

**NH Division of Historical Resources
Determination of Eligibility (DOE)**

Date received: September 17, 2003 Inventory #: --
Date of group review: October 8, 2003 Area: Old Coach Road Historic Area (OCR)
DHR staff: Beth Town/City: Kingston
Property name: County: Rockingham
Address: half a mile stretch of Old Coach Road, just north of South Kingston village
Reviewed for: ☒R&C ☐PTI ☐NR ☐SR ☐Survey ☐Other
FHWA/NHDOT, Plaistow-Kingston, STP-X-5375 (010)

Individual Properties

NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district
<input type="checkbox"/>	<input type="checkbox"/> Eligible, in district
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> More information needed
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated for individual eligibility

Districts

NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input checked="" type="checkbox"/>	<input type="checkbox"/> Not eligible
<input checked="" type="checkbox"/>	<input type="checkbox"/> More information needed
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district

Integrity: ☐Location ☐Design ☐Setting ☐Materials
 ☐Workmanship ☐Feeling ☐Association

Criteria: ☐A. Event ☐B. Person ☐C. Architecture/Engineering
 ☐D. Archaeology ☐E. Exception

Level: ☐Local ☐State ☐National

STATEMENT OF SIGNIFICANCE:

☐ IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED.

Concur with consultant. This section of Old Coach Road, laid out in the early to mid 1700s and bypassed by NH Route 125 in 1952, is not eligible for the National Register as a historic district. The history of this half-mile stretch of road is linked to the development of South Kingston village and mills on Deep Brook (aka Bartlett's Brook) but is now visually separated from these areas by recent construction and the more commercial nature of properties on Route 125 today. Although this remnant is more historically intact than the village of South Kingston to the south, the majority of its remaining components no longer retain sufficient integrity to qualify as a historic district united historically or aesthetically by plan or development.

☒ **ENTERED INTO DATABASE**

ACREAGE: not supplied on area form

PERIOD OF SIGNIFICANCE: --

AREA OF SIGNIFICANCE: --

BOUNDARY: --

SURVEYOR: Preservation Co. for NHDOT/FHWA

FOLLOW-UP: Please supply the acreage, in acres, for the surveyed area (question 9). In future submissions, please supply a photo key and indicate resources such as bridges, dams, old roads, and outbuildings on the sketch map. Historic maps noting the locations of non-extant structures also would have strengthened this submission.

Final DOE approved by:

Ede Murray 10/13/03

AREA FORM

NHDHR AREA LETTER: KIN-OCR
OLD COACH ROAD HISTORIC AREA

Name, Location, Ownership

1. Name of District or Area: Old Coach Road Historic Area

Includes individual survey forms:
KIN0029 through KIN0036

2. City or Town: Kingston
3. County: Rockingham

Function or Use

4. Current use(s): Single Dwelling,
horticulture
5. Historic use(s): Single Dwelling,
Agriculture – Farm, Sawmill, Tavern

Other Information

6. Period of Significance: N/A
7. General Condition: Unknown
8. Setting: rural residential
9. Acreage: half mile along Old Coach Road
10 UTM reference Zone: 19.
11. USGS quadrangle and scale: Kingston,
1:24000

