	1918-1920s	former restaurant; 3 roadside cabins; former filling station built by Thos. Harwell 1918
278	Horace Greeley Hwy	25		ca. 1930s	apple storage cellar – part of Elmwood Cider Mill
302	Horace Greeley Hwy	26		late 18 th c.	attached gable front barn
316	Horace Greeley Hwy	27 ?		ca. 1900	
318	Horace Greeley Hwy	27 ?		ca. 1920	detached barn
320	Horace Greeley Hwy	28			
330	Horace Greeley Hwy	29		ca. 1825-35	gable front barn; extensive fields
332	Horace Greeley Hwy	30			1 ½ story, 5x2 bay
340	Horace Greeley Hwy	34		ca. 1870s	Hillside Dairy (Bragdon Farm)
348	Horace Greeley Hwy	33		ca. late 18 th c.	cow underpass extensive open fields
	Horace Greeley Hwy	35		ca. late 18 th /mid 19 th c.	on discontinued portion of road bed; detached gable front barn
--	Horace Greeley Rd.	97			granite culvert (typical of those found throughout town)
6	Horace Greeley Rd.	91		ca. 1880s	
27	Horace Greeley Rd.	92		ca. 1830s	gable front barn built 1852; root cellar (?)
33	Horace Greeley Rd.	93		ca. 1900	
40	Horace Greeley Rd.	94		ca. 1850s	Greek Revival, diminutive 2 nd story windows; connected farmstead with gable front barn
78	Horace Greeley Rd.	95		ca. late 18 th c.	
79	Horace Greeley Rd.	96		ca. 1810s	Stephen Damon House; Moses Eaton stencils on interior; carriage wing & detached English barn (5 bays?)
106	Horace Greeley Rd.	99		ca. 1790s	connected farmstead with gable front barn
107	Horace Greeley Rd.	100		ca. 1830s	
114	Horace Greeley Rd.	101		ca. 1780	Horace Greeley Birthplace; gable front bank barn

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
11	Lake Front St	21		1920-40	Part of large cluster of cottages & cabins on Baboosic Lake
2	Lakeside Dr	19		1909-40	Part of large cluster of cottages & cabins on east shore of Baboosic Lake
19	Lakeview St	21		1930s	Part of large cluster of cottages & cabins on Baboosic Lake
4	Lynch Farm Rd	10			
4	Lyndeborough Rd.	160		ca. 1900	
7	Lyndeborough Rd.	161		ca. 1910	
20	Lyndeborough Rd.	162		ca. 1800	ca. 1900 (?) barn; beautifully laid split-granite wall at barnyard entrance
31	Lyndeborough Rd.	163		ca. 1770s	Georgian house
46?	Lyndeborough Rd.	169		ca. 1832	Benjamin Hastings house; cooper's shop on site (current owner moved to become ell)
65	Lyndeborough Rd.	164		ca. mid-19 th c.	exceptionally lengthy, 2-story chicken coop
70	Lyndeborough Rd.	165		ca. 1850s	Greek Revival entry; pedimented gable
73	Lyndeborough Rd.	166		ca. 1860-70s	bracketed doorhood
74	Lyndeborough Rd.	167		ca. 1900	vernacular cottage
75 ?	Lyndeborough Rd.	168			
	Mack Hill Rd.	136		mid-20 th c.	cluster of capes
71	Mack Hill Rd.	135		1916	"Mack Farm;" original house burned; bank barn foundation across road
86	Mack Hill Rd.	132		late 18 th c. (?)	gable front barn
95	Mack Hill Rd.	131		ca. 1870s	steep facade dormers; barn, silo, overgrown fields
103	Mack Hill Rd.	124		ca. late 18 th c.	early 20 th c. garage
112	Mack Hill Rd.	n/a		19 th c.	Dist. 8 schoolhouse (North School); enveloped in new house
146	Mack Hill Rd.	125		ca. late 18 th c.	connected farmstead with gable front barn
158	Mack Hill Rd.	126		ca. 1860s-70s	gable-front house
172	Mack Hill Rd.	128		1940	gambrel-roof house with diamond-pane casement windows
173	Mack Hill Rd.	127			English-type barn; various early 20 th c. outbuildings
196	Mack Hill Rd.	129		ca. 1810	lengthy shed; detached gable front barn
	Merrimack Rd.	178		1869	St. Patrick's Cemetery
24	Merrimack Rd.	176		ca. 1850	Federal house with distinctive arched, recessed entry; carriage wing
75	Merrimack Rd.	85		1940	Colonial Revival cape
83	Merrimack Rd.	84		ca. 1923	
86	Merrimack Rd.	82		ca. 1900	early-mid 20 th c. outbuildings
87	Merrimack Rd.	83		ca. 1920	camp
??	Merrimack Rd.	81		ca. 1900	just W of Cricket Corner
--	Mont Vernon Rd.	227			granite block bridge with newer metal culverts
31	Mont Vernon Rd.	143		ca. late 18 th c./early 19 th c.	

