UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF NEW HAMPSHIRE

COMMITTEE TO SAVE THE DERRY RAIL TRAIL TUNNEL and

RAILS TO TRAILS CONSERVANCY,

Plaintiffs,

v.

SHAILEN BHATT, FEDERAL HIGHWAY ADMINISTRATION, ADMINISTRATOR,

PATRICK BAUER, FEDERAL HIGHWAY ADMINISTRATION, NEW HAMPSHIRE DIVISION, ADMINISTRATOR, and

WILLIAM CASS, NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, COMMISSIONER,

Defendants.

Civil Action No. 1:24-cv-262

COMPLAINT

1. Plaintiffs Committee to Save the Derry Rail Trail Tunnel and the Rails to Trails Conservancy file this case to protect an important New Hampshire historical resource, the 175-year-old Manchester and Lawrence Railroad ("M&L Railroad"), and to ensure its continued relevance as a vision of the past and a continuing means of transportation and recreation for future generations of Granite Staters. The M&L Railroad, a feat of engineering built nearly two centuries ago, played a vital role in connecting the Granite State with the rest of New England and the country before its abandonment in the 20th century.

2. Today, the efforts of engineering and labor that once served generations of rail passengers have renewed relevance as the site of a recreational multi-use rail trail providing

recreation and transportation opportunities for the community. As one of a dwindling number of railroad rights-of-way left in the state, the historic features of the M&L Railroad—its gentle curves, moderate slopes, and separation from car traffic—make it ideally suited for cyclists and pedestrians. The recreational trail, in turn, protects the historic right-of-way from future development while allowing thousands of weekly visitors to appreciate the engineering and history of the M&L Railroad.

3. The New Hampshire Department of Transportation ("NHDOT") is currently engaged in a project that threatens the historical integrity of the Manchester and Lawrence Railroad Historic District ("M&L Railroad Historic District"). NHDOT is using federal funds to build a new exit on Interstate 93 in Londonderry, as well as various local roads to connect the new exit to the towns of Londonderry and Derry (the "Project"). As part of this Project, a substantial new six-lane local road, Folsom Road, will be built atop and across the M&L Railroad Historic District, despite its protection by law as a historic property. The construction of the Project will thus cause significant harm to the M&L Railroad Historic District.

4. A federal law known as Section 4(f) of the Department of Transportation Act ("Section 4(f)") prohibits the use of historic properties, like this one, in federally funded transportation projects unless there is no feasible and prudent alternative and, even then, only if the project includes all possible planning to minimize harm to the historic property. 23 U.S.C. § 138(a)(3); 49 U.S.C. § 303(c).

5. In 2020, the Federal Highway Administration ("FHWA") approved NHDOT's proposed design for the Project, in part because NHDOT committed to building an underpass under Folsom Road where it crosses the M&L Railroad Historic District. The underpass would facilitate the planned extension of the Derry Rail Trail, a mixed-use trail that currently terminates

just south of the future Folsom Road crossing, along more of the former railroad right-of-way. FHWA recognized that the underpass would minimize harm to the historic property and thus satisfy the requirements of Section 4(f).

6. Nevertheless, in 2024, FHWA approved NHDOT's revised request to remove the Folsom Road underpass from the proposed design and replace it with a steeply graded, meandering path that ignores and destroys the essentially flat, linear historic transportation corridor that has been present in that location for 175 years.

7. Because Section 4(f) prohibits using federal funds for the modified design, this Court should vacate FHWA's 2024 approval and enjoin FHWA and NHDOT from financing or constructing the revised project.

PARTIES

8. Plaintiff Committee to Save the Derry Rail Trail Tunnel (the "Committee") is a New Hampshire non-profit corporation. Formerly the Ad Hoc Coalition to Save the Derry Tunnel, the Committee formed in 2022 and was incorporated in 2024. Its purpose is to preserve the M&L Railroad Historic District, including the planned extension of the Derry Rail Trail, by supporting the construction of the underpass under the new Folsom Road near Derry, New Hampshire.

9. Plaintiff Rails to Trails Conservancy ("RTC") is a District of Columbia non-profit corporation with over 101,000 members nationwide, including over 2,500 members in New Hampshire. Founded in 1986, RTC is dedicated to preserving disused railroad corridors for alternative and future public uses, including use as trails. Rails-to-trails conversions provide compatible adaptive re-uses of historic rail corridors, preserving historic features such as tunnels, trestles, bridges and the rail bed that might otherwise be destroyed when the corridors are

abandoned. RTC has provided financial and organizational support toward efforts to advance the Granite State Rail Trail ("GSRT"), a developing 125-mile cross-state trail that will span from the Massachusetts border to Vermont, of which the Derry Rail Trail is a critical link.

10. Members of the Committee and RTC have advocated for the preservation of critical portions of the M&L Railroad Historic District for continued public use and enjoyment as a historic property and trail. These members would have standing to sue in their own right for the reasons stated below, among others. The interests of the Committee, RTC, and their members fall within the zone of interest protected by the laws sought to be enforced in this action.

11. Specifically, members of the Committee and RTC have been actively involved in community organizing and administrative advocacy to preserve the integrity of the M&L Railroad Historic District and to secure the inclusion of the Folsom Road underpass in NHDOT's construction of Exit 4A on Interstate 93 and related local roads, including the new Folsom Road. Several members participated actively as consulting parties in the National Historic Preservation Act ("NHPA") Section 106 process for the Project and otherwise submitted comments during the Project's development.

12. In addition, members of the Committee and RTC use, enjoy, and appreciate the M&L Railroad Historic District for a variety of activities including transportation, walking, bicycling, and studying and appreciating the history of the railroad corridor. Their interests in preserving and protecting this historic district for their present and future use will be harmed by the Project as presently approved.

13. For example, Catherine McDonald is a Derry resident, a member of RTC, and a founding member of the Committee. Ms. McDonald regularly walks and bicycles through the M&L Railroad Historic District, including the portion that hosts the Derry Rail Trail, and has

walked the undeveloped portions of the right-of-way that will be used by the project. She enjoys being able to connect to the history of her hometown while tracing the path of the historic right-of-way and plans to do so along the entire length of the M&L Railroad Historic District if the underpass is constructed. Ms. McDonald will not be able to experience the same connection on a steeply graded and twisted route that significantly deviates from the historic right-of-way. The proposed action eliminating the underpass will therefore harm his use and enjoyment of the M&L Railroad Historic District.

14. David Topham is a Salem resident, a member of RTC since 2010, and a founding member of the Committee. Mr. Topham has a lifelong interest in railroad history and is a member of the New Hampshire Cultural Resources Agency and the Boston & Maine Railroad Historical Society. Mr. Topham recalls travelling with his father on the M&L Railroad branch in the 1950s. Today, Mr. Topham regularly uses the M&L Railroad Historic District, including the historic district's existing bicycle infrastructure, for recreation and to experience travel along the historic right-of-way. Mr. Topham plans to use any future expansion of the rail trail along the M&L Railroad Historic District that incorporates an underpass along the right-of-way and that preserves the sight lines and slopes of the historic corridor. The proposed action eliminating the underpass will therefore harm his use and enjoyment of the M&L Railroad Historic District.

15. Defendant Shailen Bhatt is named here solely in his official capacity as Administrator of FHWA. In his official capacity, Administrator Bhatt is responsible for the administration, operations, and activities of federal highway programs, including those programs' compliance with Section 4(f), under a delegation from the Secretary of Transportation. *See* 49 C.F.R. § 1.85(a)(1).

16. Defendant Patrick Bauer is named here solely in his official capacity as Administrator of the New Hampshire Division of the FHWA. In that capacity, Administrator Bauer is responsible for carrying out the Section 4(f) review for the Project.

17. Defendant William Cass is named here solely in his official capacity as Commissioner of the New Hampshire Department of Transportation ("NHDOT"). In that capacity, Commissioner Cass is responsible for the design and construction of the Project. He has solicited federal funding for the Project and has worked in partnership with FHWA in developing and selecting the design of the Folsom Road crossing and in proposing the elimination of the underpass from the design.

JURISDICTION AND VENUE

18. This Court has subject matter jurisdiction under 28 U.S.C. § 1331, 28 U.S.C. § 1361, and 5 U.S.C. §§ 701-706.

19. Venue is proper in this judicial district under 28 U.S.C. § 1391(e) and 5 U.S.C. § 703 because a substantial part of the events or omissions giving rise to the claim occurred in this judicial district.

FACTS

The Manchester & Lawrence Railroad Historic District

20. The M&L Railroad Historic District extends about 22 miles from Manchester to the state line in Salem.

21. The M&L Railroad was chartered on July 31, 1847. Built to compete with the Concord Railroad, it opened for passenger travel in 1849 with stations at Salem, Windham, Derry, Londonderry, and Manchester. In 1887, the M&L Railroad became part of the Boston and Maine Railroad.

22. The railroad's construction was difficult and was considered a feat of engineering in its day. Largely done by Irish laborers, it required cuts through granite ledge with hand tools and blasting with black powder.

23. Illustrations and postcards from the 19th and early 20th centuries reflect the importance of the M&L Railroad to the town of Derry and document the substantial engineering required to create a level right-of-way in the vicinity of what is now Madden Road, the site of NHDOT's proposed Folsom Road crossing.

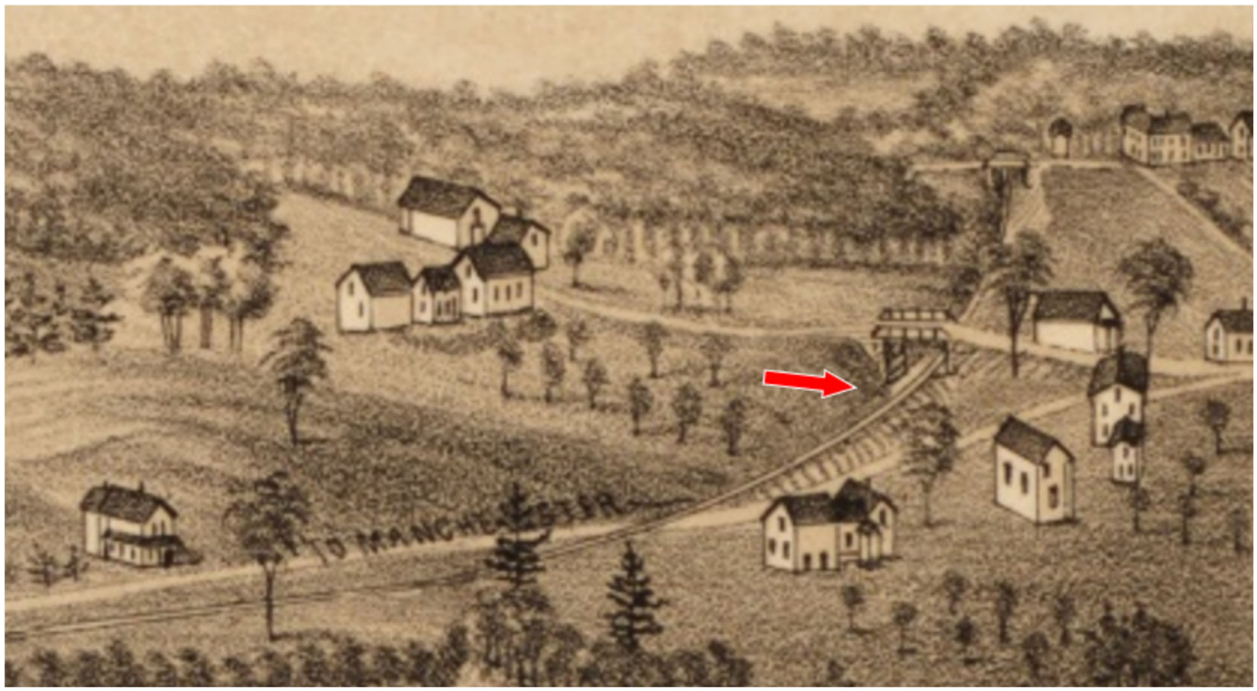
24. For example, a postcard printed around 1907, and archived on the Nashua City Station railroad history website, shows a Boston & Maine Railroad train stopped at the Derry Station, approximately half a mile from the proposed Folsom Road crossing. The historic Derry Station, visible at the far left of the postcard, still stands today and houses a restaurant.



25. Another postcard from around 1909 shows the large earthwork viaduct constructed by the railroad across Horne's Pond, approximately 600 yards south of the proposed Folsom Road crossing.



26. The proposed Folsom Road crossing itself appears in an illustrated map of the Derry Depot neighborhood printed in 1887. The illustration shows the railroad crossing over North High Street before passing under a trestle bridge (marked with arrow) carrying Madden Road, at the time simply known as the "highway" to Londonderry.[1]



27. The M&L Railroad was eventually consolidated with the Boston & Maine Railroad. As part of that larger system, the M&L Railroad served important local needs, carrying freight from local businesses, including milk from H.P. Hood & Sons, located in Derry, and the products of Londonderry's largest business, the Annis Grain and Lumber Company.

28. By the late 1930s, passenger service had dwindled to one daily roundtrip on a single, self-propelled passenger car. Regular passenger service ended in July 1953. All train

[1] Following the construction of I-93 in the mid-20th century, the former "highway" crossing became a dead-end road named Madden Road, and the trestle was replaced with a metal culvert. NHDOT's proposed six-lane arterial Folsom Road will replace Madden Road.

service ended entirely in about 1980, and a substantial portion of the tracks was removed over time in the 1980s and 1990s.

29. Since then, sections of the right-of-way have already been lost to development, including to a runway expansion at Manchester-Boston Regional Airport in the late 1990s that completely obliterated a portion of the historic railroad.

30. In 2009, the New Hampshire Division of Historical Resources ("NHDHR") determined that the remaining portions of the M&L Railroad were eligible for the National Register of Historic Places (the "National Register") as the M&L Railroad Historic District (the "District"), comprising about 200 acres.[2] This evaluation was conducted as part of the Section 4(f) mitigation measures identified for a separate I-93 widening project that began in 2006. The District consists of the M&L Railroad corridor from the New Hampshire/Massachusetts state line in Salem to the Manchester-Boston Regional Airport. It also includes contributing historic train stations in Derry, Salem, and Windham.

31. NHDHR recognized, in conferring this status, that the M&L Railroad "made a significant contribution to the history and development of the five New Hampshire communities that it passed through—Salem, Windham, Derry, Londonderry, and Manchester. The rail line connected the residents of the small communities with larger cities and provided a critical and convenient transportation route for local agricultural products and manufactured goods, passengers and mail."[3] It further recognized that "the buildings and structures which survive

[2] As a result of that determination, the historic railroad is protected from destructive transportation projects by Section 4(f), which protects, among other things, any "historic district … included in, or eligible for inclusion in, the National Register." *See* 23 C.F.R. § 774.17.
[3] New Hampshire Department of Historical Resources, Determination of Eligibility, Manchester & Lawrence Railroad at 28 (July 14, 2009) (attached as Exhibit 1).

today constitute a significant concentration of resources illustrative of railroad engineering and architecture from the mid 19th to early 20th century."[4]

32. NHDHR also recognized that the M&L Railroad "retains some integrity of materials, design, workmanship, feeling, setting and association," in part because "the right-of-way is still generally recognizable as a contiguous transportation corridor."[5] It concluded: "Overall the quality and quantity of historic features on the line is high and taken together the remaining resources aptly illustrate the variety of railroad resources used from the line's construction in 1849 to the mid 20th century."[6]

33. For example, one such historic feature that remains just north of the proposed Folsom Road crossing is a historic "tell-tale" device, a structure used to warn railroad workers riding atop railcars of the approaching low crossing under the former trestle bridge at Madden Road.

The Derry Rail Trail

34. In the 21st century, portions of the M&L Railroad Historic District were developed by local and state authorities into a paved recreational path, with plans to incorporate the entire railroad into the statewide network of rail trails. As RTC explains, repurposing historic railroad rights-of-way for recreational trails "can aid in the preservation of historically significant locations and routes" and enhance historic sites by providing an "opportunity to physically experience places where historical events occurred."[7] NHDOT itself has stated that rail trails

---

[4] *Id.*
[5] *Id.*
[6] *Id.*
[7] Rails to Trails Conservancy, *Historic Preservation and Community Identity*, available at https://www.railstotrails.org/resource-library/resources/historic-preservation-community-identity/.

"provide an attractive way for a variety of users to experience New Hampshire's natural and historic resources."[8]

35. Construction on the Derry portion of the rail trail, known as the Derry Rail Trail, began in 2009. At present, the finished portion of the Derry Rail Trail extends from the town border with Windham two miles north along the M&L Railroad right-of-way, terminating at the North High Street crossing at the southern edge of the Project site. The unfinished portion of the trail affected by the Project will extend one mile along the M&L Railroad right-of-way between the North High Street crossing and the intersection with Rockingham Road in Londonderry, where it would reach the existing Londonderry Rail Trail. Both the towns of Londonderry and Derry have concrete plans to complete this section of the trail as early as 2025.

36. Once completed, the Derry Rail Trail will serve as part of a statewide network of recreational rail trails. Completion of the Derry Rail Trail would link the two most heavily used rail trails in the state, according to NHDOT data. A 2022 NHDOT study reported that the Windham Rail Trail sees an estimated 241,500 annual trips, with an additional 163,000 annual trips on the Londonderry Rail Trail. In addition, the finished Derry Rail Trail would complete a key link in the GSRT, which in turn will link the six New England states in a continuous regional network of multipurpose recreation trails known as the New England Rail-Trail Spine Network. To date, more than 76 miles of the 115-mile GSRT have been constructed, and the completed Derry Rail Trail will comprise one of the highest-use sections, with many thousands of anticipated users, and close one of the few remaining gaps between the Connecticut River and the Massachusetts border. The GSRT incorporates and connects several historic railroad rights-

[8] NHDOT, *New Hampshire Rail Trails Plan* at 106 (2022), available at https://www.dot.nh.gov/sites/g/files/ehbemt811/files/imported-files/2022-nh-rail-trail-plans.pdf.

of-way. In addition to its already-completed portions on the M&L Railroad, the Northern Rail Trail portion of the GSRT utilizes the Northern Railroad right-of-way, itself also eligible for listing on the National Register of Historic Places.

37. Like many others in the local community, members of the Committee and RTC regularly use the existing sections of the Derry Rail Trail for transportation, recreation, exercise, and enjoyment of the history of the M&L Railroad. Members of the Committee and RTC, including Catherine McDonald and David Topham, plan to use any future expansion of the Derry Rail Trail that is safe to use and preserves the M&L Railroad's historic alignment.

The Original Exit 4A Project

38. NHDOT has proposed the construction of a transportation project that significantly threatens the historical integrity and recreational use of the M&L Railroad Historic District and the Derry Rail Trail. The Project includes the construction of a new exit, Exit 4A, on Interstate 93 in Londonderry and the construction and expansion of associated local roads in the Towns of Derry and Londonderry.

39. One such local road, planned to have six travel lanes and to be called Folsom Road, is proposed to be constructed within and upon the M&L Railroad Historic District. It will cross the District at what is now Madden Road, replacing the existing dead-end, two-lane street with a six-lane arterial road.

40. Section 106 of the National Historic Preservation Act, 54 U.S.C. § 306108, required the consideration of any adverse effects the Project may have on the M&L Railroad Historic District. Section 106 requires agencies to consider the effects of federally funded or licensed projects on historic properties and to consult with expert preservation agencies, interested parties, and the public before a final decision is made.

41. On August 13, 2019, as part of the Section 106 process, NHDOT, NHDHR, and FHWA executed an Adverse Effect Memo for the Project that described adverse effects on the M&L Railroad Historic District "due to the modern intrusion within the National Register boundary of the rail corridor and consequent realignment of the rail corridor." The Adverse Effect Memo described "the installation of a pedestrian/bicycle culvert … that would accommodate the proposed realigned right-of-way (ROW) for the potential future expansion, by others, of the Derry Rail Trail adjacent to the M&L corridor" and indicated that the Project might include "[w]ork with the town and their heritage commission on the look of the new underpass."

42. On October 29, 2019, NHDOT, NHDHR, FHWA, and the Town of Derry completed the Section 106 process by executing a Memorandum of Agreement that included, as a measure to mitigate harm to the M&L Railroad Historic District, "work with the Town of Derry on the aesthetic treatment to the newly constructed underpass headwalls."

43. On February 3, 2020, NHDOT issued a Final Environmental Impact Statement and Record of Decision ("2020 FEIS/ROD") for the Project pursuant to the National Environmental Policy Act, 42 U.S.C. § 4321 *et seq*. That document included a comparison of various alternative designs for the Project. Its selected alternative, Alternative A, "includes a [road] corridor that is approximately 3.2 miles in length between the new, proposed I-93 Exit 4A interchange and eastern Derry," as well as "approximately 1 mile of roadway construction on a new alignment and 2.2 miles of existing roadway reconstruction."

44. According to the 2020 FEIS/ROD, "FHWA identified Alternative A as the Selected Alternative based on the results of engineering, environmental, and socioeconomic studies. Alternative A represents a balance of traffic performance, economic development potential, and environmental impact considerations."

45. The 2020 FEIS/ROD explicitly identified the M&L Railroad Historic District as a resource "subject to Section 4(f)" due to its eligibility for the National Register. The 2020 FEIS/ROD recognized that Alternative A would "have an adverse effect on M&L Railroad Historic District due to the modern intrusion within the National Register boundary of the rail corridor and consequent realignment of the historic corridor." However, it concluded that "there are no feasible and prudent alternatives that do not require the use of Section 4(f) properties" and thus selected Alternative A despite its use of the M&L Railroad Historic District.

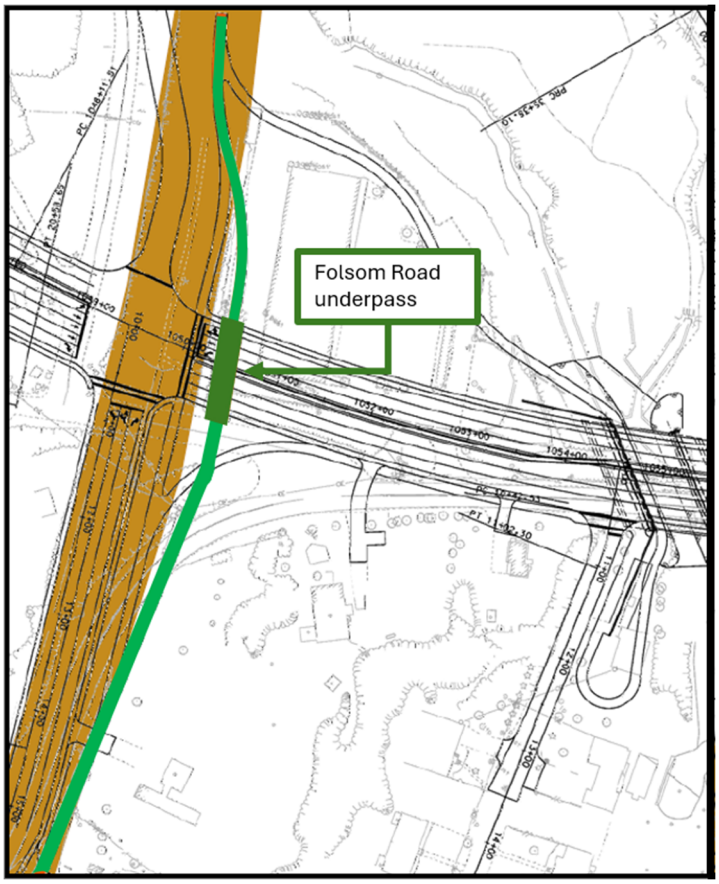
46. The 2020 FEIS/ROD also recognized that, because the Project used a Section 4(f) property, it would be required under Section 4(f) to include "all possible planning to minimize harm."

47. To evaluate the Project's compliance with Section 4(f), the 2020 FEIS/ROD included a "Programmatic Net Benefit Section 4(f) Evaluation." That portion of the document stated that the Project included "all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection."

48. Specifically, the 2020 FEIS/ROD explained that the Project "would incorporate mitigation measures to preserve and enhance the railroad corridor's historic features and qualities," including a measure to "[e]ncourage preservation of the rail corridor by constructing an underpass and 900-foot path" that would "enable trail construction to the north as part of a separate future project by others, which in turn will help protect more of the historic district from other development." According to the 2020 FEIS/ROD, the M&L Railroad Historic District would be "enhanced by the construction of a suitably designed underpass that is complementary to the historic railroad corridor. With incorporation of these measures, the Project would

preserve and enhance the historic features and values of the rail corridor, resulting in a net benefit use."

49. The figure below depicts elements of Alternative A as originally designed ("the 2020 Design"). It shows the M&L Railroad Historic District in brown, the proposed Derry Rail Trail in green, and the proposed underpass beneath Folsom Road outlined in dark green.



50. The 2020 FEIS/ROD explained that the 2020 Design would provide "accommodation for a possible future expansion of the Rail Trail by others … facilitated by the construction of an underpass under Madden Road and [the] provision of a 900-foot paved path connection to the former railroad ROW north of Madden Road that would allow the future proposed expansion of the Rail Trail to cross under Madden Road and back to the former railroad ROW, about 300 feet north of Madden Road."

51. The 2020 FEIS/ROD determined that the 2020 Design complied with Section 4(f) "due to its measures to minimize harm to the historic district by allowing the continuity of the M&L Railroad, even if off-alignment," because of the underpass.

52. As the 2020 FEIS/ROD repeatedly reiterated, the underpass included in the 2020 Design was the key measure minimizing harm from the Project's use of the M&L Railroad Historic District by providing a grade-separated path that preserved the essentially flat, linear nature of the former railroad, which the 2020 FEIS/ROD refers to as the District's "continuity," facilitating the expansion of the recreational trail—which, in turn, would protect the historic district from further development.

53. The inclusion of the underpass in the 2020 Design was thus essential to the Project's compliance with Section 4(f)'s requirement that the Project include "all possible planning to minimize harm."

54. The 2020 FEIS/ROD did not evaluate a version of Alternative A without the underpass.

The Modified Exit 4A Project

55. At some point after the 2020 FEIS/ROD was signed, despite the extensive public process that had led to the 2020 Design, NHDOT decided to propose a new design ("the 2024 Design") that would expand the new Folsom Road crossing of the District from five to six lanes of vehicle traffic and eliminate the trail underpass from the Project. In place of the underpass, NHDOT proposed including in the 2024 Design two new elements that had never before been proposed or considered.

56. First, NHDOT proposed to add "a signalized at-grade path that generally follows the linear alignment" of the historic M&L Railroad corridor by "run[ning] parallel to North High

Street, cross[ing] over Folsom Road at a signalized crossing and continu[ing] north of Folsom Road." In other words, this path would cross the new Folsom Road's six lanes of traffic using a crosswalk, rather than tunneling underneath it, and trail users would have to wait at the crosswalk intersection for a walk signal rather than experience a continuous, uninterrupted, and protected journey along the rail corridor.

57. In addition, because Folsom Road will be constructed approximately 10 feet above the railroad right-of-way, this "signalized at-grade path" would require steep grades (up to 4.36 percent) along the right-of-way both north and south of Folsom Road, a striking visual and topographic departure from the presently virtually flat M&L Railroad Historic District. The historic "tell-tale" device would also be reinstalled along this path. However, while the underpass would complement the "tell-tale" device by providing a visual illustration of its historic function as a warning for overhead structures, placing it near the proposed crosswalk would provide trail users no reference for the purpose of the "tell-tale."

58. Second, NHDOT proposed to add "a grade-separated option … following the multi-use path east along Folsom Road and under the Shields Brook crossing." Because of its unnecessary, undesirable, and unsafe twists and turns, this element of the 2024 Design is commonly referred to as the "spaghetti alternative." The "spaghetti alternative" path would not follow or resemble the historic corridor and instead would involve a 180-degree hairpin turn, two 90-degree turns, and grades as high as 4.86 percent. Moreover, despite NHDOT's description, this element would not in fact be "grade-separated" from vehicle traffic, as it includes a 350-foot segment along the sidewalk of Folsom Road, and bicyclists and pedestrians, including children, would need to cross Ferland Drive, a two-lane roadway, using a crosswalk.

59. In addition to the dramatic departure from the historic right-of-way, the 2024 Design violates applicable standards for the safe design of bicycle infrastructure and presents a significant safety hazard for prospective trail users. NHDOT purports to have followed the American Association of State Highway and Transportation Officials' ("AASHTO") *Guide for the Development of Bicycle Facilities*, which among other things provides that bicycle facilities should be designed "for a speed that is at least as high as the preferred speed of the fastest common user."[9] Design speeds are used to calculate minimum turn radii and other considerations necessary for users' safety. AASHTO's guidelines specifically state that design speeds for flat bicycle paths "should not be lower" than 18 miles per hour "except in rare circumstances" like approaches to crossings or conflict points; and where paths include steep declines (where AASHTO reports a "customary" cyclist will reach 20-30 miles per hour), AASHTO calls for higher design speeds of up to 30 miles per hour.

60. Despite this clear guidance, and the absence of any "rare circumstances" justifying a lower design speed, NHDOT designed the steeply inclined "spaghetti alternative" with a design speed of just 12 miles per hour.[10] NHDOT also reduced the width of the path from the 20-foot-wide underpass design to just 10 feet—the AASHTO minimum. However, AASHTO's guidance requires more than the minimum when paths are "frequently used by both pedestrians and wheeled users" as well as on steep grades and curves. For example, at least 11

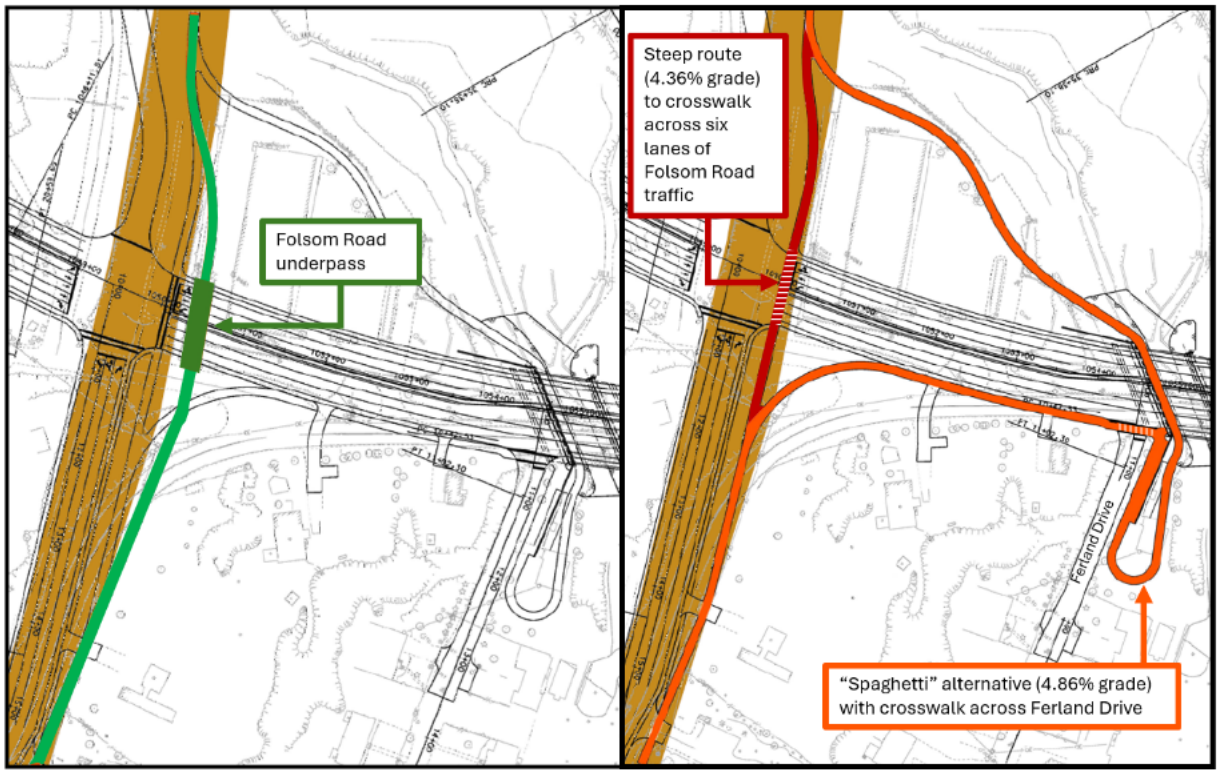
[9] As AASHTO notes, "Experienced/Confident Riders," a category that includes members of the Committee, may ride at speeds of up to 25 miles per hour on level grades and up to 45 miles per hour on descents.

