

Transportation

in and about

Farmingington



By Lisa Mausolf
For NH Department of Transportation
July 2017

Cover Design and Layout: Jillian Edelman, NHDOT

Cover Photo credits:

Top: Farmington station, Railroad Stations in New Hampshire
<http://www.lightlink.com/sglap3/newhampshire/farmingtoncolpost.jpg>

Middle: Unidentified driver in front of Mooney's (previously Hayes) Mill (*Images of America: Farmington, 1997: 51*)

Bottom: John Ricker Auto Dealership, Spring Street (*Images of America: Farmington, 1997: 55*)

Background: *Bird's Eye View of the village of Farmington, Strafford County, New Hampshire, 1877.*

Table of Contents

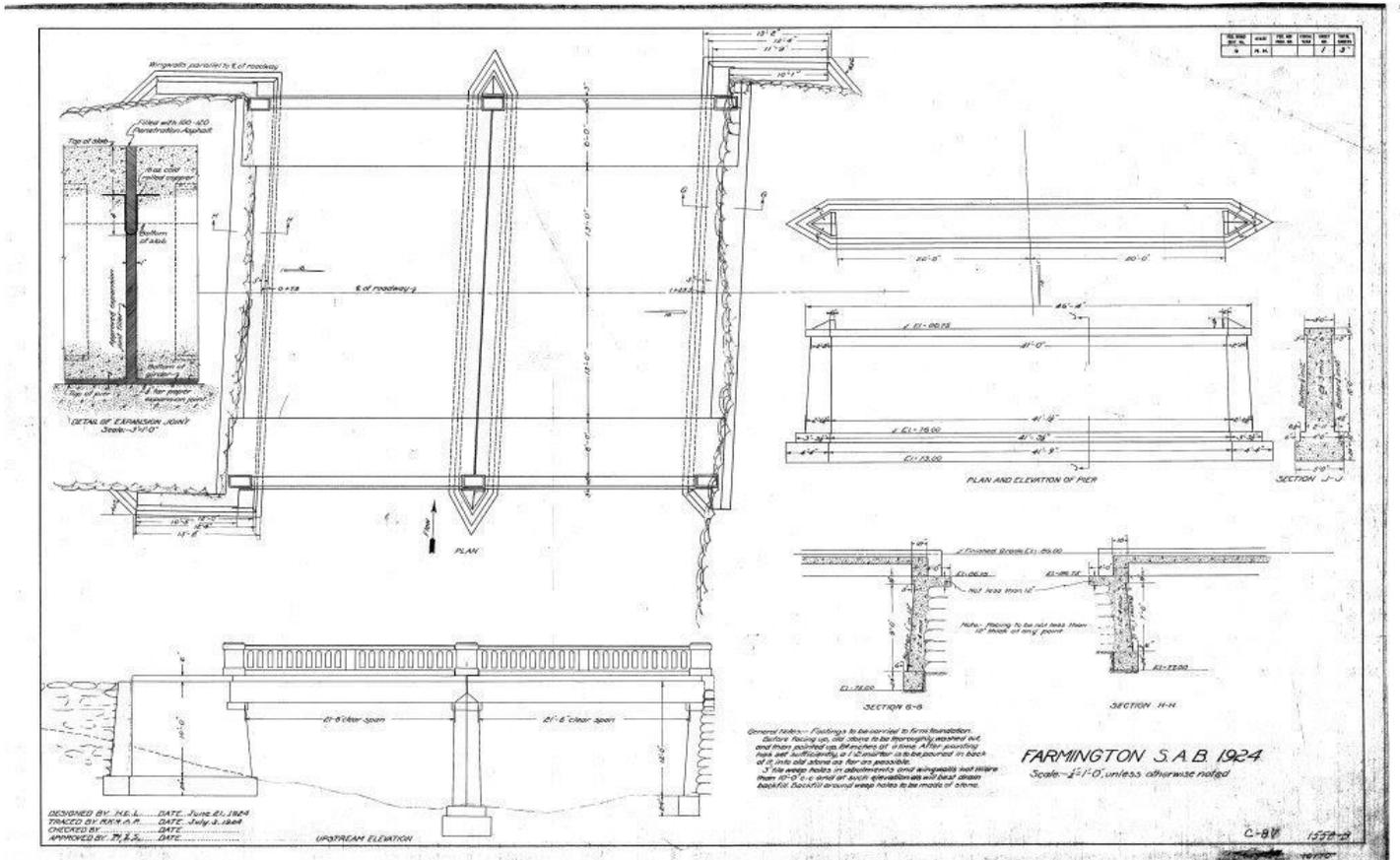
Introduction	3
Early Roads in Farmington	4
From Horse-Drawn Carriage to Horseless Carriages	6
Road Construction and Treatment	8
Frank A. Adams	10
Bridges in Farmington	10
The Hayes/South Main Street Bridge	12
The Railroad in Farmington	15
Bernardi's Greater Show Train Wreck	16
Main Street Coasting on the "Greatest Sled on Earth"	17
'Mud Buggy' Racing	19
Farmington in the 21 st Century	20
Bibliography	21



Circa 1930 Postcard, Central Street, Farmington

Introduction

This document has been prepared as mitigation for the replacement of the historic (1924) bridge carrying South Main Street/NH Route 153 over the Cochecho River. In 2013, the bridge was determined eligible for listing in the National Register of Historic Places and that its removal constituted an adverse effect to a historic resource under Section 106 of the National Historic Preservation Act. To mitigate this effect, a Memorandum of Agreement (MOA) was executed between the New Hampshire Department of Transportation, the Federal Highway Administration and the New Hampshire State Historic Preservation Officer. This publication fulfills a stipulation in the MOA and is meant to provide educational outreach material on transportation trends in Farmington throughout the years.¹



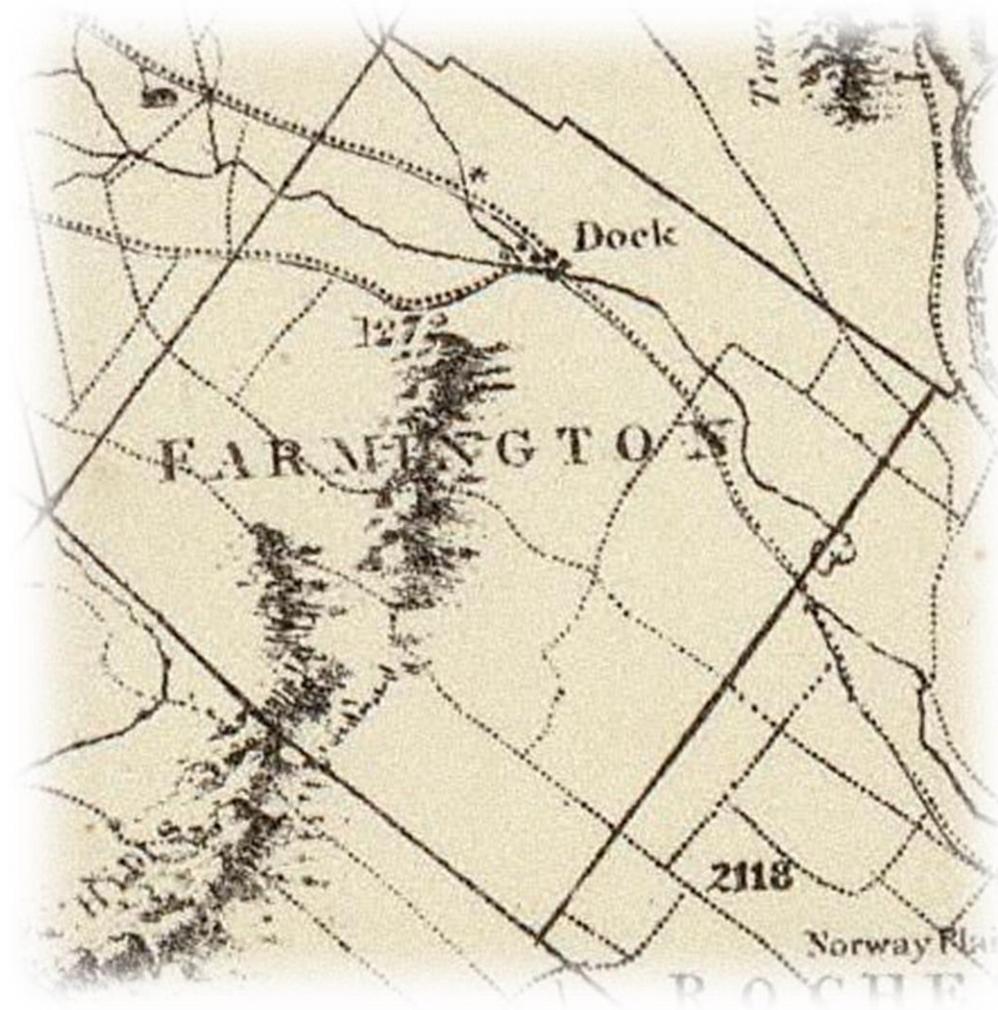
As is the case in any community, transportation has played a major role in shaping Farmington. Lacking navigable waterways, Farmington's transportation story has historically been dominated by roads and railroads. This document is intended to provide brief stories relating to local transportation themes. It draws heavily on historical resources, maps and especially back issues of the *Farmington News* which offer wonderful insight into life in the community from 1879 to 1976.