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
39	Mont Vernon Rd.	144		ca. 1800	cape with lengthy wagon wing; English barn; 2-story chicken coop
34	New Boston Rd.	137			
2	New South Dr.	98		ca. 1910s	gambrel-roofed house
--	Oak Hill Rd.	224		1960s	first large one in town housing development
5	Old Manchester Rd.	209		ca. 1760-80	Georgian house; attached barn to house; second gable front barn, silo [removed Fall '09], equipment shed across road
10	Old Manchester Rd.	210		ca. mid-19 th c.	connected farmstead with lengthy wing and gable front horse barn
23	Old Manchester Rd.	211		ca. 1770s	Georgian house; barn
54	Old Manchester Rd.	212		ca. 1790s	Georgian house
60	Old Manchester Rd.	213	T151	ca. 1917	Bungalow with early garage
16	Old Milford Rd.	170		ca. late 18 th c.	Georgian cape; attached horse barn
25	Old Milford Rd.	171		ca. mid-19 th c.	Greek Revival peaked entry surround; detached bank barn (reduced in height & lengthy)
3	Old Mount Vernon Rd.	140		ca. 1830s	cape
19	Old Mount Vernon Rd.	138		ca. 1920	cottage; detached English-type barn
26	Old Mount Vernon Rd.	139		ca. 1840s	Greek Revival house, lengthy ell/shed
27	Old Nashua Rd	64		1935	Built by PSNH
	Pond Parish Rd.	36		19 th c.	double stone walls edging former road bed, showing earlier alignment of road
	Pond Parish Rd.	37		ca. mid-19 th c.	sluiceway for former mill (saw mill on 1858 map?)
1	Ponemah Hill Rd	58		ca. 1918	cape
7	Ponemah Hill Rd	56		ca. 1820-30s	Federal house
23	Ponemah Hill Rd	57		ca. 1770s	Georgian house with ca. 1830s wing; Determined elig. for the Nat'l Register (1990)
26	Ponemah Hill Rd	57A		19 th c.	gable front barn historically associated with 23 Ponemah Hill Rd.
	Ponemah Rd.	42		1899-1900	Manchester & Milford RR bridge abutments
--	Ponemah Rd.	44		20 th c.	Pauper's Cemetery; late 20 th c. single marker
6	Ponemah Rd.	39		ca. mid-19 th c.	cape
54	Ponemah Rd.	41		ca. 1880s	connected farmstead with wing & gable front barn
62	Ponemah Rd.	43		ca. 1820-30s	lengthy ell
102	Ponemah Rd.	46		ca. 1780s	Currier's Dairy
104	Ponemah Rd.	47	T20	1928	cape; 2 ca. 1920-30s garages. Built on site of Ponemah RR Depot
105	Ponemah Rd.	45		ca. 1950	former warehouse (?)
106	Ponemah Rd.	49		ca. 1840-55	Greek Revival house with ell & gable front barn. Occupied by Charles McKay, station agent for Ponemah depot. Determined elig. for the Nat'l Register (1990)