Form prepared by

12. Name: Kari Ann Laprey
13. Organization: Preservation Company
14. Date of survey: November 2002



Looking north on Old Coach Road, KIN0030 with
KIN0032 in distance

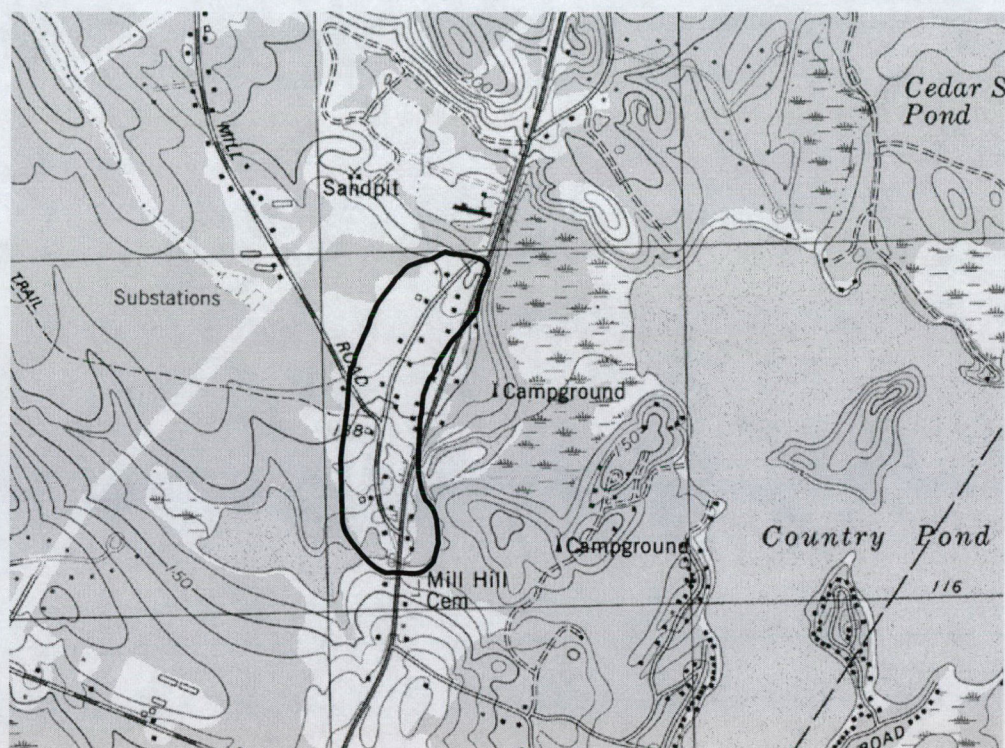
15. Photo 1. 16. Date: November 2002
17. Roll: 41 Frame: 17 Direction: N
18. Negative stored at: NHDHR

SEP 17 2003

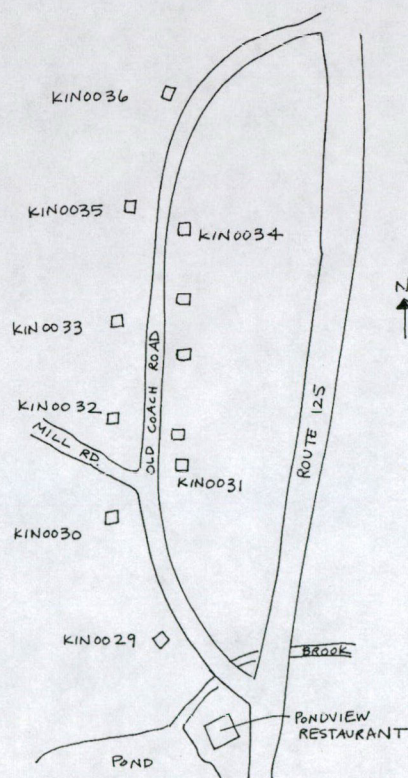
AREA FORM

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19. LOCATION MAP:



20. PROPERTY MAP:



21. METHODS and PROCEDURES

This area which encompasses the length of Old Coach Road was documented due to impact on the northern and southern ends at the intersections with Route 125, as well as the potential for impact to the rear (east) edges of properties on the east side of Old Coach Road, backing up to Route 125.

What is now Old Coach Road was the northern portion of the hamlet of South Kingston, an important village center in Kingston, somewhat isolated from other parts of the town. This stretch of Route 125 was straightened in 1952 with a new bypass section built east of the historic road. The resulting bypassed road became known as Old Coach Road (or variously as part of Old Mill Road).

To the south, South Kingston encompassed the length of Route 125 down to the Hunt/Newton Junction Road intersection. However, South Kingston as a whole no longer retains sufficient integrity for consideration as a historic district, due to the encroachment of modern development along the highway.

22. GEOGRAPHICAL CONTEXT:

The southern part of Kingston was sometimes included within the bounds of Massachusetts until the final state line was established in 1741. Settlement of this area originated with the damming of "Deep Brook" (later sometimes called Bartlett's Brook) to create a source of water power. The dam is immediately west of Route 125 and the resulting Mill Pond extends to the west. The brook flows from Hampstead, nearly due east across the southern part of Kingston. East of Route 125 it flows into Country Pond, which occupies the southeastern corner of Kingston, spanning the Newton line. The swampy meadows along the west side of Country Pond were meadow lots, important components of the farms along what is now Old Coach Road.

There are actually two outlets from the east end of the Mill Pond. Mill Stream flows out of the southeast corner of the pond, passing under Route 125 south of Old Coach Road. To the north, Betty Brook flows from the northwest corner of the pond, under Old Coach Road and then Route 125.