¹ Copies of the New Hampshire Historic Property Documentation prepared in 2015 for the bridge - NHDOT Bridge 096/140 (NH State No. 728) are on file at the NH Department of Transportation and the NH Division of Historical Resources in Concord as well as at the Farmington Historical Society.

Early Roads in Farmington

Until it became a separate town on December 1, 1798, Farmington was the Northwest Parish of Rochester. The earliest roads in what is now Farmington date back to the early 18th century. In 1731 it was voted that Ten Rod Road, extending from Dover to Alton Bay, should be “cleared fit for man and horse to pass and repass.” The road was intended to be a highway over which the militia could march in the event of attacks by Native Americans. It is not known how it came to be called Ten Rod Road. Some said it was to be built ten rods wide while others believed that each abutter was to build ten rods.²

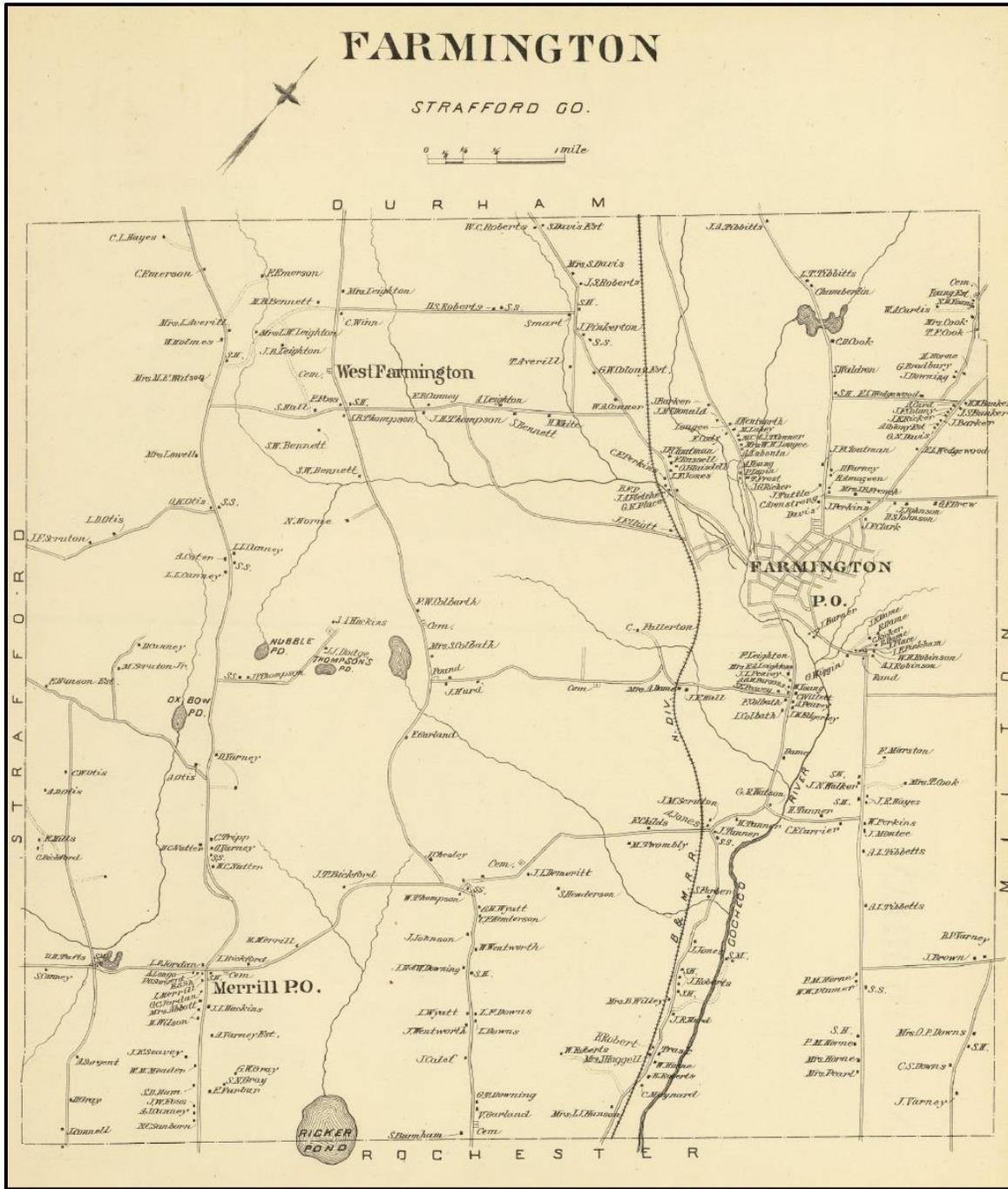
The 1816 Carrigain map (below) shows a web of trails and roads crossing what is now Farmington. The avoidance of physical impediments such as Blue Job Mountain, Chesley Mountain and Hussey Mountain resulted in a number of twists and turns. Early settlement occurred adjacent to Ten Rod Road, New Durham Ridge Road, Chestnut Hill Road and at Merrill’s Corner.



“If you wonder why some of our highways have so many twists and turns and...are as crooked as a “ram’s horn”, the answer is found in the fact that the early settlers followed the course of least resistance and built roads at the least expense.”

-Ned L. Parker, “Old Ways and Byways”, 1951

² Ned L. Parker, “Old Ways and Byways”, *Farmington News*, January 12, 1951. A rod is 16.5 feet.



Town and city atlas of the State of New Hampshire. Boston: D.H. Hurd, 1892

By 1892 the number of roadways in town had increased dramatically and a railroad had been added as well. In addition to the main village which developed in proximity to the railroad and Cochecho River, smaller villages were located at Merrill and West Farmington.

From Horse-Drawn Carriages to Horseless Carriage

The “horseless carriage” was still a novelty at the turn-of-the-century. In August 1901 the *Farmington News* reported that the automobile of the Concord State Fair was in town and attracting considerable attention, including that of a wary work horse. A fatality was narrowly averted when the large horse was “frightened beyond control as he came in sight of the machine, although the latter was standing still”. A passing cyclist, Dr. H. P. Wheatley, was run over by the wagon behind the horse and the doctor’s wheel was destroyed.³ Two years later, in 1903, John R. Hayes became the first in town to own an automobile.⁴



In the late 19th century Farmington’s beautiful scenery was best enjoyed in a horse-drawn carriage traveling on a dirt road.

Postcard, postmarked 1915



Picturesque scenery awaits the wayfarer in highway and byway, and it has been said by many people that nowhere in the settled parts of the country can more delightful drives be found than in Farmington.

Mrs. Adelaide Cilley Waldron, 1895



³ *Farmington News*, August 23, 1901.

⁴ *Farmington News*, May 23, 1903.



Model 75....
\$595 Roadster
\$615 Touring Car
F. O. B.

This, the car that's at home in any company, the chummiest kind of a companion, gentle, yet with an abundance of power to carry you anywhere. Sturdy with the in-built reliability of the Overland Reputation and backed by the strongest Factory and Service Organization in the world.

SPECIFICATIONS
 25 h p Long Stroke Motor, High Tension Magneto, Electric Starting and Lighting, (non skid) in rear, one extra rim, 10 1/2 in wheel base, Cantilever Springs, Full Stream Line Body, Deep Soft Upholstery. See this car today.

HARRY E. THAYER
 Local Distributor
 Farmington, N. H.



Ford Touring Car \$440
Ford Roadster \$390

Prices F. O. B. Detroit, Mich.

Head Light Dimmers
Chains, Tires and Tubes
Repairs and Overhauling

Brown Auto & Supply Co.
 Farmington, N. H.

By 1916 there were at least two automobile distributors operating in Farmington. That year, you could buy a Ford Roadster for just \$390.

Left and Right: Advertisements from *Farmington News*, 1916

Below: *Images of America, Farmington* 1997:55



Livery stables in the downtown gave way to garages, which offered storage of vehicles as well as repair. Multiple service stations were located throughout town. For many years John Ricker operated the Cold Spring Garage facility at 85 Spring Street shown above. In 1929 an auto showroom was added to the existing garage. Although vacant, in 2017, the garage still stands.

Road Construction and Treatment

Roads were initially hand dug so the purchase of a steam roller by Town Meeting in 1908 gave the local highway crew a critical new tool for building country roads and repairing existing roads. The 10-ton Buffalo Pitts roller was purchased for \$1,550.⁵ It even came in handy for hard-packing the local baseball field. The roller, coupled with the stone crusher purchased in 1914, allowed the town to build and repair its own roadways at a lower cost. The portable “Reliance” stone crusher had an opening 10 x 18”, a 30-ton bin and a 10-foot screen.⁶ During the 1915 season 2,400 tons of stone were crushed; much of which was used in the construction of a state road at the time.

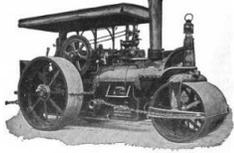


BUFFALO PITTS

ASPHALT	ROAD SCARIFIERS
MACADAM	COMBINATION
TANDEM	GOLF
GOLF	TANDEM
COMBINATION	MACADAM
ROAD SCARIFIERS	ASPHALT

Are Standard Road Rollers

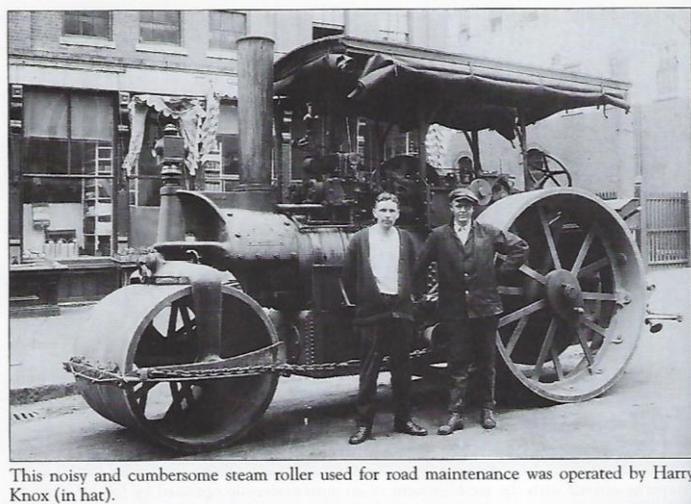
Made for All Purposes from 2½ Tons to 20 Tons



WRITE FOR CATALOG AND TESTIMONIALS

EASTERN OFFICES:
150 NASSAU ST., NEW YORK
15 COURT SQUARE, BOSTON

Buffalo Steam Roller Company
BUFFALO, N. Y., U. S. A.



Left: Undated Advertisement for Buffalo Pitts Road Rollers; Right: *Images of America: Farmington 1997*: 56

Later, the question of permanent roadways also became a “hot” topic and experts debated the relative merits of concrete and macadam (compacted crushed stone). The Town appears to have used both. In 1904 the first 470 feet of concrete roadway was laid from the bandstand on Central Street to the bridge over the Cocheco River. Shortly thereafter it was extended from the bridge up Central and Tappan Streets to the bridge over Mad River. In 1906 funds were expended to construct the macadam road from the square to the Opera House.

In the late 19th and early 20th century, horse drawn snow rollers were used on the village roads to roll down high snow banks and drifts.⁷ The town snow roller was ultimately decommissioned in 1918. On country roads, large snow plows drawn by several pairs of oxen were utilized. Each spring horse drawn street sprinklers dampened the unpaved roads in the village. In addition to keeping dust at bay, it was also believed that the sprinkling would help diminish contagions from the street including manure and horse urine that led to sickness and were detrimental to public health.⁸ In the early 1900s the town purchased a new Studebaker street sprinkler with a 600-gallon water tank.⁹ A standpipe in front of a store on South Main Street was used to fill the sprinkler.¹⁰

⁵ *Farmington News*, November 6, 1908.

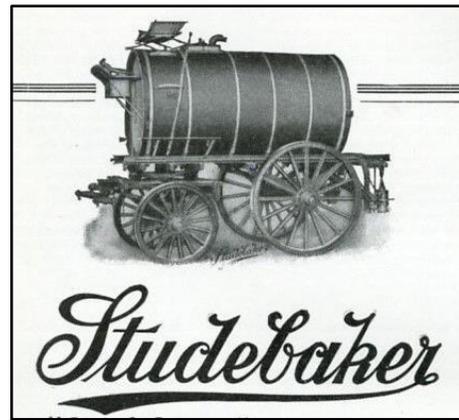
⁶ *Farmington News*, April 3, 1914.

⁷ *Farmington News*, March 17, 1916.

⁸ *Farmington News*, April 19, 1918.

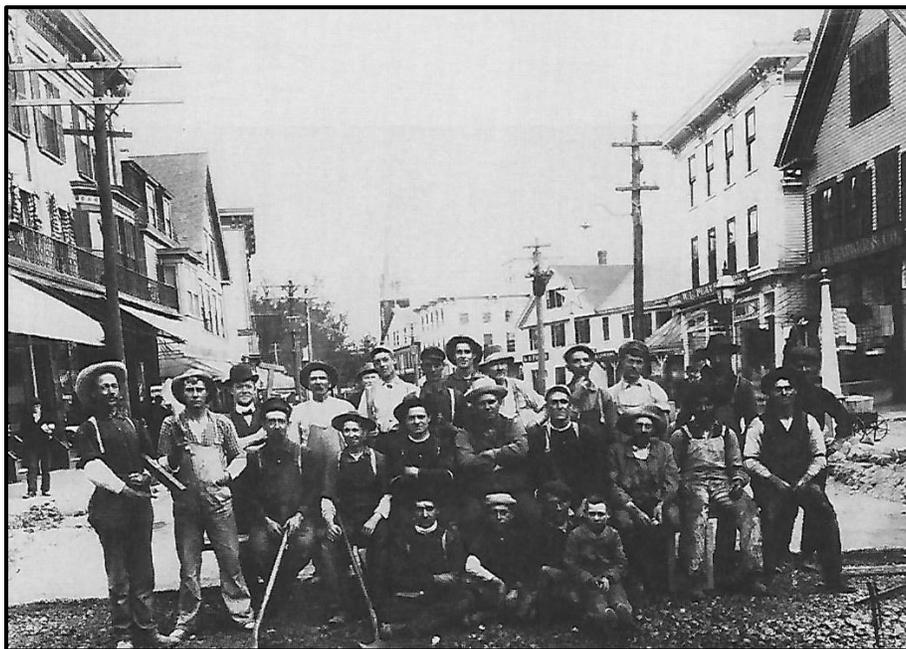
⁹ *Farmington News*, May 27, 1904.

¹⁰ *Farmington News*, June 2, 1905.



Left: Horse Drawn Snow Roller (University of Vermont Center for Digital Initiatives)
Right: Studebaker Street Sprinkler (*American City*, 1913)

Over time, the village area also began to see more substantial improvements including the addition of permanent concrete sidewalks. Harry F. Howard of Rochester first laid concrete walks in Farmington in 1893 and more were added each year. Concrete crosswalks on Main Street were installed in 1894. By 1906 Farmington reportedly had more miles of concrete sidewalk than many towns of its size in the vicinity. Most of the principal thoroughfares had a good concrete walk on at least one side of the street.¹¹ This was a major improvement over the earlier wooden board sidewalks used in the village. As part of the work the grade was improved for sidewalks and street corners, giving the street a wider appearance.¹² By 1922 the town of Farmington boasted six miles of concrete sidewalks and seven miles of macadam roads.¹³



Harry F. Howard of Rochester and his crew on Main Street
Farmington News, June 8, 1906 and *Images of America: Farmington* 1997: 56.

¹¹ *Farmington News*, June 8, 1906.

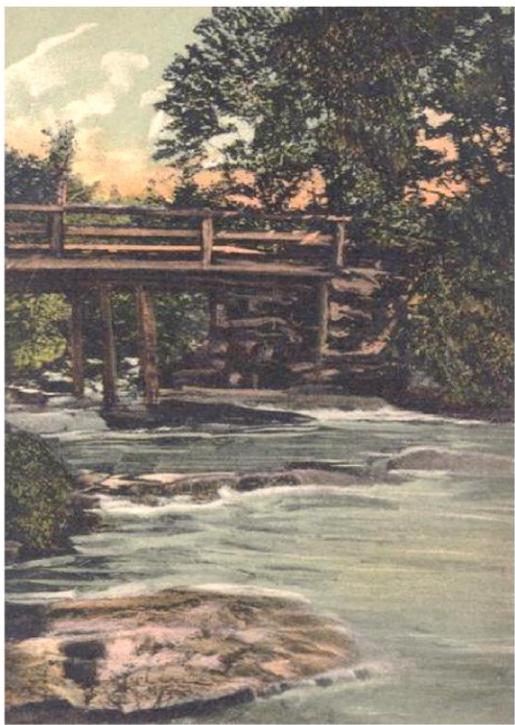
¹² *Ibid.*

¹³ *Farmington News*, June 30, 1922.

Frank A. Adams



Long-time public servant Frank A. Adams (1860-1932) had a hand in many of the public road improvements made in Farmington in the early 20th century including supervising road construction. He served as a selectman for thirteen years and represented Farmington in the State Legislature in 1919 and 1925. According to his 1932 obituary, “he received several successive joint appointments from the state and town as the local highway engineer and miles of our fine roads are monuments to Frank A. Adams. In this capacity he came into a recognized standing with the state highway department and acquired many official friendships throughout the state”. Adams’ influence on the management of the town’s roads and bridges was enormous – ranging from getting the town to purchase a stone crusher for the highway department in 1914 to the updating and reconstruction of many town bridges in the years that followed.



Early 20th century postcard view of wooden bridge over Mad River

Bridges in Farmington

Since the earliest days of settlement, bridges have been constructed to cross the town’s waterways including the Cocheco River, Ela River, Mad River, Rattlesnake River, Berry’s River and Dame Brook, as well as over other features such as the railroad tracks. That is, when Yankee frugality didn’t prevail.

“The ancient custom of driving through a stream was so firmly embedded in our minds that it required three town meetings before a vote to build a bridge over the Cocheco near Mooney’s mill was approved by our voters.”

*-Ned L. Parker
Farmington News, 1/12/1951*

As was typical, most of the original bridges were wooden. In the early 20th century there was a concerted effort, led by selectman/road agent Frank A. Adams, to replace the smaller of the wooden spans with metal culverts and the larger ones with concrete bridges in order to meet modern load requirements and save the town the expense of costly future repairs.¹⁴ In the 1924 Town Report, the Farmington Selectmen wrote, “A few years ago we had thirty-one wooden bridges in town. Today we have twenty, and there is likely to be one less any minute. We refer to what is know[n] as the Hayes bridge. This bridge has to be looked over every week and strengthened with additional props and new plank.”¹⁵ At Town Meeting in March, local residents endorsed the replacement of the wooden bridge with a new permanent concrete structure. Ninety-three years later, in 2017, the Hayes Bridge carrying South Main Street over the Cocheco River is once again being replaced. Additional bridge replacements have occurred throughout town. In 1926 the wooden bridge carrying Spring Street over the Cocheco River was replaced by a concrete deck girder bridge. In 1947 the Queen Post wooden truss bridge over the Mad River at High Street met a similar fate.



Spring Street Bridge over the Cocheco, 2017



High Street/Flagstone Ave. bridge in 2017 (closed to traffic)

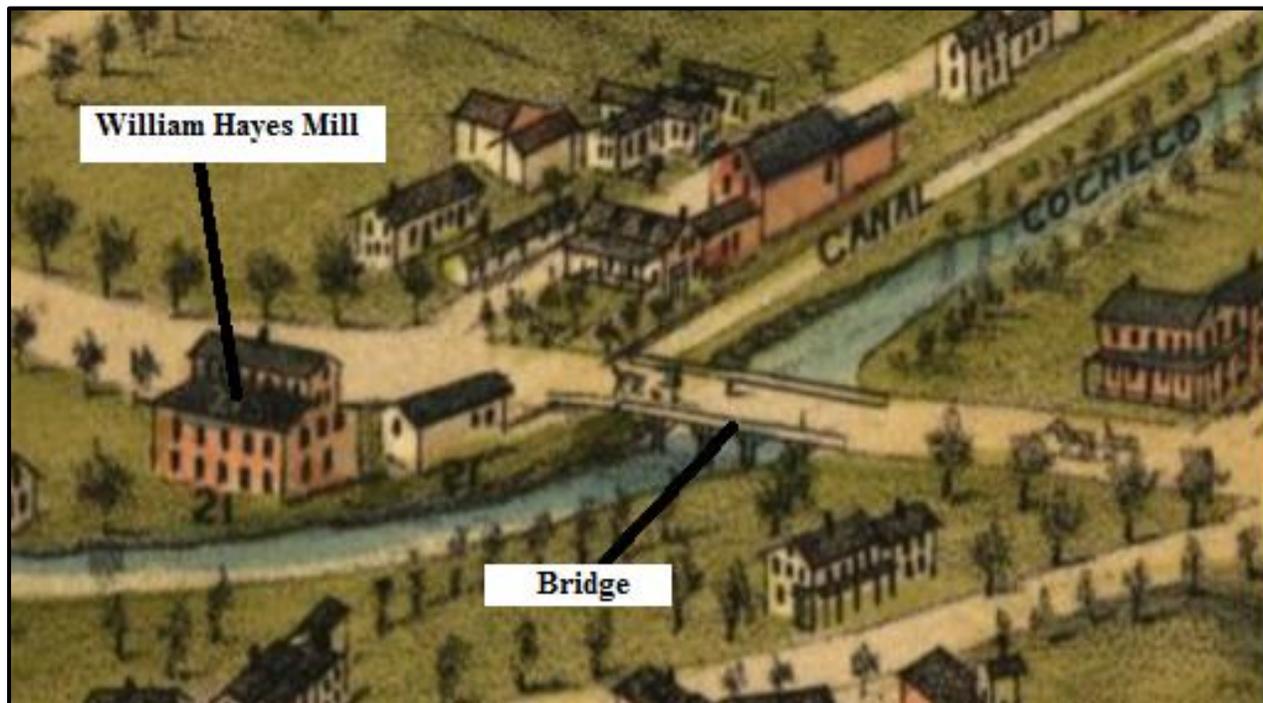
As of 2017 Farmington has eighteen bridges. With the replacement of the Hayes Bridge which carries South Main Street over the Cocheco River, fifteen of these bridges have been constructed or substantially rehabbed since 1980. That will leave only three out of eighteen bridges that are more than fifty years old. Not including the Hayes Bridge, the oldest existing bridge is currently the Spring Street/Cocheco River Bridge (1926), followed by the High Street/Mad River bridge (now Flagstone Avenue, 1947) which has been permanently closed.

¹⁴ *Farmington News*, March 5, 1920.

¹⁵ Annual Report of the Town of Farmington, N.H., 1924, p. 7.

The Hayes/South Main Street Bridge

A bridge on South Main Street over the Cocheco River was first completed in 1811. Prior to this, the river was forded. It became known as the Hayes Bridge due to its proximity to the sawmill of William W. Hayes. In the 19th century a canal was located to the east of the river, providing water power to Hayes' lumber factory that stood northeast of the bridge. The canal was later filled in and there is no evidence of it today other than the name of the adjacent street (Canal Street).

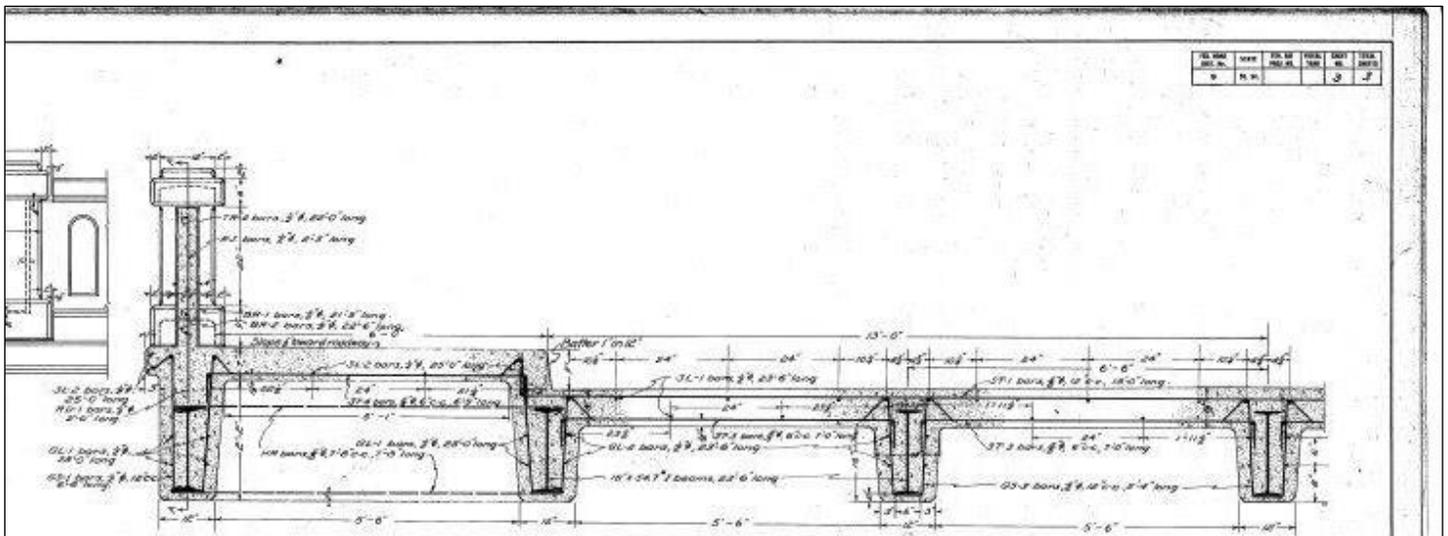


View of Wooden Main Street Bridge over Cocheco River, looking southeast in 1877.
Note canal paralleling river and leading to William Hayes Mill
Bird's Eye View of the village of Farmington, Strafford County, New Hampshire, 1877.

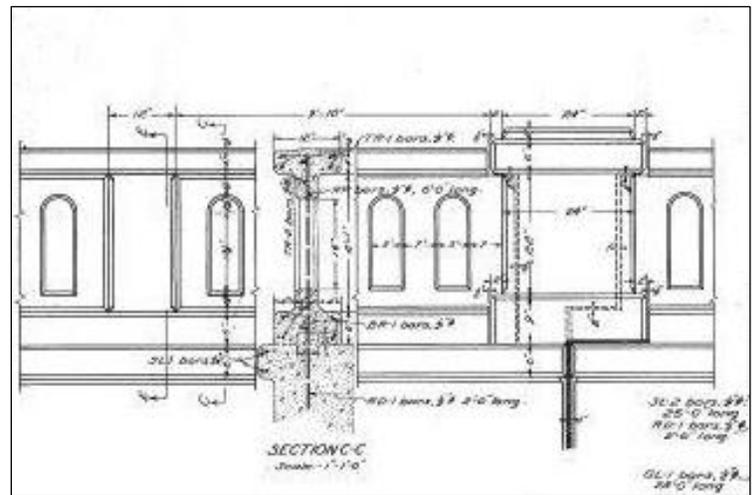
Town Reports indicate that the wooden bridge was in need of replacement for many years and in 1921 a temporary wooden replacement had to be erected after the older bridge gave way. A new concrete bridge was erected in 1924. By this time Mooney's Mill was operating on the site of the former Hayes Mill.

As of 2017, the concrete bridge is the oldest bridge in town that has not been substantially rebuilt. It sits on stone abutments from the older wooden span that were faced with concrete. The 1924 Hayes Bridge is of interest as one of the earlier designs of noted NH Highway Department engineer Harold Langley (1896-1991) who worked for the department for more than forty years. The bridge was constructed by the Ames Construction Company of Somersworth at a cost of about \$9,000, with 25% of the cost being met by the State.

Technically speaking, the 1924 Hayes Bridge is a representative example of an I-Beam bridge with concrete encased steel I-beams and a concrete deck. The choice of concrete and steel was a marked improvement in terms of the difficulties of maintaining wooden bridges and also had the benefit of reducing the potential fire hazard, especially associated with a wooden bridge near a large woodworking factory. The practice of encasing steel I-beams in concrete for the purpose of bridge construction was used to a limited degree in New Hampshire beginning about 1915. After the 1920s, steel I-beams were replaced by rolled steel I-beams that were more cost effective as they required no assembly. Concrete encased steel I-beams were still used in special situations into the late 1930s but the use of rolled steel I-beams without concrete encasement became the norm for bridge construction during the 1930s and after World War II.



Portion of Original 1924 Drawing for Bridge showing beams encased in concrete
Source: NHDOT



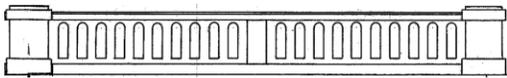
 The use of an open concrete rail is a decorative detail that distinguishes this bridge from other concrete bridges of its era.

In October 1924, the *Farmington News* reported that work on the bridge was coming along: “The progress is slow, especially from the fact that only one half of the bridge can be under construction at a time, thus allowing the other half to be open for traffic”.¹⁶ By December, “The Main street bridge, which has been partly open for transportation, waiting for the cement to dry, is now, ready for use, the timbers having been removed this week. There is still asphalt to be placed on the road bed and a little more work of a minor nature to be done to the bridge which will be postponed until spring, owing to the atmospheric conditions.”¹⁷



Hayes Bridge, 2015

Hayes Bridge



Date of Construction: 1924

Bridge Type: I-Beam with Concrete Deck

Designer: Harold Langley, NH Highway Dept.

Total Bridge Length: 48.0 feet

Number of Spans: 2 x 21' 6"

Total Bridge Width: 40.5 feet

Right Curb Sidewalk Width: 40.5 feet

Quantity of structural steel: 18,000 lbs.

Quantity of reinforcing steel: 15,150 lbs.

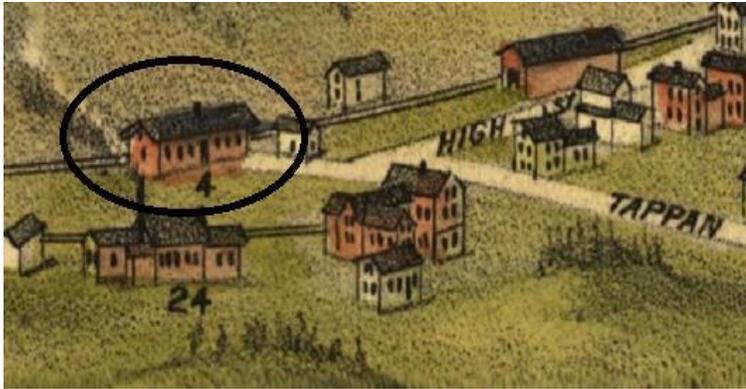
Although the bridge was now sound, the Cocheco River passing underneath it continued to be a problem for many years due to its limited channel capacity. It overflowed periodically, flooding the center of Farmington. The flood damage was especially serious in March 1936 and May 1954. In 1956 and 1959 the Army Corps of Engineers initiated projects to increase the channel capacity of the river. The 1959 project included the construction of about 3,000 feet of earthfill levee along the north branch of the river, west of the bridge. In 1964 and in the early 1980s there was again significant flood damage despite the efforts to widen and deepen the river. The levee had to be repaired after heavy flooding in 1984 and stone slope protection was placed along eroded areas. Thanks to continued maintenance, there has not been any significant flooding damage since 1985.

After more than ninety years of use, the bridge was in poor condition with extensive spalling and exposed and deteriorated re-bars. It was added to the State Red List in 2004. Construction of a new bridge will be completed in 2018.

¹⁶ *Farmington News*, October 24, 1924.

¹⁷ *Ibid*, December 12, 1924.

The Railroad in Farmington



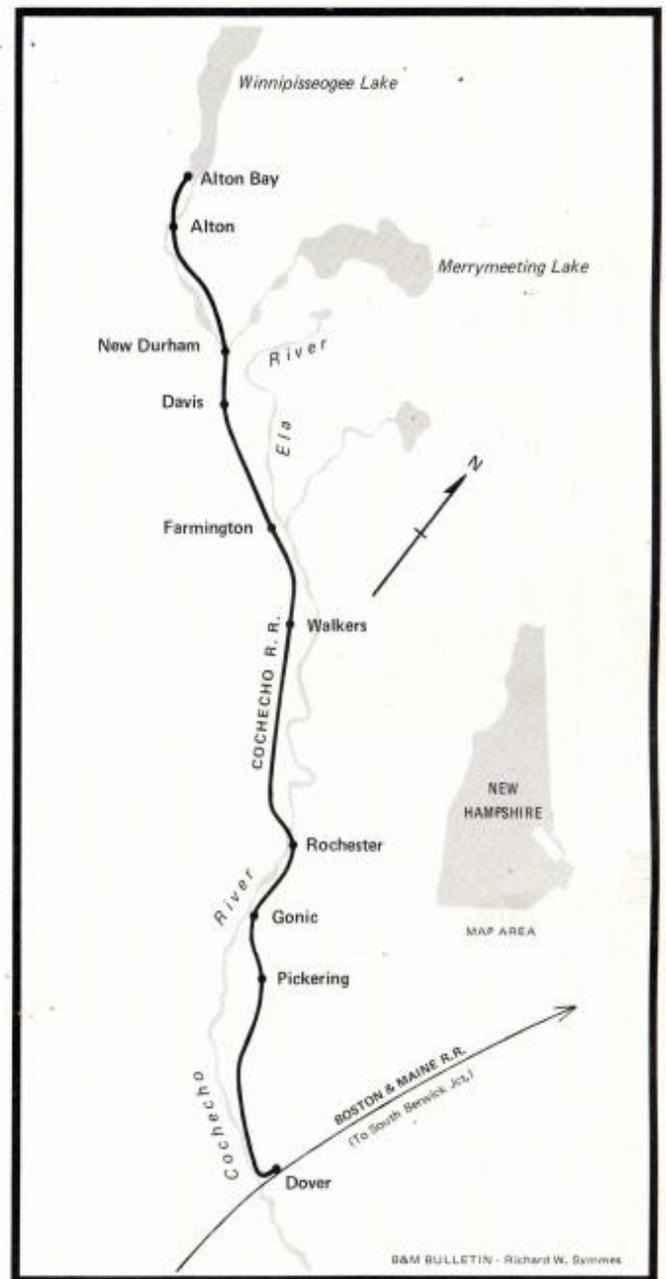
Farmington Depot (circled) from the 1877 map

Today, there are few remnants of the railroad that changed life in Farmington beginning in 1849. Route 11 runs where the main line once was. Between 1849 and 1851 the 29-mile long Cochecho Railroad was constructed from Dover, through Rochester, and on to Alton Bay where the funds ran out and construction stopped. It was extended to Laconia in 1890. The rail line was reorganized as the Dover & Winnipiseogee Railroad in 1862 and later became part of the Boston and Maine (B & M) Railroad.



Farmington Depot, c. 1915

Walker Transportation Collection, Beverly Historical Society, Beverly, MA



Route of the Cochecho Railroad
B&M Bulletin, Summer 1977

In Farmington the main depot was located west of the village at the south end of Tappan Street (near the present Rite Aid) and there was also a freight house, yard and turntable. A small flag stop operated out of a farmhouse at Walker's Crossing to the south, near the Farmington-Rochester town line. The railroad enabled local residents to more easily move farm produce, bolstered the prominence of the village and was critical to the success of the local shoe industry. In 1881, Farmington manufacturers produced about 1.5 million pairs of shoes, valued at two million dollars. All were shipped by rail.

When the B & M Railroad ceased operating in the mid-20th century, the rail alignment was converted to a combination of roadway and trail. The rail line west of Farmington to Alton Bay was closed in 1941 and abandoned the following year as was the section from just north of Dover to Gonic. Remaining track was used as freight spurs serving Davidson Rubber in Farmington. In 1993 Guilford (successor to the B & M) sold the Farmington line and the little traffic that remained ceased in 1995. The line was dismantled, rails and ties were salvaged for reuse and the right-of-way was sold to the State of New Hampshire.¹⁸



Bernardi's Greater Show Fatal Train Wreck



Train Crash in Farmington, 1928
Leslie Jones Collection, Boston Public Library

On July 22, 1928 Farmington experienced a terrible tragedy on its rails. Six individuals were killed when a circus train carrying the performers and equipment of “Bernardi’s Greater Show” derailed near where the southbound tracks crossed Meeting House Hill Road. The twenty-car train was carrying 368 people from Lakeport, New Hampshire to Gloucester, Massachusetts when the crash occurred in rainy conditions. All of those killed were laborers of the traveling troupe.¹⁹

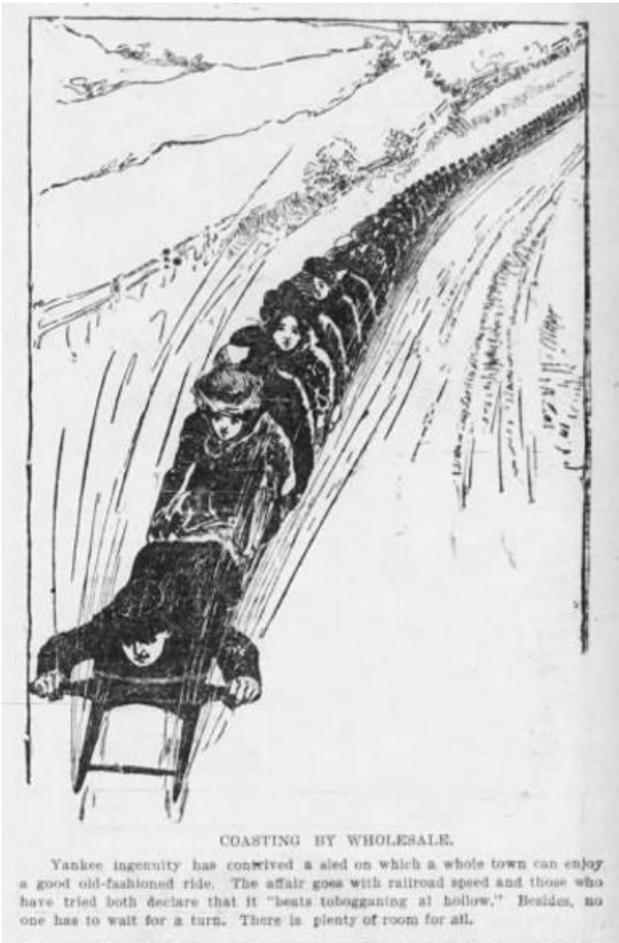


¹⁸ Robert M. Lindsell, *The Rail Lines of Northern New England*. Pepperell, Mass.: Branch Line Press, 2000.

¹⁹ *New York Times*, July 22, 1928.

Main Street Coasting on the “Greatest Sled on Earth”

Uncle Sam Sled



Star Tribune, Minneapolis, Minnesota, April 1, 1900
(Text at right)

The most unusual transportation story in Farmington history involves the use of Main Street not by horses or automobiles but by a sled known as “Uncle Sam”. Designed by local resident Hervey Pearl, and constructed in 1894, the three-section sled weighed 1,500 pounds and was 77 feet long. The sled was constructed at B.F. Perkins carriage factory of steel and thick ash planks painted blue with gold striping.²⁰ Pearl (1862-1945), a house painter by trade, lived at 48 Central Street. He reportedly had the sled built to win a wager that he could coast a certain distance. The double runner sled had the unchallenged reputation of being the largest and fastest such sled in the country.

When winter conditions were right for coasting, the sled used the long gentle downhill slope of Main Street to good advantage.

COASTING BY WHOLESALE

Yankee ingenuity has conceived a sled on which a whole town can enjoy a good old-fashioned ride. The affair goes with railroad speed and those who have tried both declare that it “beats tobogganing at hollow.” Besides, no one has to wait for a turn.

There is plenty of room for all.

From the hill at North Main Street, the course ran across Central Square, over the South Main Street bridge and along the road of lessening grade for at least a mile. Accounts vary widely on the sled’s capacity which was reported to be anywhere from seventy to 110 people. The speed the sled traveled ranged from 40 to 70 miles per hour depending on the load and conditions. The sled was generally steered by Hervey Pearl himself, lying face down with one or two stout men sitting on his legs to hold him flat. At the end of a run, it was hauled back up the hill by horses.

One day in January 1895 a special course was arranged, the roadway was flooded with water from the hydrants.²¹ The next day was “Carnival Day” and schools and places of business closed. With the selectmen, school board and town residents in attendance, the sled with seventy-five passengers sped down the hill making “a noise like that of a heavy freight train, as it rushed along the icy street, safely steered by the strong builder, little flags fluttering from the head of every passenger”.²² Newspapers across the country at the turn-of-the-century included articles telling the story of the amazing sled.

²⁰ John Nolan, “Once famous Farmington sled ‘Uncle Sam’ slides into oblivion, *Foster’s*, January 21, 2010.

²¹ *Ibid.*

²² *Souvenir of Farmington, New Hampshire*. Farmington: Farmington News Print, 1904.

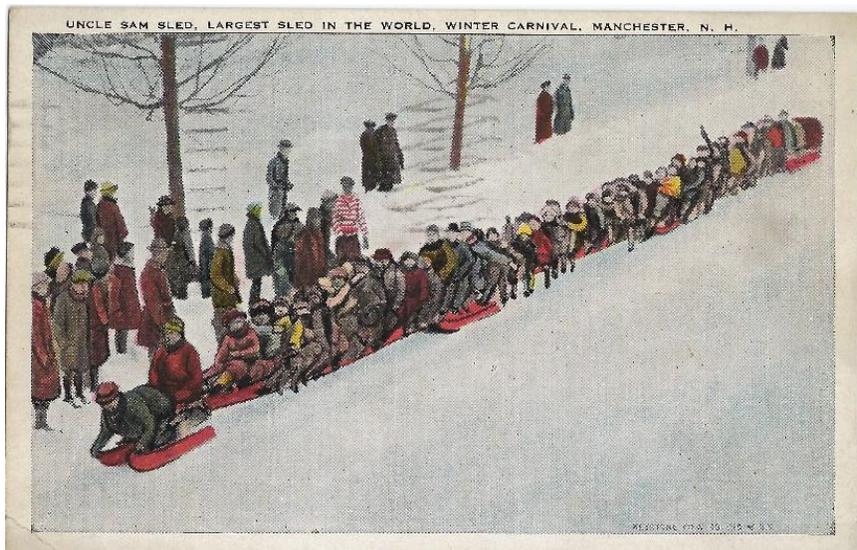
“Uncle Sam” was still in use in the 1920s. In 1922 *The Shoe and Leather Reporter*, a national publication, included a photograph of Haskell & Brown Employees riding the sled and noted that it included automatic brakes and safety devices.²³ An article appearing in the *Boston Daily Globe* in January 1922 reported that people from surrounding communities traveled nightly to Farmington for a ride on the 100-foot sled. When conditions were good, traffic on Main Street was suspended every evening with officers stationed to close off the street.²⁴



Shoe and Leather Reporter, March 15, 1922

Between 1923 and 1935, “Uncle Sam” was not ridden in Farmington. During this period Hervey Pearl, who had moved to Union, took “Uncle Sam” to winter carnivals throughout the state including in Concord, Laconia, Manchester, and Plymouth as a carnival attraction.

The rise of the automobile ultimately spelled the end of the “Uncle Sam” era. There were too many cars on Main Street and the plowing of the streets was not conducive to coasting. In 1941 Pearl sold the sled to Alton Crone of Camden, Maine. In 1973 Judd and A.J. Cameron brought the sled home to Farmington. In 2010 it was donated by the Cameron family to the New Hampshire Farm Museum in Milton.²⁵



Left: Postcard postmarked 1924; Right: *Foster’s Daily Democrat* showing “Uncle Sam” at Farm Museum

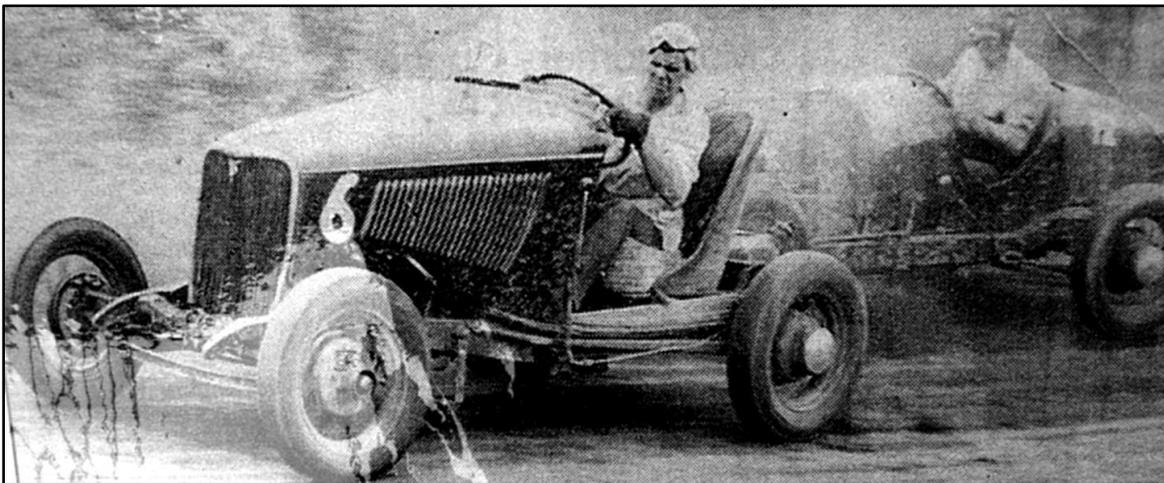
²³ “Haskell & Brown Employees Coast to Work”, *Shoe and Leather Reporter*, March 15, 1922.

²⁴ “Odd Items from Everywhere”, *Boston Daily Globe*, January 12, 1922, p. 30.

²⁵ *Foster’s Daily Democrat*, May 27, 2010.

'Mud-Buggy' Racing

For a few short years, just prior to World War II, Farmington was a center for an unusual automotive racing sport, held not on paved courses but on a dusty old race track. On alternating Sundays crowds of up to 1,000 from all over New England paid 35 cents admission and gathered at the half-mile track owned by the Farmington Sportsmen's Club. Every cent taken in by the Club was turned back to the drivers, either as prizes for winning or in the form of loans for new parts. The buggies consisted of automobiles "stripped to almost skeletons". The idea for racing the jalopies began in the Winter of 1939 with races on the ice from Alton Bay across Lake Winnepesaukee. In 1940 and 1941 the "mud buggies" were headquartered at Farmington. Races ranged from ten to forty lap races and sometimes there was also harness racing and motorcycle racing.²⁶



Charlie Elliott of Dover 'mud-buggy' racing at Farmington
Catamountstadium.com

**Mud Buggy
Races**
FARMINGTON SPORTSMEN'S PARK
Sun., Sept. 28
NEW DRIVERS, MORE BUGGIES, DARING SPILLS, USUAL
THRELLS. FOLLOW THE CROWD AND THE BUGGIES TO
THE PARK FOR AN EXCITING AFTERNOON.
RACES START AT 2 P. M. ADMISSION 35c

Farmington News, Sept. 26, 1941

One of those racing at Farmington was Charlie Elliott of Dover, who would go on to become a future prominent New Hampshire promoter of stock car and super-modified car racing.

The Farmington Sportsmen's Park appears to have ceased operations after 1941.

²⁶ *Daily Boston Globe*, Aug. 10, 1941; *Farmington News*, various issues.

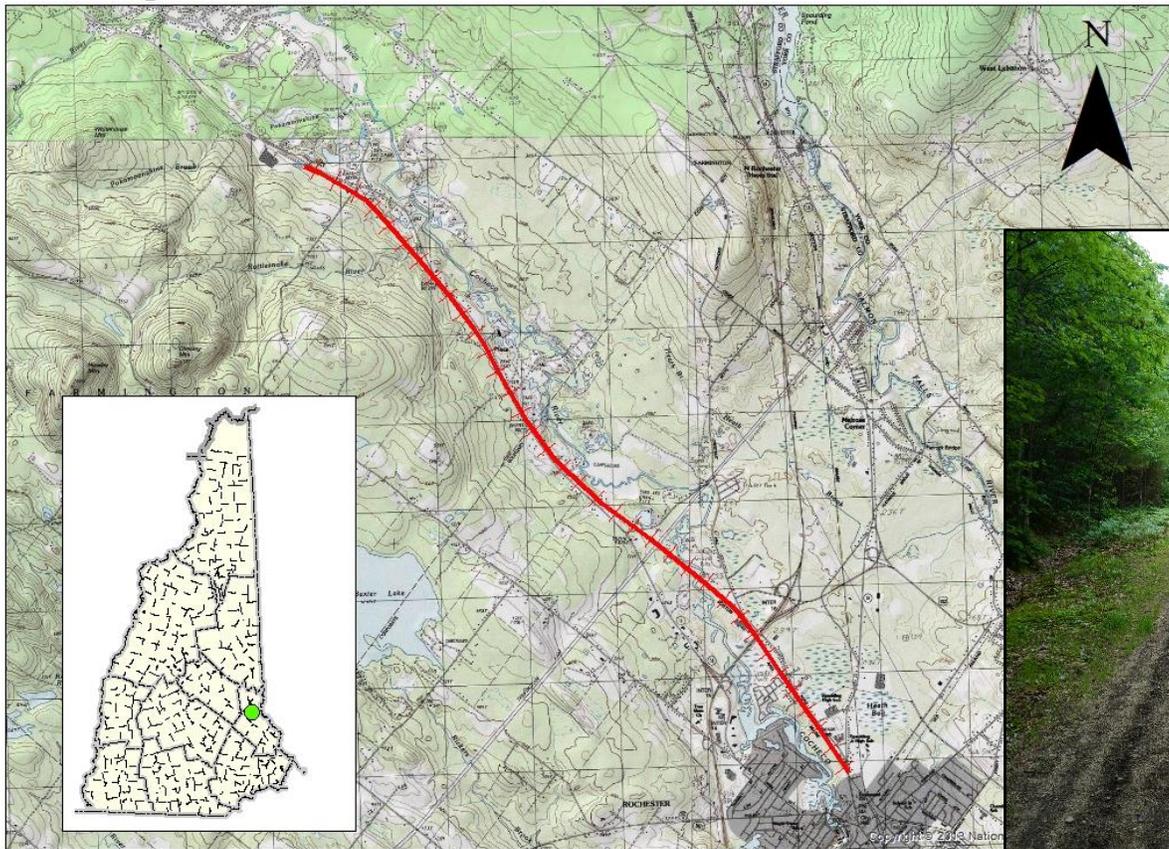
Farmington in the 21st Century

According to the 2005 Farmington Master Plan, within the 37.5 square miles that comprise the town, there are approximately 68 miles of roads of which 30 miles are maintained by the town, 30 miles of private roads and 8 miles that are state-maintained. Of the 30 miles of municipally-maintained roads, 17 miles are paved and 13 are gravel. Roadways in Farmington range from the major arteries – NH Routes 11, 153, and 75 to eight miles of Class VI unmaintained roadways. Locally designated scenic roads include Poor Farm, River and Reservoir Roads.



Rt. 11 now runs along the old railroad corridor. An inventory completed in 1998 indicated that at that time the only surviving rail-related resources in Farmington were a couple of cattle passes and a concrete slab bridge.²⁷ The 6-mile long Farmington Recreational Rail Trail now extends from site of the former Davidson Rubber Plant (Davidson Drive) south to the intersection of Chestnut Hill Road and NH125 in Rochester.

Farmington Recreational Rail Trail



Top: River Road, 2017
Below: Rail Trail near
Meetinghouse Hill Road



²⁷ Elizabeth Hostutler, Area Form for Dover & Winnipiseogee Railroad, 1998. On file at the NH Division of Historical Resources.

Bibliography

Bicentennial History Committee. *The History of Farmington, New Hampshire*. Farmington: 1976.

Bird's Eye View of village of Farmington, 1877.

Boston Daily Globe, January 12, 1922, p. 20.

Davis, Bryant and Lawton. *The Town Register: Farmington, Milton, Wakefield, Middleton, Brookfield, 1907-8*. Augusta, Maine: Mitchell-Cony Co., Inc., 1908.

Farmington Historical Society. *Images of America: Farmington*. Dover, NH: Arcadia Publishing, 1997.

Farmington Master Plan, Farmington, NH, 2005.

Farmington News, various issues, 1879-1976.

"Greatest Sled on Earth Makes a Hair Raising Trip", *Star Tribune* (Minneapolis, Minnesota), April 1, 1900, p. 28.

Hay, Warren H. "The Cochecho Railroad", *B & M Bulletin*, Summer 1977.

Hostutler, Elizabeth. Area Form for Dover & Winnipiseogee Railroad, 1998. On file at the NH Division of Historical Resources.

Hurd, D. Hamilton, compiler. *History of Rockingham and Strafford Counties, New Hampshire*. Philadelphia: J.W. Lewis & Co., 1882.

Hurd, D. Hamilton. *Town and City Atlas of the State of New Hampshire*. Boston: 1892.

Korn, Jerry. "'Mud-Buggy' Racing Brings Thrill to Farmington, N.H.", *Boston Globe*, Aug. 10, 1941, p. B1.

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

Mausolf, Lisa. Inventory Form for Hayes Bridge (FAR0022), 2013. On file at the NH Division of Historical Resources.

Mausolf, Lisa. New Hampshire Historic Documentation for NHDOT Bridge 096/140 (NH State No. 728), 2015.

Mausolf, Lisa. Personal postcard collection.

New Hampshire Department of Transportation. Bridge Design, Inspection Card, Drawings and reports for Bridge No. 096/140 and other bridges in Farmington.

New Hampshire Department of Transportation. NHDOT Bridge Summary, March 31, 2016.

Newspapers.com.

Nolan, John. "Once famous Farmington sled 'Uncle Sam' slides into oblivion", *Foster's*, January 21, 2010.

Nolan, John. "Uncle Sam sled donated to Farm Museum", *Foster's*, May 27, 2010.

Rule, Rebecca. "That's some sled", *Travels with Becky*, November 10, 2010

<http://islandportpress.typepad.com/travelswithbecky/2010/11/thats-some-sled.html>

Scales, John. *History of Strafford County, New Hampshire and Representative Cities*. Chicago: Richmond-Arnold Publishing Co., 1914.

Shoe and Leather Reporter, March 15, 1922.

Souvenir of Farmington, New Hampshire. Farmington: Farmington News Print, 1904.

Town of Farmington, Annual Reports, various dates.

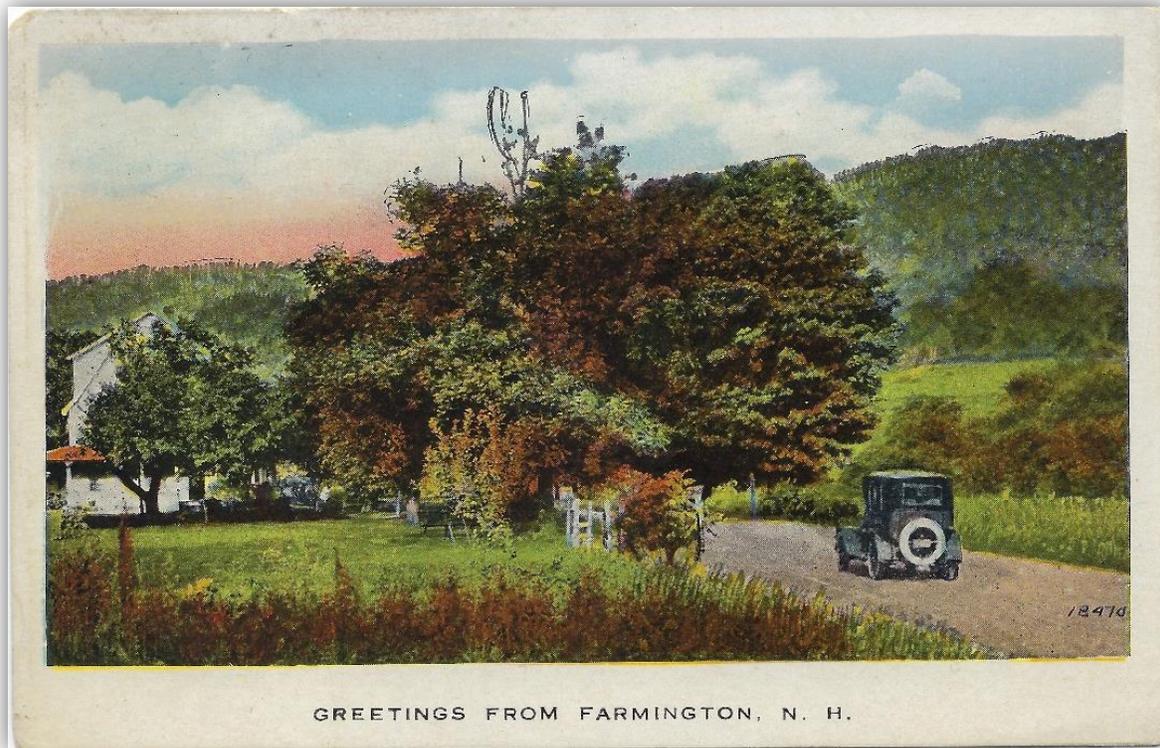
"Uncle Sam is a Big Sled", *The Wichita Beacon* (Wichita, Kansas), March 2, 1895, p. 6.

Waldron, Mrs. Adelaide Cilley. "Farmington", *Granite Monthly*, vol. XIX, No. 4, October 1895.

Walker Transportation Collection. Beverly Historical Society, Beverly, Massachusetts. Photographic collection.

www.CatamountStadium.com

<http://www.lightlink.com/sglap3/newhampshire/farmingtoncolpost.jpg>



Postcard, postmarked 1929