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
107	Ponemah Rd.	48		1795/ca. mid 19 th c.	David Danforth Tavern; surveyed in 1990 as AMH0015; determined elig. for the Nat'l Register
108	Ponemah Rd.	50	T17	ca. 1904	Prairie style house (particularly good example); detached horse barn. First owner was Ponemah station master
112	Ponemah Rd.	52		ca. mid-19 th c.	
117	Ponemah Rd.	51		ca. late 18 th c.	four-bay scribe-rule gable-front barn. Determined elig. for the Nat'l Register (1990)
118	Ponemah Rd.	63		ca. early 19 th c.	Dist. 5 schoolhouse (Danforth's Corner); substantially altered
122	Ponemah Rd.	62		1941	Cape & matching garage; built by Lloyd Mack
126	Ponemah Rd	54		1922	Colonial Revival house; early 20 th c. outbuildings
131	Ponemah Rd	53		ca. late 18 th c.	detached gable front barn
146	Ponemah Rd	55		ca. mid-19 th c.	connected farmstead with gable front house & barn
153	Ponemah Rd.	59		ca. early 19 th c.	extended cape with ca. 1930s dormer; attached wagon shed; 2 bunk rooms moved here from military tracking station
157	Ponemah Rd.	60		ca. 1800-10s	19 th c. cottage/shop; early 20 th c. garage
168	Ponemah Rd.	61		late 18 th c.	cape
3	Roberge Dr.	134		ca. 1950s	ranch (one of few in town)
6	Roberge Dr.	133			
??	Route 101A	65		ca. late 18 th c.	cape converted to bank
40	Route 101A	35			
16	Schoolhouse Rd.	116		ca. mid-19 th c.	District 7 Schoolhouse, also called Greeley School; several renovation periods
57	Seaverns Bridge Rd	71		ca. 1800	cape
92	Seaverns Bridge Rd	72		ca. early 19 th c.	cape; English-type barn
94	Seaverns Bridge Rd	73		ca. late 18 th c.	
1	Smith Lane	40		ca. late 18 th c.	cape with Greek Revival entry surround; early 20 th c. outbuildings; extensive fields
105	Souhegan Ave.	177		ca. 1890-1920	two former farms
73-109	Souhegan St.	175		mid-19 th – mid-20 th c.	cluster of vernacular dwellings largely occupied by commuters to Milford's mills
8	Sprague Rd.	130		ca. mid-19 th c.	moved in 1980s from NW corner Sprague & Mack Hill roads
47	Spring Rd.	25		ca. 1930s	concrete block apple storage cellar for cider mill
66	Spring Rd.	9		mid-19 th c.	Greek Revival; mid-late 20 th c. barns
86	Spring Rd.	5		ca. 1800	cape with attached shed & gable front barn; extensive fields & stone walls
98	Spring Rd.	6		ca. 1860s	connected farmstead with gable front house, lengthy wing & gable front barn