[10] Increasing the design speed of the "spaghetti alternative" would require significant changes to its design. Applying the recommended design speed for flat terrain of 18 miles per hour instead of NHDOT's design speed of 12 miles per hour would require doubling the minimum allowable radius of the hairpin curve. Increasing the design speed to 20 miles per hour, as AASHTO recommends for steep descents, would nearly triple the radius of the hairpin.

feet is required to facilitate passing maneuvers, and an additional 4 to 6 feet should be added if, as here, a switchback is used to traverse a grade.

61. NHDOT's failure to design the "spaghetti alternative" according to relevant engineering standards places trail users at risk. Members of the Committee and RTC, including elderly members and members with disabilities, will not be able to use the "spaghetti alternative" at all for fear of injury.

62. The figures below compare the 2020 Design and the 2024 Design, with the M&L Railroad Historic District marked in brown. The 2024 Design, which includes the steep incline and "spaghetti alternative," bears no resemblance to the M&L Railroad's historic alignment.



2020 Design **2024 Design**

63. The 2024 Design would eliminate the 2020 Design's grade-separated path through the underpass that preserved the essentially flat, linear nature of the M&L Railroad Historic District. In place of the tunnel, the 2024 Design places visitors to the M&L Historic

District on paths with steep grades and sharp curves far beyond what would be found on any 19th-century New England railroad, which rarely, if ever, exceeded grades of 2 percent.

64. The stated purpose of the 2024 Design was to "be less costly to construct and maintain than what was originally proposed." However, the documentation approved by FHWA contains no information regarding the comparative cost of the modification or maintenance, nor was cost cited as a rationale for eliminating the underpass despite Section 4(f). Indeed, the documentation makes no attempt to explain how a longer, looped trail could save costs or how any cost savings, even if they existed, would justify ignoring Section 4(f)'s mandate that "all reasonable measures identified in the Section 4(f) evaluation to minimize harm or mitigate for adverse impacts and effects *must be included* in the project." 23 C.F.R. § 774.17 (emphasis added).

65. In August 2022, NHDOT indicated publicly that the 2024 Design had been "[a]ccepted," even though no public process had been initiated to consider the new design.

66. NHDOT later reopened the NHPA Section 106 process for the Project to consider the 2024 Design.

67. Several of the Committee's members participated in that process as "Consulting Parties" under 36 C.F.R. § 800.2. They commented to NHDOT that the 2024 Design substantially increased the adverse effect on the M&L Railroad Historic District, including because of the additional lane of traffic and the substantial grades to be constructed on both sides of Folsom Road. They also objected that Section 4(f) prohibited the removal of the underpass, a reasonable measure to minimize harm to the M&L Railroad Historic District.

68. In a memorandum to NHDOT dated October 24, 2023, NHDHR noted that the concerns raised by the consulting parties, including the grade and cross traffic, "could be added to the project description."

69. On March 20, 2024, NHDOT executed a revised Adverse Effect Memo for the Project. The revised memo acknowledged that the Project continued to have an adverse effect on the Derry Trail, although it did not specifically discuss the adverse impact of increased vehicle traffic or that the grades on either side of Folsom Road worsen the adverse effect on the essentially flat, linear continuity of the M&L Railroad Historic District.

70. On May 7, 2024, NHDOT, NHDHR, FHWA, and the Town of Derry completed the reopened Section 106 process by executing an Updated Memorandum of Agreement that deleted any reference to the underpass, including the promised mitigation measure of "aesthetic treatment to the newly constructed underpass headwalls."

71. NHDOT also prepared a "Section 4(f) Re-Evaluation" for the 2024 Design.

72. Although the 2020 FEIS/ROD had stated that the 2020 Design, which included the underpass, included "***all*** appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection" (emphasis added), the 2024 Section 4(f) Re-Evaluation states that the 2024 Design "would incorporate mitigation measures to preserve and enhance the railroad corridor's historic features and qualities."

73. Although the 2024 Section 4(f) Re-Evaluation makes the conclusory statement that the 2024 Design "includes all possible planning to minimize harm to the Section 4(f) property," it did not even attempt to analyze or explain how the 2024 Design could include ***all***

possible planning to minimize harm when a previously adopted measure designed to mitigate the Project's harm to the M&L Railroad Historic District had been removed.

74. On May 13, 2024, NHDOT submitted documentation of the 2024 Design to FHWA for its approval, stating that "the Department believes that the February 3, 2020 Record of Decision remains valid." These materials were not made public before their submission to FHWA.

75. On the same day, May 13, 2024, Administrator Bauer wrote to Commissioner Cass that FHWA had "reviewed the NEPA Re-evaluation documentation" and "concur[red] that although additional analysis was required [to] update the environmental impact analysis, including the previous Section 106 Adverse Effects determination, Section 106 MOA, and Section 4(f) Net Benefit programmatic finding, the re-evaluations demonstrate that the differences between the current Proposed Action and the 2020 FEIS Selected Alternative do not result in significant new environmental impacts not previously evaluated in the 2020 FEIS and that a Supplemental EIS is not necessary." Administrator Bauer wrote that his letter "complete[d] the NEPA Re-evaluation process for the subject design changes."

76. On information and belief, FHWA's approval of the 2024 Section 4(f) Re-Evaluation is the final step of FHWA's review of the 2024 Design's compliance with Section 4(f).

CAUSE OF ACTION
Section 4(f) of the Department of Transportation Act

77. Plaintiffs reallege and incorporate each and every allegation contained in the preceding paragraphs.

78. Section 4(f) of the Department of Transportation Act provides, in relevant part, that the Secretary of Transportation:

> *shall not approve* any program or project ... which requires the use of ... any land from an historic site of national, State, or local significance as so determined by such officials *unless* (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes *all possible planning to minimize harm* to such ... historic site resulting from such use.

23 U.S.C. § 138(a)(3) (emphasis added); *see also* 49 U.S.C. § 303(c).

79. FHWA regulations further define the term "all possible planning" to mean "that all reasonable measures identified in the Section 4(f) evaluation to minimize harm or mitigate for adverse impacts and effects *must be included* in the project." 23 C.F.R. § 774.17 (emphasis added).

80. Under FHWA regulations, a resource is a site of national, State, or local significance subject to Section 4(f) requirements if it is a "historic site[] on or eligible for the National Register," unless FHWA determines that an exception applies. 23 C.F.R. § 774.11(e).

81. NHDHR has determined that the M&L Railroad Historic District is eligible for the National Register, and the M&L Railroad Historic District is therefore a site of national, State, and/or local significance. On that basis, Defendants have in turn determined that the M&L Railroad Historic District is a resource protected under Section 4(f).

82. The Project requires the "use" of the M&L Railroad Historic District within the meaning of Section 4(f). *See* 23 C.F.R. § 774.17 (defining "use" to include the permanent incorporation of land into a transportation project).

83. NHDOT correctly determined in both the 2020 FEIS/ROD and the 2024 Section 4(f) Re-Evaluation that the Project would have an adverse effect on the M&L Railroad Historic District.

84. NHDOT's 2020 FEIS/ROD correctly identified the underpass design and the future extension of the Derry Rail Trail as a reasonable measure to minimize harm and/or

mitigate adverse impacts of the Project and determined that the underpass would be included in the Project.

85. FHWA approved the 2020 FEIS/ROD on the basis of the inclusion of the underpass in the 2020 Design.

86. At no point did NHDOT or FHWA revisit or retract the finding that the underpass was a reasonable measure to minimize harm and mitigate adverse effects from the Project.

87. Nevertheless, despite Section 4(f)'s clear mandate that all reasonable measures to minimize harm must be included, NHDOT then proposed and FHWA approved the 2024 Design, which removes the underpass and instead includes steep inclines, a crosswalk across six lanes of traffic, and the "spaghetti alternative."

88. Without the underpass, the Project causes substantially greater harm to the M&L Railroad Historic District because there will no longer be a grade-separated path that preserves the essentially flat, linear nature of the district.

89. By approving a revised Project design which omits the underpass, FHWA approved a project that failed to include all possible planning to minimize harm to the M&L Railroad Historic District, including "all reasonable measures identified in the Section 4(f) evaluation." 23 C.F.R. § 774.17.

90. FHWA provided no rationale or justification for excluding a mitigation measure it had previously found to be reasonable and necessary to discharge its responsibilities under Section 4(f).

91. Accordingly, FHWA's decision was arbitrary, capricious, and not in accordance with law.

92. FHWA's May 13, 2024, approval of the 2024 Design in the NEPA Re-evaluation constitutes a final agency action under the Administrative Procedure Act. 5 U.S.C. § 704.

93. Administrator Bhatt and Administrator Bauer should be enjoined from providing federal funding to the Project in violation of Section 4(f). Unless Administrator Bhatt and Administrator Bauer are so enjoined, Plaintiffs and their members will be irreparably harmed.

94. Commissioner Cass should be enjoined from further planning, acquisition of right-of-way, financing, contracting, or construction of the Project in violation of Section 4(f). Unless Commissioner Cass is so enjoined, Plaintiffs and their members will be irreparably harmed.

WHEREFORE, Plaintiffs respectfully request that this Court grant the following relief:

a. Declare that Defendants Administrator Bhatt and Administrator Bauer are in violation of the Administrative Procedure Act and Section 4(f), and have acted arbitrarily, capriciously, and not in accordance with law;

b. Vacate FHWA's May 13, 2024, approval of the modified Project;

c. Issue preliminary and permanent injunctive relief directing Defendants to refrain from any further planning, acquisition of right-of-way, financing, contracting, or construction of the Project that is not fully compliant with the requirements of the Administrative Procedure Act and Section 4(f);

d. Award the cost of this action, including reasonable attorney's fees, costs, and disbursements pursuant to applicable laws, including but not limited to the Equal Access to Justice Act; and

e. Award such other relief as this Court may deem appropriate.

Dated: August 26, 2024

Respectfully submitted,

COMMITTEE TO SAVE THE DERRY RAIL TRAIL TUNNEL

RAILS TO TRAILS CONSERVANCY

By their attorneys,

/s/ Mikayla C. Foster
Mikayla C. Foster (N.H. Bar 272335)
Cynthia D. Vreeland (*pro hac vice* application forthcoming)
Charles C. Kelsh (*pro hac vice* application forthcoming)
John F. Saylor (*pro hac vice* application forthcoming)
Wilmer Cutler Pickering Hale and Dorr LLP
60 State Street
Boston, MA 02109
Tel: 617-526-6000
Fax: 617-526-5000
mikayla.foster@wilmerhale.com

Attorneys for Plaintiffs Committee to Save the Derry Rail Trail Tunnel and Rails to Trails Conservancy

/s/ Andrea C. Ferster
Andrea C. Ferster (*pro hac vice* application forthcoming)
Attorney at Law
68 Beebe Pond Road
Canaan, NY 12029
Tel: 202-974-5142
Cell: 202-669-6311
aferster@railstotrails.org

Attorney for Plaintiff Rails to Trails Conservancy

Exhibit 1

NH Division of Historical Resources
Determination of Eligibility (DOE)

SMT-MLLR

Date received: 7/14/2009 Inventory #: ~~NHA PTEP-HALPIC~~

Date of group review: 7/22/09 Area: Manchester & Lawrence RR

DHR staff: Nadine Town/City: Multi-town

Property name: Manchester & Lawrence Railroad County: Multi-county

Address:

Reviewed for: [X]R&C [ ]PTI [ ]NR [ ]SR [ ]Survey [ ]Other
NHDOT

Individual Properties		**Districts**	
NR	SR	NR	SR
[ ]	[ ]Eligible	[X]	[X]Eligible
[ ]	[ ]Eligible, also in district	[ ]	[ ]Not eligible
[ ]	[ ]Eligible, in district	[ ]	[ ]More information needed
[ ]	[ ]Not eligible	[ ]	[ ]Not evaluated @ district
[ ]	[ ]More information needed		
[X]	[X]Not evaluated for individual eligibility		

Integrity: [X]Location [X]Design [X]Setting [X]Materials
[X]Workmanship [X]Feeling [X]Association

Criteria: [X]A. Event [ ]B. Person [X]C. Architecture/Engineering
[ ]D. Archaeology [ ]E. Exception

Level: [X]Local [ ]State [ ]National

STATEMENT OF SIGNIFICANCE:
[V] IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED. *

The segment of the Manchester & Lawrence Railroad from the New Hampshire state line to the Manchester airport is eligible for the National Register as a historic district, under Criterion A and C. The railroad made a significant contribution to the history and development of the five New Hampshire communities that it passed through – Salem, Windham, Derry, Londonderry and Manchester. The rail line connected the residents of the small communities with larger cities and provided a critical and convenient transportation route for local agricultural products and manufactured goods, passengers and mail. Surviving buildings and structures include several passenger depots, freight stations, stone arch bridges and stone culverts, cattle passages, and several twentieth century bridges and culverts. The right-of-way of the rail bed is also intact, except for the area around and through the Manchester airport. These resources constitute a significant concentration of railroad related features illustrative of railroad engineering and architecture from the mid 19th to early 20th century and are eligible under Criterion C for their engineering significance.

For related information, see Form SMRT on the Manchester Railyard (2000 by Lisa Mausolf), LON0201 (appears to have been removed) and DER0054.

[V] **ENTERED INTO DATABASE**

* See one potentially indiv. eligible resource in Manchester

ACREAGE: approximately 200 acres
PERIOD OF SIGNIFICANCE: 1849-1959 (50 year cut-off of National Register)
AREA OF SIGNIFICANCE: history, engineering
BOUNDARY: The NR boundary consists of that portion of the former Manchester & Lawrence RR corridor beginning at the NH/MA state line and extending north to Harvey Road in Londonderry, near the southern end of the Manchester Airport property. The boundaries of the district include the right-of-way historically associated with the line. In addition, the boundary includes parcels contiguous with the right-of-way and following the property lines around contributing railroad buildings located in Salem, Windham and Derry.
SURVEYOR: Lisa Mausolf

FOLLOW-UP: notify NHDOT and consultant. The form notes that a trestle bridge over Cohas Bridge is not included within the district, but may have integrity for individual eligibility. In order to confirm this finding, an individual survey form would need to be submitted.

Final DOE approved by: Mary Kate Ryan

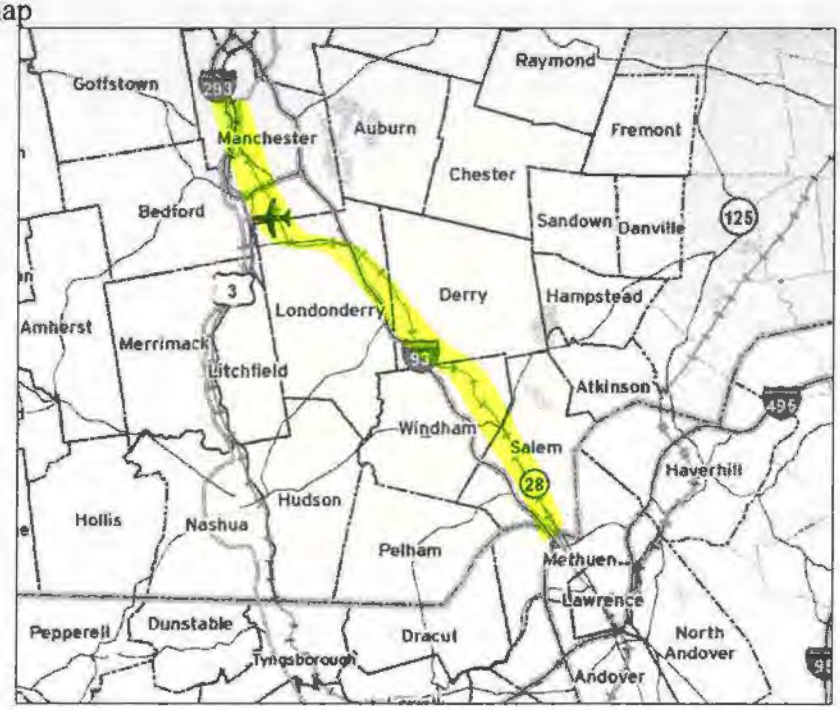
RECEIVED JUL 14 2009

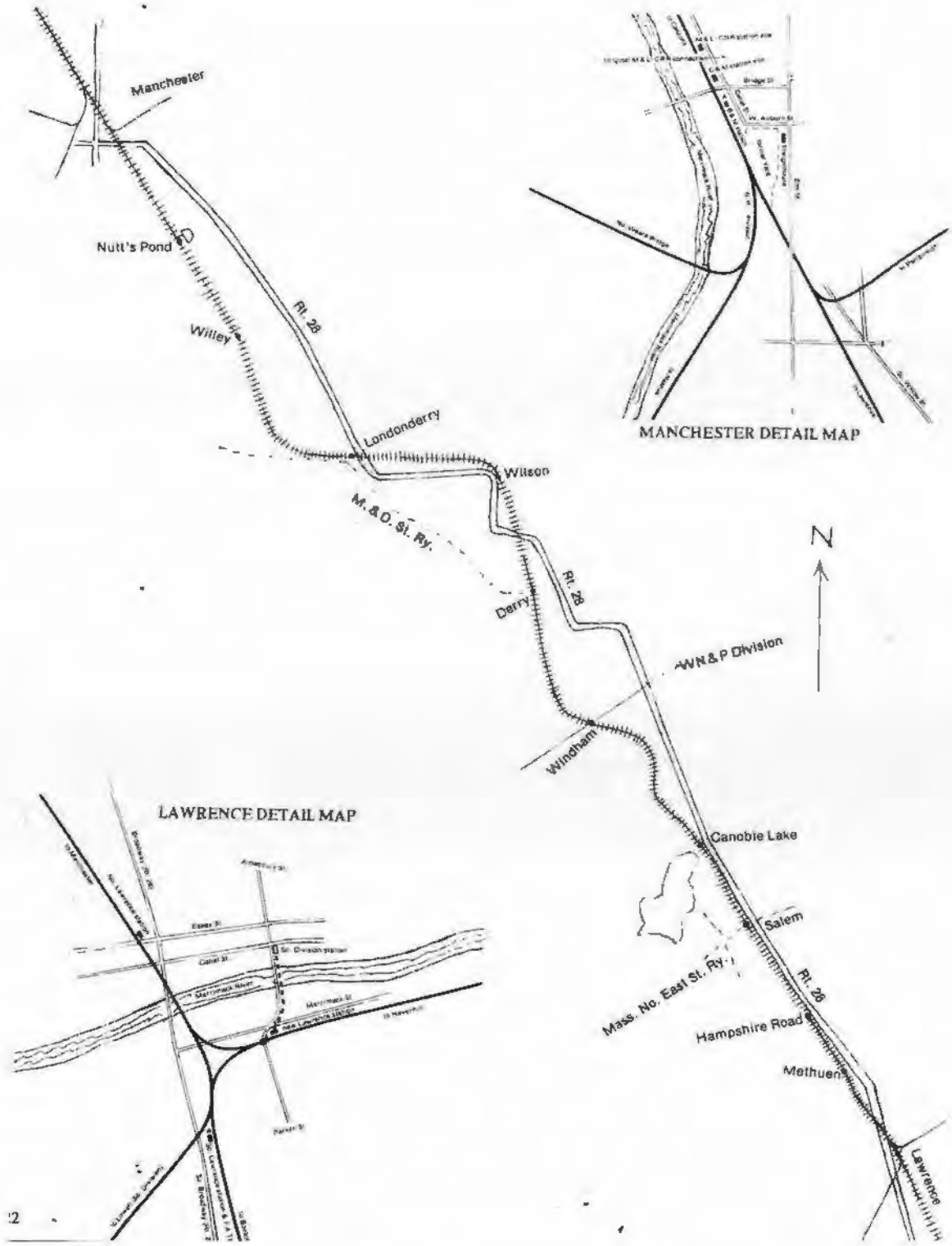
New Hampshire Division of Historical Resources **Page** 1 of 106

RPR 449

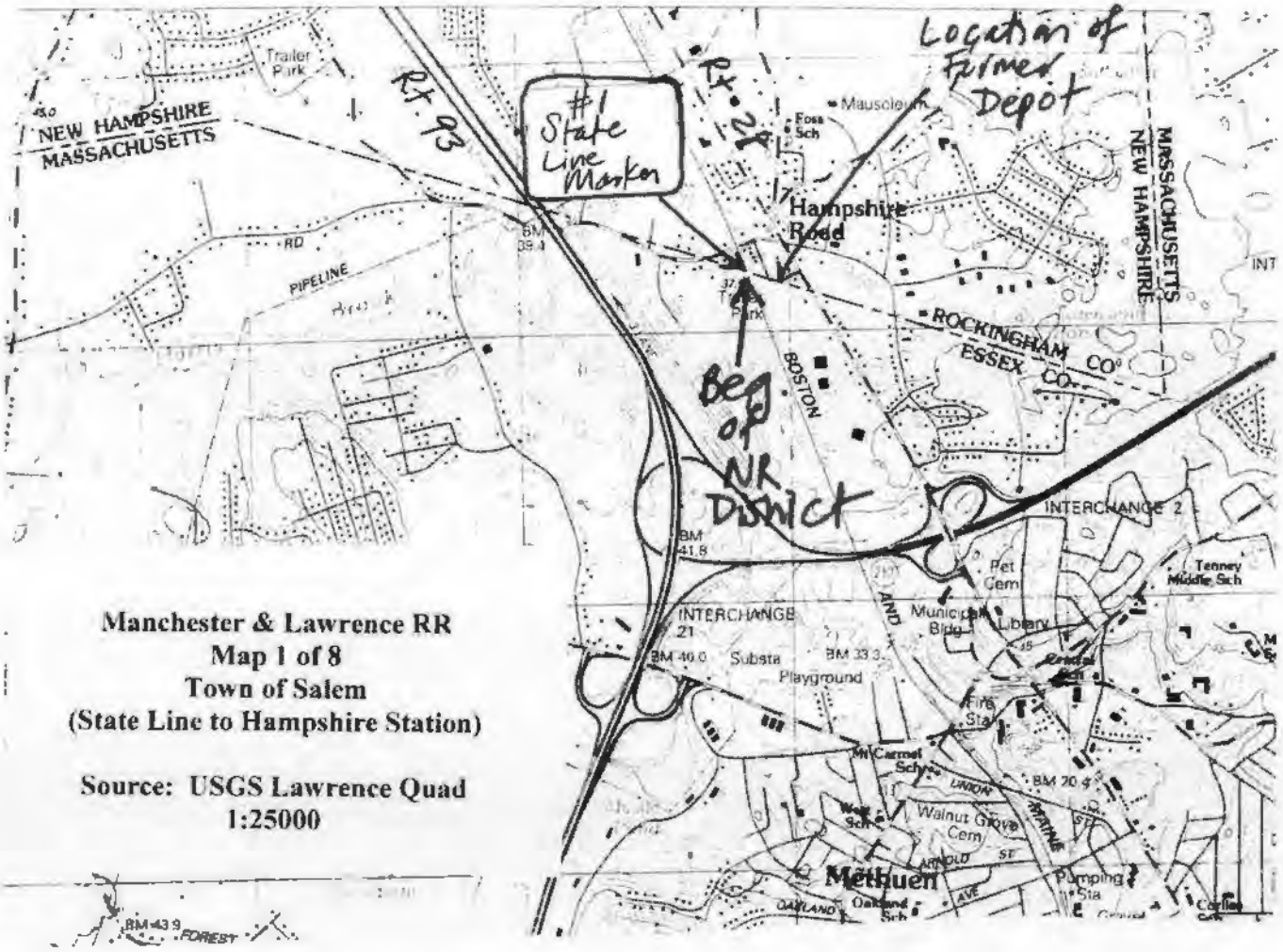
AREA FORM **AREA NAME: MANCHESTER & LAWRENCE RR**

1. Type of Area Form
   - Town-wide: ☐
   - Historic District: ☒
   - Project Area: ☐
2. Name of area: Manchester & Lawrence RR
3. Location: RR Right of Way
4. City or town: Salem, Windham, Derry, Londonderry, Manchester
5. County: Rockingham, Hillsborough
6. USGS quadrangle name(s): Salem Depot, Windham, Derry, Manchester South, Haverhill, Lawrence
7. USGS scale: 1:24000; 1:25000
8. UTM reference: NA
9. Inventory numbers in this area:
   DER0054
   LON0002, LON0201
10. Setting: varied: commercial, residential, downtown business area, urban industrial areas, sparsely settled, wooded
11. Acreage: approx. 200 acres
12. Preparer(s): Lisa Mausolf
13. Organization: NHDOT
14. Date(s) of field survey: April 2008 to June 2009
15. Location map



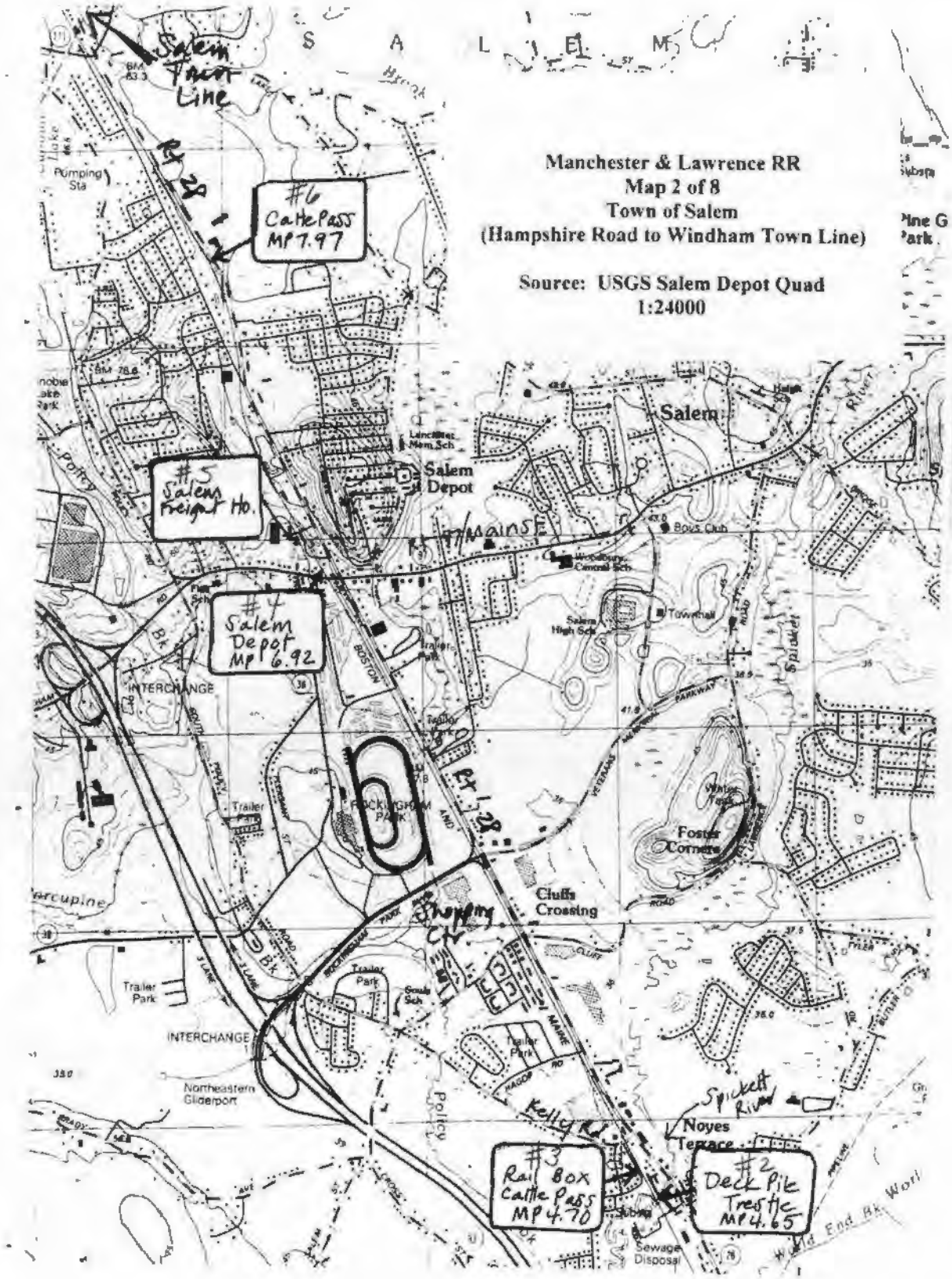


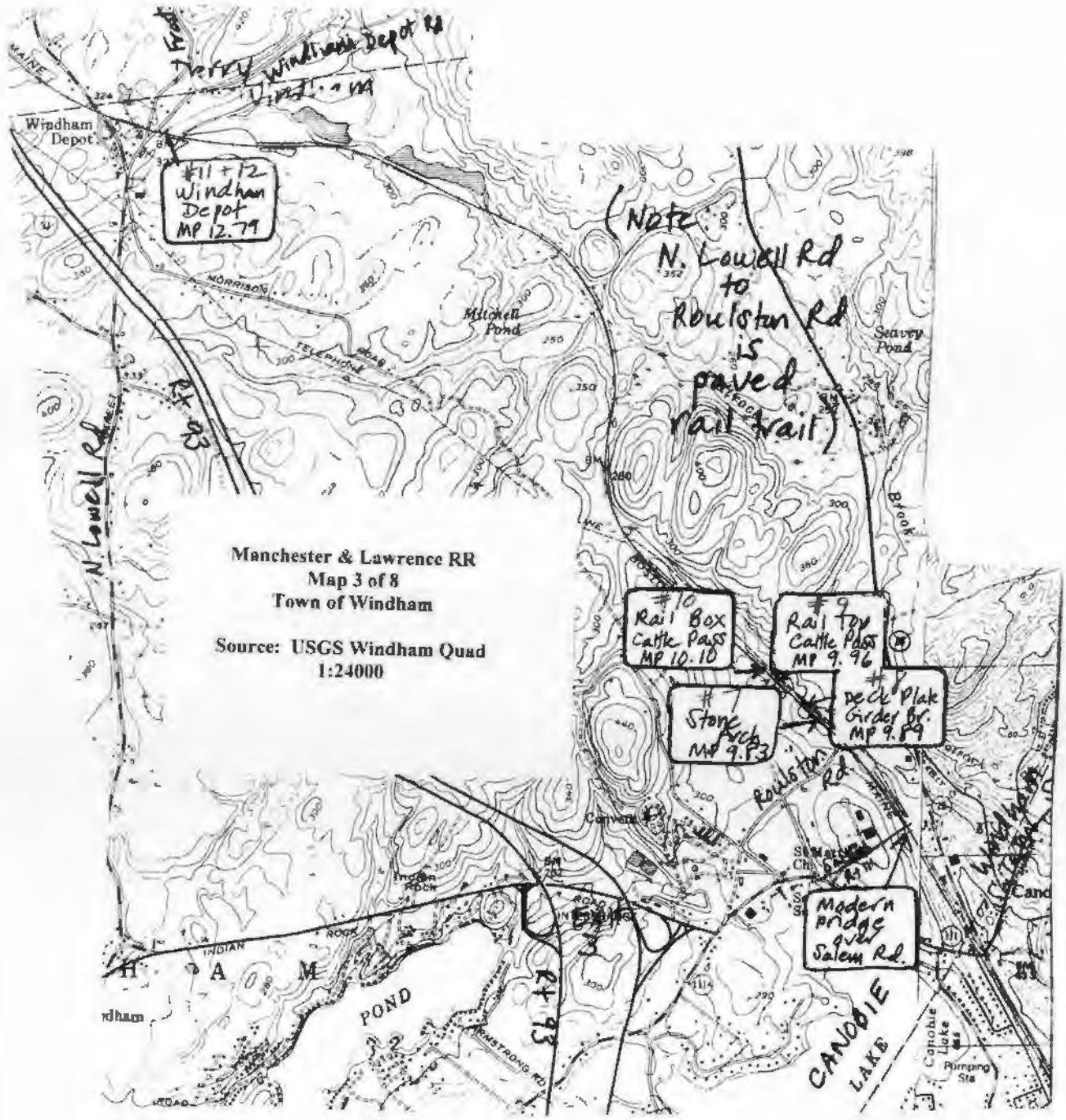
Source: Hoisington, *New England States Limited*, Spring 1978, p. 22.

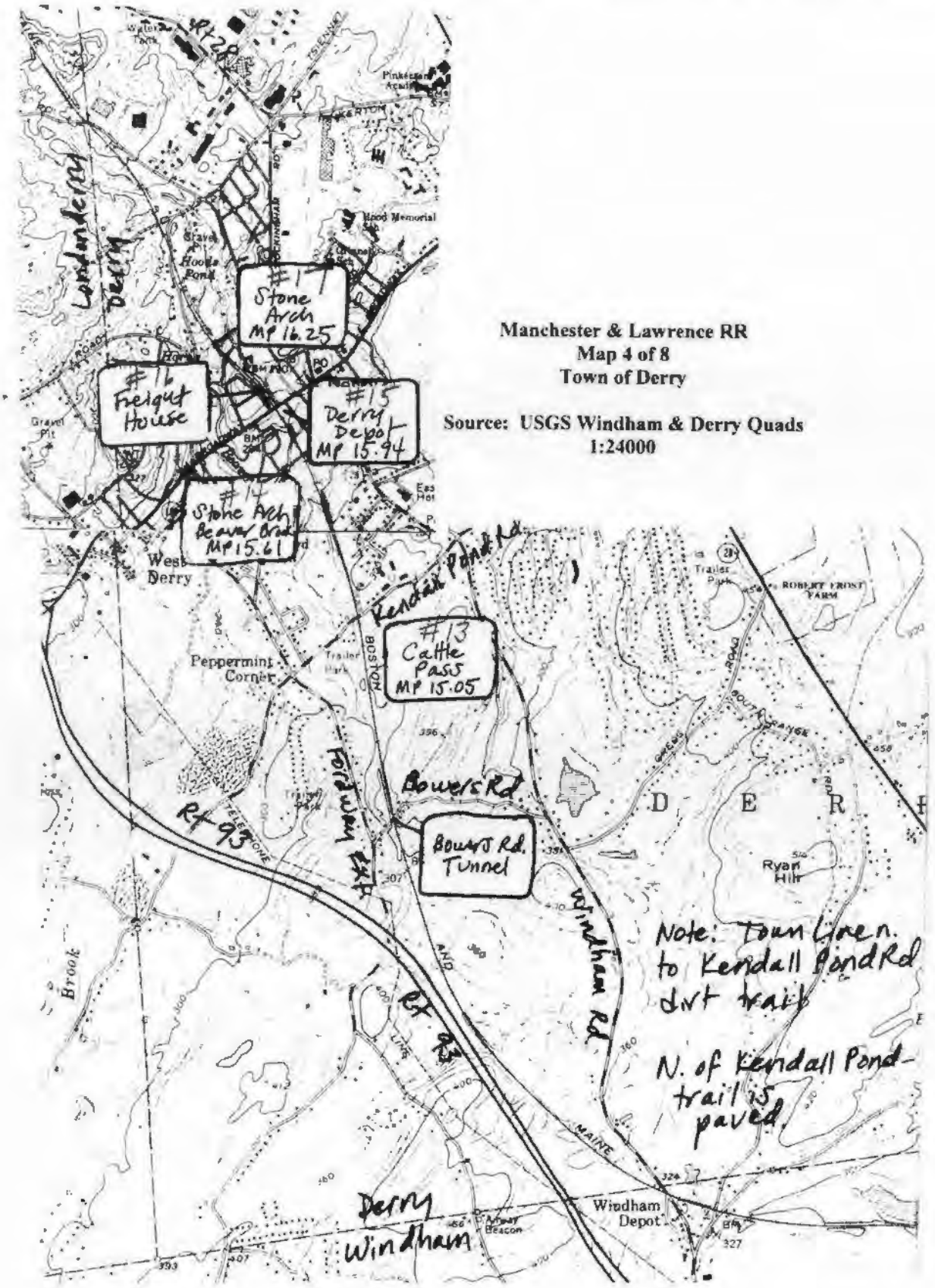


Manchester & Lawrence RR
Map 1 of 8
Town of Salem
(State Line to Hampshire Station)

Source: USGS Lawrence Quad
1:25000

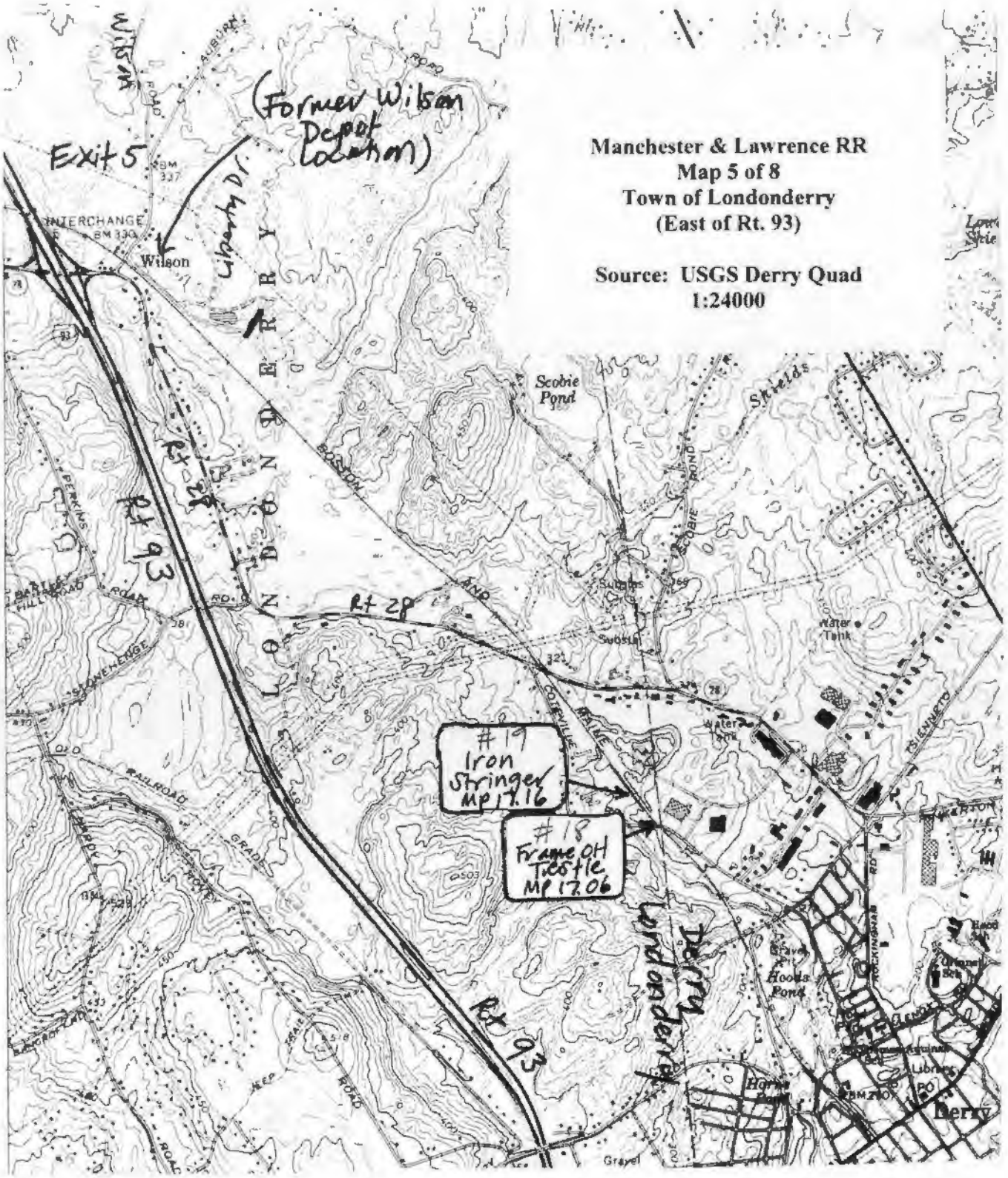

Manchester & Lawrence RR
Map 2 of 8
Town of Salem
(Hampshire Road to Windham Town Line)
Source: USGS Salem Depot Quad
1:24000
#6 Cattle Pass MP 7.97
#5 Salem Freight Ho.
#4 Salem Depot MP 6.92
#3 Rail Box Cattle Pass MP 4.70
#2 Deck Pile Trestle MP 4.65
Salem
Salem Depot
Cluffs Crossing
Foster Corners
Noyes Terrace
Pumping Sta
Trailer Park
INTERCHANGE
Northeastern Gliderport
Sewage Disposal

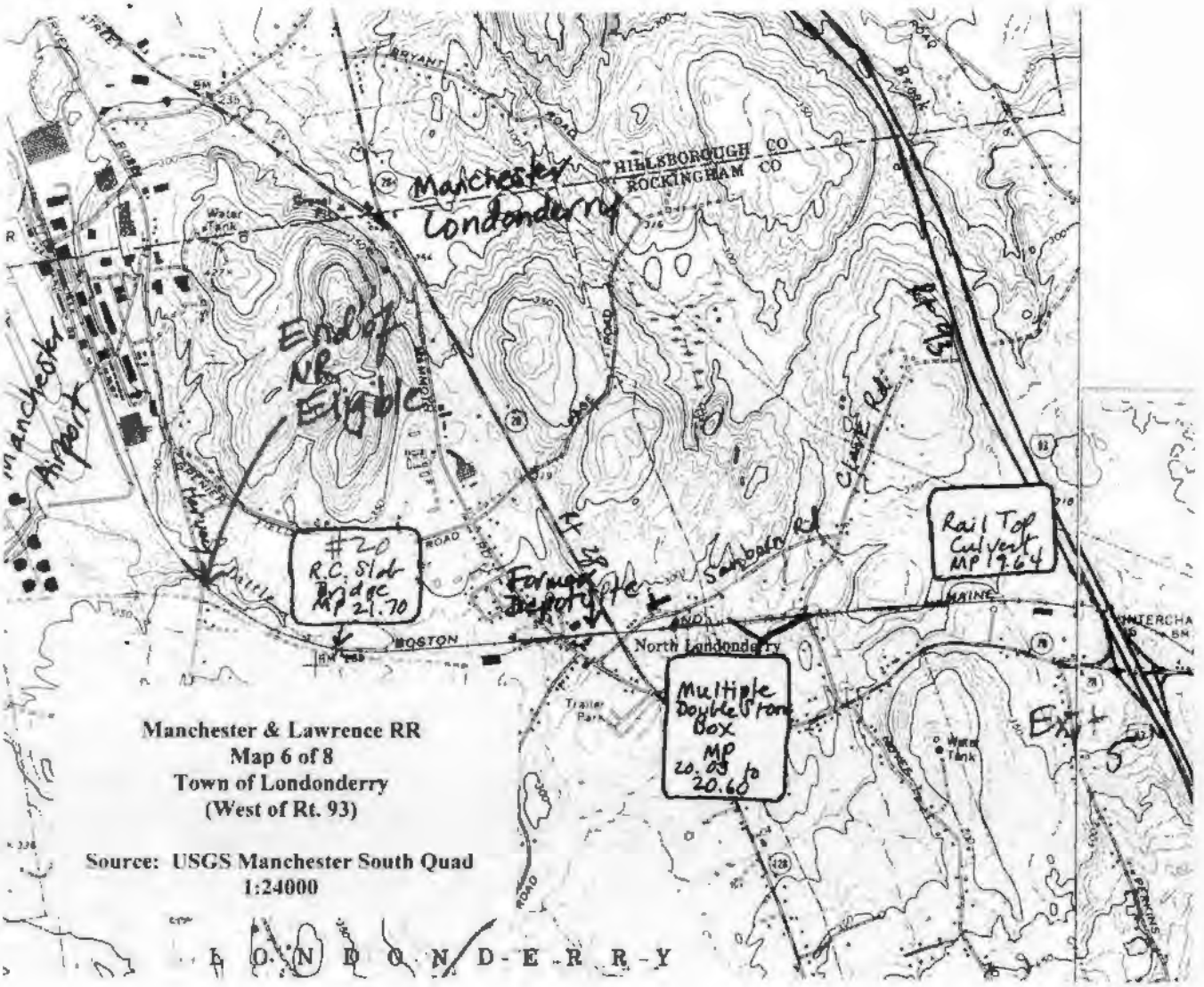

Windham Depot
#11 + 12 Windham Depot MP 12.79
(Note: N. Lowell Rd to Roulston Rd is paved rail trail)
Mitchell Pond
Searcy Pond
N. Lowell Rd
Rt 93
#10 Rail Box Cattle Pass MP 10.10
#9 Rail Top Cattle Pass MP 9.96
#7 Stone Arch MP 9.73
Deck Plate Girder Br. MP 9.89
Roulston Rd
Modern bridge over Salem Rd.
INDIAN ROCK
POND
CANOBIE LAKE
Manchester & Lawrence RR
Map 3 of 8
Town of Windham
Source: USGS Windham Quad
1:24000

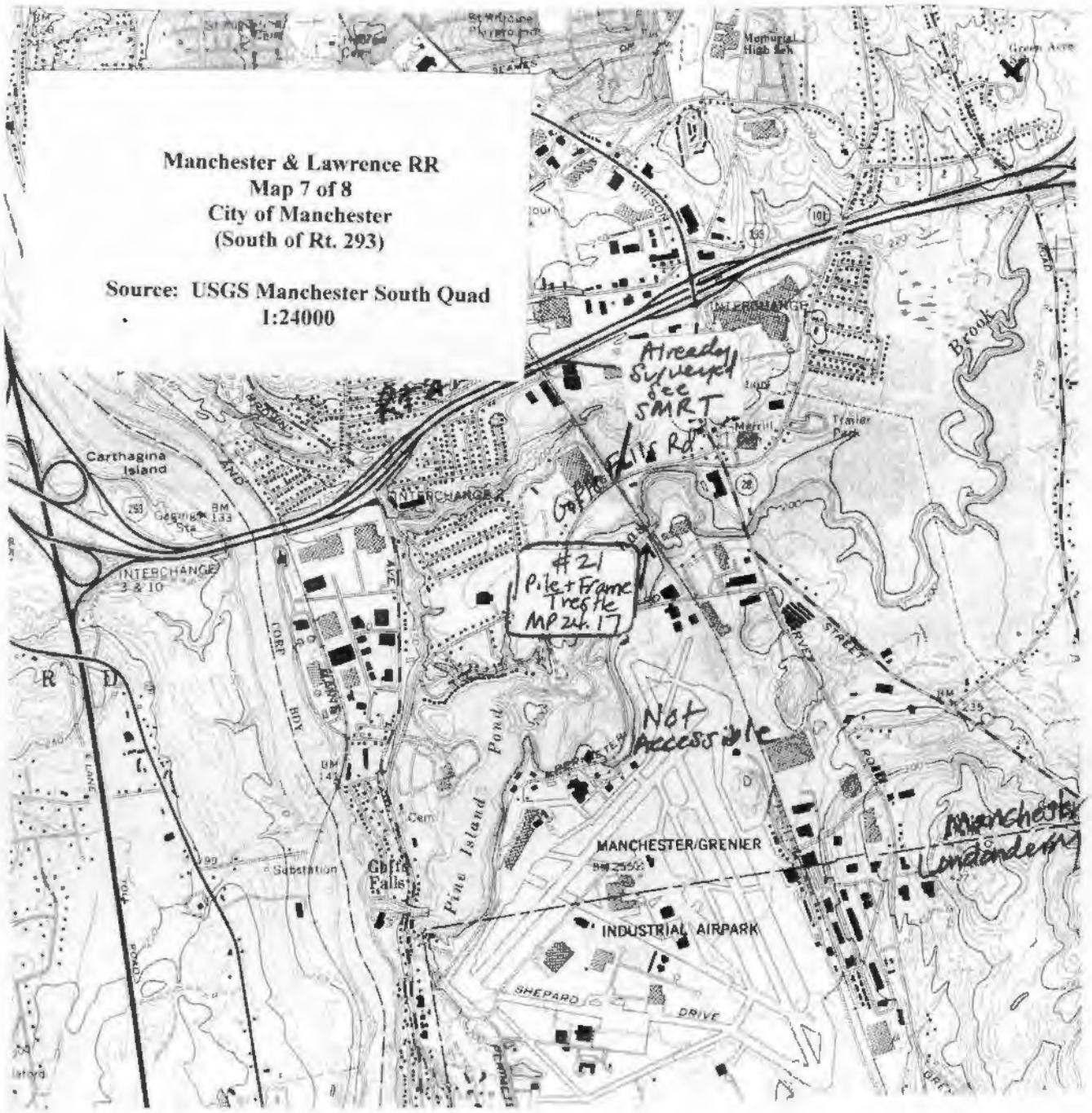


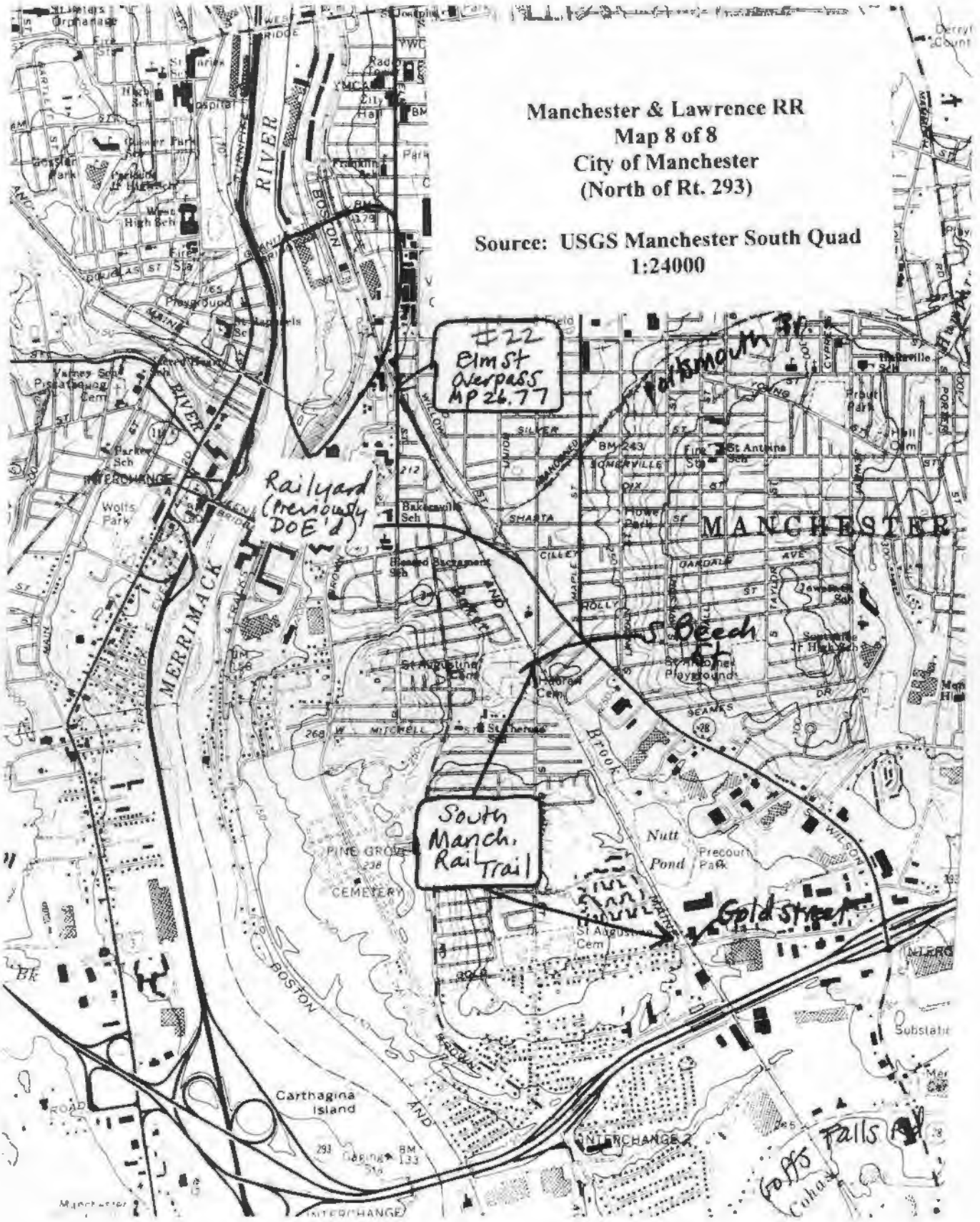
Manchester & Lawrence RR
Map 4 of 8
Town of Derry

Source: USGS Windham & Derry Quads
1:24000


(Former Wilson Depot Location)
Exit 5
Wilson
Liberty Dr.
DERRY
LONDONDERRY
Rt 93
Rt 28
Rt 28
Scobie Pond
Shields
Water Tank
#19 Iron Stringer MP 17.16
#18 Frame on Trestle MP 17.06
Derry
Londonderry
Manchester & Lawrence RR
Map 5 of 8
Town of Londonderry
(East of Rt. 93)
Source: USGS Derry Quad
1:24000


Manchester
Londonderry
HILLSBOROUGH CO
ROCKINGHAM CO
End of NR Eligible
Manchester Airport
#20 R.C. Slab Bridge MP 21.70
Rail Top Culvert MP 19.64
Multiple Double Stone Box MP 20.25 to 20.60
Former Depot Site
North Londonderry
BOSTON
MAINE
Manchester & Lawrence RR
Map 6 of 8
Town of Londonderry
(West of Rt. 93)
Source: USGS Manchester South Quad
1:24000
L O N D O N D E R R Y


Manchester & Lawrence RR
Map 7 of 8
City of Manchester
(South of Rt. 293)
Source: USGS Manchester South Quad
1:24000
Already Surveyed see SMRT
#21 Pile + Frame Trestle MP 24.17
Not Accessible
Carthagina Island
INTERCHANGE 3 & 10
Pine Island Pond
Goffs Falls
MANCHESTER/GRENIER
INDUSTRIAL AIRPARK
SHEPARD DRIVE
Substation
Memorial High Sch
Merrill Park
Brook


Manchester & Lawrence RR
Map 8 of 8
City of Manchester
(North of Rt. 293)
Source: USGS Manchester South Quad
1:24000
#22
Elm St
Overpass
MP 26.77
Railyard
(Previously
DOE'd)
South
Manch.
Rail Trail
Gold Street
S. Beech St
MANCHESTER
MERRIMACK
RIVER
BOSTON
Carthagina
Island
Falls
Nutt
Pond
Precourt
Park
PINE GROVE
CEMETERY
INTERCHANGE
Substation

17. Methods and Purpose

The New Hampshire Department of Transportation (NHDOT) is in the process of reconstructing the I-93 ramps at Exit 5 in Londonderry as part of the larger I-93 improvement project. This work will involve the former Manchester & Lawrence Railroad corridor. The New Hampshire Division of Historical Resources (NHDHR) has requested that the NHDOT complete a district area form to document the 22.39 mile Manchester-Lawrence Railroad line between the state line in Salem and its terminus in Manchester. The project is identified by the DOT as Salem-Manchester, IM-IR-0931(174), 10418C.

In order to document the pre-1958 structures associated with the line, a pedestrian survey was conducted along much of the line in the spring of 2008. This inventory form does not re-document those areas along the line that are covered by existing Determinations of Eligibility including the 1.5 miles of railroad right-of-way in Manchester spanning from Goffs Falls Road north to South Beech Street surveyed in 2005 (Form SMRT) or the Manchester Railyard, documented in 2000 (Mausolf).

Several properties along the rail corridor or associated with the railroad have previously been determined eligible for the National Register. Located just west of Harvey Road, the stone arch bridge in North Londonderry at mile marker 22.18 (LON0201) was determined individually eligible for the National Register in 1997 for its significance in engineering and transportation. Unfortunately, the bridge appears to have been removed in recent years. The Derry Depot (DER0054) was determined eligible for the National Register in 2006 (NHDHR files).

Historic research for this area form was conducted at the Manchester Historic Association, New Hampshire State Library, the New Hampshire Historical Society, and the Boston and Maine Railroad Archives at the University of Massachusetts in Lowell, Massachusetts. Published local and railroad histories, the annual reports of the railroad and reports contained in the NH Railroad Commissioners Annual Reports, historic maps including the Railroad Valuation Plans and the Boston & Maine Railroad Bridge List prepared in 1953 also provided additional information for the Historical Background section. Unless otherwise stated, the mile post references reflect the historic reference points enumerated on the 1953 Boston & Maine Railroad structure list and Valuation Plans.

28. Surveyor's Evaluation

NR listed:	district	☐	NR eligible:		NR Criteria:	A	☒
	individuals		district	☒		B	☐
	within district	☐	not eligible	☐		C	☒
Integrity:	yes (some)	☒				D	☐
	no	☐	more info needed	☐		E	☐

If this Area Form is for a Historic District: # of contributing resources: 63

# of noncontributing resources: 3

18. Geographical Context

The project area follows a 22.29 mile linear course along the former Manchester & Lawrence Railroad right-of-way,, which is now owned by the State of New Hampshire. The rail line extends north from the Massachusetts state line and from there passes through the New Hampshire towns of Salem, Windham, Derry, Londonderry and Manchester. The railroad was constructed with a profile of moderate grades and crosses no major water bodies. Extensive cuts and fills were necessary in certain areas, especially south of the Windham depot. The two high points are located just north of the Derry/Windham line (338.87 feet above mean sea level) and north of the former Wilson's station in Londonderry (338.46 above mean sea level). The low point is in Manchester and is 172.96 above mean sea level (Hoisington 1978: 32).

Near the south end of the rail corridor in Salem, the right-of-way parallels Rt. 28 and crosses the Spickett River. What was once farmland is now heavily commercial in character with strip commercial uses and shopping centers along Rt. 28 with a few adjacent residential neighborhoods. The track passes to the east of Rockingham Park and crosses Main Street (Rt. 97) in Salem. In northern Salem, the rail line passes just to the east of Canobie Lake, diverting from Rt. 28 north of Rt. 111, in the vicinity of the Salem/Windham town line. In Windham the terrain is undeveloped, characterized by woods, rock ledge and stone walls which are reminders of the impediments encountered and previous land uses. In the northern part of Windham the railroad passes by several water bodies including Mitchell Pond before reaching the Windham Station, near the Derry town line. In Derry, the rail corridor continues northwest, just to the east of Rt. 93. Although passing through woodlands dotted by stone walls and water bodies, at its closest point, the railroad is less than 1000 feet from Rt. 93. North of Kendall Pond Road in Derry, the surrounding landscape becomes residential before passing through downtown Derry and then past Hornes Pond. In Londonderry the rail line crosses Rt. 28 before entering a landscape characterized by extensive wetlands. In the vicinity of the former Wilson station, there is a node of modern development consisting of commercial office and light industrial uses. Crossing under Rt. 93 near Exit 5, there is an section of double box culverts just east of the village of North Londonderry where the rail line crosses Rt. 28 again. After passing through an area of wetlands, the railroad passes along the eastern edge of Grenier Field/Manchester Airport on the Londonderry/Manchester line before making its final approach northwestward toward Manchester. After crossing Cohas Brook in Manchester, the rail passes under Rt. 293, past mixed residential and industrial areas. Crossing under Elm Street, the rail line terminates at the former rail yard south of Granite Street.

19. Historical Background

The 22.29 mile New Hampshire portion of the Manchester & Lawrence Railroad, extending from Manchester to the state line in Salem, was chartered on July 31, 1847.[1] The act of incorporation authorized construction of a railroad not exceeding six rods in width (99 feet). On August 16, 1847 the board of directors engaged Samuel Nott as engineer and the route was surveyed. Construction was begun in 1848 at Manchester and proceeded southward (Hoisington 1978). Contracts for the grading and masonry were made with seven different companies. Grading was calculated for a single track but the masonry was constructed for a double track. In May the corporation entered a contract for English iron (1848 Annual Report: 5). The railroad was opened for passenger travel on November 13, 1849 and freight trains started running on January 1, 1850. Initially, stations were located at Messers, Salem, Windham, Derry, Londonderry and Manchester.

Construction of the New Hampshire segment was difficult and was considered quite an engineering feat in its day. The layout required many cuts through granite ledge, accomplished with the use of hand tools and blasting with black powder. There was also a need for extensive land filling, especially in the area between Windham and Salem. In Windham, near Mitchell's Pond, the road bed crossed over an old meadow which was probably once a pond and required extensive fill. A similar condition was encountered near the Arched Bridge which necessitated filling in of some seventy feet for quite a distance. In Derry the railroad built an earthen causeway to split the millpond at Horne's sawmill. Much of the actual construction was done by Irish laborers (Morrison 1883: 192). The cost of construction was $971,513.69 or $49,701 per mile (*Rural Oasis*: &10; Noyes: 84).

Completion of the road was also delayed by controversies between the president of the M & L, James U. Parker, who also acted as supervisor of construction and his board of directors. The directors felt that the engineer Parker hired, Samuel Nott, had made various costly errors concerning calculations of grade and that he was not spending adequate time on M & L RR business. The directors were also critical of what they alleged to be Parker's lack of attention to his duties as Construction Agent. Ultimately Samuel Nott, was fired by the board of directors who appointed one of their own, Jonathan T.P. Hunt, as superintendent of the road, and hired a new engineer, Henry Bacon. Nott, supported by Parker, refused to resign, resulting in an investigation by a committee of the New Hampshire House of Representatives (Hoisington: 7). Samuel Nott, who was just 33 years old when he was hired, went on to have a long and successful career in railroads. Educated as a civil engineer, he began his career on the Boston and Worcester Railroad in 1833, became the Chief Engineer of the Boston and Lawrence in 1874 and was later Superintendent and Engineer of the Hartford, Providence and Fishkill (*NY Times*, May 6, 1894).

Although the cities of Manchester and Lawrence were already accessed by other rail lines, the M & L RR was intended to provide an alternative route to Boston, independent of the Concord Railroad's Nashua and Lowell-Boston and Lowell line (Dixon: 4). The M&L RR was built to compete with the Concord Railroad, but was unsuccessful in achieving dominance because of the Concord Railroad's ability to eliminate competition. Beginning in November 1850 the railroad was operated by the Concord Railroad Corporation, under a five-year lease. As of 1850 the railroad had four engines, six passenger cars, three baggage cars, 54 freight cars, 15 dumping cars, 4 hand cars and 2 stone cars. In 1854 the two

[1] The 3.75 mile section of track running in Massachusetts between the state line in Methuen and Lawrence, known as the Methuen Branch of the Boston & Maine, predated the New Hampshire section slightly. It was chartered by Massachusetts in 1846 and opened in 1847.

19. Historical Background (continued):

roads jointly constructed a new 310' x 80' depot at Manchester as well as a machine shop, car house, engine house and forge shop. In 1856 the Manchester & Lawrence was leased to the Concord Railroad for five years and in 1861 the lease was extended for another twenty years. In 1867 the twenty-year contract was found to be illegal by the NH Legislature. The two roads drew up a new agreement and the Concord continued to operate both roads. The Concord Railroad continued to operate both roads, as agent, under the name Concord, Manchester & Lawrence Railroad although the two railroads remained separate corporate entities until 1887 when the B & M assumed the lease.

During its operation by the Concord Railroad, various improvements were made over the years. A station was built at what was known as Messer's Crossing in Salem in 1855 (Khalife: 40). In 1867 new and commodious depots were erected at Derry and Salem at a cost of $11,139.70 (1867 Report, p. 24). Two years later the old passenger depot at Salem was moved to Windham and used as a freight depot and handcar house. A few years later, an additional railroad – the Nashua & Rochester - was built which intersected with the M& L at Windham. In 1875 a new junction station was erected at a cost of $2,200, funded jointly by the Nashua & Rochester and the Manchester & Lawrence. It had two wings of equal size and each had a separate passenger waiting station. At the same time the old M & L station was moved about 200 feet toward the center of Windham onto Depot Road where it was put to use as housing for the gate crossing attendants and other railroaders (Hoisington: 7). In addition, improvements were made to the track each year. In 1875 alone 236 tons of new rails and 295 tons of welded rails were laid in the track during the year and 15,041 sleepers were replaced – equal to relaying over five miles of track (RR Commissioners Report 1875, p. 85). In 1880 393 tons of new rails, 96 tons of welded rails and 9 ½ tons of steel rails had been laid. In addition, 8,176 sleepers had been replaced and "the track, bridges, fences, and buildings are in excellent repair" (1880 Report, p. 45). Additions were made annually and by 1887 seventeen miles of the track were fifty-seven pound steel with the remainder being iron rails (1887 Report, p. 45). In 1882 the Derry passenger depot was destroyed by fire. A new depot was constructed in 1886 (1886 Report, p. 46). About 1900 it was moved a short distance south down the tracks to its present location. In 1885 a combination passenger and freight station was established at Policy Pond in North Salem. The name was soon changed to Canobie Lake Station following the name of the post office that was established there (*Rural Oasis*: 171, 1886 Report, p. 44). In 1887 the Canobie Lake, Windham and Salem stations all had new platforms (1887 Report, p. 46). A new passenger station was built at Manchester in 1898 at which time the 1854 depot was torn down.