The mills were located on the west side of the road, below the pond. Historically, the sawmill stood between the two brooks on the site of the Pond View Restaurant. The gristmill was located to the south.

Continued development of South Kingston was fuelled by its location on a major transportation route. In the late eighteenth century, the Route 125 corridor was part of the Post Road from Boston to Portsmouth. The Peaslee Tavern (KIN0030), which operated for nearly seventy years, was located at a significant intersection of the Post Road with roads from Southern Danville (Frye Road, now discontinued) and from West Kingston (Mill Road).

Presently, Route 125 is dominated by modern businesses interspersed with historic properties. The Pond View Restaurant is a prominent feature at the intersection of Route 125 and the southern end of Old Coach Road. The construction of the large restaurant complex, the bypass of Route 125, and the modern commercial development along Route 125, created a physical and visual gap in the historic landscape, separating Old Coach Road from other historically associated properties to the south. The latter include the Jacob C. Peaslee House (KIN0009) just south of the Mill Stream Cemetery. To the south, the Stukas House (KIN0008) stands on the site of the large Georgian house (burned

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1902) occupied by Daniel Peaslee (son of Tavern owner Jacob Peaslee – KIN0030) and then his son S.S. Peaslee.

Farther south, the intersection of Route 125 with Newton Junction Road and Hunt Road was also historically important, particularly after the Boston and Maine Railroad was built through nearby Newton in 1840. At the intersection are the former Webster Store and Post Office (KIN0003) and South Kingston Schoolhouse (KIN0005), both of which lack integrity due to substantial remodeling. Route 125 was also the location of the Union Meetinghouse during the second half of the nineteenth century. The Mill Stream Cemetery (KIN0010) is one of the few intact reminders of the village center. However, its appearance dates largely from the 1960s when renovations were made with a bequest from area resident Lizzie Bartlett.

23. ARCHITECTURAL SIGNIFICANCE - Describe important predominant architectural styles and evaluate in terms of other areas within the Town/City.

The Old Coach Road Historic Area encompasses properties along both sides of the road, between the northern and southern junctions with Route 125. Buildings date from throughout the history of the area.

The southernmost property is the Bartlett House (KIN0029), located on the west side of the road just north of the Pond View Restaurant, which occupies the mill site historically associated with this house. The large center chimney house, built ca. 1815 retains some integrity, while its site is occupied by a modern florist/nursery business. This property extends north to the large parcel associated with the Peaslee Tavern (KIN0030). The tavern consists of a Federal style front block built in the early 1800s, a large ell, which is the original 1776 structure, and a series of sheds extending to the site of a large barn that burned about 1970.

Immediately opposite the intersection of Old Coach Road and Mill Road stands the John Wadleigh House (KIN0031), probably the oldest surviving structure in the area. This center chimney house is unusual for its construction into the bank of the hill; it is 2½ stories in size, but the rear of the ground floor is largely underground. The house retains its massing and proportions, but has late nineteenth century windows and asbestos siding.

The west side of the road, north of Mill Road, is occupied by property KIN0032. This was the site of eighteenth century buildings, replaced by the current house ca. 1895. The two-story house with hip roof is oriented south, resting on the foundation of the previous structure. The land is now occupied by a nursery business, which extends north of the house and west toward Mill Road. To the north KIN0033 is a ranch house built ca. 1953 on a house lot subdivided out of the larger property.

The Collins House (KIN0034), which dates from the mid-nineteenth century, is the northernmost property on the east side of Old Coach Road. To the north and rear (east) is the Reynolds RV dealership on Route 125.

On the west side of the road, KIN0035 is a small farm complex which dates from the 1860s. The house is a 1½-story sidehall with Greek Revival and Italianate elements and an early twentieth century front porch. A small detached barn, chicken coop, and surrounding open land convey the properties associations as a small farm. Another early house stood immediately to the north (not extant). The northernmost property in the area, nearly opposite the Route 125 intersection, is KIN0036, a small early cape, considerably altered.

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Since the mid-twentieth century more than a half dozen residences have been built on Old Coach Road. They include an A-frame dating from the 1970s opposite KIN0029 and a modern house in the fork of Route 125 and Old Coach Road (previously, this was the site of a small dwelling built in the late 1940s out of materials from demolished ell of KIN0029 (LaPrell 2003)).

