NEW HAMPSHIRE HISTORIC PROPERTY DOCUMENTATION
IRA F. PINKHAM BARN AND HOUSE
430 DOVER POINT ROAD

NH State No. 626

LOCATION:	430 Dover Point Road Dover, Strafford County, NH USGS Portsmouth NH Quadrangle UTM Coordinates: 19 354359E 4768673N
BUILDER:	Unknown
ENGINEER:	Unknown
FABRICATOR:	Unknown
CONTRACTOR:	Unknown
DATE:	ca. 1886 (barn), ca. 1853 (house)
PRESENT OWNER:	The State of New Hampshire
PRESENT USE:	Barn: removed. House: vacant.
SIGNIFICANCE:	The Ira F. Pinkham Barn and House have strong associations with the brick making industry on Dover Point and the common practice of combining agriculture and brick-making as a means of making a living. Additionally, the Pinkham House, as the summer home of local developer Frank Wentworth, has strong associations with the early 20th-century development of Dover Point as a seasonal destination and the location of working class housing.
PROJECT INFORMATION:	Upgrading of the Little Bay Bridges from Newington to Dover will require the demolition of the Ira F. Pinkham Barn and House. To mitigate the adverse effects, the New Hampshire Division of Historical Resources has stipulated documentation of the buildings. The documentation presented in this report was undertaken to fulfill this stipulation. The report was completed by Rita Walsh, Dayl Cohen, and Nicole Benjamin-Ma of Vanasse Hangen Brustlin, Inc. (VHB) from 2009 through-2012. Historic barn expert Ed Pape reviewed the barn to assess its integrity. The large format photographs were taken by Charley Freiberg in July 2010 and October 2011.

DESCRIPTION

Setting of the Ira Pinkham Barn and House

The Ira F. Pinkham Barn and House are located in an area of the Town of Dover referred to as Dover Point, which is a small peninsula bounded by the Piscataqua River, Little Bay, and the Bellamy River in the southeast portion of the community. The state boundary of New Hampshire and Maine parallels the peninsula on the east, at the centerline of the Piscataqua River. The area is bounded on the east by Eliot, ME, and by Newington, NH on the south. On the north and west sides, Dover Point is bounded by other portions of the town, including central Dover on the north and the Bellamy Preserve on the west side of Bellamy River. At the tip of the peninsula, the 1934 General Sullivan Bridge connects Dover and Newington and formerly carried the Spaulding Turnpike (State Route 16) and U.S. Route 4 over the junction of the Piscataqua River and Little Bay. The road now terminates at this bridge.

The south end of Dover Point narrows at a section between Pomeroy Cove in the Piscataqua River and Boston Harbor at the south end of the Bellamy River, and the tip of the peninsula below this point shifts at an angle slightly to the east. The Ira F. Pinkham Barn and House are located on the tip of the peninsula created by the narrowing topography, on a relatively flat section of land. Dover Point Drive is the primary north/south route on the west side of the point. Much of the development on the west side of this neighborhood, including the Ira F. Pinkham property, occurs along either side of Dover Point Road. Development is moderately dense, with parcel sizes ranging from approximately one third of an acre to 1.5 acres, and construction consisting of a mix of 19th and 20th century buildings. The buildings are primarily residential, with a small number of commercial and institutional structures. Some of the residences have been adapted for commercial use. Earlier buildings, such as the Ira F. Pinkham House, are generally 1 ½ to 2 ½ story vernacular farmhouses dating to the mid- to late 19th century, several of which have side and rear ell additions, as well as enclosed porch additions. A number of dwellings date to the mid- and late 20th century, indicating more recent suburban development of Dover Point. An open, grass-covered park named Hilton Park occupies the very tip of the peninsula and has been state-owned since 1938.

The east side of the neighborhood at the tip of the Dover Point peninsula is comprised of the Wentworth Terrace development, constructed during the 1930s and 1940s. The development consists of approximately 20 primarily two-story houses, located along a street (also called Wentworth Terrace) set close to the bank of the Piscataqua River. A parallel road, Hilton Road, connects the two sides of the neighborhood under the former Spaulding Turnpike (SR16) approach to the General Sullivan Bridge.

The Ira F. Pinkham Barn and House are located on a level, cleared 0.80-acre lot between Dover Point Road and the Spaulding Turnpike. Split rail and chain link fences surround the property.

Description of the Pinkham Barn

A large, one-story, gable-roofed barn, ca. 1886, on level ground and oriented gable-end to the street, is located northeast of the house. The barn is sheathed primarily with asbestos siding. On the southeast elevation, however, wood clapboarding covers the lower portion of the exterior wall and on the southwest elevation some clapboarding covers the wall to the east of the central door. The boxed cornice returns on the gable ends. A vertical board, internal sliding door is centered on the southwest façade, topped with a transom light that is now boarded over. The drive-through capacity was served by a large door on the rear (northeast) elevation which is now permanently shut and covered by clapboards on the exterior. A paved driveway, lined with shrubbery, connects the barn to the house and to Dover Point Road. A small ca. 1940 shed, sheathed with wood clapboards, stands at the southwest corner of the barn.

The barn is post-and-beam construction, framed with sawn timber. The heavy wood ground sill rests on a brick foundation, which is continuous on three sides but is made of brick piers on the southeast side of the building. From the sill rise 14 posts: four corner posts, two posts on each of the northeast and southwest elevations, and three posts on each of the southeast and northwest elevations. The posts are connected by the sills, by three irregularly-spaced horizontal girts at intermediate levels on the walls, and, at their upper ends, by the wall plates on the gable sides and by end tie beams on the gable ends. The primary function of the posts is to support the roof frame, hold the barn upright, and divide it into bays—the spaces between principal vertical supports (Cummings, 1979: 52). On the gable ends, the corner posts are diagonally braced upward to the tie beam, and posts on either side of the main doors are also up-braced.

Each of the three posts on the gable sides (the southeast and northwest elevations) is connected to its counterpart on the opposite side wall by a heavy tie beam to form a bent. The wall plates are attached to the outer ends of the tie beams. The tie beams are tenoned into their two supporting posts. On each of the three interior bents formed by these major framing timbers, the square frame of the bent is maintained by down-bracing from the tie beam to each post. The two outer bents of the three are braced at each end with two down-braces, and the center bent has one brace at each end. The bents that have two braces have a smaller upper brace and a longer, heavier lower brace (see Figure 9). The three bents bear five long, slender beams, formed of single pieces of sawn timber that connect the north and south tie-beams on the end gables. These five beams are lapped onto the tie beams of the interior bents (see NH-626-6, 7, 9, and 11). These form the base, which was often called a scaffold, of a storage area over the center of the barn (Visser, 1997: 63). It might have been used for materials such as tools, lumber, or bales of hay.

The roof framing is composed of closely spaced common rafters with no purlins. The rafters are joined to one another at the ridgeline of the roof, with no ridge board. The type of joint, however, is not visible from the ground. The feet of the end rafters on each gable end are tenoned into the end tie beam that forms the top member of each end bent of the barn. Each end tie beam, therefore, along with the two rafters that are joined to it, also forms part of a triangular truss on each end of the roof frame, making these two trusses major structural members of the roof. Each of the common rafter pairs of the roof is connected by a collar beam nailed to each rafter approximately one-third of the distance from the apex of the roof to the feet of the rafters. The foot of each rafter is attached to the wall plate on its side of the structure. The vertical boards of

the interior sheathing of the barn, which are nailed to the interior surface of the wall plate, hide the rafter feet and the method of their joining to the plate (see NH-626-8 and NH-626- 9). Horizontal sheathing boards are laid across the exteriors of the rafters to carry the rolled asbestos roof cladding.

The structure of the Pinkham barn is connected at the joints with both metal hardware and joinery. The smaller down-braces of the interior bents are nailed into place, as are the collar beams of the roof-framing. These nails appear to be original to the construction of the barn and are likely wrought iron cut nails. The wall girts and tie beams are tenoned into the posts and empty mortises that reveal changes in the framing, discussed in detail below, are all signs of extensive use of joinery used in traditional timber-framing. This use of both metal hardware and timber-framing techniques in the original construction may indicate that the barn was built at a time of transition in building methods in this region.

The barn retains its original fenestration. Two regularly-spaced, 6/6 double-hung sash windows are centered in each of the gable ends above the doors, with a round-headed window in the apex of the gable of the southwest elevation and a rectangular window in the apex of the northeast elevation. The round-headed window is louvered, and all of these windows except the two lower ones on the southwest gable currently are boarded over. Rectangular, boarded-over windows are located to the east of the main door on both the northeast and southwest elevations. Two additional long, narrow, rectangular window openings, which most likely contained fixed windows, are boarded over on the southeast elevation. The warmer south or east elevation was the usual location for the animal stable in the barns of New England, and windows in the stable had become common by the mid-19th century, as light was recognized as necessary to the health of the animals (Visser, 1997: 38).

In addition to the drive-through doors, one "pedestrian" door and possibly one cow door originally allowed entrance to the barn. The pedestrian door is located on the south corner facing Dover Point Road. Such doors are common on the façade of barns in the Newington-Dover area (Laprey, NWN, 2005: 36). The cow door may have been located on the east corner of the southeast elevation. The space between the north wall and the northernmost interior bent is 12.5 feet, larger than the eight to nine feet separating the other bents. This leaves extra room here for a door large enough for cattle, although such a door could also have been accommodated even without the extra space. Unlike the other doors and windows in the barn, however, which are visible even though some are boarded over, there is no clear evidence of a former door in this location. Wall girts and vertical board sheathing which appear to be the same age as the other interior sheathing in the barn cover the wall in this area, making the evidence of the existence of a door in this area very inconclusive.