AREA FORM

AMHERST TOWN-WIDE AREA FORM

Street #	Street Name	Survey Map #	Locke Map #	Approx. Construction Date*	Notes and outbuildings on site
102	Spring Rd.	8	T66A	ca. 1760-80	Georgian cape with carriage wing; unusual field boulder wall to west; barn foundations
26	Stearns Rd.	27		ca. 1920	detached barn
28	Stearns Rd.	26		ca. late 18 th c.	Greek Revival entry surround; gable front barn; pond
44	Stearns Rd.	67		ca. late 18 th c.	lengthy wing; Determined elig. for the Nat'l Register (1990)
--	Thornton Ferry Rd. I	228		late 19 th c.	Bridge made of granite block said to be from old jail; recent metal culverts
3	Thornton Ferry Rd. I	181		1948	Colonial Revival cape with attached garage
35	Thornton Ferry Rd. I	2		ca. mid-19 th c.	kneewall cape
2	Thornton Ferry Rd. II	74		ca. mid-19 th c.	cape with attached gable front barn
6	Thornton Ferry Rd. II	75		ca. late 18 th c.	cape; gable front barn; "Weston Farm" - was large market garden in early-mid 20 th c.; farm field across road conserved by Conservation Comm.
16	Thornton Ferry Rd. II	76		ca. 1810	gable front barn later converted to chicken coop
20	Thornton Ferry Rd. II	77		ca. mid-19 th c.	Greek Revival house; long shed said to be potato shed (if true, only one noted in town)
34	Thornton Ferry Rd. II	78		ca. 1900.	shop/garage
99	Thornton Ferry Rd. II	7		19 th c.	saw mill originally on site - largely destroyed by fire ca. 1980
2	Upham Rd	4		ca. late 18 th -early 19 th c.	connected farmstead with wing & gable front barn; ca. early 20th c. shop; ca. 1930-40s garage
1	Walnut Hill Rd.	208		ca. 1870-80s	vernacular Italianate house; English-type barn
20	Walnut Hill Rd.	207	T141	ca. early 19 th c.	Whiting-Arthur Underwood Farm; operated as a market garden until 1960, growing mostly fruits. (Orchardview Drive & Whiting Farm Road developments came out of it)
27	Walnut Hill Rd.	206		ca. late 18 th c.-early 19 th c.	multiple building campaigns; attached gable front barn
31	Walnut Hill Rd.	205		1977	wood-frame house with diagonally laid brick facade panels
40	Walnut Hill Rd.	204		ca. early 19 th c.	gable front barn with early 20 th c. appendages across road; extensive pasture (horse farm); "Walnut Hollow Farm"
61	Walnut Hill Rd.	203		ca. 1780-90s	cape; gable front bank barn
64	Walnut Hill Rd.	202		1930	vernacular English cottage; early-mid 20 th c. outbuildings

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 1 description: 233 Boston Post Road (#217)



Photo 2 description: 232 Boston Road (#218)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 3 description: 102 Spring Road (#8)



Photo 4 description: 102 Spring Road carriage wing (#8)

AREA FORM

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Photo 5 description: 117 Ponemah Road (#51)



Photo 6 description: 168 Ponemah Road (#61)

AREA FORM

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Photo 7 description: 118 Baboosic Lake Road (#18)



Photo 8 description: 1 Smith Lane (#40)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 9 description: 114 Horace Greeley Road (#101)



Photo 10 description: 39 Mont Vernon Road (#144)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 11 description: 228 Boston Post Road (#220)



Photo 12 description: 228 Boston Post Road, detail of door surround (#220)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 13 description: 34 Thornton Ferry Road (#1)



Photo14 description: 24 Cricket Corner Road (#70)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 15 description: 61 Austin Road (#123)



Photo 16 description: 232 Boston Post Road (#218)

AREA FORM

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Photo 17 description: 244 Boston Post Road (#215)



Photo 18 description: 377 Boston Post Road (#188)

AREA FORM

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Photo 19 description: 324 Boston Post Road (#196)



Photo 20 description: 5 Old Manchester Road (#209)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 21 description: 23 Old Manchester Road (#211)



Photo 22 description: 54 Old Manchester Road (#212)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 23 description: 5 Fellows Farm Road (#109)



Photo 24 description: 31 Lyndeborough Road (#163)

AREA FORM

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Photo 25 description: 23 Ponemah Hill Road (#57)



Photo 26 description: 40 Boston Post Road (#141)

AREA FORM

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Photo 27 description: 40 Boston Post Road, detail of front entry (#141)



Photo 28 description: 369 Boston Post Road (#190)

AREA FORM

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Photo 29 description: 14 Green Road (#146)



Photo 30 description: 79 Horace Greeley Road (#96)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 31 description: 89 Chestnut Hill Road (#110)



Photo 32 description: English barn at 39 Mont Vernon Road (#144)

AREA FORM

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Photo 33 description: English barn at 79 Horace Greeley Road (#96)



Photo 34 description: 27 Horace Greeley Road (#92)