On the east side of the road, three twentieth century properties stand north of KIN0031. A portion of KIN0044 may date from as early as the 1930s, but its overall appearance is modern.

Immediately east of and parallel to Old Coach Road, Route 125 is the site of modern businesses comprised of large rectangular metal and wooden buildings and associated parking lots.

24. HISTORICAL BACKGROUND - Explain historical importance of the area and how the area relates to the development of the Town/City.

The earliest settlement of this area has not been documented and the sites of the first houses are unknown. Mills existed on Deep Brook as early as 1718 (Kingston Improvement and Historical Society 1969:12).

What is now Route 125 through Kingston developed as one of the earliest roads in the state and became important as part of the Boston to Portsmouth Post Road when regular postal routes were established by the legislature in the 1760s. Known at one time as the "King's Highway," and covering sixty-six miles, it ran from Boston to Portsmouth, passing through Haverhill, Plaistow, Kingston, Exeter, Greenland and Stratham (Pillsbury 1927:412). Stage routes were established in the 1760s and by the 1780s the stages not only took over the transportation of mail, but were also the first means of public transport. The Lowell to Portsmouth stage passed through Kingston on its way to Exeter. In 1776, Jacob Peaslee took advantage of the passing traffic and established a tavern in his home (KIN0030). Major Peaslee went on to become a large land-owner. He operated the area gristmill and was a part-owner of the adjacent sawmill.

The road also provided work for blacksmith John Wadleigh who lived in a house built on the site of KIN0032 ca. 1770. Wadleigh also owned shares of the nearby saw and grist mills along with his neighbors (Probate 1776). He died in 1776 at the age of 40. Daniel Wadleigh worked as a blacksmith like his father. He and his wife Dolly Bartlett lived in the house with his mother, and their three sons, John (born 1789), Joseph (born 1790) and Daniel (born 1793) (Wadleigh 1992; Census 1790). Daniel Wadleigh and his mother died about 1813. The blacksmith business passed to sons Daniel and John. The former remained in the old house (site of KIN0032). The later moved across the road to KIN0031. The blacksmith shop operated through the 1840s and a shoemaker's shop was also located on property KIN0032.

Jacob Peaslee's daughter Hannah married Jonathan Bartlett (ca. 1817). They settled south of her father at KIN0029 and Bartlett shared ownership of the adjacent mills. Jacob Peaslee's son Daniel Peaslee settled to the south, on the site of KIN0008. He engaged heavily in lumbering, producing house frames and ships timbers which were hauled by team to Newburyport and Salisbury (Hurd 1882:383). Jacob and son Daniel Peaslee both died in the early 1830s. The tavern and sawmill passed to Jonathan Bartlett and the gristmill was operated by Jacob C. Peaslee who built a fashionable Greek Revival style house nearby (KIN0009).

The railroad played a new role in the development of South Kingston. After 1840, when the Boston and Maine Railroad built its track through the neighboring town of Newton, Newton Junction Road became an important route to the depot there. Traffic from points west and inland passed through South Kingston going toward the depot. About 1840, a general store (KIN0003) was built on the corner of Route 125 and Newton Junction Road by area resident Gideon Webster, and in 1846 the

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South Kingston School (KIN0005) was built immediately to the north. The First Baptist Society was incorporated in South Kingston in 1851 and the Union Church was built on the corner of West Shore Park Road (burned late nineteenth century).

Peaslee, and later Jonathan Bartlett, owned a twenty-acre tract of land on the east side of the road, north of KIN0031, extending east toward Country Pond (Deed 1854; Deed 1946c). North of this, house KIN0034 was built ca. 1850 for Levi and Dolly Collins who moved from Danville. Their farm occupied seventy acres between the road and the Pond. Dolly Collins remained in the house with her children after her husband's death in 1858. Another house (not extant) stood across the road south of KIN0036, between it and KIN0035. This was the home of Hannah Clay, a widow, who was living here as early as 1840 and as late as 1860 (Bureau of the Census 1840, 1860; Chace 1857). That house was gone prior to 1892 (Hurd 1892). Dolly Collins daughter Philena Quimby occupied part of her mother's house (KIN0034), while another daughter Mary Jane Crosby and her husband John built a new house across the street (KIN0035).

