



# LISBON AREA HISTORICAL SOCIETY

preserving and promoting the history of Lisbon, Lyman & Landaff, New Hampshire



Museum: 9 Depot Street, Lisbon, NH • Mail: PO Box 6, Lisbon, NH 03585

Website: [www.lisbonareahistory.org](http://www.lisbonareahistory.org) • Email: [lisbonareahistoricalsoociety@gmail.com](mailto:lisbonareahistoricalsoociety@gmail.com) • 603-838-2003

## AMMONOOSUC RAIL TRAIL HISTORY BIKE RIDE – WOODSVILLE TO LAHS MUSEUM 8-24-24

\*NRHP (National Register) ~ \*\*NHSR (NH State Register) ~ \*\*\*NHHM (NH State Highway Marker)

1. **WOODSVILLE-WELLS RIVER RR BRIDGE** – A 253' steel-pin connected, double-decked Baltimore Truss bridge built in 1903 by B&M RR for trains and automobile traffic. The c. 1917 green Ranger Bridge was built for automobile traffic. In 2001 the RR bridge was used for automobile traffic while the Ranger Bridge was repaired. The RR bridge was closed after 2001. **See the scale model of the RR bridge at our museum.**
2. **WOODSVILLE STATION** - Boston Concord & Montreal Railroad cars first came through Woodsville in 1853 and telegraph service in 1862. The town became a major railroad center and headquarters for the White Mountain Division of the B&M RR with supporting buildings and a large freight yard all along Woodsville's Central Street. The railroad station (now home to Everything But the Cook/Affair to Remember), was built in 1921 after a fire destroyed the first station. Engineers and conductors had the best seats reserved in the c. 1890 Romanesque Style **Woodsville Opera House\*** at the corner of Central and Court Streets, now used for subsidized housing. The last passenger train came through in 1954.
3. **HAVERHILL-BATH COVERED BRIDGE\*** - Built in 1829 for \$2,400, this 259-foot bridge (a lattice bridge truss) is one of the oldest covered bridges in the United States. It was discontinued in 1999 after a new highway bridge named for long-time Executive Councilor Raymond S. Burton was built beside it in 1999.
4. **MILL STREET CROSSING** – A dry bridge was located here (replaced with this bridge) and another (removed) was located over the tracks to connect Bridge and Smith Streets beyond McDonald's restaurant.
5. **RUM HILL RR BRIDGE** – Stone abutments here were for Rum Hill RR Trestle which spanned the main road when it went right along the Ammonoosuc River. The osprey nest on the power line has been there since the early 2000s.
6. **BLACK EDDY** - The Ammonoosuc swirls past the ledges below the Child's Brook tributary. A derailment from a washout here in 1897 killed a train's engineer, fireman and brakeman.
7. **MERCY HARRIMAN'S GARDEN\*\*\*** – Jaasiel and Mary Harriman came to Bath in 1766 settling along the field across the Ammonoosuc River from here. Daughter Mercy was 9 when she carried dirt in her apron to the top of a large boulder to make a garden plot where she planted corn, cucumber and pumpkin. Was Mercy just enjoying a child's secret garden plot, or did she plant a garden on the boulder top to keep out wildlife? The family left Bath in 1768 due to hardship and fear of Indians. Locals have kept a garden on top of the boulder in memory of Mercy. The site can be accessed by a pull-off along Route. 302 in Bath.
8. **BATH VILLAGE COVERED BRIDGE\*** - The first bridge was built here in 1794. That and four other bridges were destroyed by floods, the last possibly destroyed by fire. In 1832, this nearly 400', three-span variation of the Burr Truss System was built and has undergone repairs, the last a 2.9M rehab from 2012-2014. It was the last covered bridge in North America to span railroad tracks. Bath Village Falls powered many mills, the first was Village Falls Mfg. (a woolen mill, dyehouse, and storehouse), a pulp mill, Bath Lumber Co., and Bath Fiber Co. Across the river on the square is **The Brick Store\*** built in 1824. Now closed, it was once the oldest continuously-operating general store in the U.S. **Bath Congregational Church\*\*** was built in 1873 in the Gothic Revival style. It replaced the church on the site which burned in 1872.