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Photo 35 description: 17 Eaton Road (#157)



Photo 36 description: 330 Horace Greeley Highway (#29)

AREA FORM

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Photo 37 description: 20 Thornton Ferry Road (#77)



Photo 38 description: 26 Old Mont Vernon Road (#139)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 39 description: 70 Lyndeborough Road (#165)



Photo 40 description: 98 Spring Road (#6)



Photo 41 description: 66 Spring Road (#9)



Photo 42 description: 9 Eaton Road (#156)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 43 description: 158 Mack Hill Road (#126)



Photo 44 description: 4 Eaton Road (#155)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 45 description: 73 Lyndeborough Road (#166)



Photo 46 description: 55 Christian Hill Road (#154)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 47 description: 24 Merrimack Road (#176)



Photo 48 description: 82 Chestnut Hill Road (#108)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 49 description: 48 Border Street (#175)



Photo 50 description: Chestnut Hill Road Cemetery (#113)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 51 description: Cricket Corner Cemetery (#79)



Photo 52 description: Pauper Cemetery on Ponemah Road (#44)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 53 description: Town line boundary marker on New Boston-Amherst town line (#113A)



Photo 54 description: District No. 4 Schoolhouse at 65 Christian Hill Road (#152)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 55 description: District No. 7 Schoolhouse at 16 Schoolhouse Road (#116)



Photo 56 description: Sluiceway at Pond Parish Road (#37)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 57 description: 65 Brook Road, sawyer's cottage (now part of Joe English Conservation Land) (#122)



Photo 58 description: 59 Chestnut Hill Road (#105)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 59 description: 71 Mack Hill Road (#135)



Photo 60 description: 108 Ponemah Road (#50)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 61 description: Horse barn at 108 Ponemah Road (#50)



Photo 62 description: 96 Chestnut Hill Road (#111)

AREA FORM

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Photo 63 description: 7 Lyndeborough Road (#161)



Photo 64 description: 60 Old Manchester Street (#213)

AREA FORM

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Photo 65 description: 8 Craftsman Lane (#200)



Photo 66 description: 2 Lakeside Drive (#19)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 67 description: 106 Baboosic Lake Road (#20)



Photo 68 description: 43 & 44 Broadway (#23)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 69 description: 3 Green Road (#147)



Photo 70 description: 83 Christian Hill Road (#148)

AREA FORM

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Photo 71 description: 2 New South Drive (#98)



Photo 72 description: 21 Border Street, formerly District No. 2 (Acre) Schoolhouse (#222)

AREA FORM

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Photo 73 description: 359 Boston Post Road, formerly District No. 3 (Cricket Corner) Schoolhouse (#192)



Photo 74 description: Barn at 117 Ponemah Road (#51)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 75 description: Barn at 340 Horace Greeley Highway (#34)



Photo 76 description: Barn at 14 Green Road (#146)



Photo 77 description: Barn at 330 Horace Greeley Highway (#29)



Photo 78 description: Barn and silo at 377 Boston Post Road (#188)



Photo 79 description: Corn crib at 82 Baboosic Lake Road (#15)

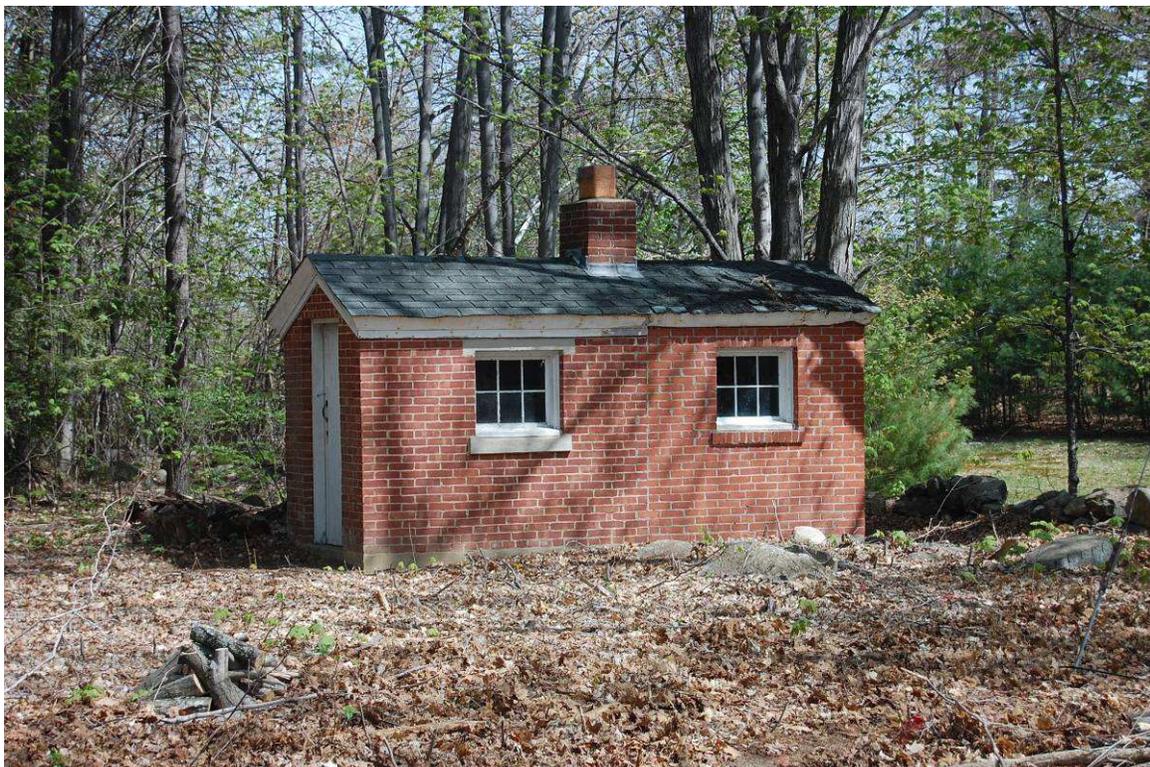


Photo 80 description: Smokehouse at 14 Green Road (#146)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 81 description: Potato shed (?), 20 Thornton Ferry Road (#77)



Photo 82 description: Chicken coop at 39 Mont Vernon Road (#144)