On September 1, 1887 the Boston & Maine Railroad took over the Concord Railroad and assumed control of the Manchester & Lawrence by virtue of the existing lease. The M& L ceased to be a corporation on December 1, 1919 when it was consolidated with the B & M. Under the B & M system, the Manchester & Lawrence Branch was part of the Western Division. The B & M increased the number of trains running on the line and made various improvements. At least one report noted that when the B &M took it over, the M & L was in a dilapidated condition. The fences along the tracks were down, the roadbed was not in good condition and the rails were poor (p. 174). By all accounts, the Manchester & Lawrence Branch was never an important link in the Boston & Maine system which favored the line through Nashua as its main north-south route. Still, the line did serve various local needs. In 1856 Harvey P. Hood began shipping milk on the M& L from Derry to Boston and the H.P. Hood & Sons continued to be a major user into the 20th century. Hood had a creamery and an ice house on the east side of the track, just north of the Broadway crossing. Three other large businesses in Derry

19. Historical Background (continued):

near the railroad track each had their own spur track. In the late 19th and early 20th century the depot at North Londonderry was instrumental in transporting the products of the adjacent Annis Grain and Lumber Company, the largest business in town. At one time the depot also contained the village post office and the Annis Company store. Other businesses located near the railroad tracks in North Londonderry included a shoe factory, a cider mill and a label factory. In Salem Village a number of industries were located near the depot in the late 19th century including Evans Artificial Leather Co., an oxalic acid factory, a thread mill, shoe factories, a heel shop and a planning mill. Crushed white quartz rock was shipped from the Wilson's Crossing station in Londonderry to Boston (Londonderry Historical Society: 47).

Beginning in 1902 the traditional railroad in Salem was supplemented by an electric trolley, originally known as the Hudson, Pelham & Salem Electric Railway Co., which ran streetcars from Lawrence, Haverhill, Pelham, Lowell and Nashua to the system's amusement park, Canobie Lake Park. Derry was also served for 19 years by its own trolley system which which ran between Derry and Manchester. In 1906 the Boston & Maine Railroad installed a spur from the main line in Salem to the new horse racing track at Rockingham Fair (after 1914 it was known as Rockingham Park). After horse racing was banned at the park, it was used for fairs, air shows and auto racing. Leaving the regular line on Rt. 28 near the present post office, the train entered the Park south of the oval and ended just north of the grandstand. Parimutual racing was revived in the mid 1930s by the State of New Hampshire for new revenue and the park was open from July to September. Rail service was provided by the "Rockingham Racer" and the spur was relocated a bit north of the old one. Extra trains were scheduled for weekends, holidays and special events. In addition to bringing racing fans, the trains also transported horses, grooms, jockeys, hay, and feed.

In 1921 the Annis Grain and Lumber Company buildings at North Londonderry were destroyed by a fire which also consumed the adjacent railroad station. The buildings were rebuilt on a somewhat smaller scale and a railroad passenger car temporarily replaced the station.

In the 1920s buses of the Boston & Maine Transportation Co. began taking over some of the lightly patronized train runs. In 1932 the M& L offered six weekday and two Sunday roundtrips by train. Soon thereafter the Sunday morning train was eliminated. By April 1936, buses had replaced all but one of the weekday trips.

By the late 1930s regular passenger service dwindled to a single, self-propelled car, which made one roundtrip each day. The Sunday afternoon roundtrip passenger train was eliminated in April 1949, leaving only a single round-trip commuter train in the work week. The route was served by a train with a gas-electric car (known locally as "the peanut train" or the "yellow hornet") which operated until regular passenger service finally ended in July 1953. Soon thereafter the various railroad buildings were sold. In Salem, the main depot was sold to Attorney James Sayer for $4,000 while the Dodge Grain Company purchased the old freight house.

19. Historical Background (continued):

The special trains from North Station in Boston to Rockingham Park were discontinued in 1962 and the rails in the park were taken up. After this the line provided service for a few freight customers some of whom used the line until about 1980 (Lindsell: 111). Spurs from the main track went to a coal pocket used by Grenier Air Force Base which was located at Manchester Airport from 1940 to 1966. Other sidings acted as delivery points for aircraft fuel. The Buy Rite Foods warehouse in Salem was served by a spur that ran inside their building. Other businesses in Salem that used the railroad included the Zurbach Steel Plant and Dalrymple, a bottled gas dealer. Lyon Iron Works, a sizable steel fabricating industry in Londonderry, also utilized the rail for freight. Other industrial clients in Londonderry included Pyrofax Gas Co. and the Morton Salt Co., distributors of rock salt. Near the Manchester Airport, spurs provided access to Silver Brothers bottling plant and warehouse and a hardware distributor. In Manchester, various distribution warehouses were sited near the spurs as well as an oil dealer and a plumbing supply company.

In the early 1980s the nine-mile section between Salem and Derry was abandoned, severing the line into two segments. The rails were removed for salvage. The section between Derry and a point in Londonderry south of Manchester International Airport (formerly Grenier Air Force Base) was abandoned in 1986. In the late 1990s the City of Manchester removed track for the extension of the main runway at the airport. In May 2000 Guilford Transportation was granted permission to abandon the remaining northern part of the M& L. Additional track in Salem was also removed without waiting for formal abandonment (Lindsell: 111).

In recent years, a 4.1 mile section of the line from the intersection of Routes 111 and 28 in Salem, and continuing to a point on North Lowell Road in Windham has been developed by the Windham Rail Trail Alliance into a paved recreational path. The Derry Rail Trail Alliance is currently moving forward with Phase 1 of their trail involving the paving of a bike path extending from Kendall Pond Road to Bowers Road. The completion of Phase 2 will link the Derry trail to that in Windham. In South Manchester, a 1.25 mile section of the line from South Beech Street to Gold Street has also been paved with plans underway to extend the trail south towards Goffs Falls Road. Salem and Londonderry are also developing plans to convert the portion of the rail bed in their communities to rail trails.

20. Applicable NHDHR Historic Context(s)

The railroads in NH, 1842-1960

21. Architectural Description and Comparative Evaluation

The 22.29 mile New Hampshire portion of the Manchester & Lawrence Railroad passes through diverse portions of the communities of Salem, Windham, Derry and Londonderry before reaching its northern terminus at the Manchester railyard. At the south end of the rail corridor in Salem, the right-of-way parallels Rt. 28, a busy, commercial corridor. In some areas there are adjacent residential neighborhoods. In northern Salem, the rail line passes just to the east of Canobie Lake, diverting from Rt. 28 north of Rt. 111, in the vicinity of the Salem/Windham town line. In Windham the terrain is undeveloped, characterized by woods, rock ledge and stone walls which are reminders of previous land uses. Crossing over to Derry, the rail corridor continues northwest, just to the east of Rt. 93. Although passing through woodlands dotted by stone walls and water bodies, at its closest point, the railroad is less than 1000 feet from Rt. 93. North of Kendall Pond Road in Derry, the surrounding landscape becomes residential before passing through downtown Derry. From Derry north to Londonderry, the landscape is characterized by woods and wetlands before reaching a node of development in the vicinity of Exit 5 on Rt. 93. Crossing under Rt. 93, the rail corridor is flanked by limited development in North Londonderry before entering an area of wetlands to the northwest. The railroad passes along the eastern edge of Grenier Field/Manchester Airport on the Londonderry/Manchester line before making its final approach northwestward toward Manchester. Within Manchester, the rail passes under Rt. 293, past mixed residential and industrial areas. Crossing under Elm Street, the rail line terminates at the former rail yard south of Granite Street.

Existing historic buildings on the former Manchester & Lawrence Railroad consist of three railroad stations (Salem, Windham, Derry) and freight houses at Salem, Windham and Derry. There are approximately eight surviving railroad bridges. The line also includes numerous stone box culverts of varying sizes and designs as well as later cast iron pipe culverts. The original road was built with wrought-iron rails. By the 1880s much of the corridor was modernized with steel rails. Today, the rails and ties have been removed from most of the corridor. Sections in Windham, Derry and Manchester have been paved for use as recreational trails and plans are underway to pave additional portions.

Railroad Stations

At one time or the other, the line included eleven stops in the state of New Hampshire – Hampshire Road, Rockingham Park, Salem, Canobie Lake, Windham, Derry, Wilson's, Londonderry, Willey, Nutt's Pond and Manchester. Three stations survive today, at Salem, Derry and Windham.

21. Architectural Description and Comparative Evaluation (continued):

The **Salem Depot (MP 6.92; photo 1, historic view page 33)** was constructed in1867 and is the oldest of the three surviving depots. Set on a high granite foundation, the single-story, hip-roofed structure was sheathed in vertical flushboard siding, with a bracketed cornice, a trackside three-sided bay window, and entablature lintels over the windows and doors, all features which were typical of its period. Sections of the bracketed cornice have been removed although the large braces supporting the overhanging eaves are still intact. The building is currently undergoing rehabilitation by a local committee. After passenger service ended, the station was used as a law office for many years. A small addition was constructed and a Colonial entrance was inserted where the bay window was originally located. These will be removed and the building will be remodeled to resemble its original structure. With the later siding was removed, the outlines of the former bay window and the entablature-topped doorways are now discernible. As constructed, the interior was divided into two waiting rooms with a ticket office at the center of the structure. Mens and ladies rooms were located in the cellar as well as the coal bin and heater.

The **Windham Depot (MP 12.79, photo 2; historic view page 34)** was constructed in 1875 as a junction depot for the Nashua & Rochester and the Manchester & Lawrence Railroads. Resting on a stone foundation, the building was clad in clapboards with a slate, hip roof. The building was divided into two angled wings with a waiting room on each side, a curved ticket office at the center and a baggage room on one end. In 1910 the name of the station was changed from Windham Junction to Windham. A former B & M caboose is on display adjacent to the railroad right-of-way, between Frost Road and Depot Road.

The **Derry Depot (MP 15.94; photo 3; historic view page 35)** replaces an earlier structure and was constructed in 1886 but moved to its present location in 1907. Now functioning as a restaurant, the building has seen some alteration in recent years but still displays salient characteristics of its building type including a hip roof with overhanging eaves and braces, a trackside bay window and sheltered waiting areas which were added in 1907. The building was determined eligible for the National Register in 2006.

None of the buildings at the other seven stops which once served the Manchester & Lawrence line survive today. Originally known as Messer's Crossing, the **Hampshire Road Depot** (see historic view, page 36) was located near the Massachusetts State Line. Built in 1855, it was a small clapboarded station, measuring approximately 26' x 19' and resting on a rubble foundation. It was capped by a cedar-shingled gable roof with overhanging eaves, a single door facing the tracks and double-hung 6/6 windows. The interior was divided into a waiting room and a store room. The name of the station was changed from Messer's (Messer's Tavern was located nearby) to Hampshire Road prior to 1909 at the urging of local millionaire Edward Searles. The station was retired in 1936 (B & M RR Archives). It is not known when it was removed.

According to B & M RR records, **Rockingham Park** never had a depot but was served by a small ticket office, measuring just 7' 4" square (see historic view, page 37). It was built about 1907 and was removed before the race trains were eliminated in 1962.

21. Architectural Description and Comparative Evaluation (continued):

Constructed in 1885, the **Canobie Lake Station** (see historic view, page 38) was a combination passenger/freight station located in Salem, near the Windham town line. It stood in the space between Old Rockingham Road and the railroad tracks at the intersection of Rockingham Road, Route 111 and Route 28. Windham resident Leonard Morrison petitioned the state railroad commission to build a station that was closer to their homes and businesses. He also suggested the name for the station, a name taken from Cannonbie, Scotland, in honor of the locally-prominent Armstrong family, who were of Scotch descent and lived in Windham. The name of the nearby lake was subsequently changed from Policy Pond to Canobie Lake (Dinsmore: 81). Canobie Lake Amusement Park opened in Salem in 1902 but was not directly served by the M & L. Instead, it was accessed by trolleys and in fact was constructed by the trolley company as a way to increase ridership.

Like the other depots of its period, the Canobie Lake station was a clapboarded building with a slate covered hip roof. There was a ticket office in the bay window facing the track and a waiting room. The attached freight/baggage room was covered by a flat roof.

The **Wilson's Crossing Depot** (see historic view, page 39) was built in 1881 and was originally located in the northeast corner of Londonderry near the present intersection of Rt. 28 (Rockingham Road) and Auburn Road. The small shed-roofed building housed the Wilson post office, served passengers and handled freight. The Wilson station was discontinued during the World War I era and in 1930 the depot was moved to Londonderry village to become its station (Hoisington 1978: 28). It was later demolished in the 1970s (Londonderry Historical Society: 47).

The **Londonderry Depot** (see historic view, page 40) was constructed about 1845 and was located just off Rt. 28 and Hall Road in North Londonderry. The building was cruciform in plan and contained a dwelling at the center flanked on either side by freight/oil house and passenger station wings. The clapboarded, single-story structure was capped by a low-pitched hip roof with overhanging eaves supported by simple trusses. The depot was destroyed by fire in 1921 (Londonderry Historical Society: 14). For nine years an old combination car and a box car on a siding were used as a station. In 1930, the Wilson station was moved here and put into service but it was demolished in the 1970s (Hoisington 1978: 28-9).

A small flag stop was located at **Willey** (MP 23.6, see historic view, page 41), near the southern edge of what is now the Manchester Airport property. The small, shed-roofed structure was open at the front. Inside there were plank benches on three sides.

Another minor station stop was located at **Fair Grounds (later Nutt's Pond)** in Manchester. It is not known whether there was an actual building here or just a stop signal and dirt platform (Hoisington 1978: 30).

21. Architectural Description and Comparative Evaluation (continued):

The M & L and the Concord Railroads shared the Concord Railroad's station at **Manchester.** The first Manchester passenger station predates the establishment of the Manchester & Lawrence and was constructed in 1842 by the Concord Railroad. A new barrel-vaulted station with a cross-shaped plan was built in 1855 (see historic view, page 42) to serve both the Concord Railroad and the Manchester & Lawrence Railroad. It stood until 1897 when an even larger union station was constructed by the Boston & Maine Railroad below Granite Street (see historic view, page 43). The impressive Richardsonian Romanesque-style structure was demolished in 1961.

Other Buildings

In addition to a depot, each of the major stops also had a variety of other service buildings. Today the freight houses at Salem, Windham and Derry survive in some form.

Salem Freight House (photo 4) was constructed sometime in the mid 19th century and definitely by 1885. The building was originally clapbaoarded with a cedar shingle roof. The hip roof incorporates a two foot overhang over the loading dock with is accessed by sliding doors set into segmental openings.

The **Windham Freight House (photo 5)** measures approximately 17' x 36' and was moved from Salem. The clapboarded building was originally capped by a slate roof (Valuation Records). The building still stands today and has been used for many years by the town highway department.

Derry Feed at 3 Martin Street incorporates the old **Derry Freight House (photo 6).** The hip-roofed, clapboarded structure was built in 1882 with an office addition constructed in 1907. The building retains large loading doors consistent with its use moving and storing freight. Also located in Derry was a 20 x 32' two story tank building constructed of brick with a slate roof (Valuation Records).

In Manchester the M & L built a freighthouse south of Granite Street which was used by both the M & L and the Concord Railroads. The M & L owned most of the land between Elm Street and the Concord tracks and south of what became West Auburn Street in Manchester. This area became the main freight yard in the city. Later, a long, low freighthouse was built next to Elm Street. This is no longer extant.

Valuation Records in the Boston & Maine Railroad Archives provide additional information on the other buildings which stood at each of the stops as of about 1915. The larger stations at Salem, Windham, Derry and Londonderry had section houses, small track shacks used to house the small hand car which section maintenance workers used to travel up and down the line. All of these were apparently constructed in the late 19th century and typically measured about 16' x 12', with clapboard exteriors and cedar roofs. None are known to exist today.

21. Architectural Description and Comparative Evaluation (continued):

Small crossing shanties with tin-covered hip roofs were constructed at Derry, Salem, Canobie Lake, Windham, Londonderry and Manchester between about 1895 and 1909. Most of the buildings were approximately 5' x 7'. Several of the stations also had small buildings used for coal storage.

In addition to the Hampshire Road depot, there was also a small building measuring 16 x 12' containing a baggage room, toilet and coal storage. The Wilson station in Londonderry had a store house built in 1881. In addition, the railroad also owned dwellings and barns at Salem and Windham but does not appear to have constructed them.

Owing to its use by two railroads, the Windham yard was the largest on the line, not counting Manchester.. Additional structures at Windham included a brick 10 x 12' pump house with smoke stack, a 50,000 gallon water tank resting on twelve brick piers, a stand pipe and a water station. A map of the yard appears on page 44. Only the depot and freight house survive today.

Bridges

The bridges which stand on the line today represent the evolution of the railroad from the construction of the original Manchester & Lawrence Railroad in the mid 19th century to the improvements made by the Boston & Maine Railroad after 1887. Unlike some other railroads in the state, the Railroad did not have to cross any sizeable rivers or streams but there are areas of significant fill. There are also a number of smaller bridges resting on stone abutments of quarry-faced granite and concrete structures dating to the 20th century. In some cases new spans utilize the original stone abutments from the 1840s. There were originally a number of wood stringer bridges but none of these are extant today.

Stone Arch Bridges

As was the case with most 19th century New Hampshire railroads, the original construction of the Manchester & Lawrence included several impressive stone arch bridges, capable of carrying heavy loads and requiring relatively little maintenance.

In Windham, a **Stone Arch Underpass (MP 9.83; photo 7)** was constructed in 1849 to allow an unnamed road travel under the railroad. The 20' arch is constructed of Conway granite (B & M Records).

Rising above Beaver Brook in Derry is a **Stone Arch Bridge/Culvert (MP 15.61; photos 8-9)** which also dates to the original construction of the railroad line. With a height of 34 feet, the structure is constructed of large, dry laid, cut granite blocks. The 66' semi-circular arch ring has a prominent keystone and the curved wing walls have seven risers. Also in Derry, is the **Stone Arch at Horne's Pond/Hood Pond causeway (MP 16.25; photos 10-11),** a rubble bridge with cut arch stone, measuring twelve feet high and 28 feet high.

Another stone arch in Londonderry/Manchester (MP 22.18) appears to have been removed.

21. Architectural Description and Comparative Evaluation (continued):

Deck Plate Girder Bridges

There is only one deck plate girder bridge on this line and it is a relatively short span of 25 feet. It is located at **Burke's Ledge in Windham at MP 9.89 (photo s 12-13).** The pointed stone block abutments date to 1849; the steel deck was introduced around the turn of the twentieth century and probably replace earlier wooden stringers (B & M Records).

I-Beam Stringer Bridge

According to the 1953 B & M Bridge Inventory, at one time there were two iron stringer bridge associated with the line and both were located in Londonderry. The **Iron Stringer bridge at MP 17.16 (photo 14)** is 11' 9" wide and 7' 6" high with granite block abutments. The other was located on Chases Road in Londonderry at MP 20.39 but has been removed. According to the B & M Bridge Inventory it was 16' 7" long and 11' 8" high.

Trestle Bridges

Trestle bridges utilize piles to carry structure loads through weak strata to lower strata capable of bearing the load. There are two good examples of trestle bridges on the M & L line. The **Ballasted Deck Pile trestle over the Spickett River in Salem (MP 4.65; photos 15-18)** is 63' 2" long and 16' high. The solid deck is supported by five frame bents on chestnut piles which are twenty feet long. The exact date of construction is not clear. The 1914 Valuation Plan notes that the framed bents and stringers were then about four years old. The 1953 B & M Structures Lists gives a date of 1929, suggesting perhaps the need to replace the wooden members. The masonry would appear to date to the original construction of the railroad.

It is interesting to note that the present bridge over the Spickett River was preceded by an 1887 Town Lattice truss bridge (see historic view, page 32). This bridge design was favored by the Boston & Maine Railroad in the late 19th and early 20th century and was apparently constructed by the Railroad shortly after it assumed control of the line. It was apparently replaced in the early 20th century; perhaps it was destroyed by fire.

Crossing Cohas Brook in Manchester the **Pile and Frame Trestle Bridge at MP 24.17 (photos 19-22)** is the longest bridge on the entire line. Constructed in 1932, the 8-span structure is 154' 4" long and rises 41' above the river. It is constructed of thirty seven oak piles with lateral bracing. The pile trestle at this site replaced an earlier lattice deck (NH RR Commissioner Report, 1898, p. 32).

21. Architectural Description and Comparative Evaluation (continued):

Overhead Bridges

The Manchester & Lawrence Railroad also included several other bridges designed to provide passage over the railroad tracks. The only one which survives today is the overhead frame trestle ("Red Bridge") in **Londonderry at MP 17.06 (photos 23-24).** According to B & M records, it was constructed in 1942 and replaced a wooden pony truss. At one time there were additional overhead frame trestles at Duffey's in Derry (MP 16.67), at McMurphy's in Derry (MP16.96) and at Jack's in Londonderry (MP 19.78) but these have been removed. All three appear were constructed in the 1920s. An additional footbridge was located near the Londonderry depot (MP 21.03) and was used by workers at the Annis Grain and Lumber Company to move freshly milled kits and staves from the mill to nearby drying sheds (Londonderry Historical Society: 13).

Reinforced Concrete Spans

The 1953 B & M bridge list includes two Reinforced Concrete spans on the line. One of these, at Tenney's in Salem (MP 7.97) was constructed in 1929 as a cattle pass (see discussion under Cattle Passes). The **slab bridge in Londonderry at MP 21.70 (photo 25)** was built the same year and replaced an earlier wood stringer bridge (B & M Valuation Records). It has a clear span of 11' and a height of 9' 2". It rests on earlier stone abutments.

Other Bridges

At Elm Street in downtown Manchester, the M & L passes under a wide thru-plate girder bridge constructed in 1915 **(photo 27)** to replace an earlier wooden span. In Londonderry, two different spans (north bound and south bound) were constructed to carry Rt. 93 over the railroad. In Manchester, modern spans also carry I-293 and Goff's Falls Road over the right-of-way. In Windham, a steel and concrete bridge was constructed in 2007 to carry the railroad/bike trail over the Route 111Bypass **(photo 26).**

In recent years, a corrugated metal tunnel surrounded by stonework has been constructed at the intersection of the rail trail and Bowers Road in Derry **(photo 28).**

21. Architectural Description and Comparative Evaluation (continued):

Culverts

Along the line many culverts of varying types and sizes have been constructed in order to channel surface drainage under the railroad. Because sections of the railbed were located on substantial amounts of fill, the M & L has a relatively high number of culverts. The List of Main Track Structures prepared by the Boston & Maine Railroad Engineering Department in 1953 provides a useful overview of the culvert system as it existed at that time. Field survey attempted to locate as many of the historic culverts as possible along the entire length of the corridor. The 1953 structures list and the valuation sheets provided some assistance although a number could not be found. Many of the small drainage structures are difficult to locate and have probably been filled in, removed or rebuilt.

In 1953 there were approximately 110 culverts on the 22-mile line. The largest number of culverts, about 50, were of (single) stone box construction. All of the stone box culverts measured between two and four feet wide. It is assumed that the stone box culverts date to the original construction of the line. The stone box culvert is rectangular in section with granite block walls and a granite slab roof. Of the fifty or so stone box culverts listed on the 1953 B & M Structures List, about twenty could be easily identified in the field. The stone box culverts which were found are indicated on the attached spreadsheet and are also marked on the Valuation Plans. **Typical stone box culverts are depicted in photos 29 to 31.**

In addition to the single stone box culverts, there were also eight double stone box culverts listed on the 1953 B & M list. There was just one double box culvert each in the towns of Salem, Windham and Derry with five located along a short stretch of track in North Londonderry, between MP 20.03 and 20.60. Other railroads in the state which utilized double stone box culverts include the Northern and the Cheshire.

In the field, the double box culverts in Salem, Windham and Derry could not be located. However, all five of the double box culverts in North Londonderry survive, although in varying conditions. The **double stone box culvert at MP 20.03 (photo 32)** consists of two stone box culverts, each about four feet wide separated by about ten feet but linked by granite slab lintels. More typical is the **double stone box culvert at MP 20.36 (photo 33)** in which the two 3'6" openings are adjacent, separated only by a stone pier. The **double culvert at MP 20.46 (photo 34)** has seen the addition of concrete blocks above the openings while the **double culvert at 20.60 (photo 35)** appears to be partially collapsed.

As of 1953 the line also included eight rail box culverts, as well as two "rail tops" and two "rail top boxes". If there is a distinction between the various terms used, it is not clear. As defined in a 1915 publication a rail top culvert is "a box culvert having masonry or concrete abutments and a top consisting of old rails laid close and embedded in concrete" (Willard 1915: 309). According to an article appearing in the *Journal of Western Engineers* in 1901, rail top culverts were being used by the Chicago, Milwaukee and St. Paul Railway to replace earlier wooden bridges. They were used for spans varying from 5 to 12 feet with height ranges from 4 to 12 feet. The culvert deckings were made from old rails. Among the advantages of the rail top culvert were the facts that its simple design allowed it to be built by unskilled labor and that no centering was required (Reichmann 1901: 66-71). It appears that the rail top culverts required little fill on the top of the culvert and often these culverts feature a single

21. Architectural Description and Comparative Evaluation (continued):

granite cap stone rather than the several stones which characterize the traditional stone box culverts. The original stone box culverts appear to have required more fill to spread the load of the train.

Of the 12 rail top or rail box structures listed on the M & L line in 1953, dates are only given for four and these were all constructed between 1895 and 1903, consistent with the apparent popularity of the structures nationally during this period. The sizes of the rail box culverts on the M & L line range have clear spans ranging from 3 feet to 5 feet and heights ranging from 4 feet to 8 feet. Extant examples of rail top culverts include a structure in **Salem at MP 6.26 (photo 36), Derry at MP 14.02 (photos 40-41),** and at **Londonderry at MP 19.64 (photos 37-39).**

The 1953 lists several wood culverts although it is unlikely that any of these survive due to their tendency to rot and decay. The remaining culverts were constructed of cast iron pipe (8), vitreous pipe (22), and reinforced concrete pipe or box culverts (3). Pipe culverts typically had head walls of masonry at either end. In the early 20th century vitrified earthen pipe came in 2-3 foot lengths and 4-36 inch diameters. Cast iron pipe was made in 12 foot lengths (Raymond 1915: 60).

Cattle Passes

The M & L line also constructed numerous cattle passes to allow farm animals to pass underneath the railroad right-of-way. According to a note in the 1915 Valuation Records, at one time there were two stone cattle passes to nearly every grade crossing but most of them had been filled in by that time (Val Plan vol. 1, p. 69). By 1953 the B & M List includes just five cattle passes.

The cattle passes basically used the same construction techniques as the culverts but were larger. In Salem, there is a **rail box cattle pass at Kelley's (MP 4.70; photos 42-43)**. The present appearance of the structure appears unchanged from the historic view visible on page 31. Inside the stone-walled underpass, the rails are clearly visible **(photo 43).**

In Windham there are two additional cattle passes located a short distance from each other. The **rail box cattle pass at Dinsmores (MP 10.10; photos 44-45)** is three feet wide and has a height of 8 feet underneath the rail. The **rail top cattle pass at Cochrane (MP 9.96; photos 46-47)** is also three feet wide but has additional fill above the top of the cattle pass. Both are flanked by curving granite walls and have granite slabs for tops. In Derry there is a **stone box cattle pass at Mills (MP 15.05; photo 48)** which is 3' 9" wide and 13' 6" high.

The cattle pass at **Tenney's in Salem (MP 7.97, photo 49)** was constructed in 1929 and is10 feet long and 9' 2" high. The reinforced concrete slab rests on earlier granite block abutments.

21. Architectural Description and Comparative Evaluation (continued):

Markers

Historically, the corridor was dotted by signals that were integral to the safe and efficient operation of the railroad. According to the valuation plans there were numerous mile posts, whistle posts, ring posts, crossing signals, block signals and tell tales.

Today, the rail line retains several markers which are of historic interest. At the state line between Massachusetts and New Hampshire, there is a large **granite marker (photo 50).** At least six standard reinforced concrete mile post markers survive along the line. All of the markers are three sided, with one side bearing the letter "M" and the miles to Manchester while the other side facing the track has a letter "L" and the mileage to the other end of the line at Lawrence. Surviving examples include two mile markers in Windham at MP 12 & 13, one in Derry at MP 16, two in Londonderry at MP 19 & 20 and one in Manchester at MP 26 9 **(photos 51-56).**

The whistle post is a marker which was placed on the engineman's side of a track in advance of a crossing or a station to indicate that the train is approaching a point where the rules require that the locomotive whistle be blown to warn of its approach. The posts were usually made of reinforced concrete and about ten feet high, placed 2,000 to 4,000 feet in advance of the crossing or station. A large "W" was inscribed or written at the top of the post. Less common were the Ring Posts with a large "R" signifying the need to ring the locomotive bell. On the M & L, a whistle post is still visible at **MP 7.17 in Salem (photo 57).** A ring post is located in Manchester, approaching the Beach Street crossing **(photo 58).** Closer to the intersection is a stop post **(photo 59).**

Several crossing signals are visible in Manchester at the Beach Street and Baker Street crossings (photos 60-61). A tell tale was a bridge warning consisting of a series of dangling ropes suspended over a track to warn trainmen of low bridges or other overhead obstructions. There are no extant tell tales on the line today.

21. Architectural Description and Comparative Evaluation (continued):

Right of Way/Railbed

The rails and ties have been removed from most of the corridor. In Salem there are a number of areas where ties and/or rail remain although both have generally been removed from travel ways. In some places buildings and or parking lots have been constructed over the right-of-way. From the Salem/Windham town line near Rt. 111 to Roulston Road in Windham, the rails and ties have been removed, leaving a dirt recreational trail. The four mile section in Windham from Roulston Road to North Lowell Road is a well-used, paved recreational trail. Derry is also in the process of converting the former railbed to a trail. From the Windham town line north to Kendall Pond Road in Derry, the ties and rail have been removed. North of Kendall Pond Road there is a paved bike trail which passes through downtown Derry. In Londonderry much of the ties and rail have been removed in the vicinity of Exit 5 and Manchester Airport. There are still sections of rail intact near the former location of the Londonderry station. Within the City of Manchester there are sections where the rails and ties have been removed. The 1.25 mile section of the line from South Beech Street to Gold Street has been paved with plans underway to extend the trail south towards Goffs Falls Road. There are intermittent sections where the rails remain including in the vicinity of the bridge over Cohas Brook and south of Elm Street.

22. Statement of Significance

The segment of the Manchester & Lawrence Railroad from the New Hampshire state line to the Manchester Airport appears to be eligible for the National Register as an historic district, under Criterion A and C. Under Criterion A, the Manchester & Lawrence Railroad made a significant contribution to the history and development of the five New Hampshire communities that it passed through – Salem, Windham, Derry, Londonderry and Manchester. The rail line connected the residents of the small communities with larger cities and provided a critical and convenient transportation route for local agricultural products and manufactured goods, passengers and mail.

Under Criterion C, the buildings and structures which survive today constitute a significant concentration of resources illustrative of railroad engineering and architecture from the mid 19th to early 20th century. The three remaining passenger depots in Salem, Windham and Derry and to a lesser degree the freight stations are all representative of a specific railroad property type, are easily recognizable, and retain most important character-defining features. The Derry station has already been determined eligible for the National Register. The historic bridges, culverts and cattle passes which survive are noteworthy in that they collectively illustrate the technologies which were popular during the evolution of the line from its initial construction in 1849 through the mid 20th century. The rail line includes several distinctive stone arch bridges and a number of historic stone box culverts, both individual and double, which relate to the original construction of the railroad. The line also includes several rail top/rail box culverts and cattle passes which appear to have been fairly unique to this corridor and reflect a new means of retrofitting older structures at the turn of the 20th century.

The path of the railroad can no longer be traced through the airport and therefore there is a significant break which precludes the eligibility of the entire corridor. There is at least one resource north of the airport, the trestle over Cohas Brook at MP 24.17, which may be individually eligible for the National Register under Criterion C.

23. Periods(s) of Significance 1849 to 1959 (50 year cut-off of National Register)

24. Statement of Integrity

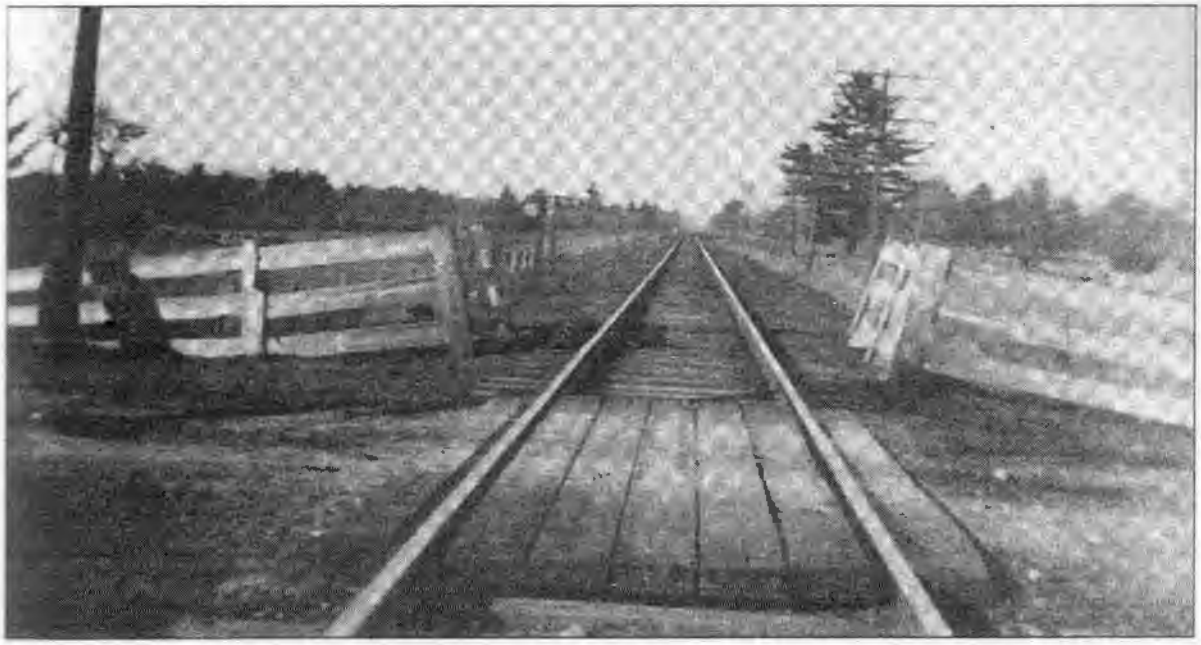
The Manchester & Lawrence Railroad retains some integrity of materials, design, workmanship, feeling, setting and association. In some areas such as Salem, the setting of the railroad has changed dramatically as the adjacent land uses have become increasingly dense and commercial over the past 150 years. In a few areas development has encroached on the right-of-way. Other segments, particularly in Windham and Derry, retain their rural, if not agricultural setting. On what is now the Manchester Airport property (in both Londonderry and Manchester) the path of the railroad can no longer be traced at all. Although the tracks and ties have been removed in many sections, overall (with the exception of the Airport) the right-of-way is still generally recognizable as a contiguous transportation corridor. Overall the quality and quantity of the historic features on the line is high and taken together the remaining resources aptly illustrate the variety of railroad resources used from the line's construction in 1849 to the mid 20th century.

25. Boundary Justification

The National Register eligible boundary was drawn to capture that portion of the former Manchester & Lawrence Railroad corridor with the highest level of integrity and the highest proportion of significant historic resources. The boundary has been drawn to exclude that portion of the former Manchester & Lawrence Railroad located on the Manchester Airport property and the remainder of the corridor to the north. The path of the railroad can no longer be traced through the airport. North of the airport, the corridor passes through the City of Manchester and although the corridor is still discernible, the rail-related resources are less numerous and of lesser quality. The one exception is the trestle over Cohas Brook (MP 24.17) which appears to be individually eligible for the Register.

26. Boundary Description

The National Register-eligible boundary consists of that portion of the former Manchester & Lawrence Railroad corridor beginning at the New Hampshire/Massachusetts state line and extending north to Harvey Road in Londonderry, near the southern end of the Manchester Airport property. The boundary of the railroad right-of-way is delineated on the Railroad Valuation Sheets for the State-Owned Manchester & Lawrence Branch Railroad Corridor from Salem to Manchester, V10/1 to V10/24 on file at the New Hampshire Department of Transportation, Concord [see pages 82-106]. The boundaries of the district include the right-of-way historically associated with the line. In addition, the boundary includes parcels contiguous with the right-of-way and following the property lines around the eligible railroad buildings (depots and freight stations) located in Salem, Windham and Derry.



Planked crossing at Kelley's Crossing, west of Rt. 28, 1920

Source: *Images of America: Salem, NH* Vol. 1, p. 49.



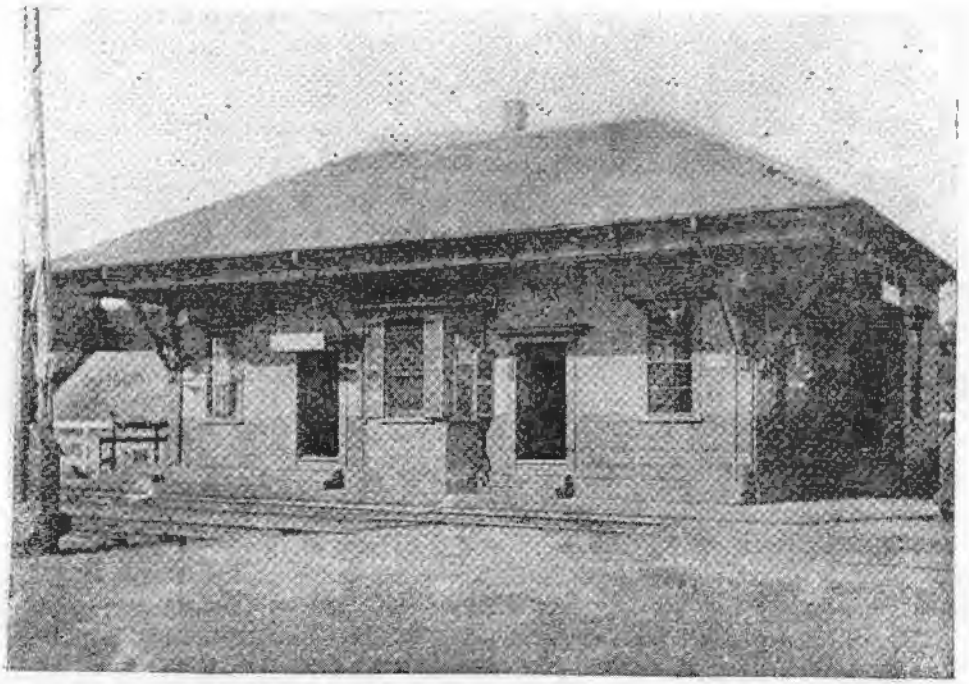
Undated photograph of cattlepass between Kelley Crossing and the Spicket River

Source: *Images of America: Salem, NH* Vol. 1, p. 50.



Undated photograph of Town lattice bridge (1887-1917?) over Spicket River, south of Kelley Road. (Note: This is the predecessor to the bridge currently visible at MP 4.65).

Source: *Images of America: Salem, NH* Vol. 1, p. 110.



SALEM DEPOT.

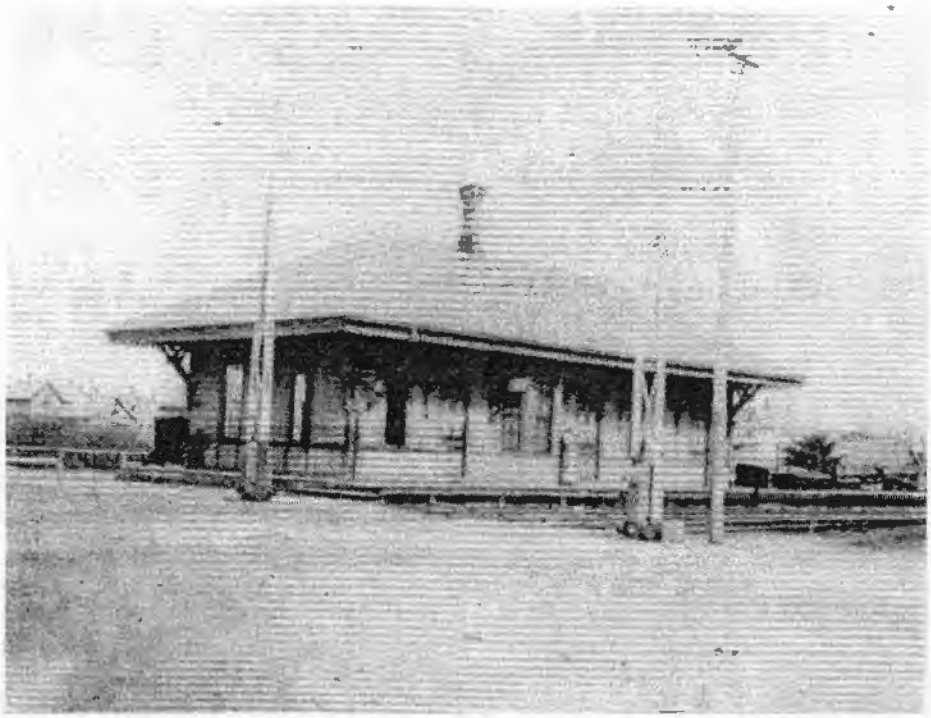
Note: Compare historic view to current view (Photo 1)

Source: *150th Anniversary Souvenir, Old Home Week, Salem, N.H., August 14, 1900.*



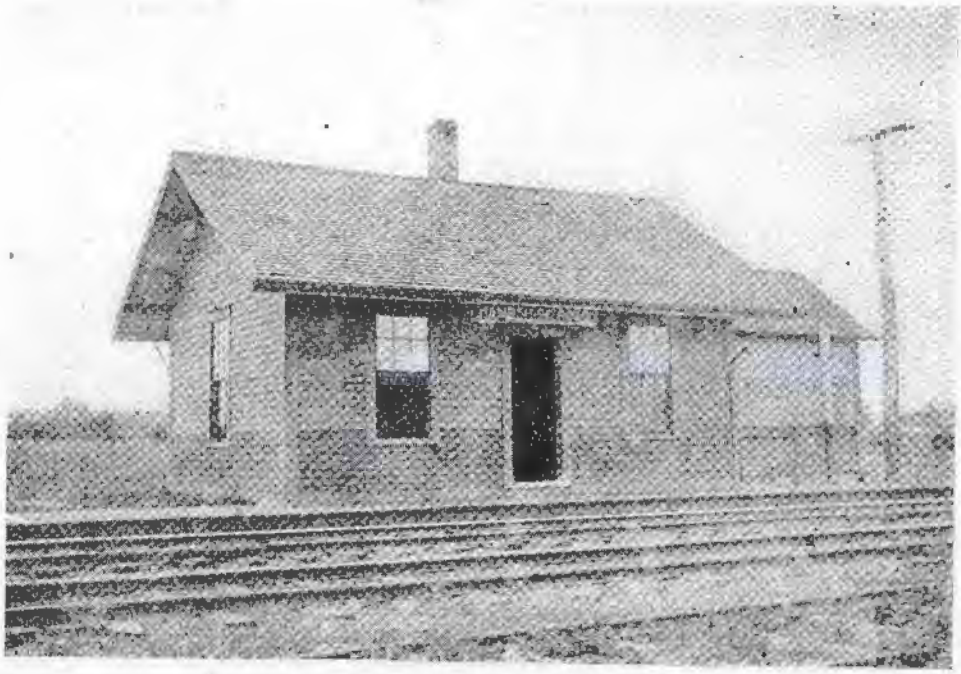
Windham Depot – Looking North towards Depot and Frost Rds.

Source: Windham Rail Trail Alliance website
(http://www.windhamrailtrail.org/Depot.htm)



Derry Depot, before moved in 1907 and canopies added

Source: *Glimpses of Derry, New Hampshire, 1719-1969*. Derry: Ed Hatch, printer, 1969.



HAMPSHIRE ROADS STATION.

Source: *150th Anniversary Souvenir, Old Home Week, Salem, N.H., August 14, 1900.*



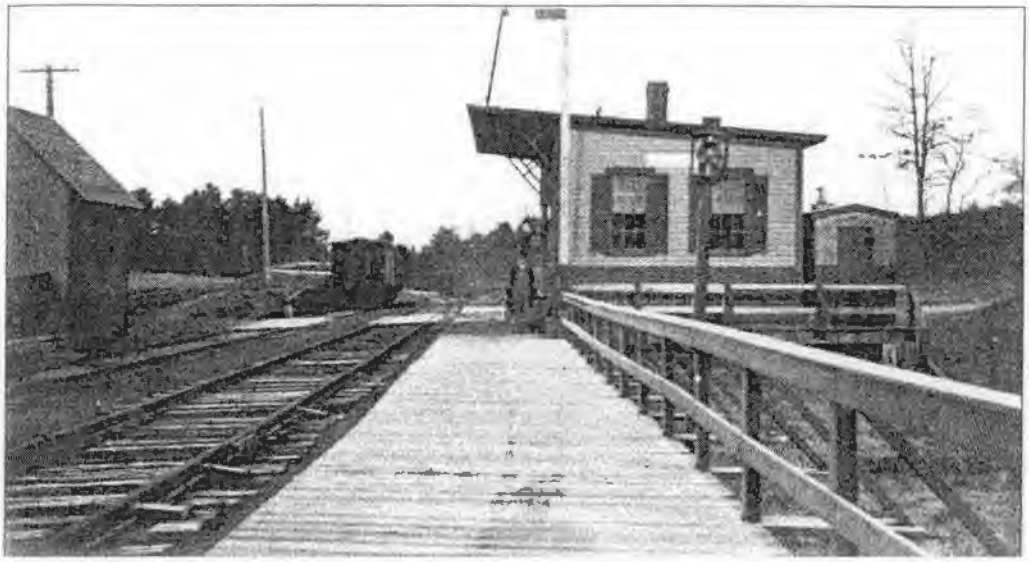
Undated view of Rockingham Park stop

Source: Boston & Maine Railroad Archives, Lowell



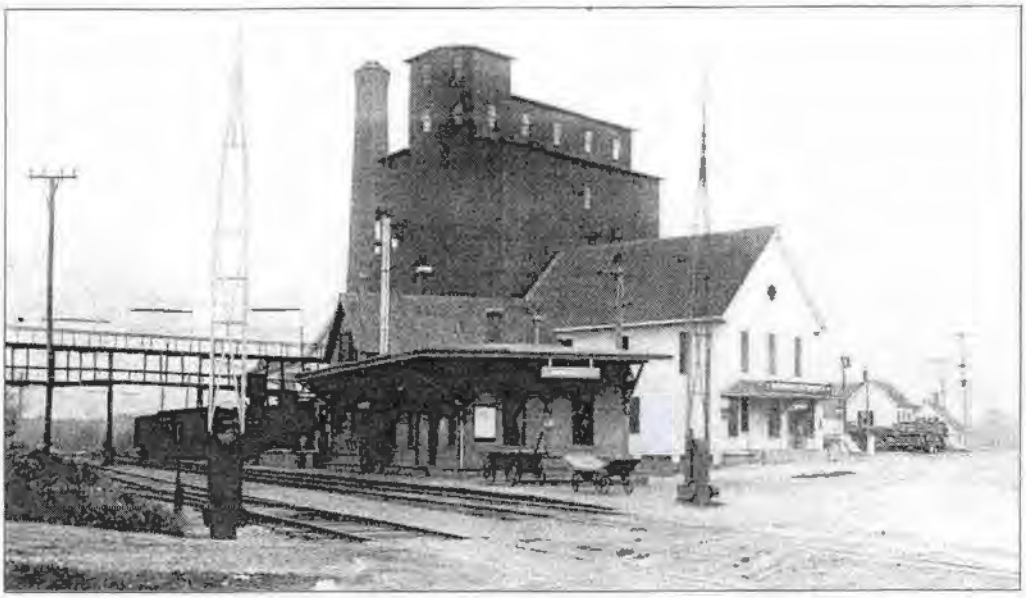
CANOBIE LAKE STATION.

Source: *150th Anniversary Souvenir, Old Home Week, Salem, N.H., August 14, 1900.*



Undated photograph of Wilson's Crossing Depot, Londonderry

Source: *Images of America: Londonderry*, p. 47.



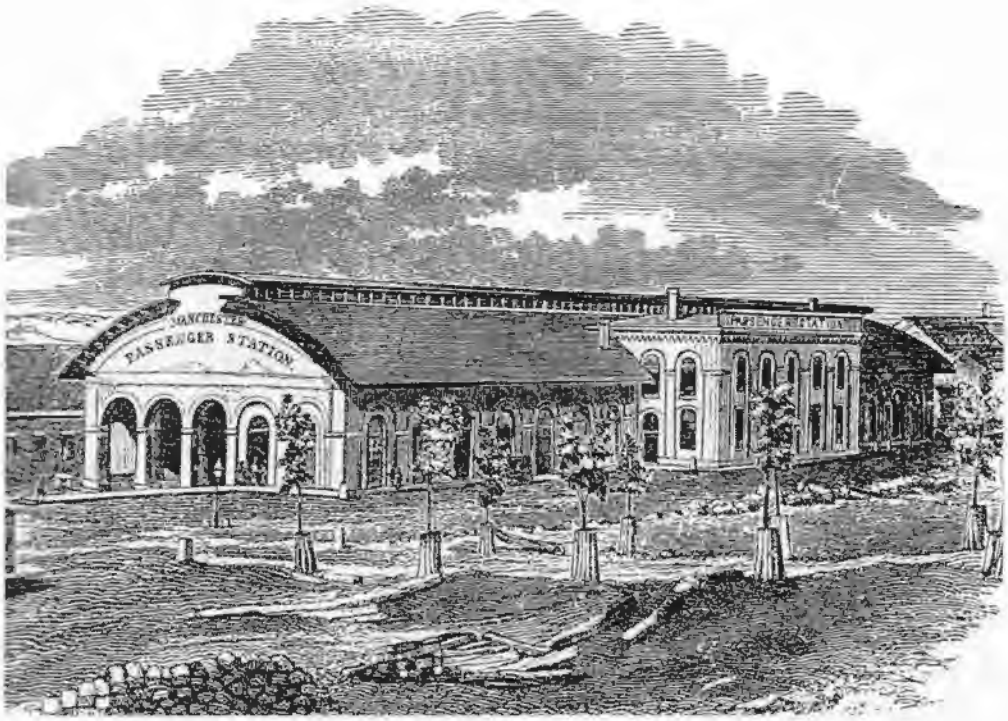
c.1900 photograph of Londonderry depot with Annis Grain and Lumber Company buildings in background

Source: *Images of America: Londonderry,* p. 11.



Undated view of Willey flag stop

Source: B & M RR Archives, Lowell



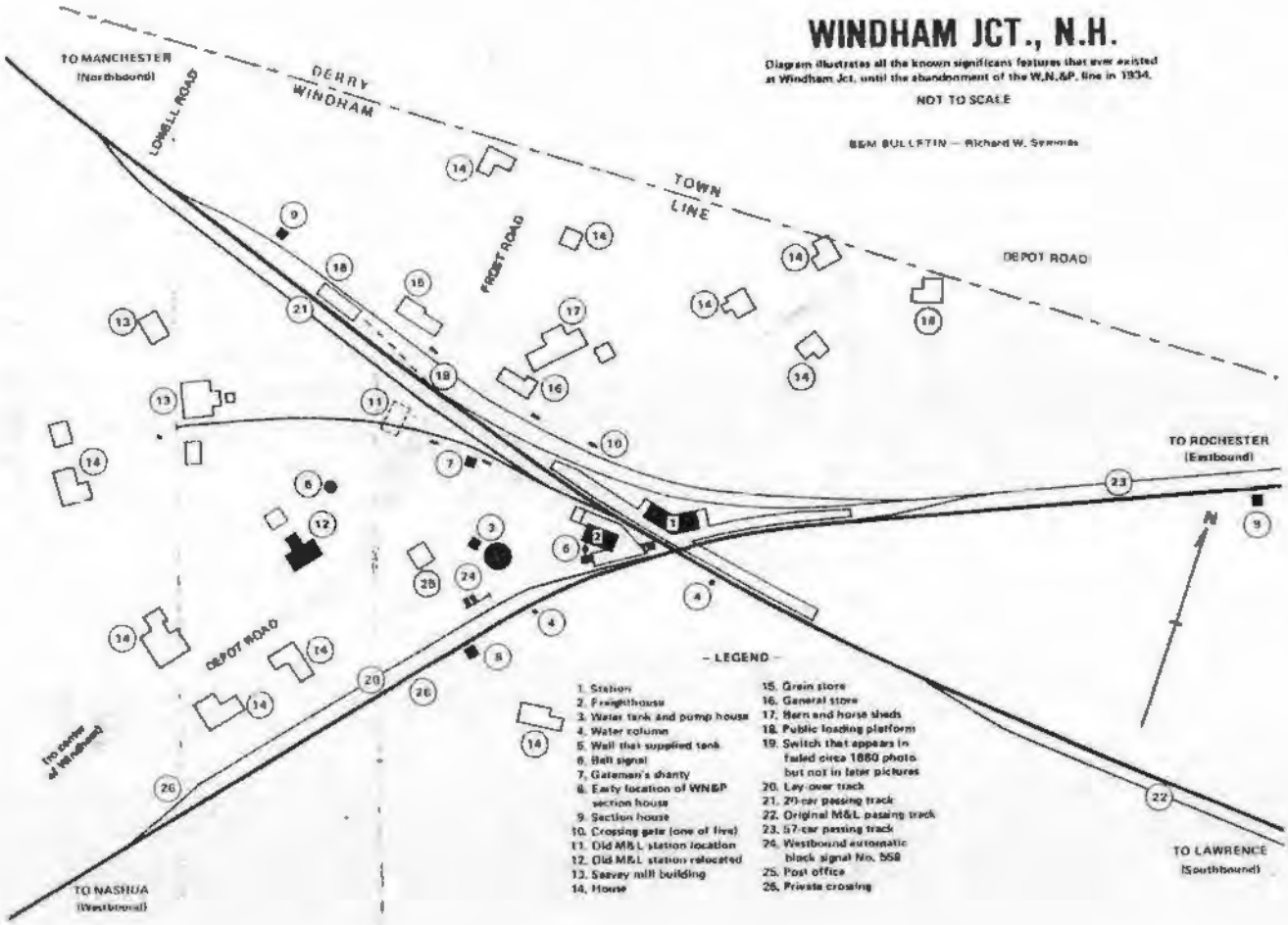
Manchester Passenger Station, 1855-1897

Source: *Manchester Yesterday & Today*, 1946



Manchester Passenger Station, 1897-1961

Source: Lessard, *Picturing Manchester*, p. 28.



Plan of Windham Junction

Source: Richard Hoisington, "Windham…Change for Lawrence and Boston!", *B & M Bulletin*, Winter 1976-1977, p. 9.

27. Bihliography and/or References

Annual Report of the Directors of the Manchester & Lawrence Railroad Corporation, 1848-1888. [Manchester Historic Association and New Hampshire State Library].

Boston and Maine Railroad Engineering Department. *State of New Hampshire Bridge List: Main Track Structures*, 1953. [NH Department of Transportation].

Boston and Maine Railroad Historical Society Archives, Lowell, Mass.

Dinsmore, Bradford R. *Images of America: Windham*. Charleston, SC: Arcadia Publishing, 2003.

Dixon, Amy S. Area Form for South Manchester Rail Trail, Prepared for the Louis Berger Group, July 2004 [NH Division of Historical Resources files].

Glimpses of Derry, New Hampshire, 1719-1969. Derry: Ed Hatch, printer, 1969.

Hoisington, Richard A. "This Train Does Not Stop at Nutt's Pond: A History of the B & M's Manchester & Lawrence Branch", *New England States Limited* 1 (Spring 1978), 15-33.

Hoisington, Richard A. "Windham...Change for Lawrence and Boston!", *B & M Bulletin*, Winter 1976-1977.

Holmes, Richard and William Dugan. *Images of America: Derry Revisited*. Charleston, SC: Arcadia Publishing, 2005.

Hostutler, Elizabeth. Area Form for the Portsmouth Branch, Prepared for the NHDOT, June 1998. [NH Division of Historical Resources files].

Johnson, Ron, ed. *Northern Rails: A Complete Guide to the Railroads of Maine-New Hampshire-Vermont*. 470 Railroad Club, 1978.

Karr, Ronald Dale. *Lost Railroads of New England*. Pepperell, MA: Branch Line Press, 1996.

Khalife, Katherine and Douglas W. Seed. *Images of America: Salem, NH, Volume 1*. Dover, NH: Arcadia Publishing, 1996.

Lessard, Betty and Holly Babin. *Picturing Manchester: A Selection of Images from the Manchester Historic Association*. Manchester: Manchester Historic Association, 1997.

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

Londonderry Historical Society. *Images of America: Londonderry*. Charleston, SC: Arcadia Publishing, 2004.

27. Bibliography and/or References

Manchester, Yesterday and Today. Manchester: Lew A. Cummings, 1946.

Mausolf, Lisa. Area Form for Manchester Railyard, Prepared for CLD/City of Manchester, 2000 [NH Division of Historical Resources files].

Mausolf, Lisa. Area Form for Salem Depot, Prepared for the NHDOT, 1998 [NH Division of Historical Resources files].

Monroe, Lynne Emerson. Individual Inventory Form for Annis Grain & Lumber Company (LON0088), 516 Mammoth Road, Londonderry, 1994 [NH Division of Historical Resources files].

Monroe, Lynne Emerson. Individual Inventory Form for Derry Railroad Depot (DER0054), 1 East Broadway, Derry, 1999 with 2005 update [NH Division of Historical Resources files].

Monroe, Lynne Emerson. Individual Inventory Form for Railroad Culvert (MP 22.18) over Little Cohas Brook (LON0201), Londonderry, 1997 [NH Division of Historical Resources files].

Morrison, Leonard A. *The History of Windham, 1719-1883*. Boston: Cupples, Upham & Co., 1883.

New Hampshire Department of Transportation. Railroad Valuation Sheets for the State-Owned Manchester & Lawrence Branch Railroad Corridor from Salem to Manchester, V10/1 to V10/24.

Noyes, Richard. *At the Edge of Megalopolis: A History of Salem, NH, 1900-1974*. Canaan, NH: Phoenix Publishing, 1974.

150th Anniversary Souvenir, Old Home Week, Salem, N.H., August 14, 1900. [NH State Library]

Raymond, William Galt. *The Elements of Railroad Engineering*. J.Wiley & Sons, Inc., 1914. [http://books.google.com]

Reichmann, Albert. "Rail Top Culverts", contained in the *Journal of Western Society of Engineers*, Jan-Feb. 1901, p. 66. [http://books.google.com]

Reports of the New Hampshire Railroad Commissioners, 1849-1910. [NH State Library]

Rural Oasis, History of Windham, N.H., 1883-1975. Published by the Town of Windham, 1975.

"Samuel Nott Ripe in Years", *New York Times*, May 6, 1894, p. 17.

Sanborn Insurance Maps, various dates.

Schmidtchen, Ferne F. *History of Londonderry, vol. 3: 1900-1976*. Londonderry: Town History Committee, 1977.

27. Bibliography and/or References

Schuster, Richard. "Railroad Collections at the New Hampshire Historical Society", *Historical New Hampshire,* vol. 45, Fall 1990, pp. 235-252.

Seed, Douglas W. and Katherine Khalife. *Images of America: Salem, NH, Vol II.* Dover, NH: Arcadia Publishing, 1996.

Wallace, R. Stuart and Lisa B. Mausolf. New Hampshire Railroads: Historic Context Statement. Prepared for the NH Department of Transportation, 2001.

Willard, William Clyde. *Maintenance of Way and Structures*. McGraw-Hill Book Co., 1915. [http://books.google.com]

Useful Websites:
http://www.derryrailtrail.org/maps.html
http://www.windhamrailtrail.org/Trail.htm

List of Resources

(Based on 1953 Boston & Maine RR , *State of New Hampshire Bridge List: Main Track Structures* and reflecting field verification in 2008-9).

Town	Resource	Type	Mile Marker	Feature Crossed	Date	Extant	Map #	Photo #	C/NC*
Salem	Marker	State Bound		State Line		yes	1	50	C
Salem	Building	Depot	3.78	Hampshire Rd.		no		-	
Salem	Culvert	Stone Box	4.06			yes			C
Salem	Culvert	Stone Box	4.46			yes			C
Salem	Bridge	Deck Pile Trestle	4.65	Spickett River	1929	yes	2	15-18	C
Salem	Cattle Pass	Rail Box	4.70			yes	3	42-43	C
Salem	Culvert	Stone Box	5.04			gone?			
Salem	Culvert	Stone Box	5.42			gone?			
Salem	Culvert	Stone Box	5.66			no			
Salem	Culvert	Stone Box	5.85			gone?			
Salem	Culvert	Stone Box	5.92			no			
Salem	Culvert	Stone Box	6.13			yes			C
Salem	Culvert	Rail Top	6.26			yes		36	C
Salem	Bridge	Rail Top	6.28			no			
Salem	Culvert	Double Stone Box	6.61			gone?			
Salem	Building	Depot	6.92			yes	4	1	C
Salem	Building	Freight House				yes	5	4	C
Salem	Culvert	Rail Box	7.15		1895	yes?			C
Salem	Marker	Whistle Post	7.17			yes		57	C
Salem	Culvert	Stone Box	7.23			gone?			
Salem	Culvert	Stone Box	7.81			gone?			
Salem	Cattle Pass	Reinf. Concrete	7.97		1929	yes	6	49	C
Salem	Building	Depot	8.73	(Canobie Lake Station)		no			
Salem	Culvert	Iron Pipe	8.75			yes			C
Windham	Culvert	Stone Box	9.07			gone?			
Windham	Bridge		9.??	Over Salem Road	2007	yes		26	NC
Windham	Culvert	Stone Box/Vit. Pipe	9.46			yes			C
Windham	Culvert	Stone Box	9.80			gone?			
Windham	Bridge	Stone Arch	9.83			yes	7	7	C
Windham	Bridge	Deck Plate Girder	9.89			yes	8	12-13	C
Windham	Cattle Pass	Rail Top	9.96			yes	9	46-47	C
Windham	Cattle Pass	Rail Box	10.10			yes	10	44-45	C
Windham	Culvert	Stone Box	10.50			gone?			
Windham	Culvert	Stone Box	11.10			gone?			
Windham	Culvert	Stone Box	11.24			yes			C
Windham	Culvert	Stone Box/Conc. Slab	11.57			yes			C
Windham	Culvert	Stone Box	11.73			no (rebuilt)			NC
Windham	Marker	Mile Post	12.00			yes		51	C
Windham	Culvert	Stone Box	12.10			gone?			
Windham	Culvert	Stone Box	12.48			yes			C
Windham	Culvert	Double Stone Box	12.73			gone?			

Windham	Building	Depot	12.79			yes	11	2	C
Windham	Building	Freight House				yes	12	5	C
Windham	Culvert	Rail Box	12.84			gone?			
Windham	Marker	Mile Post	13.00			yes		52	C
Windham	Culvert	Rail Top	13.01			no			
Windham	Culvert	Rail Top	13.03			no			
Derry	Culvert	Rail Box	14.02			yes		40-41	C
Derry	Culvert	Stone Box	14.12			yes			C
Derry	Culvert	Stone Box	14.50			yes			C
Derry	Bridge	Wood Stringer OH	14.54			no			
Derry	Tunnel	Steel & stone	14.54?	Bowers Road	?	yes		28	NC
Derry	Culvert	Stone Box	14.76			yes			C
Derry	Culvert	Stone Box	14.86			yes (alt.)			C
Derry	Cattle Pass	Stone Box	15.05			yes	13	48	C
Derry	Culvert	Stone Box	15.10			yes			C
Derry	Culvert	Stone Box	15.20			gone?			
Derry	Bridge	Stone Arch	15.61	Beaver Brook	1848	yes	14	8-9	C
Derry	Culvert	Stone Box	15.89			gone?			
Derry	Building	Depot	15.94		1886	yes	15	3	C
Derry	Building	Freight House	15.99		1882/1907	yes	16	6	C
Derry	Marker	Mile Marker	16.00			yes		53	C
Derry	Bridge	Stone Arch	16.25	Hornes Pond		yes	17	10-11	C
Derry	Culvert	Stone Box	16.48			no			
Derry	Bridge	Frame Trestle (Overhead)	16.67		1926	no			
Derry	Culvert	Double Stone Box	16.80			yes (alt?)			C
Derry	Bridge	Frame Trestle (Overhead)	16.96			no			
Londonderry	Culvert	Wood Box	17.05			?			
Londonderry	Bridge	Frame Trestle (Overhead)	17.06		c.1940	yes	18	23-24	C
Londonderry	Bridge	Iron Stringer	17.16			yes	19	14	C
Londonderry	Culvert	Stone Box	17.39			yes			C
Londonderry	Culvert	Stone Box	17.63			yes		29	C
Londonderry	Culvert	Stone Box	17.79			?			
Londonderry	Culvert	Stone Box	17.96			yes			C
Londonderry	Culvert	Stone Box	18.05			collapsed			C
Londonderry	Culvert	Stone Box	18.15			yes			C
Londonderry	Culvert	Stone Box	18.24			yes			C
Londonderry	Culvert	Stone Box	18.51			gone?			
Londonderry	Culvert	Stone Box	18.88			gone?			
Londonderry	Marker	Mile Post	19.00			yes		54	C
Londonderry	Culvert	Stone Box	19.23			yes			C
Londonderry	Culvert	Stone Box	19.34			yes			C
Londonderry	Culvert	Stone Box	19.40			yes (alt.)			C
Londonderry	Culvert	Stone Box	19.50			yes			C
Londonderry	Culvert	Rail Top	19.64			yes		37-39	C
Londonderry	Culvert	Stone Box	19.69			yes (alt)			C
Londonderry	Bridge	Frame Trestle (Overhead)	19.78			no			
Londonderry	Marker	Mile Post	20.00			yes		55	C
Londonderry	Culvert	Double Stone Box	20.03			yes		32	C
Londonderry	Culvert	Double Stone Box	20.36			yes		33	C
Londonderry	Bridge	Iron Stringer	20.39	Chase's		no			
Londonderry	Culvert	Double Stone Box	20.46			yes (w/concr		34	C

						ete)			
Londonderry	Culvert	Double Stone Box	20.60			yes		35	C
Londonderry	Culvert	Double Stone Box	20.67			yes			C
Londonderry	Culvert	Stone Box	20.76			yes			C
Londonderry	Culvert	Stone Box	20.91			gone?			
Londonderry	Culvert	Stone Box	20.97			gone?			
Londonderry	Building	Depot	21.06			no			
Londonderry	Culvert	Stone Box	21.18			yes			C
Londonderry	Bridge	Concrete Slab	21.70			yes	20	25	C
Londonderry	Culvert	Stone Box	21.79			?			
Londonderry	Culvert	Rail Box	22.12			?			
Londonderry	Culvert	Stone Arch	22.18			no			
Londonderry	Culvert	Stone Box	22.27			?			
Londonderry	Culvert	Stone Box	22.63			?			
Londonderry	Culvert	Stone Box	22.67			?			
Londonderry	Culvert	Rail Box	22.84			?			
Manchester	Culvert	Stone Box	23.34			?			
Manchester	Culvert	Stone Box	23.48			?			
Manchester	Bridge	Pile & Frame Trestle	24.17	Cohas Brook	1932	yes	21	19-22	C
Manchester	Bridge	Steel Pile OH	24.34		1948	no			
Manchester	Culvert	Stone Box	24.56			yes			
Manchester	Culvert	Wood Box	24.89			no			
Manchester	Culvert	Cast Iron/Stone	25.24			yes (2004)			
Manchester	Culvert	Rail Top	25.69			yes (2004)			
Manchester	Marker	Mile Post	26.00			yes		56	
Manchester	Culvert	Rail Stringer	26.46			yes			
Manchester	Bridge	Thru Plate Girder OH	26.77	Elm Street	1915	yes	22	27	

* C = Contributing to National Register
NC = Not contributing to National Register

Note: Two portions of the M & L line were previously surveyed.

See Amy Dixon, South Manchester Rail Trail Area Form prepared in July 2004 for 1.5 mile section between Goff's Falls Road and South Beech Street.

See also Lisa Mausolf, Area Form for Manchester Railyard Area, 2000 for discussion of area between the Elm Street Bridge and the Boston & Maine Railyard south of Granite Street.

AREA FORM AREA NAME: MANCHESTER & LAWRENCE RR



Photo 1 description: Salem Depot, Main St. & Broadway
Roll: 2 Frame: 2 Direction: NW Date taken: 4/08 Negative stored: L.Mausolf



Photo 2 description: Windham Depot
Roll: 2 Frame: 13 Direction: north Date taken: 4/08 Negative stored: L.Mausolf



Photo 3 description: Derry Depot MP 15.94
Roll: 4 Frame: 5 Direction: S Date taken: 5/08 Negative stored: L.Mausolf



Photo 4 description: Salem Freight House
Roll: 2 Frame: 3 Direction: W Date taken: 4/08 Negative stored: L.Mausolf



Photo 5 description: Windham Freight House
Roll: 2 Frame: 14 Direction: SW Date taken: 4/08 Negative stored: L.Mausolf



Photo 6 description: Derry Freight House
Roll: 9 Frame: 15 Direction: N Date taken: 6/09 Negative stored: L.Mausolf



Photo 7 description: Windham, Stone Arch MP 9.83
Roll: 3 Frame: 11 Direction: NW Date taken: 4/08 Negative stored: L.Mausolf



Photo 8 description: Derry, Stone Arch over Beaver Brook, MP 15.61
Roll: 8 Frame: 2 Direction: W Date taken: 5/08 Negative stored: L.Mausolf



Photo 9 description: Detail, Derry Stone Arch over Beaver Brook, MP 15.61
Roll: 8 Frame: 4 Direction: W Date taken: 5/08 Negative stored: L.Mausolf



Photo 10 description: Derry, Stone Arch at Hornes Pond, MP 16.25
Roll: 4 Frame: 8 Direction: NW Date taken: 5/08 Negative stored: L.Mausolf



Photo 11 description: Derry, Stone Arch at Homes Pond, 16.25
Roll: 4 Frame: 9 Direction: NW Date taken: 5/08 Negative stored: L.Mausolf



Photo 12 description: Windham, Deck Plate Girder Bridge, MP 9.89
Roll: 3 Frame: 6 Direction: NE Date taken: 4/08 Negative stored: L.Mausolf



Photo 13 description: Detail, Deck Plate Girder Bridge, MP 9.89
Roll: 3 Frame: 7 Direction: NE Date taken: 4/08 Negative stored: L.Mausolf



Photo 14 description: Londonderry, Iron Stringer Bridge, MP 17.16
Roll: 4 Frame: 24 Direction: NE Date taken: 5/08 Negative stored: L.Mausolf



Photo 15 description: Salem, Deck Pile Trestle, MP 4.65
Roll: 1 Frame: 7 Direction: N Date taken: 4/08 Negative stored: L.Mausolf



Photo 16 description: Salem, Deck Pile Trestle, MP 4.65
Roll: 1 Frame: 10 Direction: E Date taken: 4/08 Negative stored: L.Mausolf



Photo 17 description: Salem, Deck Pile Trestle, MP 4.65
Roll: 1 Frame: 11 Direction: S Date taken: 4/08 Negative stored: L.Mausolf



Photo 18 description: Salem, Deck Pile Trestle, MP 4.65
Roll: 1 Frame: 9 Direction: S Date taken: 4/08 Negative stored: L.Mausolf



Photo 19 description: Manchester, Pile & Frame Trestle, MP 24.17
Roll: 6 Frame: 23 Direction: W Date taken: 6/08 Negative stored: L.Mausolf



Photo 20 description: Manchester, Pile & Frame Trestle, MP 24.17
Roll: 6 Frame: 20 Direction: SW Date taken: 6/08 Negative stored: L.Mausolf



Photo 21 description: Manchester, Pile & Frame Trestle, MP 24.17
Roll: 6 Frame: 21 Direction: NW Date taken: 6/08 Negative stored: L.Mausolf



Photo 22 description: Manchester, Pile & Frame Trestle Deck, MP 24.17
Roll: 6 Frame: 24 Direction: S Date taken: 6/08 Negative stored: L.Mausolf



Photo 23 description: Derry, Frame Overhead Trestle, MP 17.06
Roll: 4 Frame: 21 Direction: NW Date taken: 5/08 Negative stored: L.Mausolf



Photo 24 description: Derry, Frame Overhead Trestle, MP 17.06
Roll: 4 Frame: 18 Direction: N Date taken: 5/08 Negative stored: L.Mausolf

AREA FORM AREA NAME: MANCHESTER & LAWRENCE RR



Photo 25 description: Londonderry, Concrete Slab Bridge, MP 21.70
Roll: 6 Frame: 9 Direction: N Date taken: 6/08 Negative stored: L.Mausolf



Photo 26 description: Windham, overpass over Rt. 111 Bypass
Roll: 9 Frame: 34 Direction: SE Date taken: 6/09 Negative stored: L.Mausolf

AREA FORM AREA NAME: MANCHESTER & LAWRENCE RR



Photo 27 description: Manchester. Elm Street overpass over railroad tracks
Roll: 9 Frame: 6 Direction: S Date taken: 6/09 Negative stored: L.Mausolf



Photo 28 description: Derry, Bowers Road Tunnel
Roll: 9 Frame: 30 Direction: N Date taken: 6/09 Negative stored: L.Mausolf



Photo 29 description: Typical Stone Box culvert, Londonderry, MP 17.63?
Roll: 4 Frame: 25 Direction: NE Date taken: 5/08 Negative stored: L.Mausolf



Photo 30 description: Typical Stone Box Culvert, Londonderry, MP 19.??
Roll: 5 Frame: 30 Direction: N Date taken: 5/08 Negative stored: L.Mausolf

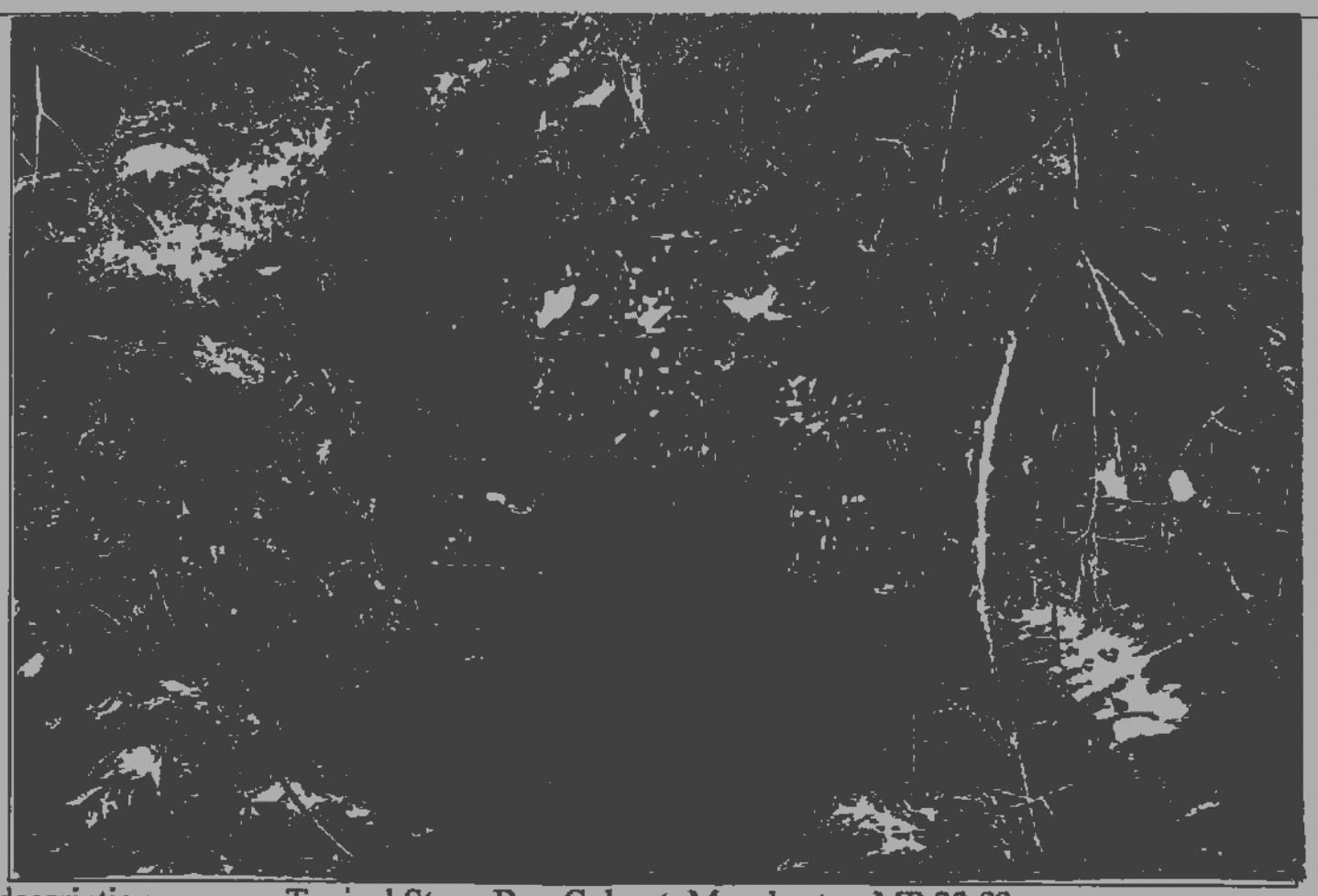


Photo 31 description: Typical Stone Box Culvert, Manchester, MP 23.??
Roll: 7 Frame: 2 Direction: W Date taken: 6/08 Negative stored: L.Mausolf



Photo 32 description: Double Stone Box Culvert, Londonderry, MP 20.03
Roll: 5 Frame: 19 Direction: SE Date taken: 4/08 Negative stored: L.Mausolf



Photo 33 description: Double Stone Box Culvert, Londonderry, MP 20.36
Roll: 5 Frame: 22 Direction: N Date taken: 4/08 Negative stored: L.Mausolf



Photo 34 description: Double Stone Box Culvert, Londonderry, MP 20.46
Roll: 5 Frame: 25 Direction: NW Date taken: 4/08 Negative stored: L.Mausolf



Photo 35 description: Double Stone Box Culvert, Londonderry, MP 20.60
Roll: 5 Frame: 28 Direction: SE Date taken: 4/08 Negative stored: L.Mausolf



Photo 36 description: Rail Box Culvert, Salem MP 6.26
Roll: 2 Frame: 7 Direction: SE Date taken: 4/08 Negative stored: L.Mausolf



Photo 37 description: Rail Top Culvert, Londonderry, MP 19.64
Roll: 5 Frame: 3 Direction: S Date taken: 4/08 Negative stored: L.Mausolf



Photo 38 description: Rail Top Culvert, Londonderry, MP 19.64
Roll: 5 Frame: 6 Direction: N Date taken: 5/08 Negative stored: L.Mausolf



Photo 39 description: Interior, Rail Top Culvert, Londonderry, MP 19.64
Roll: 5 Frame: 1 Direction: S Date taken: 4/08 Negative stored: L.Mausolf



Photo 40 description: Rail Box Culvert, Derry, MP 14.02
Roll: 9 Frame: 21 Direction: E Date taken: 6/09 Negative stored: L.Mausolf

AREA FORM AREA NAME: MANCHESTER & LAWRENCE RR



Photo 41 description: Rail Box Culvert, Derry, MP 14.02
Roll: 9 Frame: 23 Direction: W Date taken: 6/09 Negative stored: L.Mausolf

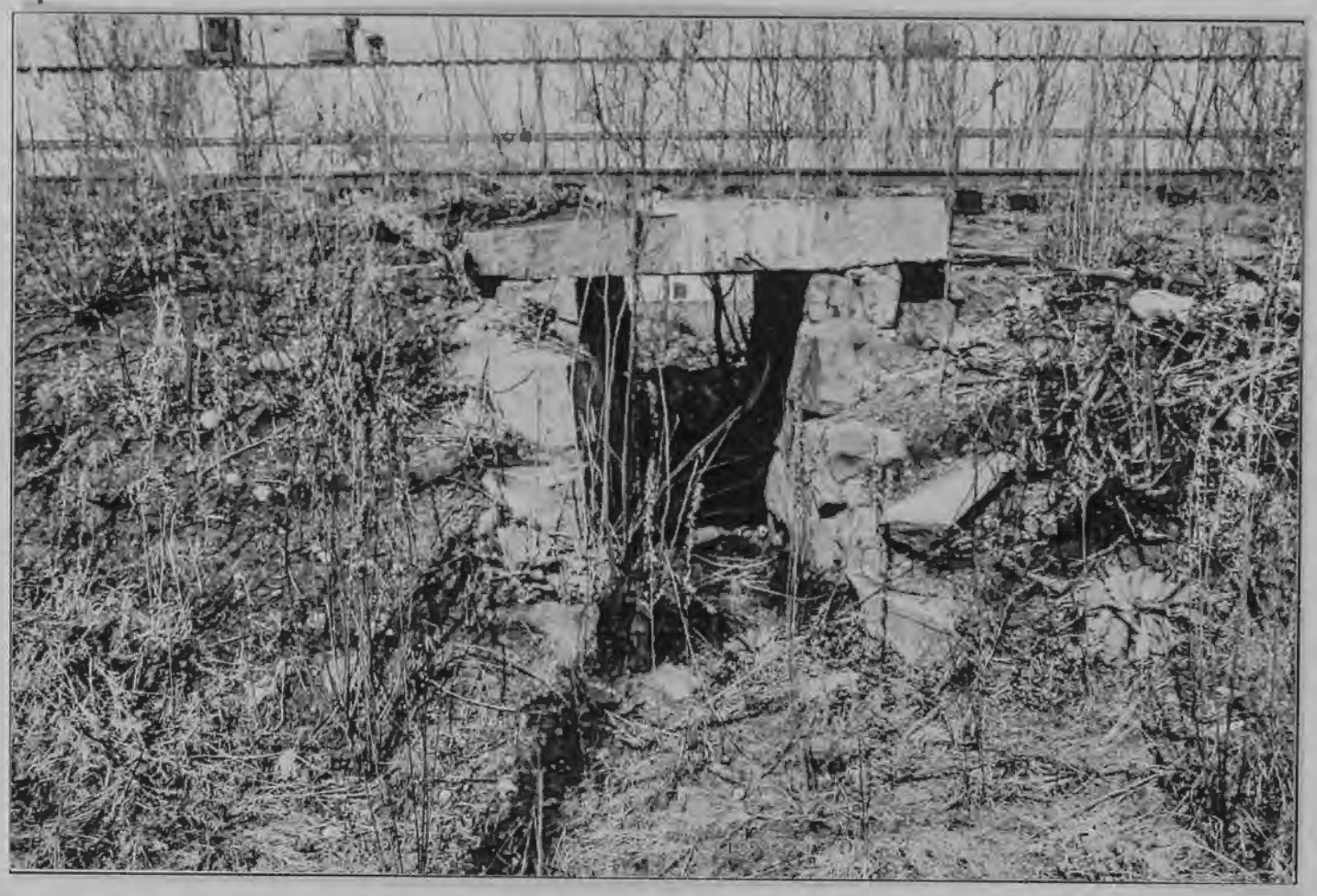


Photo 42 description: Rail Box Cattle Pass, Salem, MP 4.70
Roll: 1 Frame: 14 Direction: E Date taken: 4/08 Negative stored: L.Mausolf



Photo 43 description: Interior, Rail Box Cattle Pass, Salem, MP 4.70
Roll: 1 Frame: 16 Direction: E Date taken: 5/08 Negative stored: L.Mausolf

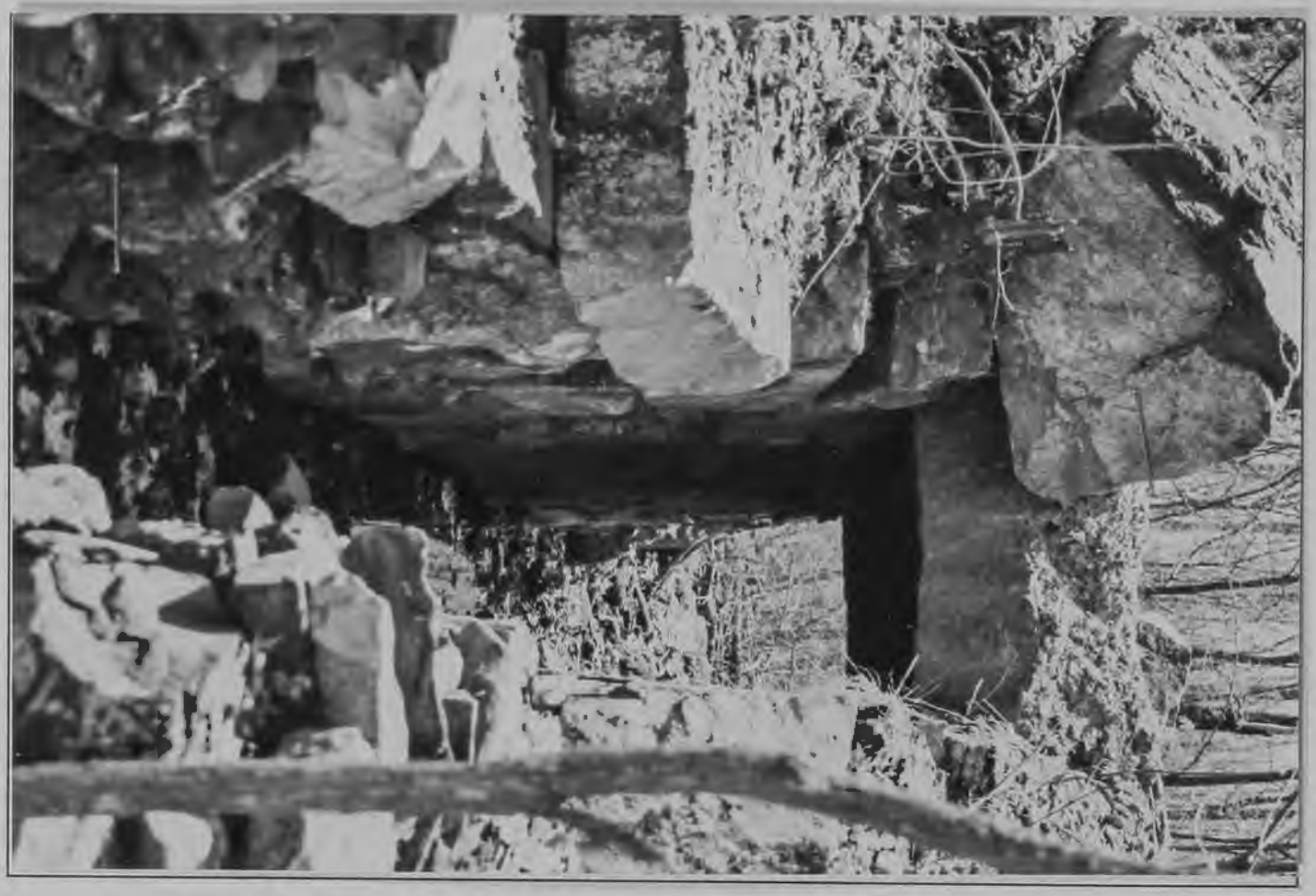


Photo 44 description: Rail Box Cattle Pass, Windham, MP 10.10
Roll: 2 Frame: 32 Direction: SW Date taken: 4/08 Negative stored: L.Mausolf

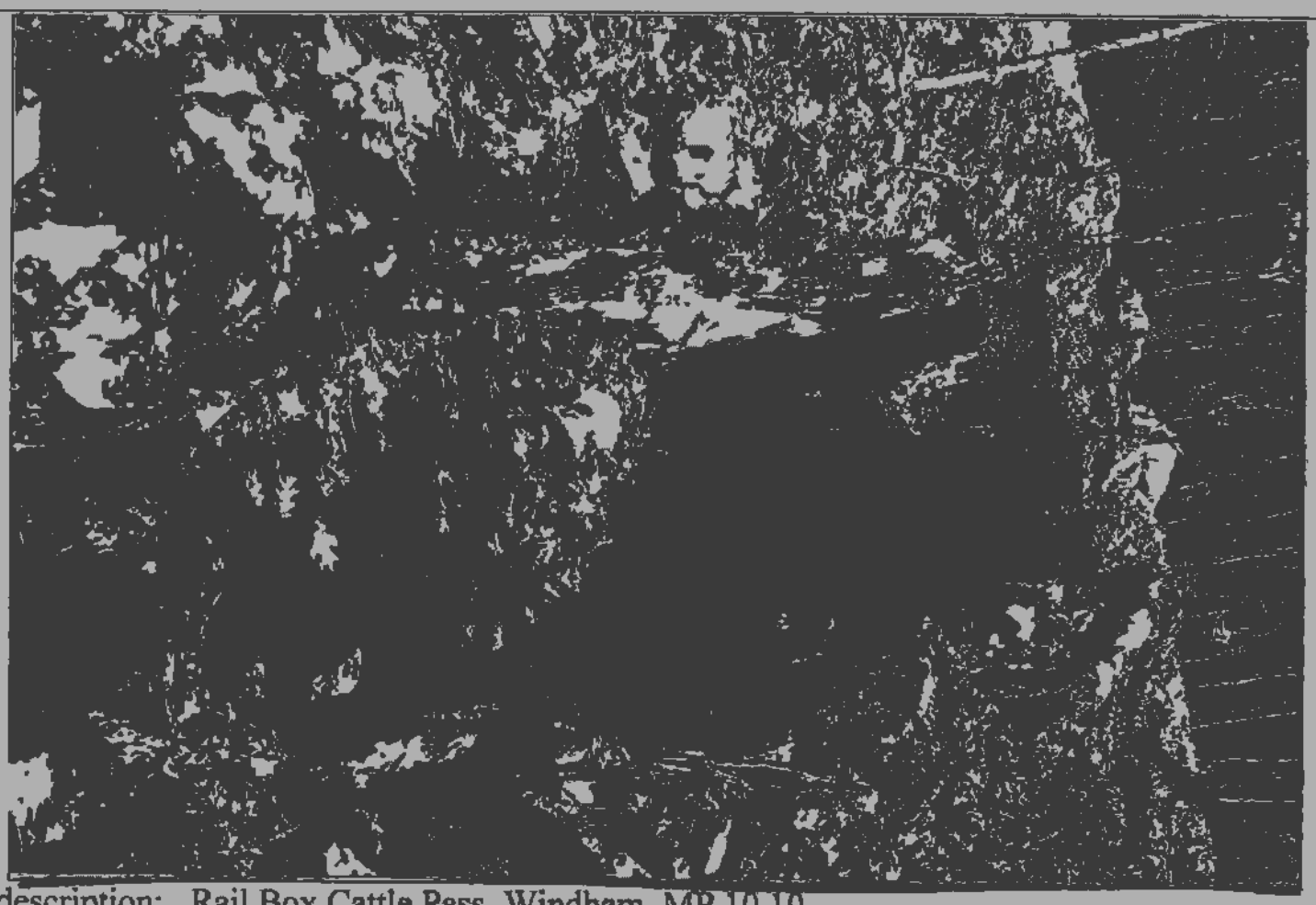


Photo 45 description: Rail Box Cattle Pass, Windham, MP 10.10
Roll: 2 Frame: 34 Direction: SW Date taken: 4/08 Negative stored: L.Mausolf



Photo 46 description: Rail Top Cattle Pass, Windham, MP 9.96
Roll: 2 Frame: 36 Direction: SW Date taken: 4/08 Negative stored: L.Mausolf

AREA FORM AREA NAME: MANCHESTER & LAWRENCE RR



Photo 47 description: Rail Top Cattle Pass, Windham, MP 9.96
Roll: 3 Frame: 2 Direction: NE Date taken: 4/08 Negative stored: L.Mausolf



Photo 48 description: Stone Box Cattle Pass, Derry, MP 15.05
Roll: 8 Frame: 9 Direction: E Date taken: 5/08 Negative stored: L.Mausolf

AREA FORM AREA NAME: MANCHESTER & LAWRENCE RR



Photo 49 description: Stone & Concrete Cattle Pass, Salem, MP 7.97
Roll: 1 Frame: 27 Direction: W Date taken: 4/08 Negative stored: L.Mausolf



Photo 50 description: State Line Marker, Salem
Roll: 1 Frame: 20 Direction: S Date taken: 4/08 Negative stored: L.Mausolf



Photo 51 description: Mile Post Marker, Windham, MP 12.00
Roll: 2 Frame: 19 Direction: N Date taken: 4/08 Negative stored: L.Mausolf



Photo 52 description: Mile Post Marker, Windham, MP 13.00
Roll: 9 Frame: 17 Direction: N Date taken: 6/09 Negative stored: L.Mausolf

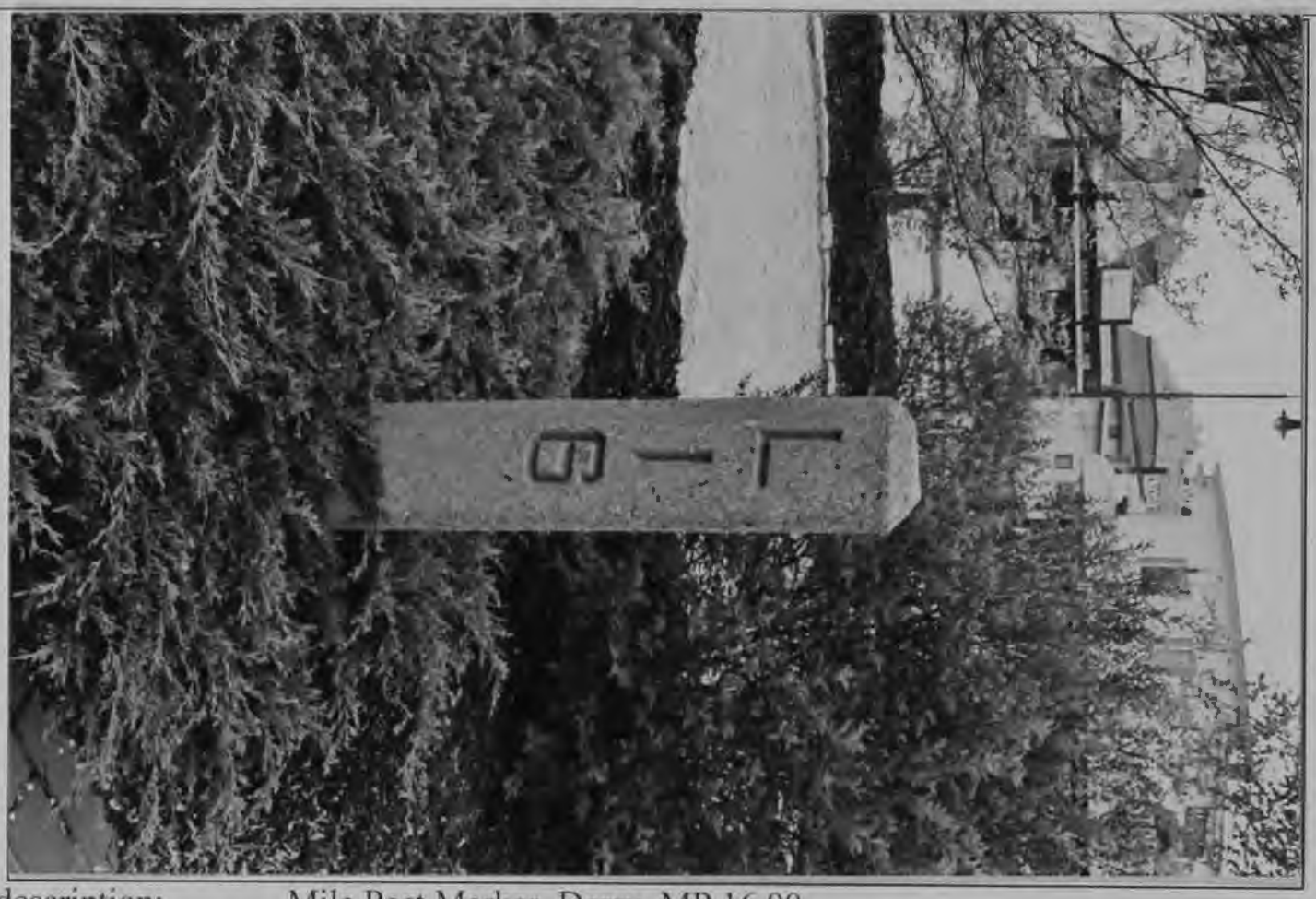


Photo 53 description: Mile Post Marker, Derry, MP 16.00
Roll: 4 Frame: 17 Direction: W Date taken: 5/08 Negative stored: L.Mausolf



Photo 54 description: Mile Post Marker, Londonderry, MP 19.00
Roll: 5 Frame: 35 Direction: E Date taken: 4/08 Negative stored: L.Mausolf



Photo 55 description: Mile Post Marker, Londonderry, MP 20.00
Roll: 5 Frame: 32 Direction: E Date taken: 5/32 Negative stored: L.Mausolf



Photo 56 description: Mile Post Marker, Manchester, MP 26.00
Roll: 9 Frame: 12 Direction: W Date taken: 6/09 Negative stored: L.Mausolf



Photo 57 description: Whistle Post, Salem, MP 7.17
Roll: 1 Frame: 31 Direction: S Date taken: 4/08 Negative stored: L.Mausolf



Photo 58 description: Ring Post, Manchester, near Beach Street
Roll: 9 Frame: 10 Direction: W Date taken: 6/09 Negative stored: L.Mausolf



Photo 59 description: Stop Post, Manchester, near Beach Street
Roll: 7 Frame: 18 Direction: N Date taken: 6/08 Negative stored: L.Mausolf



Photo 60 description: Railroad Crossing Sign, Manchester
Roll: 7 Frame: 26 Direction: W Date taken: 6/08 Negative stored: L.Mausolf



Photo 61 description: Crossing Signal, Manchester
Roll: 9 Frame: 2 Direction: N Date taken: 6/09 Negative stored: L.Mausolf

Photo 62 description: _____
Roll: _____ Frame: _____ Direction: _____ Date taken: 5/08 Negative stored: L.Mausolf

Manchester + Lawrence RR
Page 82 of 106

THE STATE-OWNED MANCHESTER & LAWRENCE BRANCH RAILROAD CORRIDOR FROM SALEM TO MANCHESTER

RAILROAD VALUATION SHEET INDEX:

TOWN	VALUATION SHEETS	NOTES
SALEM:	V10/1 – V10/6	(13 South) *
WINDHAM:	V10/6 – V10/10	(13 South) *
DERRY:	V10/10– V10/12	(13 South) *
DERRY:	V10/13– V10/14	(13 North) *
LONDONDERRY:	V10/14– V10/20	(13 North) *Inc 15a
MANCHESTER:	V10/20– V10/24	(13 North)*

Manchester + Lawrence RR
Page 83 of 106

Parcel No.	Cross Reference No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Book	Page	Date	Remarks
1	NL1	36	L. Bar	June 3 1870	David Messer	Wol, N.H.	600	20	May 15 1882 Deed not acknowledged
2	"	6	Agreement	"	"	"	592	6	" " Additional land for depot
3	"	305	Release	July 11	"	Town of Salem	"	4	286 Oct 10 1870 Rec of State Right to relocate Messer's fencing
4	"	43	L. Bar	June 8	"	William Lowe	"	593	19 May 15 1882 Deed not acknowledged
5	"	98	"	"	22	"	Thomas Wrestler	"	"	128 " " " " " "
6	"	"	"	"	"	"	"	"	"	" " " " " " " Not in use
7	"	80	"	"	8	"	David Messer	"	"	30 " " " " " "
8	"	92	"	"	17	"	Raymond O'Gallagher et ux	"	"	171 " " " " " "
9		129816		Apr 22 1960		Quitclaim Deed			

Beginning of NR eligible district

MP 3.78
Approx. location of Messer Crossing / Hampshire Rd. depot (no longer extant)

SALEM, N.H.

#2
MP 4.65
Deck Pile Trestle over Spickett River
(photos 15-18)

MASSACHUSETTS
NEW HAMPSHIRE

HAMPSHIRE ROAD

#1
State Line Marker (behind Pep Boys, 524 S. Bwy)
(photo 50)

MP 4.06
Stone Box Culvert (behind Hyundai car dealer, 470 S. Bwy)

Note:
Most Rail removed in this section

MP 4.46
Stone Box culvert w/ cast iron pipe (behind Polcari's, 368 S. Bwy)

#3
MP 4.70
Rail Box Cattle Pass
(photo 42 + 43)

SPICKETT RIVER

REVISED TO	
PHYSICAL FEATURES	LAND LINES
Sept 1915	May 1946

State of Massachusetts,
County of Suffolk, ss.

I, the undersigned, officer of the Manchester and Lawrence R.R. do hereby certify that this is a correct map in a series of twenty-four primary sheets and three supplemental sheets of said railroad from survey station 1561+63 to survey station 2304+82 Portland Division Manchester & Lawrence R.R., State of New Hampshire, prepared from the records of said company.

Correct: W.S. Shaylor
Valuation Engineer

W.S. Shaylor
Valuation Engineer

Subscribed and sworn to before me this 28 day of June 1916.

[illegible]
Notary Public
My commission expires January 2, 1918

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1561+63 TO STATION 1561+63
SCALE 1 IN = 100 FT. JUNE 30, 1914
Office of Valuation Engineer
Boston, Mass.

V.10
1

Case 1:24-cv-00262 Document 1-1 Filed 08/26/24 Page 86 of 108

Parcel No.	Conditions	No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date
1	?	R.L.	?	Mar.	June 17 1844	Samuel C. Gallagher et al	Mass. R.R.	300	37	May 18 1852
1	"	300	Location	July 11 "	Town of Salem	"	"	4	192	Oct 19 1844
2	"	?	?	Mar.	Sept 28 "	Samuel J. Faulkner	"	293	7	May 18 1852
3	"	96	?	?	"	Nancy Hildreth	"	300	21	" " "
4	"	300	Location	July 11 "	Town of Salem	"	"	4	192	Oct 19 1844
5	"	"	C.E. Owens	" " "	Abbot Flanders et ux	"	"	"	"	" " "
6	"	9	Agreement	June 3 "	Sarah Flanders et ux	"	"	293	9	May 18 1852
6		9683	Taking	March 29, 1955	Boston & Maine R.R.	State of New Hampshire				
Sub		100578	—	April 4 1955						

Remarks
Deed not recorded
Out of State. Right & cross Salisbury Crossing
Deed not recorded
Out of State. Right & cross Clough's Crossing
Deed not recorded
Taken over by Highway Department

(MP 5.04 Stone Box Culvert Not found)

SALEM, N.H.

(MP 5.42 Stone Box Culvert Not found)

Cluff Crossing Rd. (Entrance to Shopping Center)

(MP 5.66 Stone Box Culvert not found)

Barron Ave.

track in place

Kelly Rd.

(Rt 28)

No. 6

CONCORD & BOSTON TURNPIKE

(Rt. 28)

No. 4

No. 3

No. 3-1/8

(Crossing shanty removed)

Mix of commercial + residential along Rt. 28

REVISED TO

PHYSICAL FEATURES	LAND LINES

Sheet No. 2 of twenty-two primary sheets and three supplemental sheets of Manchester and Lawrence RR Portland Division Manchester & Lawrence Br. from survey station 1584+0 to survey station 1571+82.

W. C. Hoffman
Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1584+0 TO STATION 1571+82
SCALE 1 IN. 100 FT. LINE NO. BM-4
Office of Valuation Engineer
Boston, Mass

V.10
2

Manchester + Lawrence RR
Page 85 of 106

MP 5.85
Stone Box
Culvert
Gone?

Rockingham
Park
Blvd.
(to Rt 93)

MP 5.92
Stone Box
Culvert
replaced w/
Vit pipe?
(standing
water)

SALEM, N.H.

Rockingham
Park

MP 6.26
Rail Box
Culvert
(photo 36)

(MP 6.28
Rail Top
Culvert
Not Found)

Gate to
Park

(MP 6.61
Double Box
Stone Culvert
Gone?)

RT 28

CONCORD & BOSTON TURNPIKE

RT 28

MP 6.13
Stone Box Culvert
(only west
side visible)
(Opp 99 S. Bun)

(opp.
73 S. Bun)

Parcel No	Sub-division No	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recording Rockingham County Book	Page	Date	Remarks
1		C Board	July 11 1898	Richard Haistead et ux	Mass. B.R.	898	6	Oct 27 1898	Size of Stock
1	43	Agreement	June 5 "	Daniel Haistead et ux	"	901	6	Mar 16 1903	
2	45	P Bar	" 5 "	William S Kelly	"	901	25	" " "	Deed not acknowledged
2		Agreement	Oct 7 "	" " "	"	"	"	" " "	Inclusion, release of cattle guard
3	9	P Bar	June 19 "	Oliver Ross et al	"	897	8	" " "	Deed not acknowledged
3	45	" "	" 5 "	William S Kelly	"	897	25	" " "	
4	9	" "	" 20 "	Oliver Ross et al	"	899	8	" " "	
4	43	" "	" 3 "	Joseph Kimball et al	"	883	69	" " "	
6	43	Agreement	" 3 "	Miles Hall et ux	Miles Hall et ux	"	83	" " "	
"	"	P Bar	Feb 20 1899	M L & R R	Rebecca Hall	897	395	Aug 24 1899	
"	"	"	June 3 1898	Miles Hall et ux	Mrs. R.H.	883	23	May 15 1903	Deed not acknowledged
8	11	"	" 23 "	Moses Austin	"	897	10	" " "	
9	44 502	"	" 24 "	Oliver Ross et al	"	"	71	" " "	
10	"	"	" " "	" " "	"	"	"	" " "	Title in question - Land by default
11	"	"	" " "	" " "	"	"	"	" " "	" " " - Land by default
12	"	"	" " "	" " "	"	"	"	" " "	
13	11529A	Taking	March 24 1898	Boston & Maine R.R.	State of New Hampshire	Rockingham Co. Deeds			Slope easements
			Feb 16 1903			Granite State Electric Co			Easement
14	11514		Nov 12 1903	B & M R.R. Corp	Granite State Electric Co				
15	11529A		Nov 17 1903	" "	New Hampshire Trustees Cath. Fund				
16									
17									
18	11531B	Taking	April 6 1903	B & M R.R.	State of New Hampshire				For Highway Purposes

REVISED TO	
PROFILE & PLAN	LAND LINE
Sheet 5 & 6	Mar 1965
June 1950	Dec 1965
	Jan 1966

Sheet No 5 of majority, four primarily sheets and three supplemental sheets of Manchester and Lawrence RR Portland Division Manchester & Lawrence R.R. from survey station 1571+80 to survey station 1724+68

W. S. Shepherd
Valuation Engineer

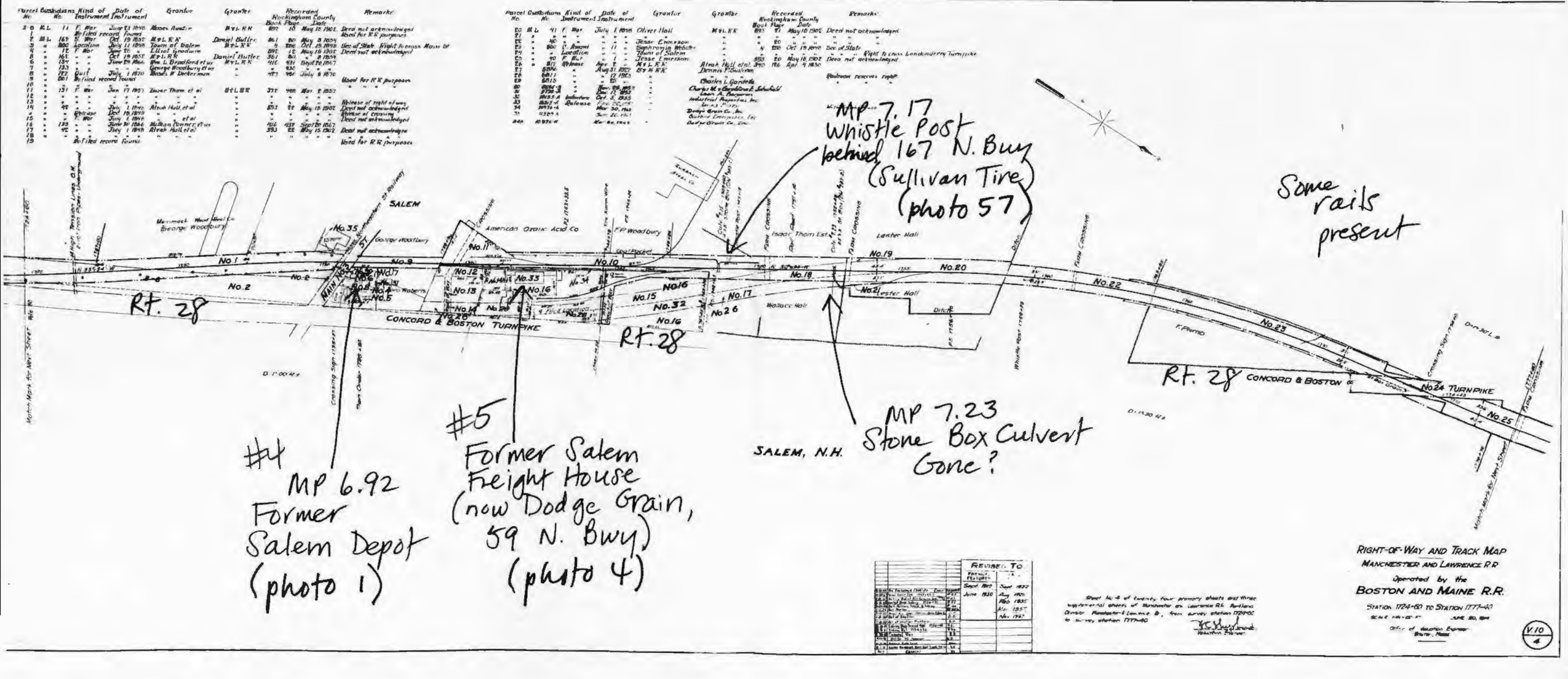
RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1571+80 TO STATION 1724+68
SCALE 1" = 100'-0" JUNE 30, 1966
Office of Valuation Engineer
Boston, Mass.

V.10
3

Manchester + Lawrence RR
Page 86 of 106

Parcel No.	Cushdians No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
3	B L.	11	F. Mar.	July 13 1848	Moses Austin	M & L. R R	892	10	May 15 1901	Deed not acknowledged
1			Refiled record found							Used for R R purposes
2	M L.	169	F. Mar.	Oct. 19 1857	M & L. R. R.	Daniel Butler	361	80	May 8 1899	
3	"	1800	Location	July 11 1848	Town of Salem	M & L. R R	"	4	Dec. 15 1898	See of State Right to cross Main St
4	"	12	F. Mar.	June 20 "	Elliot Goodwin		892	12	May 15 1901	Deed not acknowledged
5	"	161	"	Oct 19 1857	M & L. R R	Daniel Butler	361	861	" 8 1899	
6	"	134	"	June 29 1866	Wm. L. Bradford et us	M & L. R R	416	431	Sept 29 1867	
7	"	133	"	" "	George Woodbury et ux	"	"	430	" "	
8	"	122	Quit	July 1 1870	Woods & Dederman	"	477	901	July 6 1870	
9	"	1801	Refiled record found							Used for R R purposes
10	"	"	"	"	"	"	"	"	"	"
11	"	131	F. Mar.	Jan 17 1857	Isaac Thom et al	M & L. R R	372	998	Mar. 5 1860	
12	"	"	"	"	"	"	"	"	"	"
13	"	"	"	"	"	"	"	"	"	"
14	"	98	"	July 1 1848	Alvah Hall, et al	"	893	88	May 15 1902	Release of right of way Deed not acknowledged
"	"	"	Release	Dec 19 1849	" "	"	"	"	"	Release of crossing
15	"	"	F. Mar.	July 1 1848	" " et al	"	"	"	"	Deed not acknowledged
16	"	135	"	June 30 1866	Nathan Tenney et ux	"	416	437	Sept 29 1867	
17	"	92	"	July 1 1848	Alvah Hall et al	"	393	88	May 15 1902	Deed not acknowledge
18	"	"	"	" "	" "	"	"	"	"	"
19			Refiled record found							Used for R R purposes

Parcel No.	Cushdians No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
20	M L.	41	F. Mar.	July 1 1848	Oliver Hall	M & L. R R	893	91	May 15 1902	Deed not acknowledged
21	"	"	"	" "	" "	"	"	"	" "	"
22	"	140	"	" "	Jesse Emerson	"	"	820	" "	"
23	"	800	C. Award	" 11	Saphronia Webster	"	4	338	Oct. 15 1898	See of State
24	"	"	Location	" "	Town of Salem	"	"	"	" "	" Right to cross Londonderry Turnpike
25	"	90	F. Mar.	" 1	Jesse Emerson	"	553	20	May 18 1902	Deed not acknowledged
26	"	811	Release	Apr. 7 "	M & L. R R	Alvah Hall et al,	390	176	Apl. 4 1850	
27		5806	"	Aug 31 1922	B & M R R.	Dennis P. Sullivan				
28		6811	"	" 17 1860	"					Railroad reserves right
29		6815	"	" 20 "	"					
30		8804-3	"	Nov. 26 1923	"					
31		9726-3	"	Dec. 12 1929	"	Charles L. Gardella				
32		8983-A	Indenture	Oct. 5 1933	"	Charles W. & Geraldine E. Schofield				
33		8827-A	Release	Dec 20 1933	"	Laura A. Thompson				
34		9978-A		Mar 30, 1938	"	Industrial Properties, Inc.				
35		11369-A		Sept 26, 1941	"	Dodge Grain Co., Inc.				
844		10934-A		Nov 24, 1944	"	Dodge Grain Co., Inc.				



REVISED TO	
Portions of Station	
Sept. 1919	Sept 1932
June 1930	Aug 1935
	Feb 1935
	Nov. 1951
	Nov. 1953

Sheet No. 6 of twenty four primary sheets and three supplemental sheets of Manchester an Lawrence R.R. Portland Division Manchester & Lawrence R., from survey station 1724+60 to survey station 1777+40

Assistant Engineer

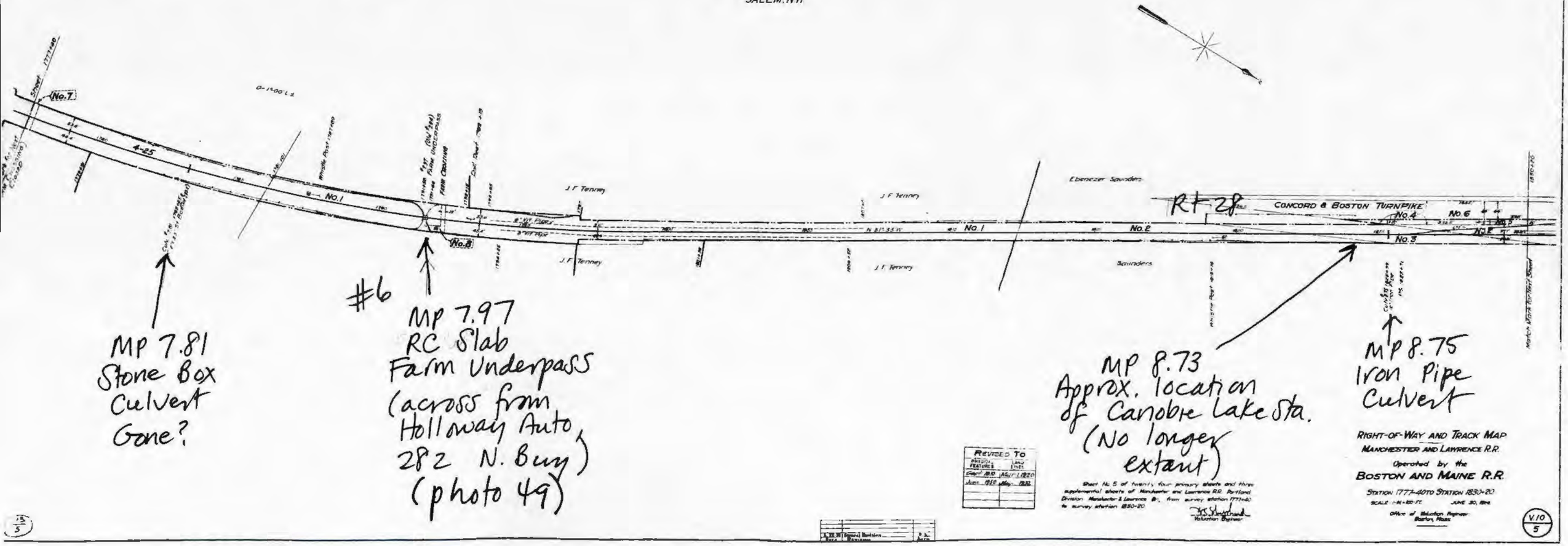
RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1724+60 TO STATION 1777+40
SCALE 1IN=100FT JUNE 30, 1954
Office of Valuation Engineer
Boston, Mass.

V 10
4

Manchester + Lawrence RR
Page 87 of 106

Parcel No	Sub-div. No	Kind of Instrument	Date of Instrument		Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
4&5	M.L.	40	F. Mar.	July 1 1846	Jesse Emerson	M & L R.R.	893	10	May 18, 1901	Deed not acknowledged.
1	"	39	" "	June 23 "	John F. Tenney	"	"	19	" " "	" " "
2	"	89	" "	" 3 "	Ebenezer Saunders	"	"	16	" " "	" " "
3	"	811	C. Decree	July 31 1935	Town of Salem	"	R.R. Comm.		July 31 1935	page 63 Part of turnpike discontinued
4	"	1034	F. Mar.	June 1 1900	Abigail C. Saunders, et al	B & M R.R.	573	357	June 21 1900	
5	M.L.	163	Lease	Nov. 11 1865	Franklin Saunders, et al	M & L R.R.	501	403	Mar. 12 1866	
6	"	811	C. Decree	July 31 1935	M & L R.R.	Town of Salem	R.R. Comm.		July 31 1935	page 63 Relocation of Turnpike
7		8809	Release	May 21 1935	John L. Schultz, et ux	B & M R.R.	882	96	May 13 1992	Release of farm crossing
8		"	"	May 11 "	B & M R.R.	Daniel G. Tenney				New farm crossing

SALEM, N.H


No. 7
No. 1
No. 8
No. 2
No. 3
No. 4
No. 6
No. 5
4-25
J. F. Tenney
Ebenezer Saunders
Saunders
CONCORD & BOSTON TURNPIKE
RT 28
N. 81° 38' W.
Whole Post Iron
Cut Post
Cut Post Iron
Cut Post Iron
Cut Post Iron

Manchester + Lawrence RR
Page 88 of 106

Windham

MP 9.07
Stone Box
Culvert
gone?

One of these
is a 18"
Vit pipe under
Stone box?

Trail is
paved from
this point
north

Rt. 111?

CANOBIE LAKE

Hattie Edwards

C.A. Dow

Jewell

Lampson Heirs

Allen

Fogg

Cochran

No. 2

No. 4

No. 5

No. 6

No. 7

ledge

Roulston Rd?

Note: Ties + trails removed — dirt trail

Approx. location of new overpass over Salem Rd (Rt 111 Bypass) (photo 26)

REVISED TO

PHYSICAL FEATURES	LAND LINES

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1830+20 TO STATION 1885+40

V.10
6

Manchester + Lawrence RR
Page 89 of 106

(Photo 7)

#7
MP 9.83
Stone Arch

MP 9.80
Stone Box
Culvert
gone?

#8
MP 9.89
Deck Plate
Girder Bridge
(photos
12 + 13)

WINDHAM, N.H.

MP 9.96
Rail Top
Cattle Pass
#9
(photos
46 + 47)

MP 10.10
Rail Box
Cattle Pass
#10
(photos
44 + 45)

MP 10.50
Stone Box
Culvert
Gone?

Note: This section
is paved recreational
trail

Parcel No.	Cadastral No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
1	M.L. 38	F. Warr.	June 15, 1842 Dec. 4731		M.& L. R.R.	593	16	May 15, 1905	
1	- 1	-	Jan. 24, 1851		-	593	1		
2	- 206	Rel. Lse.	July 2, 1849	Town of Windham	-	Rel. Lse. Book, 88 Del 18 1905			Rel. to cross Highway
3	- 25	F. Warr.	June 6, 1905	Theodore Densmore	-	593	1	May 15, 1905	
4	- 2	-	June 1, 1850	Theodore Densmore	-	593	1		
5	- 200	Rel. Lse.	July 2, 1849	Town of Windham	-	Rel. Lse. Book, 88 Del 18 1905			Rel. to cross Highway
6	- 27	F. Warr.	June 6, 1905	Isaac Cochran	-	593	1	May 15, 1905	
7	- 72	-	June 6, 1905	Theodore Densmore	-	593	1	May 15, 1905	
8	- 500	C. Assent	July 19, 1848	John Kelley	-	(Lease) 88	1	Oct. 18, 1905	
8	- 6	Quit C.	Feb. 27, 1847	-	-	1905	4	May 15, 1905	
9	- 5	-	Jan. 27, 1850	-	-	593	1	May 15, 1905	
10	- 200	C. Assent	July 19, 1848	Daniel Kelley	-	(Lease) 88	1	Oct. 18, 1905	
10	- 23	F. Warr.	Mar. 6, 1903	-	-	1905	4	May 15, 1905	
11	- 6	Quit C.	Feb. 27, 1849	John Kelley	-	593	1	May 15, 1905	
12	- 48	F. Warr.	June 28, 1850	Thomas Webster	-	-	4	-	
13	7731	Release	Dec. 31, 1919	B. & M. R. R.	-	-	72	-	
					N.E. Tel. & Tel. Co.				

Revised To	
Physical Features	Land Lines
Sept. 1918	March 1920
June 1920	Dec. 1928
	Feb. 1935

Sheet No. 7 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence R.R. Portland Division. Manchester & Lawrence Br. from survey station 1883-0 to survey station 1985-80

Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1883-0 TO STATION 1985-80
SCALE 1 IN. = 100 FT. JUNE 30, 1914.
Office of Valuation Engineer
Boston, Mass.

V.10
7

Manchester + Lawrence RR
Page 90 of 106

WINDHAM, N. H.

Parcel No.	Sub-divisions No.	No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
7 12	M L	76	F War	June 28 1898	Thomas Webster	Mass. N.H.	593	26	May 18 1901	Deed not acknowledged
1	"	91	" "	" 16 "	Isaac Cochran	"	"	1	" " "	" " "
2	"	586	C Award	July 11 "	Daniel Kelley	"	4	288	Oct 19 1898	See of State.
3	"	23	F War	May 6 1899	"	"	593	5	May 18 1901	
4	"	64	" "	July 6 1898	Obadiah Buxton et al	"	"	4	" " "	Deed not acknowledged
4-1	"	3	" "	April 5 1838	" "	"	592	3	" " "	
4-2	"	29	" "	July 6 1898	Joan N. Brown	"	593	6	" " "	
5	"	588	C Award	" 11 "	Eben Button et al	"	4	288	Oct. 19 1898	See of State
6	"	57	F War	" 11 "	Simon Brown	"	593	7	May 18 1901	Deed not acknowledged
6	"	1977	" "	Sept 25 1901	George H. Dinsmoor et al	Mass N.H.	591	336	Oct 9 "	Mar in use
"	"	Gain, Deed	" "	" "	William W Dinsmoor Gdn	"	"	339	" "	" " "

Mitchell Pond

POND

No 6

No 6

No 6

No 1

No 2

No 3

No 4

No 5

No 6

Note:
Railbed is
now paved
path

This side
collapsed

This
side of

MP 11.10
Stone Box culvert
gone?

MP 11.24
Stone Box Culvert

MP 11.57
Was Stone box
culvert
now slab?

Sheet No 8 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence R.R. Portland Division Manchester & Lawrence Br., from survey station 1585+90 to survey station 1988+60.

Valuation Engineer

REVISED TO	
PHYSICAL FEATURES	LAND LINES
Sept. 1968	Mar. 1970
June 1970	

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1585+90 TO STATION 1988+60
SCALE: 1 IN. = 100 FT. JUNE 30, 1914
Office of Valuation Engineer
Boston, Mass

V.10
8

Manchester + Lawrence RR
Page 91 of 106

MP 11.73
was Stone box
culvert
(rebuilt
concrete
+ Steel)

Note:
Railbed in this section
is now paved trail

WINDHAM N.H.

MP 12.48
Stone Box
Culvert

Mile Post
L12/M15
(photo 51)

(Pond)

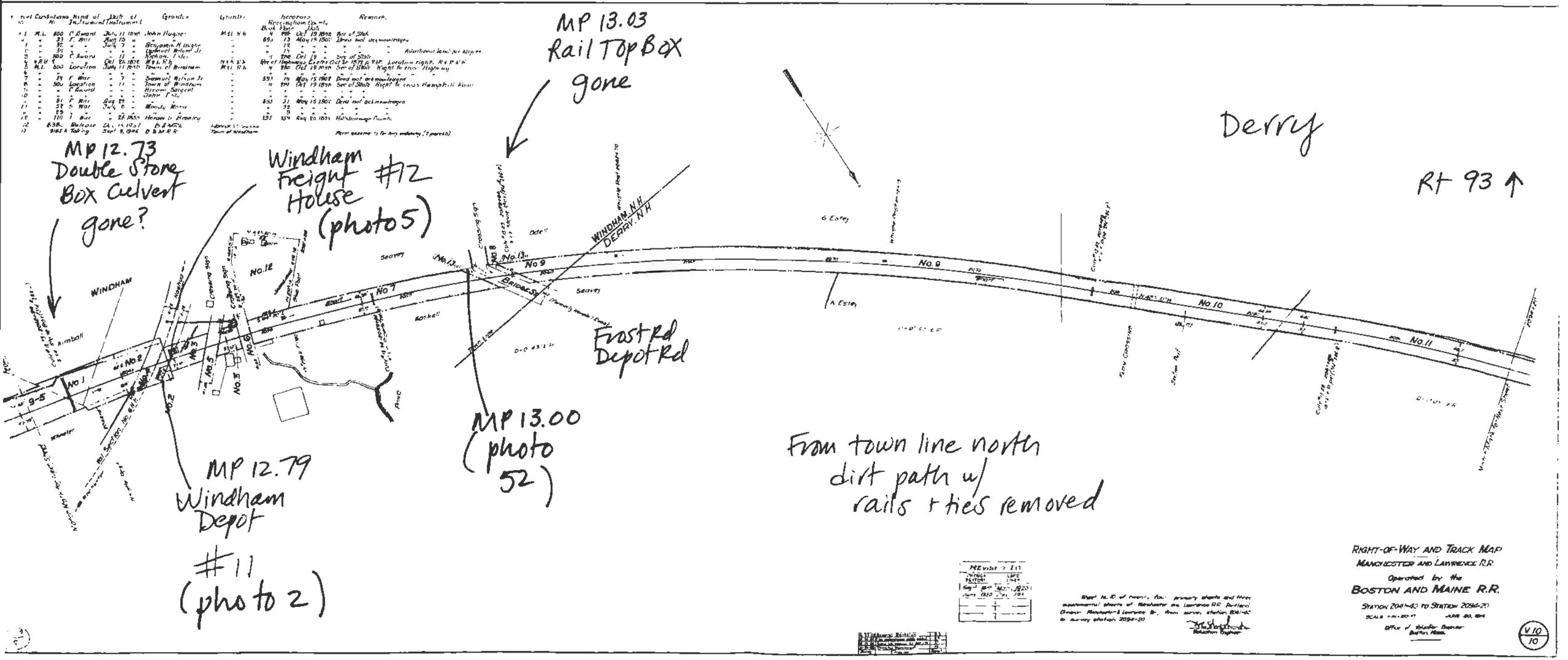
MP 12.10
Stone box
culvert
gone?

REVISED TO
PHYSICAL FEATURES — LAND LINES
Sept. 1910 — March, 1912
June 1910

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 1988-60 TO STATION 2041-40
SCALE 1 IN. = 100 FT. — JUNE 30, 1914
Office of Valuation Engineer
Boston, Mass.

V.10
9

Manchester + Lawrence RR
Page 92 of 106



Manchester + Lawrence RR
Page 93 of 106

Parcel No	Customs No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
1021	M.L.	32	Fl War	July 8 1848	Moody Morse	M+L R R	593	32	May 15 1902	Does not acknowledges
"	"	129	"	"	"	"	"	9	"	"	"	"
1	"	33	F. War	June 15	"	Joseph Montgomery	"	"	13	"	"	"
a	"	131	Permit	Aug. 2. 1847	"	"	"	Not recording	"	Right to lay track to wood lot
P	M.L.	34	F. War	June 10 1848		Phineas Webster et al	"	593	24	May 15 1902	Does not acknowledges
"	"	44	"	"		" 11 1850	"	"	46	"	"	Land for change in Webster's Crossing
B	"	58	"	"		" 16 1898	Benjamin Wadcliff	"	"	13	"	"	Deed not acknowledged
4	"	500	Location	July 11		"	Trade of Derry	"	4	186	Oct 19 1848	See of State. Right to cross Websters Crossing

Rt 93 ↑

DERRY N.H.

MP 14.02
Rail Box
Culvert
(photos
40+41)

MP 14.12
Stone Box
Culvert

MP 14.24
Stone Box
Culvert

Dirt path
w/ rails + ties
removed

MP 14.94
Stone
Box
Culvert

Bowers Rd
Tunnel ?
(photo 28)

REVISED TO	
THROUGH FEATURES	LAND LINES
Sept 1919	Nov. 1920
June 1950	

Sheet No. 11 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence R.R. Portland Division, Manchester & Lawrence Br., from survey station 2084+20 to survey station 2147+10.

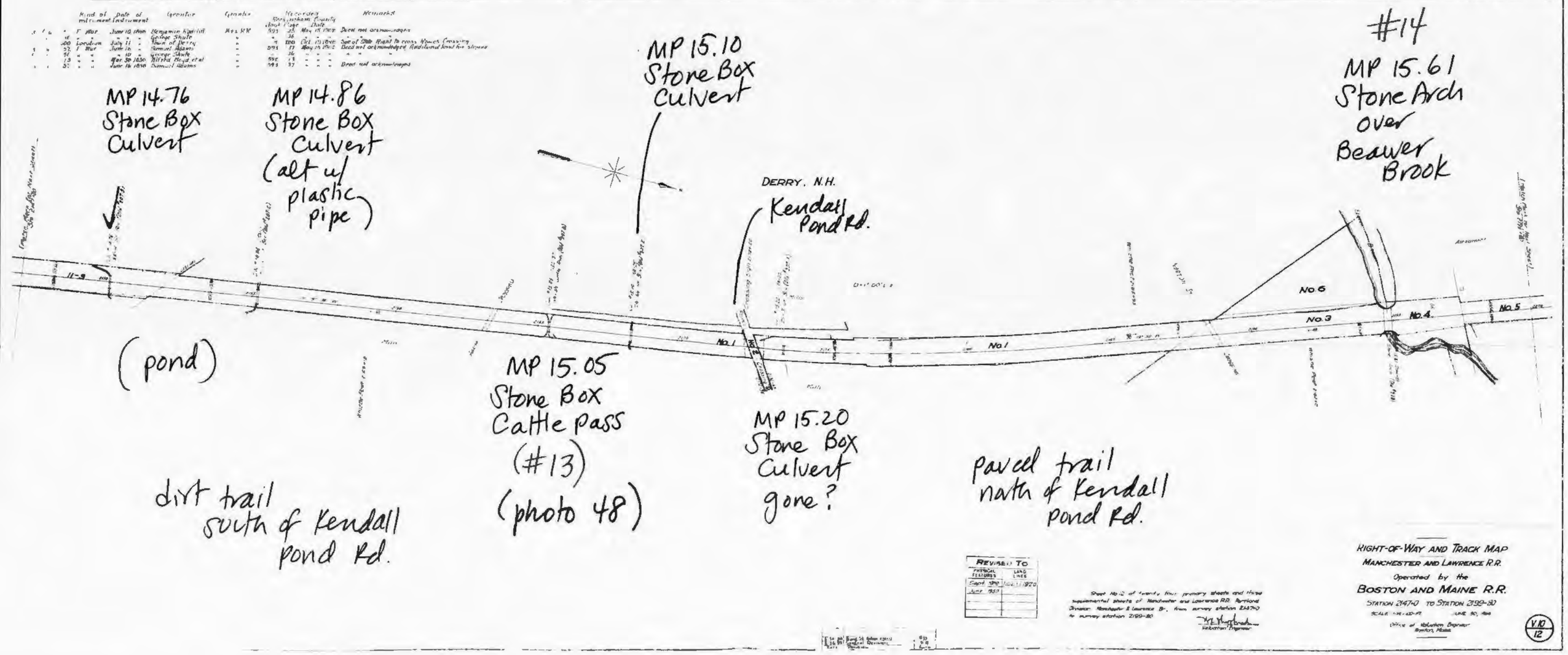
Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2084+30 TO STATION 2147+10
SCALE 1 IN. = 100 FT. JUNE 30, 1919.
Office of Valuation Engineer
Boston, Mass.

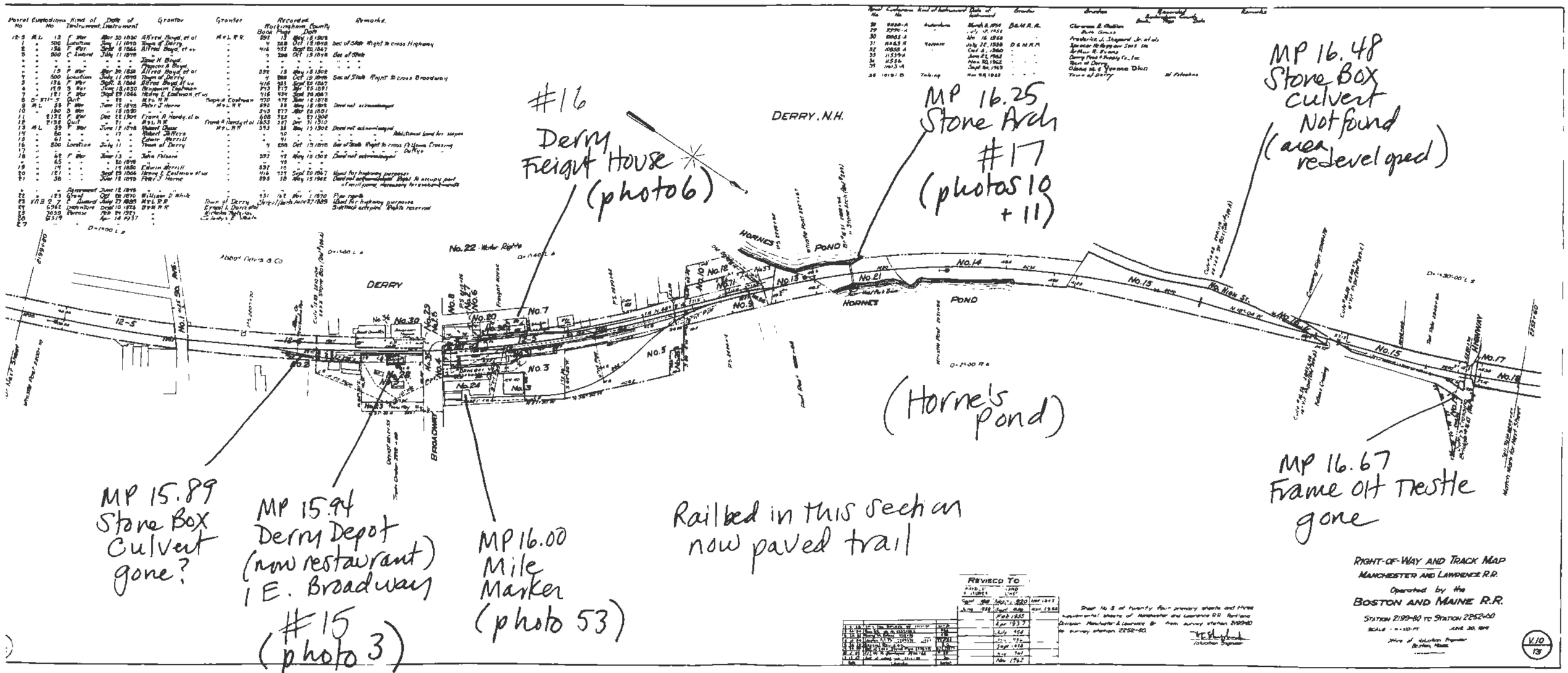
V.10
11

Manchester + Lawrence RR
Page 94 of 106

(Photos 8 + 9)



Manchester + Lawrence RR
Page 95 of 106



Manchester + Lawrence RR
Page 96 of 106

Parcel No.	Cust. No.	Acct. No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
1		62	F. War.	June 19 1848	John Folsom	B.P.L. R.R.	593	93	May 15 1902	Deed not acknowledged.
"	"	63	" "	" 19 1848	" "	"	"	97	" "	" "
"	"	500	C. Award	May 16 1846	Alexander McMurphy	"	"	4	Oct. 19 1846	See of State
"	"	65	F. War.	June 19 "	" " Jr	"	593	93	May 15 1902	Deed not acknowledged
"	"	500	Location	July 11 "	Town of Derry	"	"	4	Oct. 19 1846	See of State. Right to cross Mc Murphys Crossing
"	"	"	"	" "	" Londonderry	"	"	376	" "	" " " Rail Bridge "
4		503	C. Award	May 16 "	James Mc Murphy	"	593	96	May 15 1902	Deed not acknowledged
5		66	F. War.	Aug 1 "	"	"	"	96	" "	" "
6		67	" "	June 13 "	Robert Jeffers	"	"	97	" "	" "
7		500	C. Award	May 16 "	Abram Mc Kenney	"	593	96	May 15 1902	Deed not acknowledged
8		68	F. War.	Aug 24 "	" "	"	"	98	" "	" "
9		503	C. Award	May 16 "	Lewis A. McGregor	"	"	376	Oct. 19 1846	See of State
10		69	F. War.	Aug 1 1848	" "	"	593	99	May 15 1902	Deed not acknowledged
11		205	Location	May 16 "	Town of Londonderry	"	"	4	Oct. 19 1846	See of State. Right To Cross Coburns Crossing
"		"	C. Award	" "	Dearborn Walther	"	"	"	" "	" "
12		12	Quit	Sept 4 1850	Alexander McGregor et al	"	557	16	May 16 1902	" "
13		94	F. War.	June 17 "	Alexander McMurphy Jr	"	593	94	" "	Wood for highway purposes
14			No filed record found.		Town of Londonderry M.L.L. P.S.					Required by B&M in lieu of Parcel No 11
15					Town of Londonderry M.L.L. P.S.					Crossing protection
16		4071	F. Rel.	Nov. 12 1915	Harry B. Wilson, et al	B & M R.R.	700	76	Dec. 31 1915	" "

#18
MP 17.06
Frame OH Trestle
(photos 23 + 24)

Londonderry

MP 17.39
Stone Box
Culvert
(cracked
lintel)

MP 16.80
Double
Stone Box
Culvert
(Fill on top
removed)

MP 16.96
Frame OH
Trestle
(removed +
filled w/dirt)

MP 17.16
Iron Stringer
Bridge
#19
(photo 14)

MP 17.63
Stone Box
Culvert
(photo. 29)

REVISED TO	
PHYSICAL FEATURES	LAND LINES
Sept. 1918	Mar. 1920
June 1934	Feb. 1935

Sheet No. 16 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence R.R. Portland Division, Manchester & Lawrence Br., from survey station 2252+60 to survey station 2305+40

Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2252+60 TO STATION 2305+40
SCALE 1 IN. = 20 FT. JUNE 30, 1916
Office of Valuation Engineer
Boston, Mass.

V.10
14

Manchester + Lawrence RR
Page 97 of 106

MP 18.15
Stone Box Culvert

LONDONDERRY, N.H.

MP 18.51
Stone Box Culvert
?

MP 17.79
Stone Box Culvert
?

MP 17.96
Rail Box Culvert

MP 18.05
Stone Box Culvert
(collapsed)

MP 18.24
Stone Box Culvert

Industrial Park

Highway

No. 1 No. 2 No. 3 No. 4 No. 5 No. 6 No. 7 No. 8 No. 9 No. 10 No. 11 No. 12 No. 13 No. 14 No. 15 No. 16 No. 17 No. 18 No. 19 No. 20 No. 21 No. 22 No. 23 No. 24 No. 25 No. 26 No. 27 No. 28 No. 29

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2535-40 TO STATION 2558+20

V.10
15

Manchester + Lawrence RR
Page 98 of 106

Parcel No	Cut/Location No	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Book	Page	Date	Remarks
15-9	M.L. 503	Ct Rem/a	May 10 1848	Moses Fellows	M.L.R.R.		176	Oct. 19 1848	Set of Stake
"	" 75	M Warr	Aug 17 "	"	"	511	53	May 19 1897	
15-10 1847	1139	F. Mat	May 17 1898	Nelson B Page	Dr. M & P	562	455	" 21 1898	Rail in use
"	M.L. 503	C Guard	" 10 1848	Isaac Blodgett	M.L.R.R.	"	176	Oct 19 1848	Set of Stake
"	" 76	M Warr	Aug 17 "	"	"	543	30	May 18 1901	Hired not acknowledged
2	" 503	T Sworn	May 10 "	Thomas Wilson	"	"	176	Oct 19 1848	Set of Stake
2	" 75	F Mat	Aug 17 "	"	"	559	51	May 19 1902	Deed not original copy
3	" 503	Location	May 10 "	Town of Londonderry	"	"	176	Oct 19 1848	Set of Stake Right to cross Highway
4-5	" 15	F Mat	Mar 15 1850	Thomas Wilson	"	592	21	May 15 1902	
6	" "	" "	" "	"	"	"	"	" "	Not in use
14	10803 A	Indenture	May 5 1926	Gr M R. R.	Rockingham Co Coal Co				
7	11404 A	"	Oct 26 1926	"	Wilson Co. Inc				
15-29	12303-A	Release	Oct 1, 1972	B&M Corp	PFW Realty Co., Inc				

MP 18.88
Stone box
culvert
?

LONDONDERRY N.H.

MP 19.23
Stone Box
Culvert

(behind
Verani's)
MP 19.34
Stone Box
Culvert
gone

(photo 37)
MP 19.64
Rail Top
Culvert

(photo 38
+39)
MP 19.69
Stone Box
Culvert
(bottom
filled-
only
lintel
visible)

Rt 93

Rt 93

Exit
5

Auburn St

WILSON

MP 19.00
(photo 54)

Former
Wilson Depot
site

MP 19.40
Stone Box
Culvert
retrofitted
w/ plastic
pipe?

MP 19.50
Stone Box
Culvert

REVISED TO	
PHYSICAL FEATURES	LAND LINES
Sept 1926	Aug. 1, 1920
June 1930	Dec. 1962

Sheet No 15 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence R.R. Portland Division Manchester & Lawrence Sy. from survey station 2359+20 to survey station 2411+40.

Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2359+20 TO STATION 2411+40
SCALE 1 IN. = 100 FT. JUNE 30, 1914
Office of Valuation Engineer
Boston, Mass.

V.10
16

Manchester + Lawrence RR
Page 99 of 106

(photo 34)

MP 19.78
Frame Old
Trestle
Bridge
gone

MP 19.85
Stone Box
Later C.I.
Culvert
gone

LONDONDERRY, N.H.

Clark or
Chases
Rd

MP 20.46
Double Stone
Box Culvert
(slab of
concrete
placed
on top)

MP 20.67
Double Stone
Box
culvert

MP 20.00
(photo
55)

MP 20.03
Double
Stone Box
Culvert
(photo 32)

MP 20.36
Double
Stone Box
Culvert
(photo 33)

MP 20.39
Iron Stringer
Bridge
gone

MP 20.60
Double
Stone Box
Culvert
(photo 35)

REVISED TO	
PHYSICAL FEATURES	LAND LINES
Sept 1938	March 1939
June 1953	

sheet No. 17 of seven, four primary sheets and three supplemental sheets of Manchester and Lawrence RR Portland Division Londonderry & Lawrence Br., from survey station 2411+0 to survey station 2463+80

W. C. Shuttleworth
Division Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2411+0 TO STATION 2463+80
SCALE 1" = 100 FT. LINE 3.3 INS.
Office of Division Engineer
Boston, Mass.

V.10
17

Manchester + Lawrence RR
Page 100 of 106

(photo 25)
#20

MP 21.70
Concrete
Slab Bridge

LONDONDERRY, N.H.

MP 21.18
Stone Box
Culvert

MP 21.34
Dbl. Stone Box
Culvert?

Brick
Smokestack
(was Annis
Grain)

LONDONDERRY

MAMMOTH ROAD

MP 20.76
Stone Box
Culvert

Sanborn
Rd.

MP 20.97
Stone Box
Culvert

Former
Depot
Location
(no longer
extant)

Mammoth
Rd.

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2453+80 TO STATION 2576+50
SCALE 1 IN. = 100 FT. JUNE 30, 1914
Office of Valuation Engineer
Boston, Mass.

V.10
18

Manchesker + Lawrence RR
Page 101 of 106

End of Natialal Register-eligible dismct

Manchester Airport

Harvey Rd

LONDONDERRY, N.H.

MP 22.12 Rail Box Culvert gone?

MP 22.18 Stone Arch gone

MP 22.27 Stone Box Culvert gone?

MP 22.63 Stone Box Culvert gone?

MP 22.67 Stone Box Culvert gone?

Parcel No	Subdivision No	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Plan Book	Recorded Plan Page	Recorded Land Court Date	Remarks
MP 11	BL	Sch	C. Auburn	May 11 1848	John Harvey		238	Dec 15 1848	See at State
"	"	16	Rent	" 13 1859	et al		20	May 16 1905	
"	1	523	F. Ayers	" 13 1848	Mansion & Exeter Rail		274	Oct 19 1848	See at State
"	"	89	F. Wat	July 28 "	"		12	May 15 1905	Does not acknowledge
"	E	935	F. Alward	May 10 "	John Harvey		276	Oct 19 1848	See at State
"	"	16	Quit	" " 1852	" " et al		23	May 15 1905	
"	3	895	F. Alward	" " 1848	William Plumer		274	Oct 19 1848	See at State
"	4	"	Location	" " "	Town of London Derry	"	"	" " "	Right to cross Palmers Crossing
"	8	"	F. Adams	" " "	Robert Thorp et al	"	"	" " "	"
"	6	"	Location	" " "	Town of Londonderry	"	"	" " "	Right to cross Goffs Falls Road

REVISED TO

PHYSICAL STATIONS	LAND

Sheet No 9 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence RR Portland Division Manchester & Lawrence Br., from survey station 2516+87 to survey station 2569+40.

Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2516+50 TO STATION 2569+40
SCALE 1 IN = 100 FT JUNE 30, 1914
Office of Valuation Engineer Boston Mass

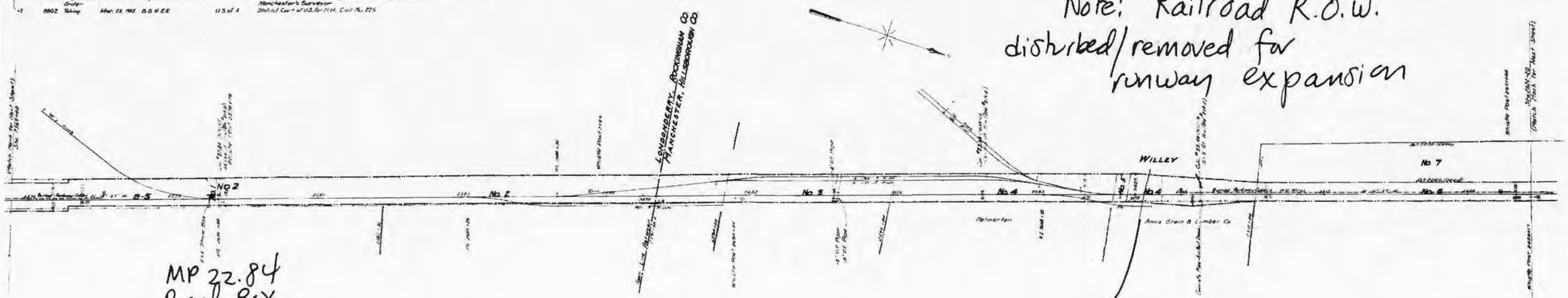
V.10 / 19

Manchester + Lawrence RR
Page 102 of 106

Parcel No	Custodians No	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Rockingham County Book	Page	Date	Remarks
19-8	M.L.	106 C. Rwy. Land Location	May 10 1849	Estate of Dickey, et ux. Town of Londonderry	M & L H R	4	171	Oct. 19 1846	Sec. of State. Right to cross Bloge Crossing
1	"	" "	" " "	" "	"	"	"	" " "	" " "
2	"	" C. Deed	" " "	Deborah Bloge	"	"	"	" " "	" " "
3		1281 S. Mar.	July 30 1890	Merrill Bloge	B & M R R	522	466	Sept. 9 1890	Release of cattle guard
						Hillsborough County			
4	M.L.	93 F. Mar.	Sept 18 1846	Samuel Shute	M & L R R	771	51	July 28 1915	
5	"	505 C. Quitcl.	May 10 1849	William Dickey	"	4	176	Oct. 19 1846	Sec. of State
6	"	94 F. Mar.	Sept 15 "	" "	"	771	87	July 28 1915	
7	"	505 C. Quitcl.	May 10 "	Daniel Dickey	"	4	176	Oct. 19 1846	Sec. of State
8	"	97 F. Mar.	Sept 15 "	" "	"	771	30	July 28 1915	
9	"	605 Location	May 10 "	Town of Londonderry	"	4	176	Oct. 19 1846	Sec. of State, Right to cross Willey's Crossing
10	"	98 F. Mar.	" 31 "	James Lawrence	"	771	89	July 28 1915	
7		1284 - "	Jan 28 1904	Eleazer N. Harvey	B & M R R	824	71	Jan 30 1901	
1		8386 Town Vote	Mar. 8, 1932	Town of Londonderry	"	Town Records			Highway discontinued subject to gates and bars
3		8419 City Officials Order	Feb 23, 1938	City of Manchester	-	Authority of City of Manchester's Surveyor			Highway Crossing Closed
21		8802 Taking	Mar. 23 1943	B & M R.R.	U.S. of A	District Court of U.S. for N.H., Civil No. 225			

Manchester Airport

Note: Railroad R.O.W. disturbed/removed for runway expansion



MP 22.84
Rail Box Culvert gone?

Site of former Willey Stop

REVISED TO PHYSICAL FEATURES AND LAND LINES June 1916 1970

Sheet No. 20 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence R.R. Portland Division Manchester & Lawrence Br., from survey station 2569+40 to survey station 2622+20

Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2569+40 TO STATION 2622+20
SCALE 1 IN. = 100 FT. JUNE 30 1916
Office of Valuation Engineer Boston, Mass.

V.10 20

Manchesker + Lawrence RR
Page 103 of 106

Survey No.	Cross Indications No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Hillsborough County Book	Page	Date	Remarks
20-6	M.L. 98	F. War	May 31 1918	James Emerson	Mass. N.H.	771	88	July 10 1919	
20-7	2624	"	Apr. 25 1904	Gerard N. Harvey	Mass. N.H.	651	7	Apr. 30 1904	
	M.L. 205	Location	May 10 1918	Town of Manchester	Mass. N.H.	"	524	Dec. 28 1918	Tax of State Right to cross Highway or Railroad
2	" 98	F. War	" 31 "	James Harvey	"	765	452	July 25 1919	
3	" 100	" "	" " "	James Harvey Jr. et al	"	"	497	" " "	
4	" 95	" "	" " "	James Harvey	"	"	498	" " "	
5	" 100	" "	" " "	James Harvey Jr. et al	"	"	457	" " "	
6	" 99	" "	" " "	James Harvey	"	"	455	" " "	
7	" 114	" "	Aug. 9 1898	"	"	771	86	" " "	
8	" M.L.	Location	" 10 1898	Town of Manchester	"	"	524	Dec. 28 1918	Tax of State Right to cross Highway
20-7	6808	Taking	Mar 23 1903	B.C. M.R.R.	U.S. of A.	District Court of U.S. for N.H. Civil No. 775			
8	9251	"	June 26, 1947	"	City of Manchester				

Covered by SMRT Survey Form 2004

Manchester Airport

Perimeter Rd

Goffs Falls Rd

MANCHESTER, N.H

20-7

20-6

City of Manchester

Thompson

No. 2 No. 3 No. 4 No. 7 No. 8 No. 4 No. 3 No. 4 No. 5 No. 6

MP 24.17
Pile Trestle over Cohas Brook #21
(photos 19-22)

MP 24.34
Steel + Concrete Bridge over RR

MP 24.56
Stone Box Culvert

REVISED TO

PHYSICAL FEATURES	LAND LINES
Date 1918	March 1920
June 1920	

Sheet No. 21 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence R.R. Portland Division Manchester & Lawrence Br. from survey station 2622+20 to survey station 2675+0

Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2622+20 TO STATION 2675+0
SCALE 1 IN. = 100 FT. JUNE 30, 1918
Office of Valuation Engineer
Boston, Mass.

V.10
21

Manchester + Lawrence RR
Page 104 of 106

Parcel No.	Cushohana No.	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded Hillsborough County Book	Page	Date	Remarks
21+6	M.L. 39	F. War	May 17 1848	Jonas Harvey	M.L.R.R.	769	126	July 26 1919	
1	" 101	" "	" "	Silman Harvey	" "	777	15		
2	" 1879	3 War	June 23 1902	Josephine K. Hinkins	M.L.R.R.	913	179	June 30 1902	
3	M.L. 102	F. War	" 26 1848	John Colet et al	M.L.R.R.	771	28	July 25 1919	
4	" 808	C. Record	Aug "	"	"	"	217	Oct 19 1848	
5	" 8304	2 War	July 19 1906	John F. Paint et al	B+M R.R.	661	321	July 11 1906	
6	M.L. 548	C. Report	Aug 9 1840	James Nutt	M.L.R.R.	"	217	Oct 19 1840	
6+8	11	Court Decl	Oct " 1850	Phoenix Nutt	"	Court of Common Pleas Nov 9 1850 Doc #120			
7	8096 A	Indenture	Dec 13 1905	City of Manchester	City of Manchester				
8	8096 A		Feb " 1907						
9	11124 A	-	Mar 26 1907						
10	11484		June 29 1907	City of Manchester					Layout of Land off

MANCHESTER, N.H.

Goldst.

Nutt's Pond

Note:
This area previously surveyed in 2004 (see SMRT Form) and is now paved trail

REVISED TO

PHYSICAL FEATURE	LAND LINES
Sheet #22	April 1920
July 1930	" "
	" "
	May 1942
	" "

Sheet No 22 of twenty four primary sheets and three supplemental sheets of Manchester and Lawrence RR Portland Division Manchester & Lawrence Br. from survey station 2519 to survey station 2727+80

J.C. Shepherd
Valuation Engineer

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2675+0 TO STATION 2727+80
SCALE 1 INCH = 100 FT JUNE 30, 1914
Office of Valuation Engineer Boston, Mass.

V.10
22

Manchester + Lawrence RR
Page 105 of 106

(photo 27)

MP 26.77
Elm St.
overpass
#22

Note: Ties remain w/out rails

Baker St
Grade crossing
(photo 61)

MANCHESTER, N.H.

Whistle post?
Plain concrete

rails under water

Beech St.
Grade Crossing
(photo 59)
(end of paved trail)

MP 26.00
Mile Post Marker
(photo 56)

Ring Post Concrete Marker "R"
(photo 58)

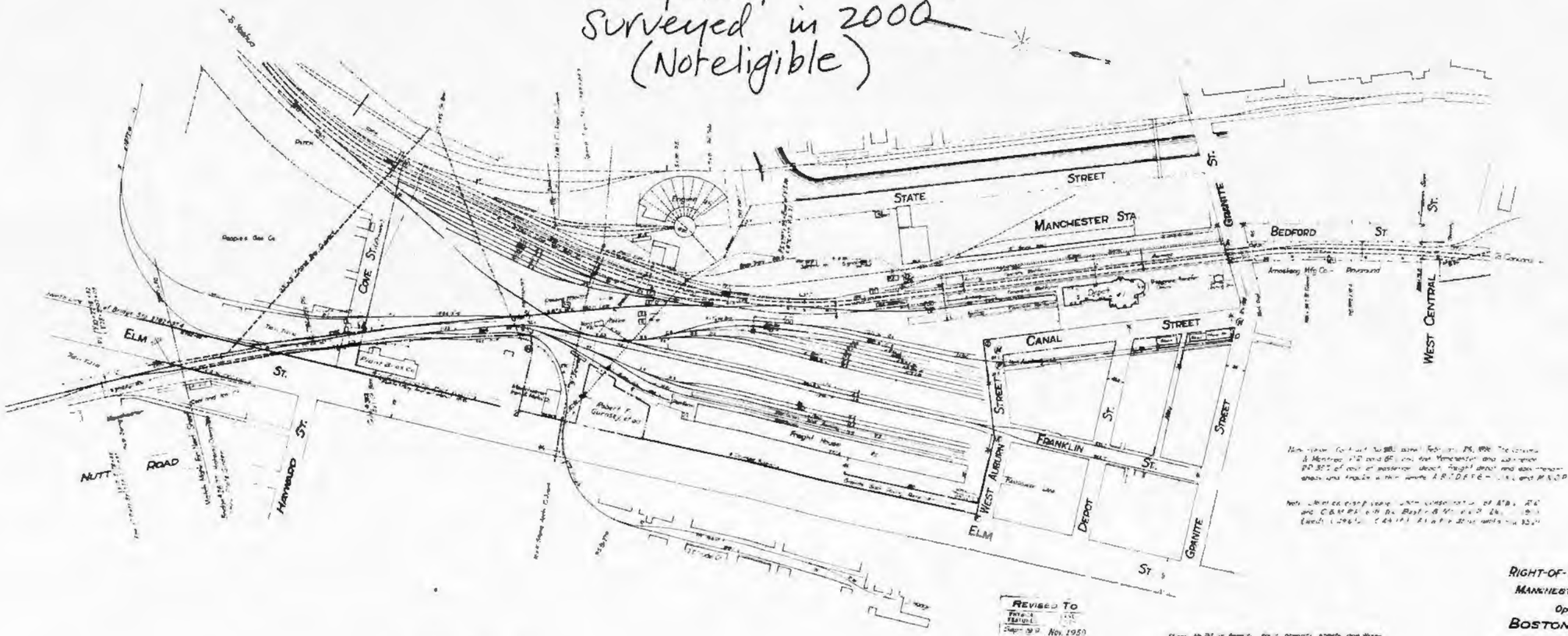
RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.
STATION 2727+82 STATION 2780+50

V.10
23

Manchester + Lawrence RR
Page 106 of 106

MANCHESTER N.H.

Railyard previously surveyed in 2000 (Not eligible)



REVISED TO
Nov. 1950

RIGHT-OF-WAY AND TRACK MAP
MANCHESTER AND LAWRENCE R.R.
Operated by the
BOSTON AND MAINE R.R.

V10
24