Bartlett's tavern (KIN0030) operated into the 1850s (Chace 1857), passing to James M. Bartlett. The adjacent house (KIN0029) was occupied by his sister Harriet who married John Page, along with their unmarried sister Elizabeth. John Page, of the West Kingston mill family, became involved in the South Kingston sawmill. After he died in the 1870s the two sisters remained at KIN0029 and took in sawmill workers as boarders.

As of 1870, the mill was run by Page and Simeon S. Peaslee (lived site of KIN0008). The mill consisted of a fifteen-horse-power up-and-down saw. Two men were employed six months of the year. A total of 300,000 feet of pine and hemlock boards were produced annually (Bureau of the Census 1870a). Ten years later, Simeon S. Peaslee employed three men, operating the mill four months of the year and logging land in the surrounding area during other periods. Peaslee's crew cut all of his lumber, and sawed 1,200 feet of boards a year (Bureau of the Census 1880a).

Old Coach Road seems to have been occupied by a high proportion of widows during this period. The Civil War might have been a factor, but only John Crosby appears to have served and he died after the war, though at the age of only 31. After his death, Dolly Collins moved across the road into the Crosby House (KIN0035). Philena Quimby remained at KIN0034 and later married John F. Bartlett (distantly related to other area residents, if at all).

Sally Wadleigh, widow of Daniel, maintained a farm at KIN0032 throughout her life. She also owned KIN0031, which may have served as a rental property. Both houses passed to son Joseph B. Wadleigh in the 1890s. Returning from Kansas, he and wife Elizabeth built KIN0032 on the site of the old house which burned. The Wadleigh family retained some ownership in the area sawmill and the grist mill privilege during this period. J.B. Wadleigh farmed and ran a cider mill. His widow and sons lived in the house into the early 1900s.

The sawmill was operated by Walter S. Bartlett who rebuilt the mill after a fire and had a considerable lumber business until about 1940. Walter Bartlett and his sister Lizzie lived in the old tavern (KIN0030) throughout their lives. The adjacent Bartlett House (KIN0029) served as housing for his employees.

Property KIN0031 was sold by the Wadleigh family to William and Lena Bennett (Deed 1926). The house then served as a two-family home, the Bennetts living on the first floor, Raymond and Virginia LaBelle upstairs (Senter 2003).

Farming continued at KIN0032. In the 1920s it was sold by the Wadleigh family to Harold and Mary Nason who moved here from Page Road. Nason was a teamster, maintaining teams of horses and oxen, and farming the property throughout his life (Senter 2003). His property (KIN0032)

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eventually passed to his grandson Rick Senter who established Kingston Nurseries on the site in the 1970s.

In 1946, Lizzie Bartlett sold the mill property and house (KIN0029) to Maurice and Angie Clark. Clark did extensive work to the old house, and then rebuilt the dams to recreate the pond. The remains of the sawmill were taken down. The Clarks established the Mill Stream Chuck Wagon take-out stand on the site, and this was operated for many years by Angie Clark. In 1975, the business was sold to Everett and Sandra Costa who established the Pond View Restaurant. The southern dam washed out in a hurricane and the present Mill Stream Dam was built by the State in 1983 (History Book Committee 1994:III-22). The northern dam built by Maurice Clark remains standing. Nearby is the pedestrian covered bridge built by Clark in 1950 (LaPrell 2003). The Clark's house (KIN0029) is now owned by daughter Shirley LaPrell.

Lizzie Bartlett occupied KIN0030 until her death in the early 1960s. Since 1962, the Peaslee Tavern has been owned by the Kalman family. They have preserved the building, but have never occupied it.

Through most of the twentieth century, KIN0031 was a two-family residence. The owners lived on the first floor and tenants above (Senter 2003). For many years KIN0036 was used as a summer residence by a Mrs. Driscoll from Massachusetts. The property then passed to her nephew (LaPrell 2003).

In 1952, the State purchased land from area property owners and constructed a bypass for Route 125 across the back of properties along the east side of the old road. During the 1950s, several lots were subdivided and houses built along the road. Nason gave land to his daughter and son-in-law, Sylvia and Richard Senter, and a new house (KIN0033) was built for them in 1954.

During the second half of the twentieth century, several in-fill houses have been constructed. Route 125 has been the site of commercial development. The Pond View Restaurant is widely popular. Several modern residences and businesses are located along the highway east of the historic area.