AREA FORM

AMHERST TOWN-WIDE AREA FORM

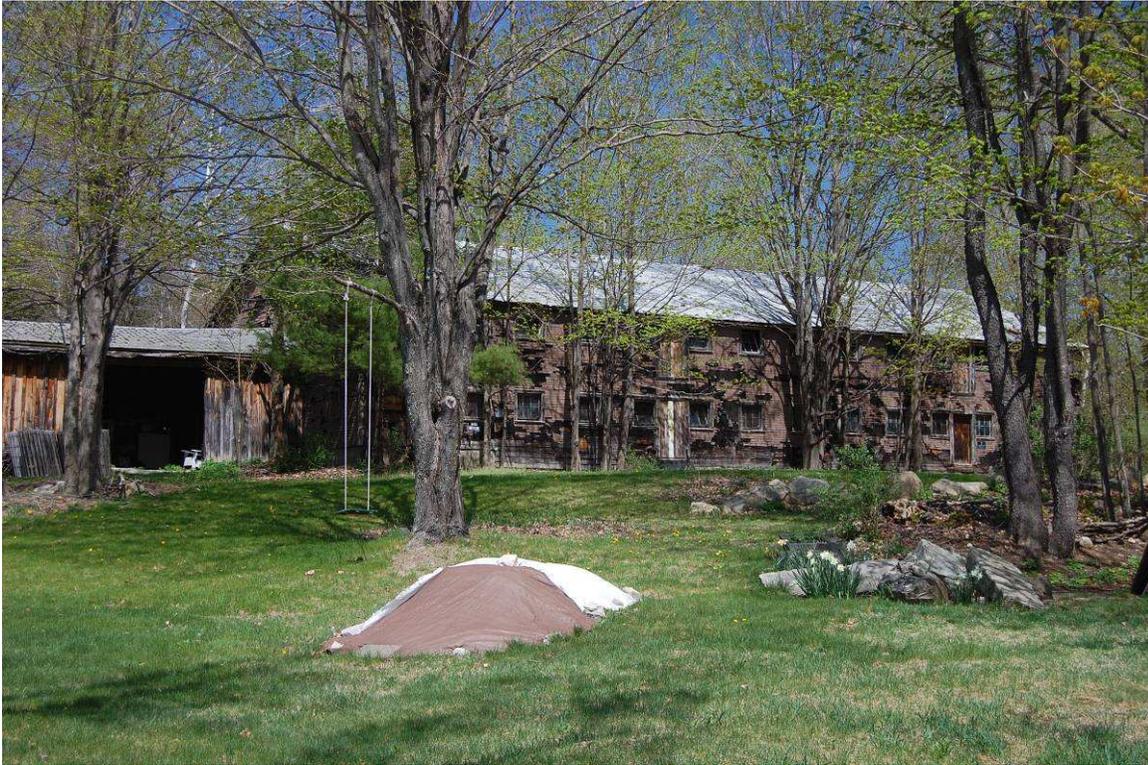


Photo 83 description: Chicken coop at 65 Lyndeborough Road (#164)



Photo 84 description: Barn (converted to chicken coop) at 16 Thornton Ferry Road (#76)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 85 description: 153 Ponemah Road (#60) – attributed to Philbrick brothers



Photo 86 description: Railroad bridge abutments (#31) for Manchester & Milford crossing over Quoquinnapassakessannagog Brook

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 87 description: Railroad bridge abutments for Manchester & Milford branch (#38)



Photo 88 description: Granite box culvert between Walnut Hill Road and Dream Lake for Manchester & Milford (#226)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 89 description: 126 Ponemah Road (#54)



Photo 90 description: 239 Boston Post Road (#216)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 91 description: 122 Ponemah Road (#62)



Photo 92 description: Garage at 122 Ponemah Road (#62)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 93 description: 75 Merrimack Road (#85)



Photo 94 description: 3 Thornton Ferry Road (#181)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 95 description: 27 Old Nashua Road (#64)



Photo 96 description: 350 Boston Post Road (#193)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 97 description: 2 Cricket Corner Road (#86)



Photo 98 description: Shop/garage at 2 Cricket Corner Road (#86)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 99 description: 172 Mack Hill Road (#128)



Photo 100 description: 64 Walnut Hill Road (#202)



Photo 101 description: 10 Damon Pond Road, Damon Pond Cottages (#115)



Photo 102 description: 24 Brook Road (#119)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 103 description: Camp Judea Cabins, Camp Road (#32)



Photo 104 description: Camp Judea barn, Camp Road (#32)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 105 description: Former restaurant/gas station, 276 Horace Greeley Highway (#24)



Photo 106 description: Double cabin behind former restaurant/gas station at 276 Horace Greeley Highway (#24)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 107 description: Cabins behind former restaurant/gas station at 276 Horace Greeley Highway (#24)



Photo 108 description: The Homestead Grocery, 432 Boston Post Road (#185)



Photo 109 description: Cattle underpass under Route 101 at Baboosic Farm (#33)



Photo 110 description: Bypassed bridge at the intersection of Corduroy Road and Boston Post Road Extension (#199)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 111 description: Town Beach bathhouse and concession stand, west shore of Baboosic Lake (#22)



Photo 112 description: Elmwood Cider Mill apple cold storage cellar, 278 Horace Greeley Highway (#25)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 113 description: Oak Hill development (#224)



Photo 114 description: Bloody Brook subdivision (#225)

AREA FORM

AMHERST TOWN-WIDE AREA FORM



Photo 115 description: Center Road subdivision (#223)



Photo 116 description: Dream Lake (#14)



Photo 117 description: Riccitelli House, Dream Lake (#14)