9. **SITE OF BATH RAILROAD STATION** – According to diary entries, a depot was here as early as 1862. The Station was torn down in 1960 by Bath Fiber Company which had purchased it.

10. **UPPER BATH, ACROSS RIVER** – Jeremiah Hutchins came to Upper Bath from Haverhill, MA, in 1781(3) with wife Mehitable and 12 children. They kept a tavern known as **Hutchins Tavern\*** until the 1830s. The two brick houses beside the tavern were built for two of Hutchins' sons. Another son built across the road (the yellow farm). The three brick houses across from the tavern were built by Attorney Ira Goodall who was married to a Hutchins. The brick house with the curved front was **Goodall's Law Office\***.

11. **LISBON-EDISON ELECTRIC LIGHT COMPANY** - A dam on the west side of the Ammonoosuc River near the Lisbon/Bath line was used for a crushing mill to crush ore brought from Dodge Gold Mine in Lyman. Later, the dam was used for Arthur Woods' clapboard, shingle, and bobbin mill. In 1890 Lisbon-Edison Electric Light Co., used the dam to power Lisbon's first lights. That power plant was torn down c. 1900 and the timber used to build the Goudie Block on Lisbon's South Main Street. A new power plant was erected along the riverbank below the Lisbon Village falls, between the Parker and Boynton Blocks.

12. **DARTMOUTH COLLEGE MILL SITE** - **Because** the 1764 original Landaff charter was forfeited, it was granted in 1770 to Dartmouth College. The College paid for land improvements, roads, mills, and a grammar school in 1780 which it operated for over two years. From June 1773 to January 1775 provisions were sent to Landaff from the College, such as beef, pork, sugar, chocolate, molasses, clover seed, and payment for labor to build a saw mill in 1774, and a grist mill in 1775, on the north side of Mill Brook about one-half mile from Lisbon. A 1785 manuscript map shows the mill site near the present intersection of Route 10 and Mill Brook Road in Landaff. In 1791, the College yielded the charter back to Landaff.

13. **THE ACRE** – These millhouses were built by Parker Young Mfg. Co. and its successor Lisbon Company for their employees, the first millhouse built as early as 1906.

14. **PARKER-YOUNG MFG.** – Once the site of the largest manufacturer of piano sounding boards in the world, Parker Young's campus included an office, barn, blacksmith shop, butter box, piano box, sounding board, and sash/door/blind factories, machine shop, lumber and drying sheds, sawmill, and +-engine room. Coming to Lisbon from Lyman in 1870, Parker Young was first located on the present Lisbon Lions Community Field. It burned twice there and moved to this South Main Street site. It burned again in 1891 and was rebuilt. In the late 1920s it was reorganized and became The Lisbon Company. Later businesses here were Plymwood Furniture/Sugar Hill Pine and now Design Contempo, Inc. The chimney is c. 1904.

15. **SHARED MINISTRY CHURCH** – A one-story Methodist Episcopal Church was built here in 1842. In 1887 it was jacked up and an additional story was built underneath. In 1888 a four-sided clock was installed. In 1967 it became part of the Lisbon-Landaff Shared Ministry. The first cemetery in the village was behind the railroad bed here and moved in the 1860s up to Grove Hill.

16. **LISBON HISTORIC RAILROAD STATION AND MUSEUM\*\*** - This c. 1870, B&M Station is the only one with this design. The first train came through in 1853, last passenger train in the 1960s, last freight train in 1995. From 2003-2008, the station underwent a \$500,000+ renovation with private, Federal and State funds. The Town of Lisbon owns the building, and the RR museum inside is operated by LAHS.

17. **LISBON AREA HISTORICAL SOCIETY MUSEUM\*\*** – Purchased in 2021 by LAHS and renovated with private and grant funds in the amount of \$536,000, this Tudor-Revival Style building was designed by Lisbon architect Chase Roy Whitcher and built in 1915 by Lisbon architect and contractor Sylvanus D. Morgan, as a companion to the Congregational Church on Main Street (now Santos Physical Therapy). **J. K. Atwood's Bobbin Mill** was located in the parking lot across the rail trail from the LAHS Museum from the 1870s to 1904, when it burned. By 1896, Atwood's was the largest rough bobbin manufacturer in the United States, handling 2,000 cords of wood annually. **THANKS FOR RIDING WITH US!**