25. NATIONAL REGISTER STATEMENT OF SIGNIFICANCE:

The Old Coach Road Historic Area is not eligible for the National Register as a historic district. Old Coach Road developed as a neighborhood of interrelated families during the eighteenth and nineteenth centuries. However, it was not a distinct entity, but part of the larger village of South Kingston. The area's identity as a separate grouping is the result of the highway bypass construction. The larger South Kingston area lacks integrity as a historic district due to the loss of historic buildings and encroachment of modern commercial development. Due to the bypass, Old Coach Road retains more integrity than other stretches of the Route 125 corridor. There has been less subdivision, properties have remained in residential use and have been maintained/preserved. However, the Old Coach Road Historic Area is not significant as a surviving fragment of South Kingston, because its properties are not sufficient to convey the full historic associations of the village. The surviving properties are of interest for their inter-family relationships, but their historical significance was as part of the larger neighborhood.

Several Old Coach Road properties are potentially individually eligible for the National Register.

26. PERIOD(S) OF SIGNIFICANCE:

N/A

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Old Coach Road retains integrity of location, though the highway which was historically important to the area has been relocated to a new route. The road retains some integrity of setting, due to the survival of large trees and the lack of heavy modern traffic. However, most of the formerly agricultural land has reforested since the mid-twentieth century and modern houses have interrupted the historic streetscape. Old Coach Road has no integrity of associations with agriculture. No historic barns are extant, except for that of small farm KIN0036. Some of the former farmland remains associated with houses on the west side of the road, but all is reforested. Two modern nursery/greenhouse businesses are related to previous agricultural use, but do not convey earlier land use patterns or historic setting. Historic buildings retain varying degrees of integrity of design, materials and workmanship. Two properties (KIN0030 and KIN0035) retain high integrity. Others have replacement siding and/or windows.

28. BIBLIOGRAPHY and/or REFERENCES:

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Hosier, Kathleen E.

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Maps

Anonymous

1807 "A Plan of the Town of Kingston taken agreeable to an act of the General Court." Microfilm, New Hampshire Historical Society, Concord.

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1893 Hampstead-Haverhill, N.H.-Mass. Quadrangle. Surveyed 1888, reprinted 1916. Historic
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1854 Book 358, 231.

1926 Book 819, Page 90.

1946a Book 1061, Pages 185 and 186.

1946b Book 1081, Page 24.

1946c Book 1278, Page 334.

1952 Book 1245, Page 443.

Interviews

Shirley LaPrell, area property owner, January 2003.

Rick Senter, area property owner, January 2003.

Surveyor's EvaluationNR listed: district ☐individuals ☐within district ☐Integrity: yes ☐no ☒

NR eligible:

district ☐not eligible ☒more info needed ☐NR Criteria: A ☐B ☐C ☐D ☐E ☐

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

of noncontributing resources: _____

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Address: Old Coach Road Date taken: March 2003 Negative stored at: NHDHR



Photo 2. southern end of Old Coach Road, looking toward Route 125

Roll: 46 Frame: 12A Direction: SE



Photo 3. view up road from Pond View Restaurant, KIN0029 left rear, new houses on right

Roll: 46 Frame: 9A Direction: NW

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Address: Old Coach Road Date taken: March 2003 Negative stored at: NHDHR



Photo 4. Old Coach Road, bridge
Roll: 46 Frame: 10A Direction: NE



Photo 5. Old Coach Road, dam and covered bridge
Roll: 46 Frame: 11A Direction: W

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Address: Old Coach Road Date taken: November 2002 Negative stored at: NHDHR



Photo 6. 11 Old Coach Road, built 1960s
Roll: 43 Frame: 24 Direction: SW



Photo 7. rear of 11 Old Coach Road, showing rear of KIN0031 in background
Roll: 43 Frame: 18 Direction: SW

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Address: Old Coach Road Date taken: March 2003, Nov. 2002 Negative stored at: NHDHR



Photo 8. Old Coach Road, modern houses opposite KIN0033
Roll: 46 Frame: 7A Direction: SE



Photo 9. rear of 108 Route 125, south of KIN0034
Roll: 41 Frame: 33 Direction: SE

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Address: Old Coach Road Date taken: March 2003 Negative stored at: NHDHR



Photo 10. Old Coach Road, KIN0035 and KIN0034

Roll: 46 Frame: 6A Direction: N



Name: KINGSTON
Date: 10/7/2003
Scale: 1 inch equals 1000 feet

Location: 19 0330178 E 4750175 N
Caption: Old Coach Road Area
Kingston

20. PROPERTY MAP:

