

Hanover, New Hampshire

**Class VI Highways Subject to Gates and Bars  
and  
Greenway Votes**

**Map**

**2005**

Compiled by Helen Lacoss  
assisted by Sandy White

## Class VI Highways Subject to Gates and Bars in Hanover

<b>Highway 2</b>	<b>Wolfeboro Road, 2a-2h</b>
<b>Highway 7</b>	<b>Etna Highlands Road</b>
<b>Highway 12</b>	<b>Chandler Road</b>
<b>Highway 16</b>	<b>Knapp Road</b>
<b>Highway 17</b>	<b>Cory Road</b>
<b>Highway 23</b>	<b>Wardrobe Road</b>
<b>Highway 24</b>	<b>Paine Road</b>
<b>Highway 34</b>	<b>Highway No. 34</b>
<b>Highway 36</b>	<b>Plummer Hill Road</b>
<b>Highway 40</b>	<b>Pipers Lane</b>
<b>Highway 41</b>	<b>Old Spencer Road</b>
<b>Highway 47</b>	<b>Pasture Road</b>
<b>Highway 49</b>	<b>Goss Road Ext.</b>
<b>Highway 51</b>	<b>Bridle Road</b>
<b>Highway 64</b>	<b>Coleman Road</b>
<b>Highway 74</b>	<b>Mountain Road Ext.</b>
<b>Highway 84</b>	<b>Visiting Road</b>
<b>Highway 88</b>	<b>Tunis Road</b>
<b>Highway 108</b>	<b>Miller Road</b>
<b>Highway 109</b>	<b>Stewart Lane</b>

Bridle Road	Highway 51
Chandler Road	Highway 12
Coleman Road	Highway 64
Cory Road	Highway 17
Etna Highlands Road	Highway 7
Goss Road Ext.	Highway 49
Highway No. 34	Highway 34
Knapp Road	Highway 16
Miller Road	Highway 108
Mountain Road Ext.	Highway 74
Old Spencer Road	Highway 41
Paine Road	Highway 24
Pasture Road	Highway 47
Pipers Lane	Highway 40
Plummer Hill Road	Highway 36
Stewart Lane	Highway 109
Tunis Road	Highway 88
Visiting Road	Highway 84
Wardrobe Road	Highway 23
Wolfeboro Road	Highway 2a-2h

## **History of Class VI Highways Subject to Gates and Bars in Hanover, New Hampshire**

Hanover, New Hampshire has a complete set of the records that have been made by the Proprietors, the Selectmen, and the voters of the Town Meetings beginning in 1761 and continuing to the present time. Eighty-five years ago a number of men showed great interest in the history of the Town, and they spent time and talent copying records, writing a new history of the Town, writing a description of roads in rural Hanover, and mapping these old roads. Five large volumes of the records were copied and placed as a set in Baker/Berry Library stacks, with a second set placed in Rauner Special Collections, where they may be found today catalogued as follows:

Author	Hanover (N.H.)
Title	The records of the town of Hanover, New Hampshire. Highway allotments and surveys, 1777-1889
Call No.	F44.H41 H212
Author	Hanover (N.H.)
Title	The records of the proprietors of the town of Hanover, New Hampshire in the Province of New Hampshire 1761-1803
Call No.	F44.H41 H214
Author	Hanover (N.H.)
Title	The records of the town of Hanover, New Hampshire. Town meetings, 1761-[1845]
Call No.	F44.H41 H216 v. 1-2
Author	Hanover (N.H.)
Title	The records of the town of Hanover, New Hampshire. Vital statistics, 1762-1847. Cattle marks, 1760-1855
Call No.	F44.H41 H218

*A History of Dartmouth College and the Town of Hanover* (to 1815) by Frederick Chase, published in 1891, had been out of print for a number of years and it was reprinted in 1928. *A History of the Town of Hanover, N.H.* by John King Lord was also published in the same year.

Dr. J.W. Goldthwait used the records of Highway allotments and surveys to describe 107 roads and “alterations in roads.” He used the records of the Proprietors to identify the original owners of the lands, and he named the occupants of houses in 1925–1926. He wrote, “The task of going over the records of an old road, step by step, and tracing its course across the hills by compass and pacing is a fascinating one.” This

monumental work was published as Appendix II, Hanover Roads, in Lord's *History of the Town of Hanover*.

Dr. Goldthwait made a very important 1926 map. (Any map dated with a month in addition to 1926 is incomplete.) It includes the original surveys of roads plotted to scale, houses identified by 1926 owners, cellar holes, schools, cemeteries, mill sites, trails, and wood roads. The map was published in Lord's *History of the Town of Hanover*.

In the 1970's more reports were written on roads. Two Dartmouth students, Arthur D. Saul '76 and David A. Plane '76 "tromped (sic) about the roads talking to property owners" and wrote the history of 32 roads "no longer maintained for travel, but remaining as public rights of way." They thanked Frank Fetter for doing "the research and ferreting out the information" for their report.

After the Saul-Plane Report, Allen King wrote an extensive report on 34 highways, including some long-forgotten roads. He was Chairman of the Conservation Commission, and after he proposed the idea of Greenways he wrote the warrant article for the 1978 Town Meeting. See the following section on Greenways.

At the Town Meeting in 1978 a vote on a warrant article created a Class VI Highway Committee to study unmaintained roads. Fred Swift, the Chairman, walked over nineteen Class VI roads and talked with residents. The Committee proposed that twelve of those roads should be made Class VI Highways Subject to Gates and Bars. With approval by the Board of Selectmen an article was prepared for the 1979 Town Meeting Warrant, and an affirmative vote on Article 19 made those twelve roads Subject to Gates and Bars.

At this time it was thought that the Town owned the land under some highways because surveys of lands in the allowances being exchanged for private lands are found in the Record of Highways. However, the lands were all owned by the Proprietors, and no recordings of exchanges of lands from the Proprietors to the Town of Hanover have been found in the Registry of Deeds. It is now assumed that the Town has a Right-of-Way on land belonging to the abutters on most highways recorded in Appendix II by Dr. Goldthwait.

Records of the votes on all parts of the 20 Class VI Highways Subject to Gates and Bars in the Town of Hanover, and the 1978 and 1983 votes on Greenways are contained in this report, as well as the reports by Allen King and Dr. Goldthwait. Jonathan Edwards has prepared the map showing the location of these highways.

## Highway No. 2: Wolfeboro Road

### Highway No. 2

### Wolfeboro Road

### Allen King

This historic road was first laid out in 1772 for the convenience of Governor John Wentworth in traveling across the Province of New Hampshire from his summer home in Wolfeboro to Hanover; but the first compass survey of the part in Hanover was not recorded until 1797. Because of its significance in the history of Hanover it should be preserved and designated the Wolfeboro Historic Trail. It would include both maintained and unmaintained sections throughout its length. The several unmaintained sections, now recognized as Class VI highways, were labeled 2a – 2h in the Saul Plane report. Sections 2b, 2d, 2g and 2h are subject to gates and bars. All eight sections have trails on them for hiking and cross-country skiing, although 2b and 2c have been closed to the public by the health officer because they lie within the watershed of the Hanover reservoirs. Except for section 2f they are 3 rods wide.

2. Wolfeboro road. Proposed in 1770, and traveled by Gov. John Wentworth and party, from his country seat in Wolfeboro to the College commencement in 1772. Portion from Girl br. in Hanover to the Center officially surv. Apr. 26, 1797 (R.H.). That portion from Three Mile rd. over Moose Mt. to Canaan line surv. (with re-location between the Three Mile line and the mountain) in T.R. under date June 15, 1815. No detailed surv. known for intervening portion. Prob. not continuously maintained, even at first, different parts falling into disuse or being reopened from time to time. See article by N. L. Goodrich in "*The Dartmouth Alumni Magazine*" for April, 1922, Vol XIV, No. 6, pp. 418-426.

**Dr. Goldthwait**

### The Saul-Plane Report:

Two Dartmouth students, Art Saul and David Plane, presented their report on roads to the Hanover Planning Board in 1974. They documented the condition of twenty-seven roads no longer maintained for travel using Dr. Goldthwait's numbers and labeling the Class VI sections of Wolfeboro Road as 2a through 2h.

### Warrant for Town Meeting on March 13, 1979:

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

2a That portion of the Wolfeboro Road from the Right-of-Way line of Reservoir Road across the bridge east of Camp Brook easterly to the intersection of Wolfeboro and Grasse Roads near the northwesterly end of the lower reservoir.

**Minutes of Town Meeting of March 13, 1979:**

ARTICLE 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

**2005 Description:**

Class VI Wolfeboro Road 2a Subject to Gates and Bars runs from Camp Brook easterly to the northwesterly end of Fletcher Reservoir.

**Abstract from Town Clerk's Record of March 13, 1945:**

Voted: That the Town place under gates and bars that road starting from the Lower Reservoir east to the Upper Reservoir, then\* south to the junction road – Napoleon Monica's to Emmet Marshall's.

\*south to the junction road is Class VI Knapp Road.

**2005 Description:**

Class VI Wolfeboro Road 2b Subject to Gates and Bars runs from Fletcher Reservoir easterly to the Parker Reservoir.

**Warrant for Town Meeting of March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

2c That portion of the Wolfeboro Road from Mason's Four Corners, so-called, at the junction of Highway No. 16 and the Wolfeboro Road easterly to the Right-of-Way line of the Dogford Road.

**Minutes of Town Meeting of March 13, 1979:**

ARTICLE 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

**2005 Description:**

Class VI Wolfeboro Road 2c Subject to Gates and Bars runs from Knapp Road easterly to its intersection with Dogford Road.

**Abstract from Town Clerk's Record of March 8, 1932:**

It was voted to discontinue as open highways and make subject to gates and bars...

That portion of the Wolfeboro Road leading from the Perley farm now owned by Ludvig Kuhre westerly to the point of its junction, near the residence of David Croall, with the highway leading from John Humiston's to the Reservoir.

**2005 Description:**

Class VI Wolfeboro Road 2d Subject to Gates and Bars runs easterly from the Dogford Road to the point where a northerly prolongation of Elm Road would meet Wolfeboro Road.

**Wolfeboro Road 2e** was voted to be a Greenway at the Town Meeting on March 14, 1978, and all interest of the Town was returned to the landowners on November 5, 1983. [See Greenways]

**2005 Description:**

2e appears on our map on private property to indicate that the original survey of Wolfeboro Road crossed this property.

**Minutes of Town Meeting of March 13, 1979:**

ARTICLE 20: It was moved and seconded that the Town vote to discontinue as an open highway and make subject to gates and bars that portion of the Wolfeboro Road from a point 2,650 plus or minus feet from the intersection of the Wolfeboro Road and Two Mile Road to a point 1,200 plus or minus feet from the intersection of Wolfeboro Road and Three Mile Road.

The motion passed by a show of hands.

**2005 Description:**

Class VI Wolfeboro Road 2f Subject to Gates and Bars starts 2,650 feet easterly of the Hanover Center Road and runs to a point 1,200 feet from the intersection with Three Mile Road.

**Abstract from Town Clerk's Record of March 11, 1930:**

Voted: To discontinue as an open highway and make subject to gates and bars that portion which may be designated by the Selectmen, of the Wolfeboro Road, so called, easterly of the Three Mile Road, near the residence of H. Guyer and westerly of the Conway place near Tunis.

**2005 Description:**

Class VI Wolfeboro Road 2g Subject to Gates and Bars starts at the end of the short Class V section off the Three Mile Road runs over Moose Mountain down to the cemetery.

**Abstract from Town Clerk's Record of March 13, 1945:**

Voted: That the Town place under gates and bars that section of the Wolfeboro Road from a point near Goose Pond Bridge easterly to the Canaan Town Line.

**2005 Description:**

Class VI Wolfeboro Road 2h Subject to Gates and Bars runs from Goose Pond bridge easterly to the Canaan town line.

### Highway No. 7: Etna Highlands Road

**Highway No. 7**

**Etna Highlands Road**

**Allen King**

Professor Goldthwait assigned number 7 to a long road as surveyed in 1794 from a point on the Highlands down to Mill Village and then northerly through Hanover Center to the Lyme line; but here it is applied solely to the Etna Highlands Road. Only two sections of this road, one from east of Mink Brook up the hill to the junction with Gates Road and the other from just east of Doctor Sibley's house to the Laramie Road, are Class VI highways and both are subject to gates and bars.

7. Road from Capt. Stephen Kimball's to Lyme line. Feb. 26, 1794. No. 1 of 1<sup>st</sup> asgmt. Odd Monstrosity of a rd., beginning high up on Hayes Hill at a certain H.A. lot cor. Near *Thornton*, following rd. allowances or more convenient paths across country via Etna and the Center, and finishing in a long straight stretch of the Two Mile allowance, from North Neighborhood at Capt. Samuel Slade's (*J. Boardman*) up to the Lyme line. Many landmarks given definite positions in survey.

**Dr. Goldthwait**

#### **Abstract from Town Clerk's Record of March 11, 1947:**

Voted: To place under gates and bars that section of Hayes Hill from driveway of George White, easterly to driveway of Augustus R. Farnsworth's residence.

#### **Minutes of Town Meeting of March 3, 1951:**

Voted: That the Town place under gates and bars the remaining section\* of highway #7 to highway #3 (black top highway through Etna Village).

\* "remaining section" is unclear

#### **Minutes of Town Meeting of March 14, 1961:**

Article VIII. It was voted that the town of Hanover take from gates and bars a section of Highway #7, beginning at the driveway of Willis H. LaBombard southeasterly three hundred and fifty feet of said Highway #7.

**2005 Description:**

Class V Etna Highlands Road runs from Etna Road across Mink Brook, thence southeasterly for 350 feet.

Class VI Etna Highlands Road Subject to Gates and Bars runs from the Class V section uphill to Gates Road.

Class V Etna Highlands Road runs from Gates Road easterly past Sibley's driveway.

Class VI Etna Highlands Road Subject to Gates and Bars runs from the Class V Section at Sibley's driveway easterly to its intersection with Laramie Road.

## Highway No. 12: **Chandler Road**

### **Highway No. 12**

### **Chandler Road**

### **Allen King**

As the sixth highway in the First Assignment this road was laid out and surveyed on August 19, 1784, from the West's, Benton's and Wright's neighborhood (Arvin District) westerly by the William Chandler place to "the mill or mink brook road for their conveniency of going to the mill." The "mill or mink brook road" is the Two Mile Road of today. The section of Highway No. 12 from the Three Mile Road in the Arvin District to the Chandler, now Bert Hewes, place is a town-owned\* Class VI highway that was voted discontinued subject to gates and bars on March 13, 1951.

At its eastern end Highway No. 12 extended northeasterly more than 100 rods to a point near Thomas Page's house and then another 63 rods or 0.2 mile to the Thomas Nevins place. The first portion has become incorporated into the Three Mile Road. The portion to Nevins' place is now part of a Class VI highway.

\*The Town owns a Right-of-Way only.

12. Road from West-Benton-Wright neighborhood (Arvin District) w. past Chandler's to Brook rd. (near Brick Church). Aug. 19, 1789 (**typographical error: should be 1784**). No. 6 of 1<sup>st</sup> asgmt. Including extensions of surv., this rd. ran from fork no. of *W.Tobin* (near old Tho. Nevens place) down to s.h., thence w. past Chandler place and continued on course obscurely marked but known to John Chandler, through a maple orchard, coming out back of *H. Camp*'s brick house near brick ch.

**Dr. Goldthwait**

### **Minutes of Town Meeting of March 13, 1951:**

Voted: That the town place under gates and bars that section of highway #12 starting from the residence of Mr. B. F. Hewes easterly to the intersection of highway #16\*\* and #59.

\*\* #16 is intended to be #17, Cory Road, where it intersects with #59, Old Dana Road.

### **Warrant for Town Meeting of March 13, 1979:**

TWENTY-ONE: To see if the town will vote to discontinue the following highways as provided in Chapter 238: **12** Northeast. That portion from the Right-of-Way line on the east side of the Three Mile Road at the Norman Arnold place to the site of the cellar hole on land owned by Thomas Nevins in 1784, being an alteration written into the survey dated August 19, 1784.

**Minutes of Town Meeting of March 13, 1979:**

By voice vote it was voted that the Town:

1. Discontinue Highway #12 Northeast.
2. Release and relinquish any interest the Town may have in the land on which Highway #12 Northeast was located.

**2005 Description:**

Class V Chandler Road runs from Ruddsboro Road up the hill to the height of land beyond the driveways of houses on the lands formerly owned by B.F. Hewes.

Class VI Chandler Road Subject to Gates and Bars runs from the Class V section easterly to its intersection with Three Mile Road.

## Highway No. 16: **Knapp Road**

### **Highway No. 16**

### **Knapp Road**

### **Allen King**

This road originally was laid out from the Peter Knapp place on the Wolfeboro Road (Mason's Four Corners) more or less southerly on the one mile allotment for about 0.3 mile (86 rods) and then, curving south of the Upper Reservoir, in a southeasterly direction to near Hill's Mills (Etna). The major part of it now coincides more or less with the easterly portion of Trescott Road (from sharp bend to Etna). Only the section between the Wolfeboro Road and the sharp bend in Trescott Road is a Class VI highway and it is subject to gates and bars.

16. Road from "near Hill's Mills" (Etna) to Wolfeboro road near Lieut. Knapp's. Nov. 13, 1793. No. 9 of 1<sup>st</sup> asgmt. Perhaps the very same as that now used from *A. Camp* n. past the upper reservoir to cors. S. of Pinneo Hill, although portion at Etna end seems more crooked and farther e. Short branch ran off to w. at "Timothy Owen's" house. Last 86 rods lay in One Mile allowance. An extension from Knapp's up Pinneo Hill on allowance ended at Joseph Ketcham's (on the Town Farm of later time).

**Dr. Goldthwait**

### **Abstract from Town Clerk's Record 1945:**

Voted: That the town place under gates and bars that road\* starting from the Lower Reservoir east to the Upper Reservoir, then south to the junction road – Napoleon Monica's to Emmet Marshall's.

\*from the Lower Reservoir east to the Upper Reservoir is Class VI Wolfeboro Road 2b.

### **2005 Description:**

Class VI Knapp Road Subject to Gates and Bars starts at the Wolfeboro Road west of the Parker Reservoir and runs southerly to the sharp bend in Trescott Road.

## Highway No. 17: **Cory Road**

### **Highway No. 17**

### **Cory Road**

### **Allen King**

Cory or Corey Road was laid out and surveyed on November 14, 1793, from the Wolfeboro Road near Jonathan Freeman's place to the Chandler Road near Stephen Benton's place. It was one section of the road between Hanover Center and Enfield. At the Town Meeting on March 9, 1948, Cory Road was voted discontinued subject to gates and bars.

17. Road from Wolfeboro road e. of Center s. to Stephen Benton's. Nov. 14, 1793. No. 10 of first asgmt. Same as now. Began "northerly of Isaac Bridgman's well." Passed the "s.w. corner of Dilano Wright's garden" where the D.O.C. trail to Moose Mt. crossed the old rd. Ended at fork near Thos. Nevens (see No. 12)

**Dr. Goldthwait**

### **Abstract from Town Clerk's Record of March 9, 1948:**

Voted: To place under gates and bars the Highway from the residence of Dr. P. N. Nice northerly to the Highway, Hanover Center, to the residence of Mrs. Viola LaBombard.

### **2005 Description:**

Class V Cory Road runs from Three Mile Road northerly to a point beyond the buildings at the residence of Walker Weed.

Class VI Cory Road Subject to Gates and Bars runs from the Class V section northerly to its intersection with Wolfeboro Road.

## Highway No. 23: **Wardrobe Road**

### **Highway No. 23**

### **Wardrobe Road**

### **Allen King**

Only the northern section of this town-owned\* Class VI highway from the old Wardrobe house site to Rennie Road has been voted discontinued as an open highway and made subject to gates and bars. This action was taken at the town Meeting on March 8, 1932. The width of the highway varies: at its north end for 0.6 mile Wardrobe Road is 3 rods wide; for the next half mile it is 4 rods wide; and for the remaining quarter mile including a short section south of Visiting Road to Goodfellow Road, which was added during an alteration in 1839 (Goldthwait's Highway No. 89), it is again 3 rods wide. The alteration produced a small isolated triangular piece of land bordered by Goodfellow, Wardrobe and Visiting Roads.

\*The town owns a Right-of-Way only.

23. Road from Lyme line past Nathaniel Hurlbutt's to Lemuel Dow's. Feb. 27, 1794 part way, as No. 16, and extended as No. 17 of 1<sup>st</sup> asgmt. Began "from Lyme line near the Mile Allowance" but e. of it, and ran somewhat as still used, from *R. Rennie* past *H. Woods*. (Nathaniel Hurlbutt's) to join No. 22.

**Dr. Goldthwait**

### **Abstract from Town Clerk's Record of March 8, 1932:**

It was voted to discontinue as open highways and make subject to gates and bars...

That portion of the Wardrobe Road, so called, between a point fifty feet northerly of the intersection of the prolongation of the northerly end of the Wardrobe house and said road, to the Lyme Road leading past the R. Rennie and George Woodward farms.

### **Warrant for Town Meeting on March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**23S** – The southerly section of the Wardrobe Road from the end of the northerly section already subject to gates and bars southward to the Right-of-Way line of Goodfellow Road.

### **Minutes of Town Meeting of March 13, 1979:**

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2, 2c, **23S**...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

**2005 Description:**

Class VI Wardrobe Road Subject to Gates and Bars runs from Goodfellow Road northerly past the site of the Wardrobe house to its intersection with Rennie Road.

## Highway No. 24: Paine Road

### Highway No. 24

### Paine Road

### Allen King

In October 1782 the Selectmen “laid out a road from Mr. Jeremiah Trescott to accomodate him for meeting” and made exchanges from allotments as compensation for the underlying land. Parts of it are incorporated in today’s Trescott and Two Mile Roads.

Paine Road, here numbered 24a, is the section of Old Trescott Road from Knapp Road to Dogford Road. Although Saul and Plane found no town vote placing this section under gates and bars, they did find that on March 9, 1971, the Town voted to remove gates and bars and restore to active use 600 feet of it at the Dogford Road end. Much of this town-owned\* Class VI highway lies within the watershed of the reservoirs and has been closed to the public by the town health officer.

A third section of Old Trescott Road, here numbered 24b\*\* extends from Dogford Road easterly to the Two Mile Road south of Wolfeboro Road. Although this section was discontinued (old meaning) by town vote on October 22, 1835, it remains in use as a Class VI highway and as part of the DOC and Appalachian Trails.

\* The Town owns a Right-of-Way only.

\*\* 24b was voted to be a Greenway at the Town Meeting of March 14, 1978, and all interest of the Town was returned to the landowners November 5, 1983.

24. Road from Jeremiah Trescott’s to Benjamin Hatch’s. On Mch. 14, 1775, the town voted a rd. for Jeremiah Trescott “to accommodate him for Meeting.” As if in accordance with this vote, on Mch. 1777 “the mile road from Jeremiah Trescott’s to Wolfeboro Road laid out by the Select Men” was accepted by the town. This led direct from Trescott’s house, near *E. H. Marshall*, to Peter Knapp’s (see No. 14) on the Wolfeboro rd. But at the meeting it was voted “that the Select Men for the year be empowered to settle and Determine with respect to the Road from Jeremiah Trescott’s to the Mill Road.” (The Mill Road was doubtless the one from the Center to Etna). Under date of Oct. 1782 (R.H.) is a survey of a rd. from Jeremiah Trescott’s “to accomodate him for meeting,” which starts at the Trescott house (almost on the Mile allowance, w. of *E. H. Marshall*, makes the same curve past *Marshall* as now, as far as 4 cors. S. of reservoir, beyond which, because of errors and ambiguity in record, it is hard to follow, but comes out on the Center rd. near Deacon Ordway’s line, not far s. of Center.

**Dr. Goldthwait**

### Minutes of Town Meeting of March 9, 1971:

Article 20: On motion of Archie Thorburn, duly recorded, it was voted to remove the gates and bars\*\*\* from and restore to active use 600 feet of the highway known as Paine Road, which lies west of the south end of Dogford Road, provided that all abutting owners waive any rights to damages, and raise and appropriate \$3000 therefor.

\*\*\*No record has been found that it was subject to gates and bars in 1971.

**Warrant for Town Meeting on March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**24a** – Paine Road from its junction with Highway No. 16 South of the upper reservoir to a point on it 600 feet from the Right-of-Way line of the Dogford Road.

**Minutes of Town Meeting of March 13, 1979:**

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c, 23S, **24a\***...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

\*Paine Road becomes #24 because 24b easterly was a Greenway returned to landowners and the westerly section of 24 is part of Trescott Road.

**2005 Description:**

Class VI Paine Road Subject to Gates and Bars runs from the intersection of Trescott Road and Knapp Road easterly to a point 600 feet from Dogford Road.

Class V Paine Road runs 600 feet from the Class VI section easterly to its intersection with Dogford Road.

## Highway 34: **Highway 34**

### **Highway No. 34**

### **Highway 34**

### **Allen King**

This is a town-owned road\* extending from the Wolfeboro Road near the northwest shore of the Lower Reservoir more or less northerly to Lyme Road at a point somewhat north of the Wilson Fullington place. Since part of this Class VI highway is in the watershed of the reservoirs it has been closed to public travel.

\*The town owns a Right-of-Way only.

34. Road from Ezra Carpenter's (on Wolfeboro rd.) to Elias Newton's (on River rd.). Nov. 20, 1794. No. 7 of 2<sup>nd</sup> asgmt. The rather distinct old rd. that runs from the reservoir n. toward the Tibbetts Cabin, but descended the hillside and came out on the River rd. near *W. Fullington*.

**Dr. Goldthwait**

### **Warrant for Town Meeting on March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**34** – All of the road surveyed November 20, 1794 from the junction of Grasse and Wolfeboro Roads northerly to Lyme Road near the W. Fullington place.

### **Minutes of Town Meeting of March 13, 1979:**

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c, 23S, 24a, **34**...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

### **2005 Description:**

Class VI Highway No. 34 Subject to Gates and Bars runs from the junction of Grasse and Wolfeboro Roads northerly to its intersection with Lyme Road.

## Highway 36: Plummer Hill Road

### Highway No. 36

### Plummer Hill Road

### Allen King

In the records under Highway No. 1 of the Third Assignment Plummer Hill Road is described as "beginning on the north line of the second school lot and twelve rods East of the three mile line at a birch tree marked H leading by Benjm Smiths into the three mile road." This town-owned\* Class VI highway extends 231 rods as it curves around Plummer Hill to the Three Mile Road and now has a trail along it. Probably the town should acquire an easement for the continuation of this trail to the Hanover-Lyme line so as to connect with trails in Lyme.

\*The Town owns a Right-of-Way only.

36. Road from Three Mile rd. by Benjamin Smith's. No. 1 of a 3<sup>rd</sup> asgmt. In P.R. Surv. Before 1799 (information from P.R.). Ran 107 rods across H.A. lot No. 3 e. of 3m. line, and then on lot of Benj. Smith (probably H.A. lot No. 2) for 124 rods. Seems to be old rd. as now used to *A. Iby*, and traced beyond, up Plummer Hill.

**Dr. Goldthwait**

### Warrant for Town Meeting on March 13, 1979:

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**36** – That section of the road from a point approximately 975 feet east of the junction of Three Mile Road and Thompson Road near the *A. Iby* place northerly around Plummer Hill to a point approximately 200 feet east of the three mile line, at the end of the survey.

### Minutes of Town Meeting of March 13, 1979:

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c, 23S, 24a, **36**, ...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

### 2005 Description:

Class VI Plummer Hill Road Subject to Gates and Bars runs from the end of Class V Iby Road northerly around Plummer Hill. Originally surveyed as part of Iby Road.

## Highway 40: **Pipers Lane**

### **Highway No. 40**

### **Piper (sic) Lane**

### **Allen King**

Although this road was laid out and surveyed on April 23, 1816, as an alternative to Lovers Lane it follows an entirely different course, probably to avoid the switchback feature in the old road. This town-owned\* Class VI highway was voted discontinued and made subject to gates and bars at the Town Meeting on March 8, 1932.

\*The Town owns a Right-of-Way only.

40. Alteration in rd. by Gideon Smith's to the River rd. May 20, 1816. Seems to be the present "lovers' lane" down the valley w. of *H. H. Cummings* to the River rd.; but see also Nos. 53, 54.

**Dr. Goldthwait**

### **Abstract from Town Clerk's Record of March 8, 1932:**

It was voted to discontinue as open highways and make subject to gates and bars...

That portion of Lover's Lane,\* so called between a point one hundred feet westerly of the intersection of the prolongation of the westerly end of the site of the Harley Cummings house and said Lover's Lane to the River Road leading past the Field and Leslie B. Morse farms.

\*Mr. Piper owned lands on this road, and it has been known as Pipers Lane for decades.

### **2005 Description:**

Class VI Pipers Lane Subject to Gates and Bars runs from the River Road southeasterly along the Beryl Piper Little Nature Preserve to the bend in the road.

Class V Pipers Lane runs from the Class VI section easterly to its intersection with Lyme Road.

## Highway 41: Old Spencer Road

### Highway No. 41

### Thatcher Road\*

### Allen King

This Class VI highway, long known as Spencer Road, was voted discontinued and made subject to gates and bars on March 8, 1932. It should be renamed because there now exists a maintained highway called Spencer Road off Hunter Lane in the southwestern corner of town. At the time Highway No. 41 was laid out and surveyed the Thatcher family occupied the house later known as Captain Spencer's place; it is fitting therefore to rename the road for the Thatchers.\*

\*It was long known as Spencer Road, and a decision was made in 1978 to rename it Old Spencer Road.

41. Road from Benjamin Thatcher's to the County rd. April 23, 1816. Agrees with rd. straight down hill from near J. Spencer to near C. Eaton on State Rd.

### Dr. Goldthwait

#### Abstract from Town Clerk's Record of March 8, 1932:

It was voted to discontinue as open highways and make subject to gates and bars...

The road which branches from the highway, a few rods north of the buildings on the Uel Spencer farm, so-called, and runs down the hill in a northerly direction to a point where it joins the State road, from Hanover to Lyme, near the buildings formerly owned by Chandler P. Smith.

#### 2005 Description:

Class VI Old Spencer Road Subject to Gates and Bars runs from the Dogford Road downhill to its intersection with Old Lyme Road.

## Highway 47: Pasture Road

### Highway No. 47

### Pasture Road

### Allen King

Initially, Highway No. 47 as the original Moose Mountain Road extended from Dana Road up Moose Mountain by the stone dam (site of old sawmill) to Seth West's pasture where the road split and then reunited before descending the east slope to near the fork in Lovejoy Brook. From there it turned abruptly more or less southwesterly and then southerly along today's Moose Mountain or, simply, Mountain Road (Goss-Enfield Road) to Enfield. The section from Dana Road to the dam has been relocated in part and opened to active use since March 12, 1963. The section from the dam to Mountain Road, including the bifurcation around the site of the old pasture, was discontinued as an open highway and made subject to gates and bars by vote at Town Meeting on March 8, 1932. It is this section for which we propose the name Pasture Road.

47. Road (over Moose Mt.) from near Solomon Choate's on Canaan line to Seth West's. June 27, 1817. Four miles long and very crooked. No mention whatever of the mountain. Ran about as now from line s. of R. S. Cross to brook midway between *F. Nelson* and *C. R. Morfitt*, where it can be traced (now a good wood rd.) up mountain to a heavily walled pasture near the crest, belonging originally to Seth West; and thence n. through woods to clearing and cellar hold of P. Sanborn place (near old Woodward sawmill site), and thence down open road with good water bars to west base of mountain. From there out to the Seth West place (*B.A. Hawley*) road straight with double walls. An alteration surv. June 1, 1826, still a good wood rd., makes a detour to e. around Seth West's high pasture, on the crest of the mountain, as shown on map.

**Dr. Goldthwait**

#### Abstract from Town Clerk's Record of March 8, 1932:

It was voted to discontinue as open highways and make subject to gates and bars... That portion which has not previously been thrown up,\* of the highway laid out June 27, 1817, leading easterly from a point a little northerly of the house of Elmer Dana and lying between the highway past the residences of F. P. Lynch and Elmer Dana to the Arvin School House and the highway past the R. S. Cross farm to the Goss Neighborhood.

\* Section unknown. No record found about that portion.

#### Minutes of Town Meeting of March 12, 1963:

Article VII on motion of Elisha R. Huggins, duly seconded, it was voted that the Town remove the gates and bars from and restore to active use that portion of the highway laid out June 27, 1817, which lies westerly of a point opposite the stone dam

near Moose Mountain Lodge, so called, and to raise and appropriate a sum not to exceed \$2,000 for the renovation of above portion of said highway.

**2005 Description:**

Class V Highway 47, Moose Mountain Road, runs from Old Dana Road up the mountain to Moose Mountain Lodge and the stone dam.

Class VI Highway 47, Pasture Road Subject to Gates and Bars, runs easterly from the stone dam on Moose Mountain down to the south end of Class V Highway 74, Mountain Road.

Class V Highway 47, Enfield Road, continues from the junction of Pasture Road and Mountain Road southerly to the Canaan line.

In 2005, Class V Highway 47, Enfield Road, and Class V Highway 74, Mountain Road, have had their names changed to Goss Road as an extension of Highway 49, Goss Road.

## Highway 49: Goss Road Extension

### Highway No. 49

### Goss Road Extension

### Allen King

Goss Road as first laid out and surveyed extended from the old stone dam on Highway No. 47 more or less easterly and crookedly across the ridge of Moose Mountain through the Goss Neighborhood and then southerly to the Canaan line. The section between the dam and Goss Neighborhood is a town-owned\* Class VI highway. Note that part of the roadway to the TV tower on Moose Mountain may be on it.

The town has already discontinued as an open highway subject to gates and bars a short section of Highway No. 49 from the site of the old Goss Schoolhouse eastward a few hundred feet and, similarly, a short section of Highway No. 74 (north end of Mountain Road) from the same schoolhouse site southward also a few hundred feet.

\*The Town owns a Right-of-Way only.

49. Road from Canaan line "near Mr. Ring's" "to farm of Ebenezer Eaton (on Moose Mountain). July 9, 1817. Two m. long and crooked. Like No. 47, makes no mention of the mountain, which it climbed from Goss Neighborhood. Ran approx, same as traveled rd. from near West Farms cemetery to Goss Neighborhood. Can be traced part way up mt. but is badly blurred by washouts on rocky ground above.

**Dr. Goldthwait**

### Abstract from Town Clerk's Record, March 11, 1947:

Voted: That the Selectmen be authorized to move the highway to the rear of the Goss School House, for the safety of the school children.

### Abstract from Town Clerk's Record, March 9, 1948:

Voted: To place under gates and bars that section of the Highway from Goss School House east to the intersection of the new highway and the original highway.

### Warrant from Town Meeting on March 13, 1979:

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**49** – That section beginning at the west end of the portion placed under gates and bars March 9, 1948 at the site of the Goss School House thence westerly to the junction with Highway No. 47 at the old stone dam on Moose Mountain.

### Minutes of Town Meeting of March 13, 1979:

It was moved and seconded that the Town vote to discontinue highways with Goldthwait-King #2a, 2c, 23s, 24a, 34, 36, **49** as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

**2005 Description:**

Class VI Highway 49, Goss Road Extension Subject to Gates and Bars, runs from the old stone dam on Moose Mountain down to the rear of the Goss school house.

Class V Goss Road No. 49 runs from the rear of the school house easterly to the Canaan line.

In 2005, Class V Goss Road has been changed to include all of Class V Highway 74, Mountain Road, and the southerly end of Class V Highway 47, Enfield Road.

## Highway 51: **Bridle Road**

### **Highway No. 51**

### **Bridle Road**

### **Allen King**

This short Class VI highway between Dogford Road and Paine Road was laid out and surveyed on July 9, 1817. It was “established on condition that it is a bridle road.” Part of it passes through the watershed of the reservoirs.

51. “A bridle road” from Wolfeboro rd. near Palmer Cutting’s (*H. Slack*) to “the Trescott road, so called.” Surv. July 9, 1817. 92 rods long and almost straight, in s. s. e. course, from point “about 30 rods e. of Titus Woodward’s house” (w. of *H. Slack*’s) to his s. line. Seems to have crossed the meadows of present rd.

**Dr. Goldthwait**

### **Warrant for Town Meeting on March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**51** – Bridle Road from the Right-of-Way line at Dogford Road to the Right-of-Way line of Paine Road.

### **Minutes of Town Meeting of March 13, 1979:**

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c, 23S, 24a, 36, 49, **51**...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

### **2005 Description:**

Class VI Bridle Road Subject to Gates and Bars runs from Dogford Road southerly to Paine Road.

## Highway 64: **Coleman Road**

### **Highway No. 64**

### **Coleman Road**

### **Allen King**

This Class VI highway, about 0.7 mile long and lying along Coleman Brook, is used primarily by hikers and skiers. Thirteen years after the original survey on June 11, 1827, it was altered somewhat and resurveyed. Then land from the old road was exchanged for the new.

64. Road from Half-mile road near Zenas Coleman's to the Mile road. Same as now in use, though grass-grown, from *J. J. Cocksedge* up the hill to near *W. H. Jones*.

**Dr. Goldthwait**

### **Warrant for Town Meeting on March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**64** – Coleman Road from a point 165 feet east of the center line on Pinneo Road easterly to the Right-of-Way line on Dogford Road.

### **Minutes of Town Meeting of March 13, 1979:**

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c, 23S, 24a, 36, 49, 51, **64**...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

### **2005 Description:**

Class VI Coleman Road Subject to Gates and Bars starts 165 feet from the center line on Pinneo Hill Road and continues easterly to its intersection with Dogford Road.

No Town Meeting vote has been found concerning 165 feet of this road

## Highway 74: Mountain Road Extension

No description of Highway 74 by Allen King has been found.

74. Road along east base of Moose Mountain, from John Kingsbury's land past Jethro Goss'. August 23, 1826. Original lay-out of the rd. to Goss Neighborhood, from point where No. 47 turned up the mt.

**Dr. Goldthwait**

### **Abstract from Town Clerk's Record of March 11, 1947:**

Voted: That the Selectmen be authorized to move the highway to the rear of the Goss School House, for the safety of the School children.

### **Abstract from Town Clerk's Record of March 9, 1954:**

Voted: That the Town place under gates and bars that section of highway from the Goss Schoolhouse south to the intersection of old highway and new highway.

### **2005 Description:**

Class VI Highway 74 Mountain Road Extension Subject to Gates and Bars runs from the front of the Goss school house a short distance southerly to the rear of the school house.

Class V Highway 74 Mountain Road runs from Mountain Road Extension southerly to its intersection with Highway 47 at Pasture Road. It is incorrectly named Goss Road.

In 2005, Class V Highway 74, Mountain Road, and Class V Highway 47, Enfield Road, have had their names changed to Goss Road as an extension of Highway 49, Goss Road.

## Highway 84: Visiting Road

<b>Highway No. 84</b>	<b>Visiting Road</b>	<b>Allen King</b>
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This short non-maintained road from near the intersection of the Wardrobe and Goodfellow Roads to the Two Mile Road lies entirely “on the allowance for roads between lots No. 4 and 5, 1<sup>st</sup> division, east of the half mile line” (R.H., p. 58) and therefore it is a town-owned\* Class VI highway. The strip of land underlying this road was part of the undivided land finally sold by the proprietors to Deacon Jonathan Freeman in December 1810; but at the time of the survey of Highway No. 84 in 1834 the Selectmen “received of Edward Freeman (son of Jonathan) a deed of the aforementioned allowance of land” and to further insure town ownership they awarded to John and Elisha Durkee “copartners in the land sd highway passes over the sum of ten dollars to be paid by said town of Hanover.”

\*The Town owns a Right-of-Way only.

84. The “Visiting Road.” Sept. 16, 1834. Name not used in surv. of rd. itself, but used elsewhere in T.R. and R.H., and still so called. Followed allowance from bend 15 rods e. of Lemuel Dow’s house till it intersected rd. “from Agrippa Dow’s to John Durkee’s.”

**Dr. Goldthwait**

### **Warrant for Town Meeting on March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**84** – Visiting Road from the Right-of-Way line on Goodfellow Road to the Right-of-Way line on Two Mile Road.

### **Minutes of Town Meeting of March 13, 1979:**

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c, 23S, 24a, 36, 49, 51, 64, **84**...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

### **2005 Description:**

Class VI Visiting Road Subject to Gates and Bars runs from Goodfellow Road easterly to Hanover Center Road. The road was relocated somewhat by vote of Town Meeting when Goodfellow Road was upgraded.

## Highway 88: Tunis Road

### Highway No. 88

### Tunis Road

### Allen King

This town-owned\* Class VI highway from Goose Pond Road southerly to the Wolfeboro Road was laid out and surveyed on January 26, 1839. At the Town Meetings on March 8, 1932, the northern half and on March 10, 1942, the southern half were voted discontinued and made subject to gates and bars. Note that the Hanover Town Forest, so-called, lies along this road.

\*The Town owns a Right-of-Way only.

88. Road from Wm. Roger's (on Goose Pond road) s.w. and s. to Wolfeboro rd. e. of Moose Mt. Jan. 26, 1829. As still in use from fork n. of *J. Thompson* past *R. K. Adams* to Tunis s.h.

**Dr. Goldthwait**

#### **Abstract from Town Clerk's Record of March 8, 1932:**

It was voted to discontinue as open highways and make subject to gates and bars...

That part of the road running northerly from its junction with the Wolfeboro road near the Tunnis (sic) School House, to a point about 150 feet southerly from the stone culvert at or near the R.K. Adams house.

#### **Abstract from Town Clerk's Record of March 10, 1942:**

Voted: To place under gates and bars the three-fourths of a mile of highway leading from the Goose Pond Road to the Rodney Adams place so-called, said place now owned by the Town of Hanover.

#### **2005 Description:**

Class VI Tunis Road Subject to Gates and Bars runs from Goose Pond Road southerly past the site of the Rodney Adams house to Wolfeboro Road.

Class V Tunis Road runs from the Class VI section at Wolfeboro Road southerly to the Canaan town line.

## Highway 108: **Miller Road**

### **Highway No. 108**

### **Miller Road**

### **Allen King**

This short section of Class VI highway from Goose Pond Road of today southeasterly to the Hanover-Canaan line is a remnant of the old Canaan Road, (not the Grafton, formerly, Canaan Turnpike) across the northeast corner of the Town (see the 1805 map of Hanover as prepared by Jonathan Freeman, Junior). Miller Road is a necessary access road for at least one lot.

**Not mentioned in Professor J. W. Goldthwait's appendix on Hanover Roads in *A History of the Town of Hanover, N.H. by John King Lord, 1928.* The last road mentioned is #107.**

### **Warrant for Town Meeting on March 13, 1979:**

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**108** – From the Right-of-Way line on the Goose Pond Road north of its junction with the Wolfeboro Road southerly to the Canaan line.

### **Minutes of Town Meeting of March 13, 1979:**

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2a, 2c, 23S, 24a, 36, 49, 51, 64, 84, **108**...as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

### **2005 Description:**

Class VI Miller Road Subject to Gates and Bars runs from the Goose Pond Road southerly across the Wolfeboro Road to the Canaan line.

## Highway 109: Stewart Lane

### Highway No. 109

### Stewart Lane

### Allen King

Because the southerly end of Highway No. 74 passed over low swampy land it was relocated on higher ground to the west (Goldthwait's Highway No. 105) but there is at least one lot for which it now is an access road. Therefore it must be considered a Class VI highway.

**Not mentioned in Professor J. W. Goldthwait's appendix on Hanover Roads in *A History of the Town of Hanover, N.H.* by John King Lord, 1928. The last road mentioned is #107.**

### Warrant for Town Meeting on March 13, 1979:

NINETEEN: To see if the Town will vote to discontinue the following highways as open highways and make such highways subject to gates and bars as provided in RSA 28:1 and 2:

**109** – A spur road from the Right-of-Way line on Moose Mountain Road\* near the crossing of Lovejoy Brook and opposite the entrance of Highway No. 47 easterly and northerly about 1000 feet dead-ending where it overlooks the Andrew Stewart Pond.

\* Moose Mountain Road is Highway No. 74, Mountain Road.

### Minutes of Town Meeting of March 13, 1979:

Article 19: It was moved and seconded that the Town vote to discontinue Highways with Goldthwait-King Numbers #2, 2c, 23S, 24a, 34, 36, 49, 51, 64, 84, 108 and **109** as open highways and make such highways subject to gates and bars as provided in RSA 238:1 and 2.

The motion was passed by a voice vote.

### 2005 Description:

Class VI Stewart Lane Subject to Gates and Bars runs from Mountain Road easterly and northerly about 1000 feet.

## **Greenway Votes**

### Wolfeboro Road 2e

Voted to be a Greenway in 1978

Voted to be returned to landowners in 1983

### Old Nathan Merrill Highway

Voted to be a Greenway in 1978

Remains a Greenway in 2005

In the mid-1970s a greenbelt had been started around the compact area of Hanover Village, and the Conservation Commission supported extending this idea into rural Hanover. Allen King, Chairman of the Commission, wrote an extensive report on 34 roads, including many details from the early records that Dr. Goldthwait had not mentioned. He had some ideas how several old roads could complement the greenbelt, and he proposed that a Warrant Article be written turning eleven old roads into Greenways. The Selectmen and Larry Gardner, the Town Attorney, agreed with the idea, and Article Eleven was written for the Warrant at the Hanover Town Meeting on March 14, 1978.

**Hanover Town Meeting  
Minutes  
March 14, 1978**

The 1978 Town Report has the following account of the action taken on Article Eleven of the Warrant by the voters present at the Town Meeting.

ELEVEN: To see if the Town will vote to authorize the selectmen to assign to the supervision of the Conservation Commission certain Town owned lands formerly occupied by highways bearing Goldthwaite-King numbers including 1a, 2e, 15, 20, 24b, 29, 47b, 53, 56, 104 and 110N.

(These lands were formerly occupied by highways which past Town Meetings have completely discontinued. Such lands were reserved by the original proprietors of the Town for highway use and not assigned or sold to individual landowners. On the discontinuance of the highways, the lands reverted to Town ownership. The location of these lands will be shown on a map at the Town Meeting.)

Article 11 was moved and seconded.

It was then moved and seconded that Article 11 be indefinitely postponed. A written ballot without checklist was requested. The motion to postpone was defeated by ballot vote:

YES: 141

NO: 201

The original motion passed by voice vote.\*

\*This is the entire report of the meeting as printed in the Town Report.

Although the location of the lands was shown on a map at the meeting there was no opportunity for discussion of the map before the original motion was passed. The landowners were very unhappy to have ancient roads reappear across their properties but some voters were determined to have Greenways appear on Hanover maps. Arguments went on for years until 1983 when the landowners petitioned to have a Special Town Meeting.

The Warrant for the Special Town Meeting was not included in the 1983 Town Report, but it was published later as an Addendum and is printed here in its entirety:

1983 TOWN REPORT  
ADDENDUM  
SPECIAL TOWN MEETING  
November 5, 1983

The Special Town Meeting on November 5, 1983 was for the purpose of acting upon the following petitioned articles. No other business was transacted at the meeting.

ARTICLE ONE: (By Petition) To see if the Town will vote:

- A. To relinquish whatever claims the town may have to the so-called "greenways," i.e., those strips of land formerly occupied by highways bearing Goldthwaite-King numbers 1a, 2e, 15, 20, 24b, 47b, 53, 50/56, and 110N;
- B. To revoke the vote under Article 11 of the Warrant of the 1978 Annual Town Meeting whereby the Selectmen were authorized to assign supervision of the strips of land to the Conservation Commission;
- C. To authorize and direct the Selectmen to execute and deliver to the landowners, whose titles have been affected by the Town's claims to the "greenways," quitclaim deeds releasing the Town's claims; and
- D. To authorize and direct the Selectmen and the Conservation Commission to take all other action necessary to carry out this vote.

ARTICLE TWO: (By Petition) To see if the Town will vote to discontinue the following Class VI highways with the land on which such highways are located reverting to the abutting owners:

<u>Goldthwaite-King Nos.</u>	<u>Description of Highway</u>
Highway 11	All of the highway laid out in 1785 from William Chandler's to the Hatch/Monahan Place, except approximately 15 rods at the Upper end, now a Town maintained Class V highway.
110S	That section of Old Enfield Road beginning at the southerly end of greenway 110N (at the north line of land formerly owned by Isaac Babbitt) and continuing to the Lebanon Line.

SPECIAL HANOVER TOWN MEETING  
MINUTES  
November 5, 1983

Moderator Bird called the Special Town Meeting to order at 9:15 a.m. and proceeded to read the posted Warrant Articles, as petitioned. Upon a request for business under Article I, David Cioffi, representing the petitioners, made the following motion:

“That the Town vote to relinquish whatever claims the Town may have to the so-called ‘greenways,’ i.e., those strips of land formerly occupied by highways bearing Goldthwaite-King numbers 1a, 2e, 15, 20, 24b, 29, 47b, 53, 50/56, and 110N;

“That the Town move to revoke the vote under Article 11 of the Warrant of the 1978 Annual Town Meeting whereby the Selectmen were authorized to assign supervision of the strips of land to the Conservation Commission;

“That the Town move to authorize and direct the Selectmen to execute and deliver to the landowners whose titles have been affected by the Town’s claims to the ‘greenways’ quitclaim deeds releasing the Town’s claims; and

“That the town move to authorize and direct the Selectmen and the Conservation Commission to take all other action necessary to carry out this vote.”

The motion was duly seconded, and Moderator recognized Mr. Cioffi, to commence the discussion. A prepared statement was read by Cioffi explaining the reasons for the petitioners seeking a remedy to this situation, an historical review of the events that have led to this meeting, the questions of ownership, and the hardships imposed by this decision of the Town to claim these lands.

Moderator then recognized Selectman Sharon Nordgren, who gave an historical review of the “greenways” issue and the Selectmen’s involvement in this issue. (This statement is on file.)\*

He then reread the motions on which voters would be casting their votes, and then explained the voting procedures involved with the yes/no ballots. Voting would continue until 2 p.m., when votes would be counted and the results announced.

At 2 p.m., the polls were closed and the ballots counted.

Results of the voting were as follows:

ARTICLE NO. I    YES: 352    NO: 350 (1 blank vote)  
ARTICLE NO. II    YES: 350    NO: 348 (3 blank votes)

The Moderator announced the results of the vote, and after hearing no questions on the vote or further business under the warrant, declared the meeting adjourned.

\*Pages 97-102 of the 1983 Town Report contain the discussion of Article One and Article Two.

## **Wolfeboro Road 2e and Old Nathan Merrill Highway 104**

In Article One of the 1983 Special Town Meeting the vote directed the Selectmen to deliver quitclaim deeds releasing the Town's claims to those strips of lands formerly occupied by highways to the landowners of ten Greenways. Eleven Greenways had been created by the vote in 1978.

Wolfeboro Road 2e, made a Greenway by the vote in 1978, was returned to the landowners by the 1983 vote. It exists only as a former highway when it was a part of the Wolfeboro Road.

Highway 104, Old Nathan Merrill Highway, had been voted to be a Greenway in 1978, but 104 was not included in the 1983 article. The landowners resided out of town, and they were not involved in the meetings that other Greenway landowners were holding. Highway 104 remains a Greenway in 2005.

These roads, Wolfeboro 2e and Highway 104, are both located on the map.