Alterations to the Barn Framing

Much evidence exists that the existing framing was not the original framing of the barn. Most of the 14 posts are not single pieces of wood but have had new lower portions spliced to them. This may indicate that the undercarriage of the structure (the sills and/or foundation) has been replaced or that the building has been moved. In addition, a series of empty mortises remain in various framing members. These framing members include the beams that run from gable end to

gable end across the bents; the lower, heavier down-braces of the interior bents; and the posts of the side walls. These mortises suggest that originally the interior bents were not diagonally braced but that each bent was supported by two posts, no longer extant, one on each side of the drive floor. These posts were braced by horizontal timbers that were tenoned into the drive-floor posts on one end and into the corresponding posts along the side walls on the other, approximately three feet above the ground. Additional horizontal timbers extended from the northeasternmost inner bent to empty mortises on the posts on the northeast wall on either side of the door. (This assumption is reinforced by the fact that similar construction can be observed in the comparison barns discussed below.) The drive floor posts were once important structural supports of the barn, and the horizontal timbers both braced the posts and divided the space on either side of the drive floor into sections for the functional organization of the barn.

At some point, when more open space was desired in the interior, the drive-floor posts were removed. Four of them were shortened slightly and converted into the heavy diagonal lower down-braces of the two outer bents, where empty mortises for the horizontal timbers are still visible. They were bolted into place with metal bolts, where they now brace the bents. It is possible that this alteration in the framing took place in order to convert the barn into an auto repair facility—perhaps by Frank Wentworth, who owned the property from 1912 to 1955 and who built a gas station (not extant) on the property next to it to the southeast in the 1920s (Laprey, 2003-04: 31). The evidence for this conjecture is a tattered headlight adjustment screen nailed to the interior north door of the barn (see NH-626-6 and NH-626-9).

Comparative Analysis of Barns in Newington and Dover

In the 1830s, around the time that gable front designs became popular in domestic architecture, New England farmers began to adopt gable-fronted designs for their barns, as well. Known as the New England barn, some examples dating to 1810 can be found in central New Hampshire. Some of the advantages of this orientation were that roofs drained to the side rather than flooding the door yard, and it was easy to increase the size of the barn when needed by simply adding more bays to the gable end (Visser, 1997: 74). The New England barn also centralized the barn functions of hay barn, cow barn, and stable under one roof, whereas they had been in separate outbuildings in England. The desire for this was most likely due to more severe New England winters (Hubka, 1984: 54). By 1860 the New England gable front barn had become the more popular form and is now the most common barn found in the region (Hubka, 1984: 52).

Gable front barns are primarily characterized by the location of the main door in the front gable end. This main door is often typically slightly offset, along with the drive floor, to allow more space for the haymow on the north or west side. The Pinkham Barn's main door is only slightly offset on the façade (Visser, 1997: 75). The pitch of the roof can vary from the shallow pitch gable roofs seen most commonly in the Greek Revival versions from the mid-19th century to the more steeply pitched gable roofs and gambrel roofs seen later in the 19th and early 20th century. Barns comparable to the Ira Pinkham barn in the Newington and Dover area were first identified by means of a reconnaissance survey in Dover south of the town center and in Newington and by an examination of New Hampshire Division of Historical Resources inventory forms for properties in Newington, Dover Point, and Dover Neck (Dover Neck is north of Dover Point and divided from it by Pomeroy Cove). Interiors of the barns were not viewed initially. The only

universal characteristics noted in this phase were the gable roof and the presence of windows in the gables. The upper floor or loft is usually lit by two or three windows in the gables, but some barns had only one gable window. Most of the barns were New England barns, but some English barns with entrances on the gable sides were also found. Most of the barns have large centered or slightly off-center entrances. While a few have double swinging doors, the majority feature either interior or exterior sliding doors. Typically these doors are topped by transom lights with many small panes of glass. Many also have smaller "pedestrian" doors in the corners of the facades. First floors of the New England barns usually are lit by rows of small windows on gable side elevations. Many are bank barns, set into hillsides or dug into non-level sites with cellar entrances. A few are connected to the house via small ells. Facades and other visible elevations are often sheathed in clapboards of wood or of some type of late 20th century siding.

Most of Newington's barns are large, often 2to 2½ stories in height, while barns in Dover Point and Dover Neck are often smaller, tending to be 1½ to 2 stories with a smaller footprint than the barns in Newington. This most likely reflects a smaller average farm size. In Dover many farmers were also brick makers, although farming was their primary activity. Ira Pinkham's 7-acre farm was the average size for the thirteen farmers on Dover Point in the late 19th century and Pinkham owned a horse, a cow, and a swine. Farms in Newington in late 19th century were large dairy farms, generally 50-100 acres with a horse, two to four milk cows, and a pair or more of oxen (Dov0093; Laprey, 2003-04: 24).

Five New England barns were examined in the Newington and Dover Point area to compare their design and framing with the Ira Pinkham Barn. One, 419 Dover Point Road, is across the road from the Ira Pinkham barn and four, 97 Nimble Hill Road, 26 Hodgdon Farm Lane, 224 Little Bay Road, and 320 Newington Road, are just across the bridge over Little Bay in Newington. All the barns discussed are New England barns built in the latter half of the 19th century—mostly 1880 or later. They share the exterior characteristics of cornice returns, windows in the gables, and windows along at least one gable side. A variety in the framing, especially the roof framing, of this small subset indicates no overriding framing traditions in the area at that time, or perhaps that building practices were in transition in the late 19th century.

Other characteristics of the barns were variable enough to suggest that barns in the region were designed to adapt to individual farmers' needs. Two barns, 419 Dover Point Road and 226 Little Bay Road are connected to the house, and the rest are freestanding. All but one barn are entered through large doors centered on the gable end; 419 Dover Point Road features an off-center door. 419 Dover Point Road is the only barn with no rear doors on the ground floor, due to its location on the edge of a steep bank with no rear ground level access. Most, with the one exception of 224 Little Bay Road, had multi-pane transom lights over the main door and often over the rear door as well. The barn at 97 Nimble Hill Road has a pedestrian entrance on the front gable end, and the barn at 320 Newington Road features one on the rear gable end; the others did not have separate pedestrian entrances on the ground floor. Most of the doors were exterior sliding doors, with two exceptions. 26 Hodgdon Farm Lane's barn originally was equipped with swinging double doors on both gable ends, and now has an overhead door on the front gable end. The rails for the sliding doors on the barn at 226 Little Bay Road are extant, but the doors have been modified to accommodate the renovation of the barn into residential space. All but one of the comparison barns, 226 Little Bay Road, are bank barns with the space beneath the ground floor

varying in height from a crawl space at 26 Hodgdon Farm Lane to full height cellars at 320 Newington Road and 419 Dover Point Road.

The exterior cladding of these barns was primarily clapboard with some variations. The barns at 419 Dover Point Road and 224 Little Bay Road are clad in fiber board; 26 Hodgdon Farm Lane has been sheathed in vinyl siding. The barn at 97 Nimble Hill Road is covered in wood clapboard on three elevations, and the south elevation facing away from the road is clad in vertical board. The barn at 320 Newington Road is also sheathed in clapboard on three elevations with vertical board on the north elevation. In this case, however, the north elevation is visible from the road at a distance of a few hundred feet.

On the interiors some similarities and some major differences were observed in the framing of the barns. All use bent framing, and in most of the barns the bents are braced by horizontal timbers between the interior posts of the bents and the wall posts and by additional timbers between the respective interior posts of adjacent bents. In the larger barns, tie beams are diagonally braced at each post with additional bracing between wall girts and wall posts. Much variation exists in the roof framing. Among the roof structures in the barns were common rafters with no purlins, common rafters with a principal purlin, principal and common rafters with a principal purlin, and principal rafters with common purlins. These roofs were constructed with and without ridge pieces and the larger barn roofs were also supported by queen posts rising from the bents.

419 Dover Point Road, Dover - The two-story barn at 419 Dover Point Road in Dover was built c. 1880 and is connected to a one-story, flat-roofed rear (southwest) ell of the house. Like the Ira Pinkham barn, it is smaller than the Newington barns and its footprint is also somewhat smaller than the Pinkham barn. The northeast-facing bank barn is supported by a concrete block foundation, but appears to be from a time period similar to the c. 1878 house, suggesting that the original foundations were probably brick like that of the house (Laprey, DOV0098, 2004: 4). The barn has an external sliding door sheathed in vertical board on its façade, and is otherwise sheathed in fiber board. The track and wheel of the sliding door are hidden from view by an overhanging wood cover. The projecting raking cornices have cornice returns and the gable sides have boxed cornices. Centered over the main door is a casement window. On the southeast elevation, four double-hung windows admit light and air into the first story, and two small square sliding windows are evenly spaced on the second story. A one-story shed-roofed addition extends from the northwest elevation, partially obscured from the street by the rear ell of the house, and a former chicken coop extends from the cellar level on the southwest elevation. Alterations have been made to the barn since the 1991/2004 New Hampshire Division of Historical Resources (NHDHR) Inventory Form (Hostutler, 1991, Preservation Company, 2004: 4) was prepared. The casement window in the apex of the façade has been lowered and the hayloft door on the same elevation has been covered by new exterior cladding.

The interior of the barn differs from the Pinkham barn in having its first floor frame covered by horizontal board interior sheathing and by having a full second floor of floorboards supported by thick board joists. It also differs in the lack of diagonal bracing for the bents which would have given support to the center of the barn. The interior sheathing covers most of the first floor framing, but much of the framing is evident in the cellar and loft. The frame consists of six posts

rising from a sawn sill resting on the concrete block foundation: four corner posts and one center wall post on each of the northwest and southeast gable side walls. The shed addition has caused the northwest wall on the first floor to be removed to open the main block to the shed addition. This action makes the post on that side visible, along with the tie beam and heavy wall girts at ceiling height that once ran along the northwest wall. The posts on the gable sides are one story in height and are connected to one another by tie beams at the ceiling level of the first floor, and at the level of the wall plate in the loft. The tie beam rests on top of the first floor post and may be tenoned into it, but is at least pegged to it. The northwest wall girts are tenoned into the sides of the post. Because of the width of the barn, additional supports have been added in the form of metal posts to support the tie beams in the center of all three levels of the main barn.

Like the roof of the Ira Pinkham barn, the roof of this barn is a common rafter roof with no purlins. This roof differs from the Pinkham barn, however in having a ridgepole. The rafters are joined at the apex with a bridle joint and support the ridgepole. They are braced with collar beams made of boards nailed approximately one-third of the distance from the apex of the roof to the feet of the rafters. The molded feet of the rafters are notched over the wall plates and pegged. The plates rest on top of the posts and are tenoned into them. The tie beams in the loft—the two in the gable ends and the one in the center bent—are lapped over the plates at each end and pegged. Molded feet of the rafters for the shed roof of the addition on the northwest side are notched over the rafters from the northwest, and empty mortises for studs in the plate on the northwest side indicate the former presence of a wall on that side. These are proof that the shed was a later addition and not built with the main block.

97 Nimble Hill Road, Newington - The barn at 97 Nimble Hill Road is a well-built, two- story, gable-roofed New England bank barn, approximately 100 feet long. The boxed cornices return on the gable ends, and the barn has recently received a new concrete foundation. The bank on the west end is retained by a dry-laid stone wall. A pedestrian entry on the south corner of the west gable has a vertical board door with three strap hinges. A second pedestrian entrance on the south elevation opens to the cellar level. The barn is clad in horizontal flush board on the north, east, and west elevations and vertical board on the south elevation.

The primary entry is on the west gable end banked level facing the house. A second entry to a later addition to the barn is on the east end of the north gable side. Both entrances are equipped with exterior, rolling, vertical board doors and are capped with transom lights. The east end of the barn once had drive-through capacity provided by a third rolling door entrance on the south gable side, but that door has been permanently boarded over with vertical board exterior cladding, although its transom light and exterior door track remain.

The framing of the barn clearly reveals the difference between the two sections. The eastern end is oriented north/south with doors originally on the north and south gable sides of the structures (the south door now permanently shut). The floor level in this section is lower to match the lower terrain and allow for vehicles to access the barn. The western section is oriented east/west with a door on the gable end. The framing suggests that this east/west section is the older of the two and another door existed on the east gable end before the newer section was built. The older section probably dates to the late 1880s, the same date as the Benjamin Smith Hoyt House at 97 Nimble Hill Road.

Eighteen two-story posts rise from the sill of this large barn: four corner posts, five posts on each of the gable sides, and two posts on each gable end. In all there are five interior bents, three in the east/west section and two in the north/south section. The wall posts in the east/west section are diagonally braced to the wall plate on both sides, but those in the north/south section are not. Each bent is supported by two additional posts which break the width of the barn into three equal spaces. (Animal stalls existed on south gable side, but are not extant. Six small square windows there are now covered by exterior cladding.) Tie beams tenoned into the tops of the posts connect the posts. All of the posts are diagonally braced from the tie beam to the post on one side. Horizontal beams parallel to drive floor connect the posts in the east/west section for additional bracing and to support joists for the loft floor. The easternmost bent in the east/west section has an additional horizontal timber connecting the two inner posts below the tie beam over the drive floor. This timber is exactly matched by a horizontal timber on the west gable end wall which provides the framing for the transom light over the west door. This indicates that the easternmost bent in that section was once the eastern wall of the east/west section and provides evidence that that section was built first.

The roof is constructed differently in the east/west and the north/south sections. In the east/west section it has principal and common rafters with a principal purlin. In the north/south section has only common rafters with a principal purlin. The bird-mouthed common rafter feet are joined to a false plate that is attached to the end of the tie beams of the bents. The roof is supported by queen post trusses. The queen posts stand on the tie beams and the horizontal straining piece that runs between them is located three to four feet below their upper ends. In the east/west section the queen posts are tenoned into the principal rafters at their joint with the purlin. They are also diagonally braced into the principal rafter. In the north/south section the queen posts are tenoned into purlins with no diagonal bracing. The rafters are joined to a ridge board and have no collar beams. In the east/west section, the roof is additionally support by triangular truss formed by the feet of the principal rafters tenoned into the tie beams of the bents and the posts of the gable ends. The large rafter feet partially extend onto the false plate.

26 Hodgdon Farm Lane, Newington – The New England barn on Hodgdon Farm Lane was constructed in 1883 and is approximately 40 by 60 feet and two stories high. The east gable end is built on a bank, and the foundation is dry-laid stone and is above the ground. This allows for a low crawl space below the first floor that may have been used to shovel manure into and store it. The west doors are several feet above ground level, meaning that a wagon would have had to back up to them to be unloaded and loaded, and the barn has no drive-through capacity. The west entrance retains its double swinging doors with strap hinges, while the east doors have been replaced by an overhead garage door. Both the west and east entrances are crowned by multi-paned transom lights with splayed lintels. The south gable side has no fenestration and the north gable side has six small rectangular fixed windows.

The framing for this large, two-story barn has16 posts rising from the sill: four corner posts, two posts on the gable ends—one on each side of the door, and four wall posts on each gable side. There are four interior bents composed of two-story posts connected by tie beams across the width of the barn. Horizontal beams connect the posts parallel to the drive floor for additional bracing and to support the joists for the loft floor on the north and south walls at the second story

level. The wall posts are diagonally braced on both sides up to the plate. The tie beams are lapped over the plate and tenoned into it, and both the wall posts and the drive floor posts are diagonally braced to the tie beam. Along the walls, four girts are tenoned into the posts. Scaffolding is lapped over the tie beams of the bents over the drive floor.

The roof framing is of both principal and common rafters with one purlin. The purlin is tenoned into the principal rafters; the common rafters are tenoned into the purlin. The rafters are joined with half-lap joints at the ridge with no ridge board. The common rafter feet are joined to a false plate that is somehow attached to the tie beams, but the horizontal board interior sheathing is nailed to the exterior surface of the wall plate and this construction is obscured from view. The roof is supported by a system of trusses. The principal rafters are tenoned into the ends of the tie beams, forming a triangular truss. The principal rafters are also supported by queen post trusses. The queen posts stand on the tie beams and are tenoned into the principal rafters at their joint with the purlin. The horizontal straining piece that runs between them is located three to four feet below their upper ends. The queen posts are also diagonally braced into the principal rafters.

224 Little Bay Road, Newington – The two-story, connected, New England barn at 224 Little Bay Road has been recently renovated into living space, but the owner instructed the builder to leave the original framing in place and remain visible. The barn is set back from the road and originally had an off-center entry and long horizontal windows on its side elevations. The hooded exterior track for the sliding door remains in place. The house and barn are ca. 1850 (Laprey, 2003-04: 37) on this site, but the barn shows signs of having been constructed earlier. It was built by the scribe rule and has a principal rafter/common purlin roof. Many empty mortises and unmatched carpenter's marks indicate a major reconfiguring and all of the posts are spliced onto newer bases, indicating that the barn may have been moved from its original location. Its framing suggests the typical English barn frame built in eastern New England before the mid-19th century, which had as few as four pairs of principal rafters and three or more purlins on each gable side. Each rafter rested on a tie beam, which in turn rested on both the plate and the flared post (Visser, 1997: 13). The barn at 224 Little Bay fits this description, and may have been built before the house, moved to its present site, and reconfigured as a New England barn.

The barn has 14 posts around the outside walls that rise to a two-story height from the sill. These posts and the other heavy timbers are hand-hewn. All of the posts on the wall are diagonally braced on both sides. Four wall girts are tenoned into the posts at evenly spaced heights on the wall. The corner posts and those on the gable side walls that carry the tie beams for the three bents are flared. The wall plate is half-lapped onto the outer part of the flared tops of the posts. The tie beams rest on the tops of the flared posts and are half-lapped over the plates and tenoned into them. Three additional posts line each side the center of the barn and support the tie beams. The posts for each bent are diagonally braced to the tie beams, and additional horizontal braces between the inner posts and the wall posts brace two of the bents at the level between the first and second stories. Scaffolding over the center floor is lapped over the tie beams.

The triangular trusses formed by the principal rafters and the tie beams of the bents, are additionally supported by queen posts rising from the tie beams to the rafters. The rafters are bridle jointed and support the ridge beam. The ridge beam is additionally braced by yokes spaced

a few feet apart which may be may be later additions. Some of the purlins are partially sistered. The roof sheathing boards are laid vertically across the purlins.

320 Newington Road, Newington – This is a late 19th century, two-story, New England bank barn with sawn heavy timber framing. Its foundation is partly concrete block and partly rough granite. The cellar has a concrete floor with all the posts replaced by new wood posts on concrete bases.

The sill is all wood except for one portion that is concrete. The posts that rise from it and all of the other heavy timbers in the barn are sawn wood. The posts include four corner posts, one on each side of the door on each gable end, and three posts along each side of the drive floor, for each of the three interior bents. The posts along the gable walls are tenoned into the plates that rest on them. The tie beams of the bents are half-lapped onto the plates and pegged. Diagonal braces are nailed into place between the tie beams and posts, but the diagonal braces between the wall posts and the plate are tenoned into both of these major framing members. Horizontal beams, approximately halfway between the main floor and the tie beams provide additional bracing and support joists for loft floors on each gable side. Additional horizontal beams across the drive floor at a slightly higher level carry slender scaffolding above the drive floor.

The roof is a common rafter roof with one purlin on each slope. Two posts rise diagonally from each tie beam to support the roof structure, one to a purlin on each slope of the roof. These posts thus form a type of queen post truss, but without the connecting straining beam between the queen posts. The rafters are supported in turn by the purlins, and the rafter feet rest on the plates, where they are pegged into place. The ridge beam carries the rafters which are joined above it, obscuring the view of how the rafters are joined.

Description of Ira Pinkham House

The Ira F. Pinkham house, built ca. 1853, is a 1 ½-story side hall plan house oriented gable-end to the street and is supported by a brick foundation. The walls were sheathed with asbestos shingles ca. 1950. The gable roof is sheathed with asphalt shingles; the eaves project and return with molded fascia boards. Brick stove chimneys are centered on the ridges of the main block and ell. Two late 19th century gable dormers are evenly spaced on the southeast roof slope. An early 20th century, one-story, enclosed porch wraps around the façade and southeast elevation. The porch is sheathed with wood shingles and lit by horizontal sliding windows. A portion of the original fenestration pattern remains behind the enclosed porch and on the northwest elevation, with 1/1 double-hung sash, topped with molded lintels and plain surrounds. The main entry to the porch is on the angled southeast corner. A late 19th century two-story, three-bay deep ell with a shallow gable roof extends from the northeast elevation. The ell is trimmed in a manner similar to the house. One-story additions to the ell have been added on the northwest and southeast elevations.

The house is located at 430 Dover Point Road, on the southeast side of Wiggin Drive, a short 150-foot long side street extending northeast from Dover Point Road. The 0.80 acre-property is bounded on the southwest by Dover Point Road, the northwest by Wiggin Drive, the northeast by the Spaulding Turnpike, and the southeast by a vacant parcel. There is little vegetation on the property, as the land was cleared for use as fenced outdoor dog kennel runs during the late 20th

and early 21st centuries. A paved asphalt driveway extends northeast from Dover Point Road on the south side of the house. The driveway widens on the north side of the property, indicating the former location of the Pinkham barn, which was removed in 2010. A separate section of this report is devoted to the barn.

Exterior

Southwest façade

The southwest façade of the house has four bays in the enclosed porch addition, with three bays on the façade and a corner entrance in the southeast corner of the façade (NH-626-12). The original first story of the façade has been covered by the enclosed porch addition, and much of the original fenestration is no longer extant. However, the original front entrance is still extant inside of the enclosed porch, on the southeast side of the original façade (NH-626-13). This original entrance contains sidelights flanking a paneled wood door, which has oval glazing and molded beading around each panel. Other decorative details of the original entrance include a 20th century applied stained glass motif on the sidelights, which are paneled on the bottom.

The enclosed porch on the first story has a gabled entrance in the southeast corner, which is used as the current primary entrance to the structure. The gable's pediment over the entrance contains the house number in the center and a decorative plaque of an eagle is placed at the apex. The entryway consists of a paneled wood door with a central light, reached by a set of wood stairs with a more recent decorative wood railing. Three evenly-spaced metal sliding sash windows light the porch on the façade, surrounded by wood square-edge trim. A wood string course runs underneath the window line. Wood shingles cover the porch above the string course, while the area below the string course has been covered with asbestos siding.

The top half-story of the façade consists only of a paired 4/4 casement window in the front gable peak, with a louvered attic vent above.

Southeast elevation

The southeast elevation has four bays in the main block, the first story of which is obscured by the enclosed porch on this elevation (NH-626-14). However, some of the original fenestration of the house remains on the interior of the enclosed porch on the northeast side. Of the original fenestration, two 1/1 sash windows are extant, though the lower portion of the north-most window has been blocked by a plywood insert.

The enclosed porch has four metal sliding sash windows with square edge wood trim, and the wood string course below the window line continues from the façade. Above the string course, the porch has wood shingle siding, while asbestos shingles are used below the string course. An exterior entrance on the northeast side of the porch consists of a wood paneled door accessed by two poured concrete steps.

The main block of the house contains two late 19th century gable dormers in the east roof slope which each have a single window with metal 1/1 sash. The dormer pediments overhang the window openings slightly, and have no decoration but are clad in asbestos shingle siding.

The rear ell has three bays on the southeast elevation, with a central entrance containing a glazed paneled door surrounded by wide undecorated wood trim. A storm door protects the entrance, which is reached by poured concrete steps. Two windows of differing sizes flank the entrance. On the southwest side, a triple-paned window with narrow back band trim and a shallow sill and apron has casement openings in the side portions. A 1/1 sash window with a wood surround and projecting sill is located on the north side of the entrance. At the northeast side of the ell, a small one-story flat roof addition projects from the main elevation.

The second story of the ell contains three irregularly-spaced 1/1 sash windows. Each window has back-band trim and a shallow apron.

Northeast elevation

Very little of the main block is visible on the northeast elevation, due to the addition of the rear ell which covers most of the original exterior wall (NH-626-15). The exceptions are a triple-paned casement window in the gable, which has six panes in each section, and a metal cellar door located along the foundation.

The first story of the two-bay ell on this elevation contains a single-pane awning window with back-band wood trim and a molded apron. An entrance is located in the west addition to the ell, containing a glazed wood door protected by an outside storm door. Undecorated wood trim frames the door, and a wide head casing extends the surround up to the eave. A wood deck contains an accessibility ramp on the west side of the entrance, and concrete stairs on the east side.

On the second story, a similar rectangular window to the first story awning window is located on the ell. The top of the gable in the ell projects slightly, and contains a small louvered attic vent.

Northwest elevation

The main block has four bays on the northwest elevation, and features the only original exterior fenestration and trim on the first story (NH-626-16). In the center of the main block, a glazed paneled door is accessed by a set of open wood stairs. Two 1/1 sash windows are located on the south side of the entrance, while a third is located on the north side of the entrance. The windows and door of the main block are decorated with back bead wood trim, cap molding, and a shallow apron under the window sills. Only one bay of the enclosed porch exists on this elevation, which has the same sliding sash window, string course, and mixture of cladding as the southeast elevation of the porch.

On the rear ell, a flat roof addition forms almost the entire first story, while a shallower shed roof addition is located between the main block and the rear ell. There is a horizontal double window on the northeast side of the ell. A 3/3 sash window surrounded by back bead wood trim and an

apron is southwest of the horizontal window. The same trim surrounds the three windows on the second story of the ell, consisting of a single pane window flanked by two 1/1 sash windows.

Interior

The interior of the house has two stories, with the public and kitchen service-related rooms on the first floor, and several bedrooms on the second floor. The layout consists of a 20 foot x 28 foot main block, a two-story 14 foot x 28 foot rear ell addition, and an enclosed porch addition on the first floor. There are two staircases, including one on the east side of the main block and the other in the center of the rear ell. Although there is an attic space, it could not be accessed. Descriptions for the interior rooms are grouped according to their locations in the main block or in an addition.

First floor, main block

The interior of the main block has two rooms and a side hall on the first story, surrounded on the southwest and southeast elevations by an open-plan enclosed porch. The 20 foot x 14 foot back room forms the entire north portion of the main block on this floor, with the south portion divided into a 13 foot x 12 foot front parlor and a 4 foot x 14 foot hallway adjacent to the main staircase. Although the primary entrance to the house is in the corner of the interior porch, access to the interior of the main block is through the original sidehall entrance as noted in the exterior description. Doors on the northwest and northeast sides of the hallway lead to the front parlor and back room, respectively. In turn, the rooms are connected to one another via a doorway on the west side of each room.

The front parlor retains much of its original decorative molding, including crown molding at the ceiling and wide baseboards at the floor (NH-626-17). The windows on the northwest elevation are surrounded by wide wood trim, capped by cornice molding with similar molding forming the sill. Cornice molding also caps the doorways into the back parlor and hallway. The walls are covered with painted wood paneling, and a dropped ceiling supports wide fluorescent lighting. A niche on the northeast side of the room, created by a shallow wall rather than a recess in the wall, contains a wood cabinet that has been hung on the wall. The room contains an uncovered hardwood floor.

The back room retains some narrow wood crown molding on the northeast, northwest, and southwest walls, though the crown molding from the southeast wall has been replaced by a faux hammered molding (NH-626-18). The window on the west wall retains similar wide trim and molded sill as the windows in the front parlor, though the window is capped with a simpler square edge design. The same trim caps the doorways, which contain Dutch-style half doors, presumably installed at the time of the building's conversion to a dog kennel. The walls in the back parlor have picture molding, dividing the wall into different frames with vertical wood paneling on the top and a possible Anaglypta covering on the bottom. Although linoleum tile covers the floor, it is possible that hardwood flooring is extant under the later covering. A built-in shelving unit in the center of the northeast wall contains five shelves, surrounded by wide wood panels and topped by an entablature with a large dentillated pattern lining the top and bottom of the frieze. The ceiling has applied square beams running northeast/southwest.

The staircase is located on the northwest side of the hallway, with a small broom closet tucked underneath. A turned newel post decorates the base of the staircase, and a wood railing is supported by square balusters (NH-626-19). The steps themselves have a protective utility carpet runner. The rest of the hallway has wood paneling on the walls, a hardwood floor, and asbestos tile covering on the ceiling.

First floor, additions

Additions on the first floor include the enclosed wraparound porch on the main block, a rear ell addition, and a shed addition onto the rear ell that results in a four-room kitchen/wing on the north side of the house.

A 9-foot wide enclosed porch wraps around the southwest façade and southeast elevation of the main block, with doorways on the northeast side of the porch providing access to the rear ell addition and the exterior of the house. Wood trim around the windows of the porch is simple, with a wide square edge surround and a slightly projecting sill above an undecorated apron. The walls are painted plaster with linoleum base trim, and linoleum tile flooring is used throughout the space. The southwest portion of the porch contains a receptionist/greeting desk used during the building foots commercial period. Tall particle board shelving has been mounted against the wall on the northeast portion of the porch. The northeast wall of the porch contains two doorways – the decorative details and floor level change of the doorway to the rear ell indicates its original function as an exterior entrance. The doorway is similar in composition to the original front doorway to the house found on the south façade of the main block. A paneled wood door is flanked by vertical sidelights, decorated with an applied stained glass pattern with molded cap trim. The doorway leads to a small vestibule, one step up from the entrance level.

The rooms in the rear ell appear to have been primarily utilized for kitchen and dining activities. A large 14 foot x 13 foot room on the southeast side of the ell likely served as the dining room (NH-626-20). The room contains similar wood wall paneling and trim as the back room of the main block, including the thin crown molding, plain baseboard molding, and square edge trim around the doorways and window. The linoleum tile flooring is also continued from the back room. There are a number of doorways leading from the dining room, including doorways on the southwest wall to the back parlor and original exterior entrance vestibule, a doorway on the northwest wall leading to the bathroom, and doorways on the northeast wall leading to the kitchen and a secondary staircase up to the attic story. A large built-in buffet on the northeast wall has been constructed around the chimney, with decorative but non-functional wood paneling in the center indicating the location of the chimney shaft. The top of the buffet contains a combination of recessed shelving and glazed china display cupboards, while the bottom of the buffet contains a series of drawers for additional storage. The two sections are divided by a curved projecting shelf and a wide cornice molding tops the unit at ceiling level. Double paneled doors conceal a cabinet with built-in shelves on the northwest wall.

A small 8 foot x 10 foot bathroom with late 20th century fixtures is located at the southwest corner of the rear ell addition, with a built-in cabinet on the northeast wall and vanity built

around a sink on the northwest wall. The walls have a simple baseboard molding, with a molded sill and apron at the base of the window.

The northeast and northwest rooms of the rear ell function as a kitchen and pantry, respectively. The two rooms are connected by a large arched opening. In both rooms, the walls are covered with wood paneling with decorative edges that create a vertical striped pattern across the room. As with many of the other first floor rooms, the floor is covered with linoleum tiles, and thin crown molding and a simple baseboard molding line the walls. The wood trim around the windows and doorways in the kitchen and pantry are generally more decorative than those found in the back parlor and dining room, with molding used around the inside edge of the surrounds. Built-in shelving and appliances line the entire northeast wall of the 13 foot x 14 foot kitchen (NH-626-21). On the bottom, a large unit of closed cabinets and drawers houses a metal double sink and dishwasher, with a small section of open shelving on the east side. A window with a projecting sill in the center of the wall provides light to the work space. On either side of the window are large sliding door cabinets, projecting at an angle that tapers the width of the cabinets at the bottom. Overhead wood cabinets with sliding doors are installed on the southwest wall of the kitchen. A doorway on the southwest side of the room leads to the cellar staircase.

The adjacent 8 foot x 9 foot pantry has built-in shelving on the northeast and southwest walls. The southwest wall contains a built-in full-width buffet, with drawers, shelving, and a projecting work surface on the bottom. The top portion contains two side cupboards and long open shelving framed with scalloped boards. Corner shelves are built into the northwest corner of the pantry.

Second floor, main block

The main block on the second floor contains four rooms, including two bedrooms, a bathroom, and a fourth room that may once have served as a bedroom but most recently functioned primarily as a passageway from the main block to the rear ell addition. Each room has sloped ceilings on either the southeast or northwest side, due to the angle of the gabled roof above. The rooms are arranged around a narrow 3 foot x 11 foot east/west hallway, which provides access to each room as well as the primary front staircase at the southeast corner.

The 13 foot x 12 foot front bedroom is the largest room in the main block, with a walk-in closet situated off the southeast side of the room (NH-626-22). Trim for the walls, windows, and doors is quite similar to those found in much of the first floor. The walls feature crown molding and a simple baseboard. Square edge trim surrounds the window and doorways, with a projecting sill and molded apron underneath the double casement window. Wood paneling covers the walls and sloped portion of the ceiling. The hardwood floor has been covered with particle board for protection from wear.

The 11 foot x 8 foot back bedroom contains similar materials and trim to those found in the front bedroom (NH-626-23). A closet on the south side of the room is accessed through two sliding wood doors on the southwest side of the room. Southeast of the back bedroom, an 8 foot x 10 foot room used as a passageway to the rear ell bedrooms has wood paneling on the walls and sloped portion of the ceiling, with baseboard trim around the walls (NH-626-24). The floors are

tongue-and-groove hardwood. The space is lit by a dormer window; the window opening is framed in the sloped portion of the ceiling with square edge trim and aboard with scalloped edges along the top. The second dormer window lights the stairwell, which is equipped with an overhead cabinet on the east wall. A small 5 foot x 5 foot bathroom is tucked under the gable on the northwest side of the main block, between the two bedrooms. The walls and ceiling of the bathroom have been covered by large vinyl tiles fitted into an aluminum frame.

Second floor, additions

The second floor contains two bedrooms in the rear ell addition, linked by a hallway along the stairwell on the northwest side of the ell. The staircase features an elaborate railing on the second floor, with a turned newel post and turned balusters (NH-626-25). Generally, both bedrooms have the same materials and trim found in the second floor of the main block, including wood paneling on the walls, narrow crown molding, baseboard molding, window surrounds, and hardwood floors. The front bedroom, measuring 14 foot x 13 foot, has light provided by windows on the east and west walls, with a shallow closet on the northeast wall (NH-626-26). The rear bedroom is L-shaped, and is on the northeast and southeast sides of the hallway. In the 14 foot x 8 foot north portion of the room, the bedroom contains windows on all three sides, with decorative brackets framing the window and supporting shelving along the entire wall. A scalloped board runs the length of the ceiling on the north end of the room, and another scalloped board is located atop the doorway to the hallway. There is a closet located in the 5 foot x 6 foot south portion of the room on the northwest side.

Cellar

The unfinished cellar is constructed of brick and is open in plan, with two rooms separated from the main space. The staircase access to the cellar is on the north side of the house, leading down from the kitchen in the rear ell. On the west side of the staircase in the ell, a narrow room has been set off by construction of brick walls and a concrete step up from the main floor level. The doorway to this room remains unframed. A second room has been created on the east side of the main block, accessed through a wood framed doorway from the main open space of the cellar.

Comparative Analysis of Residential Buildings on Dover Point Road

The Ira F. Pinkham House is one of three dwellings located on Dover Point Road in close proximity to one another, which share a similar 1 ½ story sidehall plan and were constructed within a period of approximately 30 years. The Charles Morang House property also contains a connected barn, which is included in the comparative evaluation of the Pinkham barn. All three of the houses have been altered by construction of additions during the early 20th century and replacement cladding materials dating to the late 20th and early 21st centuries.

In addition to sharing a comparable plan, the three houses were all constructed by local brick making families, exhibiting the importance of the industry to the history of Dover Point. Brick making was first practiced on Dover Point ca. 1800, taking advantage of the deposits of natural marine clay located close to the surface along the Piscataqua and Bellamy Rivers, and Little Bay. Easy access to transportation allowed bricks made on Dover Point to reach a number of regional

markets, and the increasing demand for fire-resistant construction during the 19th century resulted in a successful and growing local industry. At Dover Point, brickyards were often established on residential property, along the waterfront, while land close to the main house was utilized for farming.

All three houses exhibit significant alterations to their exteriors, reflecting the need for additional space, progression of new building materials for alterations to the houses, and the increase in preference for enclosed porches. The Charles Morang House retains the most integrity. Despite the application of modern siding, the original fenestration and window sash is still extant in much of the house, and the original hooded entrance is still in place. In addition, the Charles Morang House property is the only parcel of the three to extend down to the shoreline, incorporating the site of its original brickyard.

George Card House, 425 Dover Point Road, Dover, DOV0096 - The George Card House is located on the south side of Dover Point Road, just west of the Ira F. Pinkham House. The house is one of two dwellings constructed on parcels subdivided from the William and Martha Card property in 1878. One parcel was sold to their son George Card (b. 1843), who constructed the house at 425 Dover Point Road. The other parcel was sold to Charles Morang, who constructed the second house discussed, at 419 Dover Point Road. Like the Pinkham family, the Card family had operated brickyards for multiple generations, and George Card initially went into the family business before establishing himself as a carpenter. The similarities between his own house and the Charles Morang House, each built at the same time, suggest that George Card may have been involved in the construction of both structures. After his father William Card died in 1904, George Card and his wife Annie inherited much of his parents' estate. Four years later, they sold the house they constructed to Ella Robinson, who lived there with her son Benjamin Robinson until the early 20th century. It was around this time, in 1910, that the Ira F. Pinkham House was also sold to an individual who was not a family member; this period marked the end of more than 100 years of family-owned brickyards on Dover Point.

When the house was first recorded on an inventory form in 2004 it was undergoing substantial renovation, and the inventory form records features of the house prior to the new construction work and features being altered as part of the renovation. Several architectural features are similar to that of the Ira F. Pinkham House. The 1 ½ story end gable dwelling is supported by a brick foundation, and the three-bay wide house has a sidehall plan. There is a ridgeline chimney, and prior to the renovation a shed dormer on the east side (the same side utilized for dormers in the Ira F. Pinkham House) provided extra light to the attic story; as part of the recent work, the dormer was extended to the width of the house and a matching shed dormer has been added to the west side of the roof, creating a full story of living space on the second floor. Decorative elements include fascia boards along the cornice, short return cornices in the gable ends, and simple wood trim around the windows, as found on the Ira F. Pinkham House, but the 6/1 sash windows dating prior to the renovation have all been replaced along with the doors. A gable roofed entry porch supported by columns, dating from ca. 1920, was removed. As with the Ira F. Pinkham House, the original clapboard siding had been replaced with asphalt shingles when the house was recorded on the inventory form in 2004. During the 2004 renovation, the shingles were replaced with modern vinyl siding. A one-story sunroom was added to the rear (south) elevation of the house ca. 1940, approximately the same time that the porch was either added to

or enclosed on the Ira F. Pinkham House, exhibiting some of the same patterns of renovations common to 19th century farmhouses on Dover Point. The property also contains a one-bay detached garage, situated southeast of the house. The garage, constructed in the mid-20th century, has a front gable roof and clapboard siding.

Charles Morang House, 419 Dover Point Road, Dover, DOV0098 - The second house constructed on the parcels subdivided from the William Card property in 1878 was built by brick maker Charles Morang. Although Morang was not a member of a multi-generational Dover Point brick making family, such as the Pinkhams and the Cards, he started his own brickyard and farm on his Dover Point property. The 1900 census shows ten French Canadian migrant laborers residing with the Morang family, who served as seasonal workers at the brickyard. Charles Morang's sons Fred and Ralph joined their father in the family business and formed the C.H. Morang and Sons brickyard, which was located further north along the river in Dover by 1912. Unlike the Ira F. Pinkham House and the George Card House, the property for the Charles Morang House still extends to the shoreline. Charles Morang's children inherited the house after his death and sold it outside the family in 1929.

As mentioned in the discussion of the George Card House, several similarities between the Charles Morang House and the George Card House suggest that Card, who worked as a carpenter, may have been involved in the construction of both houses soon after the two parcels were sold in 1878. Similar to the Ira F. Pinkham House and the George Card House, the 1 ½ story house has an end gable roof, sidehall plan, brick foundation, short cornice returns in the gables, and a dormer on the east side of the roof. The Charles Morang House and George Card House are both three bays wide and two bays deep. Around the entrance, a wide surround is capped by a small hood supported by Italianate scroll brackets. The application of aluminum siding in the late 20th century has obscured any original cornice or window trim, but the original 2/2 wood sash windows are visible. An enclosed porch on the east elevation dates to the mid-20th century, similar to enclosed porch additions found on the Ira F. Pinkham House and the George Card House, though this may indicate the enclosure of a pre-existing 19th century porch. A one-story rear ell, likely dating to the original construction of the house, is composed of two sections and connects the main house to the barn. The ell has the same late 20th century aluminum siding used on the main house.

There are three outbuildings on the property, consisting of a barn, garage, and well house. The oldest of the outbuildings is the 1 ½ story New England bank barn, which dates to the original construction date of the house and is similar in size to the barn which was part of the Ira F. Pinkham property (for further discussion of the two barns, see the comparative evaluation discussion for the Ira F. Pinkham Barn). The barn is situated south of the house, with a large sliding aluminum door and hayloft door on the north façade. The original clapboard siding has been retained. A one-story shed addition extends the full length of the west elevation of the barn and a chicken coop has been added to the rear south elevation. The side-gable detached garage was constructed ca. 1935, and has a full-length shed addition on the east elevation. The well house was constructed at approximately the same time as the garage, and both structures have clapboard siding.

HISTORICAL BACKGROUND

Overview

The following background is derived primarily from the "Historical Background" section of the Newington-Dover Project Area form (NWN-DOV), compiled by Kari Laprey of Preservation Company in 2003-2004.

The Piscataqua-Great Bay region is formed by five tributary rivers that flow together to make Great Bay, Little Bay, and the Piscataqua River which flows through Portsmouth Harbor to the Atlantic Ocean. Though humans have lived in the area for over 10,000 years, the first European settlement in the region dates from the 1620s on Dover Point, which is located at the very center of the confluence of the five tributaries of the navigable Piscataqua River. It became the natural hub of activity from all points inland as the region began to be settled by Europeans. The settlers on Dover Point established a community, built homes and cleared fields, but the location on the narrow peninsula ultimately did not provide enough space or resources for the growth of a town. The center of Dover eventually moved north to the area around the falls of the Cochecho River which provided water power and became the site of an important sawmill. The economic and social history of Dover Point turned in a different direction (Appledore, 2000: 38-39).

Because of its important location on the Piscataqua, and its natural resources, including lumber and clay, Dover Point continued to be significant to the region's historical development. It was a maritime transportation and shipbuilding center, a brick manufacturing center, and a land and rail transportation corridor between the seaport of Portsmouth and the interior. In the early 20th century, it became the site of a summer cabin and hotel community, a state park, and finally the location of the Spaulding Turnpike, the highway that links Route 1-95 with the recreational areas of the White Mountain and Lakes Regions (Laprey 2003-2004: 20).

Early History of Dover Point

In 1623 Dover Point was the second site of European settlement in the region, and in the 17th century Dover was one of New Hampshire's four original great plantations, along with Portsmouth, Exeter, and Hampton. An early village developed just north of Pomeroy Cove, supporting itself primarily by fishing, lumbering, and farming. The land was used for farming through the 17th and 18th centuries, but lumber was an important early industry on Dover Point, as well. Lumber mills were established on inland rivers and the lumber was shipped on gundalows, a local barge-like vessel that could carry large loads easily up and down the rivers, to Dover Point for transport for building in Portsmouth, Boston, and London. The lumber industry remained important for over 100 years. Some of the lumber remained on Dover Point and was used for shipbuilding as early as the mid-17th century (Laprey, 2003-2004: 22-23; Appledore, 2000: 39).

Dover Point also became the location of one of the earliest water crossings in the state, with ferry service between Bloody Point in Newington and the southern tip of Dover Point begun in 1640 and continuing until the late arrival of the railroad in 1873. Early roads leading to this crossing included Dover Point Road, running north-south along the point in and out of the town of Dover's developing center on the Cocheco. Farms were spread along both sides of the road with rectangular lots extending down to the water on either side. Bloody Point Road or Greenland Road (now Nimble Hill Road) connected Newington's town center with the ferry as early as 1660. Early on, this was part of the south-north road from Hampton through Greenland and Newington to the ferry. Roads also connected Portsmouth to the crossing. In 1794, a group of private investors hoping to bring more traffic into Portsmouth funded the construction of the Piscataqua Bridge. The bridge between Fox Point in Newington and Cedar Point in Durham was the largest bridge in the country at the time and was integral to construction in the early 1800s of the First New Hampshire Turnpike from Portsmouth to Concord. The ferry from Dover Point continued to run, but on a reduced scale (Laprey 2003-2004: 21-22).

Brick Manufacturing on Dover Point

During the early 19th century, Dover Point became a center for brick making due to large deposits of marine clay (blue clay) that were located near the surface in beds along the banks of the Piscataqua and its tributaries. The clay fired into strong, high-quality bricks. In addition, there was open land on Dover Point for processing the clay and building kilns. Clay was used in the earliest settlement years to make brick chimneys. Brick making grew in importance during the 19th century, with the first recorded brickyard in the area owned by Thomas Henderson on the southeast side of Dover Point. He sold it to Captain Thomas Card in 1812 and moved further north to establish another brickyard on the river. Enoch Pinkham (1796-1875) acquired that brickyard, and the Pinkham family dominated brick manufacturing on the end of Dover Point for several generations (Laprey, 2003-2004: 25-26).

The brick industry prospered not only because of the presence of good-quality clay, but also because of available water transportation to ship the bricks by gundalow to market, seasonally available labor, and available firewood to burn in the kilns. A ready market waited in Portsmouth in the early 19th century where a series of fires had resulted in ordinances mandating fireproof construction. Brick textile factories were being built in Dover and in several other locations in southern New Hampshire. In addition, Dover River brick was in high demand in Boston markets (Laprey, 2003-2004: 23).

During the early period of brick manufacture, the method was to dig the clay with shovels or by horse drawn cutter in the fall or early spring. The clay would then be turned frequently or else spread thinly on dry ground to dry over time. In the summer, the clay was slaked in soak pits and tempered in a pug mill or by being trod on by men or oxen. It would then be molded into bricks by hand, left to dry in the yard, and fired in a kiln (Laprey, 2003-2004: 25).

By the late 19th century brick making technology had improved. All brickyards used horse-drawn clay cutters, which cut a two-inch layer each day from the clay. The clay was then left to soak in water in a pit overnight. The following day it was then mixed with sand to prevent shrinkage and shoveled into a horse-powered brick machine. The top of this machine was fitted with knives to

pulverize the clay, which was then forced down into a press box that held a six-brick mold. When the mold was filled, it was taken out and taken by cart to a drying ground, where the bricks were tipped out and left to air dry. This was a vulnerable time for the brick because it could be damaged by rain, and some yards built ventilated sheds to protect them. Kilns were built of green bricks in arches of 20,000 to 25,000 bricks under which wood was placed. Skilled burners constantly tended the kiln fires, attempting to fire the bricks as evenly as possible. Because of the heat needed to properly harden the bricks, the firing process took enormous quantities of hardwood—20,000-30,000 cords a year in the 1890s when the Piscataqua region brickyards were at their height.

As the 19th century progressed brick making became ever more important to the economy of Dover Point. Up to 1850, brickyards were simply considered part of farm operations. They were not listed in the industrial census of that year, and no one gave brick making as their occupation (Laprey, 2003-04: 25-26). By 1860, brick making was a predominant part of the area's economy. In June of that year the census recorded eleven farmers, and eight brick makers living on Dover Point, as well as four seamen and a hotelkeeper. Some brickyards owners continued to identify themselves primarily as farmers. The 1860 industrial census listed nine brickyards. Most employed one or two men part of the year. Each made 150,000-300,000 bricks a year and burned between 72 and 250 cords of wood (Laprey, 2003-2004: 24).

Brick making, farming, and maritime trades were often family run businesses on Dover Point. Properties in the neighborhood were often owned by generations of one family and nearby relatives. Brick making integrated well with farming, which was a seasonal occupation, and most of the families on the Point had riverfront brickyards in addition to their farms. A prime example is Enoch Pinkham, who bought Thomas Card's brickyard. He was the sixth generation of the Pinkham family living in the area. His father had moved to Tuftonboro, New Hampshire, but Enoch returned to Dover Point to marry his cousin Hannah Davis Pinkham and have nine children. The Pinkham family dominated brick manufacturing on the end of Dover Point for several generations. Historic maps show Enoch Pinkham's house (later the Piscataqua House hotel) was located west of the southern end of Dover Point Road in the path of the Turnpike. The end of Dover Point Road bent toward Pinkham's wharf, now in Hilton Park. Pinkham's brickyards were located on either side of the point, on the current sites of Newick's Restaurant and Hilton Park (Laprey 2003-2004: 23).

Three of Enoch Pinkham's sons established brickyards and built houses near their father's residence. Ira F. Pinkham (1833-1907) a brick maker built 430 Dover Point Road (DOV0093) ca. 1853. As of 1860, Richard Augustus Pinkham (1831-1888) and John Elbridge Pinkham (1835-1906) both brick makers were living with their father. Also boarding in the household were four young men (ages 19-20) who were working in the brickyard. One was French Canadian, one Irish, one from Maine and the other from New Hampshire. John E. Pinkham built his house at 439 Dover Point Road (DOV0091) in the 1860s and had his own brickyard in the vicinity. Richard Pinkham's house was located where Newick's Lobster House (DOV0145) is now at 431 Dover Point Road, across from the Ira Pinkham House. Richard's brickyard was on the same site. Later Richard acquired his father's brickyards closer to the end of Dover Point. The youngest Pinkham brothers Ezra Oscar and DeOrville L. also worked as brick makers. At the turn-of-the century, they were in charge of the Fiske Brick Company, located north of Sandy

Point. Sons of Daniel Pinkham of 293 Dover Point Road (DOV0135), Aaron (1825-1900) and Alonzo (1829-1900) Pinkham were also brick makers just to the north on Dover Point. Aaron Pinkham's brickyard was located on the east side of Dover Point Road, north of Hilton Road. He had a house nearby and later owned his father's homestead. Alonzo lived south of his father at 301 Dover Point Road (DOV0137). These Pinkhams were also farmers. In 1860, Thomas Parle, a brick maker who later lived on the site of 391 Dover Point Road, boarded with Aaron Pinkham (Laprey 2003-2004: 25).

Brick making operations expanded in the 1860s and annual production doubled. The 1870 population censuses listed seven Dover Point men as brick makers, seven as farmers. Sons and unrelated boarders lived with them and assisted as laborers. Increasingly, brickyard workers were French Canadian young men who migrated south each summer to work in the yards. Farm families had three or four young men board with them and work in the brickyards during the spring and summer months (Adams 1976:114; Bureau of the Census 1870b). Three French Canadian laborers were boarding in Hanson's hotel when the census was taken. John E. Pinkham's (439 Dover Point Road, DOV0091) brickyard employed four men and produced 350,000 bricks in a year. Five men worked in Richard Pinkham's yard (site of 431 Dover Point Road). Ira and Albert Pinkham's yard employed one man and produced 300,000 bricks. Aaron Pinkham's yard, which was somewhere north of Pomeroy cove, employed three and produced 500,000 bricks a year. Sometimes the brickyards were located on the same property as the owner's residence, and sometimes they were located elsewhere. North of the Project Area on Dover Neck were the yards of Moses Gage, Isaac Lucas and Andrew Roberts which employed 3-4 men. David H. Gage manufactured brick machines (Bureau of the Census 1870a; Laprey 2003-2004: 25).

Although Dover had rail service in the mid-19th century, no rail connection existed between Dover and Portsmouth until 1873. At that time, the construction of the Portsmouth and Dover Railroad allowed for the growth of the brick industry by providing transportation in addition to the rivers (Laprey, 2003-2004: 28).

The Piscataqua region brickyards were at their height in the 1880s and 1890s. Bricks were transported to Dover and Portsmouth by gundalow, or on to Boston or Portland by schooner. During the 1890s, the Dover Navigation Company operated a fleet of six to eight schooners, known as "brickers," which averaged 20-30 trips a season. One schooner could carry 50-60,000 bricks, worth about $150 (Beaudoin and Whitehouse 1988:170, 188). Brickyards were first listed in Dover's business directory ca. 1890, though they had been in operation for decades. In that year, there were twelve brick manufacturers (Laprey 2003-2004: 26).

The brick industry declined on Dover Point during the early 1900s, due to the depletion of clay and the mechanization of the industry. One of the last was the Fiske yard, established in 1902 by Boston investors, north of Pomeroy Cove on the east side of Dover Point Road. The plant was large and modern. Raw materials entered the plant on a railway at the south end of the large plant and were mechanically transported through the manufacturing process, replacing the labor-intensive 19th century method. Most of the clay was cut from beds farther up Back River, rather than on Dover Point. Clay and sand were brought to the plant by rail from as far away Madbury, approximately four miles distant. Two yards still in operation in 1908 were the Seavey &

Loughlin yard on Dover Point, west of the railroad bridge (the original Enoch Pinkham yard) and John E. Pinkham's yard a short distance north. Mr. Loughlin ran his brickyard and was also the proprietor of the Piscataqua House hotel. About 1910 E.P. Kennard purchased the Loughlin property making the old hotel into a residence and the brickyard site into an extensive lawn (Scales 1923:59). Farther north on Dover Neck, brickyards remained in operation into the 1920s, and the last brickyard in Dover was operated by Charles Belanger during the 1930s (Laprey 2003-2004: 27-28, 30).

Dover Point in the Latter Half of the 19th Century

As of 1850, area residents on Dover Point included nine farmers (plus their sons who worked as farm laborers), a blacksmith, a shoemaker and four mariners (Bureau of the Census 1850b). The brickyards were considered part of farm operations and were not listed in the industrial census of that year. Dover Point and Newington were both sites of numerous productive farms, benefiting from their proximity to growing cities in Dover and Portsmouth (Laprey 2003-2004: 24).

The area was dramatically impacted by the loss in 1855 of the Piscataqua Bridge between Fox Point in Newington and Cedar Point, which was irreparably damaged by ice flows and was not rebuilt. For nearly twenty years there was no bridge across the Piscataqua, and commerce was again dependent on ferry and gundalow traffic in the region. In the interim, travelers from Portsmouth going west had to travel around the south side of Great Bay. From Portsmouth to Dover, the route went through Kittery and Eliot, crossing upstream over the Salmon Falls River. The brick industry, which relied on river transportation, was able to continue prospering on Dover Point (Laprey 2003-2004: 24).

A direct route from Portsmouth to Dover was built with the construction of the Portsmouth-Dover Railroad Bridge over Little Bay in 1873. This rail route from Portsmouth to Dover ran northwest out of Portsmouth along the shore of the Piscataqua in Newington and crossed the water between Bloody and Dover Points, continuing north up Dover Point. The bridge crossed parallel to and east of the bridges that were to come later from the northeast tip of Bloody Point, to the southeast edge of Dover Point, now in Hilton Park. The bridge carried the railroad and a roadway, which was subject to a toll. Passenger and freight depots were located north and south of the bridge. The Dover Point depot, which stood in the path of the Spaulding Turnpike, is no longer extant (Laprey 2003-2004: 25-26).

Dover Point and Summer Tourism

The first summer hotel on Dover Point was John P. Hanson's hotel, later Hilton Hall, built in 1854 on the site of an older house (site now in Hilton Park) (Scales 1923:64). Later, the railroad fed a small summer tourist business on Dover Point during the late 19th century. Hilton Hall was located near the station and was popular with visitors into the 1920s. Nearby Pinkham's Grove was the site of large clambakes, to which residents of Dover and Portsmouth traveled by special train. About 1910, the old Enoch Pinkham House became a hotel known as the Piscataqua House (Laprey 2003-2004: 27).

The 1910s-1920s were transitional periods in the area, as Dover Point brickyards closed and a community of summer cabins developed in their place. During the first decades of the 20th century, rail travel began to be replaced by automobile and highway travel. Camps and cabins were established on Dover Point, by families who were primarily year-round residents of downtown Dover. Dover Point offered inexpensive land within easy driving distance of the city as the automobile came into use. One Wentworth Terrace (DOV0086), on land that once belonged to Ira Pinkham's farm, was a summer home after 1906. The Ira Pinkham House became the summer residence of Annie C. and Frank Wentworth of Dover in 1912. Wentworth, owner of a Dover bicycle and later auto dealership, was among Dover's first automobile owners. The Wentworths subdivided and sold off much of the land formerly associated with the Pinkham farm, along what became Wentworth Terrace. They built a camp there themselves and moved several more structures to the site in the 1920s (none extant). In 1928, Clyde Whitehouse, a Dover optometrist, built a camp (not extant) between Wentworth's property and Hilton Point (Laprey 2003-04: 28).

Businesses catering to travelers, especially summer tourists opened on Dover Point. In the 1920s, Frank Wentworth built a gas station (not extant) just south of his house. Next door was the Mackey store and tearoom (not extant, opposite 435 Dover Point Road). The Ida M. Dame House became the Linwood Lodge (441 Dover Point Road, DOV0090) in 1925, when it was purchased by Alexander and Mary Blake of Lynn, Massachusetts. The Dover Point House (site now in Hilton Park), which had long catered to summer boarders, closed ca. 1921 and later burned down. North of Pomeroy Cove was another tearoom operated by the Stevens family (Laprey 2003-2004: 29).

Farming continued on some properties in the area in the early 20th century. Fannie King had a poultry farm on the former Piscataqua House/Enoch Pinkham property until the land was taken for construction of the General Sullivan Bridge and Hilton Park in the 1930s. There were also chicken coops associated with DOV0086, One Wentworth Terrace, which were owned by Earl Priestly (Laprey 2003-2004: 29).

More summer cottages were built on Dover Point as automobile ownership became widespread. Families could move out to the waterfront for the summer months and drive into the city for work. The first camps on the west side of the point on Boston Harbor Road were built by Dover residents Joe Boston and Pete Stone. Boston, who delivered for the J.E. Lothrop Piano Company, was noted for his entertaining. Visitors reported that "When you went to a party at Joe Boston's camp, you had a great desire to go again," and so the name 'Boston Harbor' was coined (Smith 1973:52). The earliest camps were built as temporary structures, without running water or electricity. Later they were replaced or enlarged. Other early campers were the Chapman and Cullen families of Dover. Charles Chapman, a carpenter, built a camp on Boston Harbor ca. 1928 and moved there year-round a few years later. He had a store and boat rentals on the property. Chapman erected several more cottages in the vicinity ca. 1930 which were later inherited by his sister Sarah Cullen (Laprey 2003-2004: 30).

In 1933-34, as part of improvements to State Highways, the General Sullivan Bridge, a toll bridge, was built between Newington and Dover (DOV0158). The new bridge opened in September 1934 west of the 1873 rail bridge, which was demolished in February 1935 bringing

an end to railroad traffic between Portsmouth and Dover. The State of New Hampshire took over the railroad right-of-way and it later became the basis for the path of the Spaulding Turnpike. Beginning in 1938, the State created Hilton State Park (DOV0150) around the northern approach to the Sullivan Bridge, acquiring additional adjacent properties. The former Piscataqua House and the Mackey house and tearoom were among the structures removed during this period (Laprey 2003-2004: 30).

During the 1930s and 1940s Dover Point increasingly transformed into a bedroom community as residents commuted to work by car to nearby cities and towns. Examples are Portsmouth Naval Shipyard workers James Loughlin of 439 Dover Point Road (DOV0091) and John Knight of 413 Dover Point Road (DOV0101). Howard Wakefield who occupied half of 424-26 Dover Point Road (DOV0095) worked for General Electric in Somersworth. Maurice Tuttle of 281 Dover Point Road (DOV0123) worked at Clarostat in Dover. On Boston Harbor Road the Varney, Baron, and Bowen cabins on Boston Harbor Road were built in the 1940s. By the mid-1940s homes were being built for year-round use. The first year-round home on Boston Harbor Road was the Casey Cottage at 49 Boston Harbor Road (DOV0106). The Wentworths sold off additional lots, and dwellings on Wentworth Terrace were built. Wiggin Drive, which forms the northwest boundary of the Ira Pinkham property, was accepted by the City on July 1, 1943 (Parker, pers. comm., May 2012) and presumably laid out soon after. Originally summer cottages, these were later turned into year-round homes. Frank Wentworth developed additional land during the post-war building boom including 428 Dover Point Road (DOV0094), 424-26 Dover Point Road (DOV0095), and 422 Dover Point Road (DOV0097) on land north of his home, the former Ira Pinkham House.

As automobile traffic by travelers and commuters increased, roadside businesses flourished. Tourist cabins were built on the water at 308 Dover Point Road (DOV0146). In the 1950s, a lobster take-out stand operated on the property. Newick's Lobsterland originated ca. 1948 as a roadside stand on the Newick's property on the east side of Dover Point Road (removed for Turnpike construction, Newick's Lobster House is now located at 431 Dover Point Road). The Tuttle family had a small flower shop and greenhouse at their home at 281 Dover Point Road (DOV0123; Laprey 2003-2004: 31).

Dover Point in the Late 20th and Early 21st Century

The second half of the 20th century brought substantial changes to the area. In 1954-55 the Spaulding Turnpike, a toll-road, was built as a bypass around the cities of Dover and Rochester on the route north. From the General Sullivan Bridge, the Turnpike paralleled Dover Point Road, roughly along the old Portsmouth and Dover Railroad right-of-way. The limited-access road runs down the center of Dover Point and severed the historic through road, Dover Point Road. Several properties were demolished for construction of the Turnpike, including the Newick property, Wentworth's gas station (south of the Ira Pinkham House) and the Ayerport Inn (Mackey 1992). Properties that had stretched from one side of Dover Point to the other were split and sold to different owners (Dubois 1992). Changes were made in access to Hilton Park (NHDOT Plans 1954-55). Existing properties were given access to the highway, but not those built afterward. (Laprey 2003-2004: 32).

The proximity of the highway made Dover Point an ideal place for residential subdivisions. Cote Street between Dover Point Road and the Piscataqua was established in the 1950s and continued to develop throughout the second half of the 20th century. Several year-round homes were built on small infill lots along Dover Point and Boston Harbor Roads, on Leighton Way and Wentworth Terrace. In the second half of the 20th century, Homestead Road, Pineview and Pearson drives, were built as cul-de-sacs off the west side of Dover Point Road north of Exit 6 of the Turnpike. In 1966, a new bridge was built parallel to the General Sullivan Bridge. For some years, the new bridge carried only northbound traffic, while the old bridge carried the southbound lanes. In the 1980s, the new bridge was widened to four lanes and the General Sullivan Bridge was closed to vehicles (Laprey 2003-2004: 32).

During the last quarter of the 20th century, the eastern part of Newington has become a regional commercial and industrial market. The Woodbury Avenue corridor has developed into the third largest retail area in the state supported by the Fox Run Mall and other large retail chains. The Newington riverfront supports some of the state's largest industrial employers such as Tyco, Georgia-Pacific, Westinghouse, and Sprague Oil. Along with the Pease International Tradeport, which converted from a military base to a commercial airport and industrial business park, these businesses and industries have brought expanded employment to the area. Newington and Dover's outlying areas have become bedroom communities, whose residents commute to work in the seacoast region and as far away as Boston (Laprey 2003-2004: 32-33).

History of the Ira F. Pinkham House

The house and barn at 430 Dover Point Road were constructed by Ira F. Pinkham (1833-1907) ca. 1853. The Pinkham family owned the property until the early 20th century, and it was subsequently sold to Frank Wentworth. Wentworth became a significant developer on Dover Point during the 1930s and 1940s, and was responsible for the nearby development of Wentworth Acres.

Ira F. Pinkham purchased a lot from Thomas and William Card in 1853 (Book 213, page 363 Deed 1853) and constructed the current house soon after. He married Syrena Cousens of Kennebunk in 1862. The couple had two children, Sena Pinkham Saunders and Ella Pinkham Spinney (Preservation Company 2003-2004: 3). After Ira and Syrena Pinkham died in 1907, their daughters inherited the property.

Ira Pinkham was the son of Enoch Pinkham, a prominent Dover Point brick maker. All of Enoch Pinkham's sons entered the brick making business, and the two youngest sons operated the Fiske Brick Company (Laprey 2003-2004:25). During the mid and late 19th century, a number of members of the extended Pinkham family resided in Dover Point, several of whom operated brick yards along the Piscataqua River, Bellamy River, and Little Bay. Although Ira Pinkham initially worked as a freighter (Preservation Company 2003-2004:3), he was listed in the 1860 census as a brick maker. He operated brick yards through the south portion of Dover Point. In 1960, he owned a brick yard near Pomeroy Cove, and Ira Pinkham purchased his father's two-acre brickyard at the tip of Dover Point in 1873 (Preservation Company 2003-2004: 3). The

former Enoch Pinkham brickyard, along with the associated stock, water, and railroad privileges, was sold to James Coleman in 1888 (Preservation Company 2003-2004: 3).

In addition to operating a brick yard, Ira Pinkham also worked as a farmer. It was common during the 19th century for Dover Point brick makers to combine farming, industrial, and residential uses on their lots, farming the land immediately adjacent to the house and operating brick yards along the waterfront (Laprey 2003-2004:23). The combination of brick making and farming helped support a year-round cash flow for Dover Point residents. The 1870 agricultural census lists Ira Pinkham with seven acres of farmland, with crops including potatoes, hay, and an orchard. The farm also supported livestock, including a horse, cows, and pigs. In the 1880 population census, Ira Pinkham is listed as a farmer for his occupation.

Frank Wentworth acquired the property soon after Ira and Syrena Pinkham's death in 1907. The Pinkham daughters sold the property in 1910 to William W. and Edith A. Finley, who lived in the center of Dover and are assumed to have used the house as a summer residence or for rental income (Preservation Company 2003-2004:3). In 1912, the Finleys sold the property to Frank and Annie E. Wentworth. Frank Wentworth was an entrepreneur who started a bicycle business in Dover ca. 1900, which grew and developed into a car dealership business. During the 1920s, Frank Wentworth purchased a number of properties in Dover Point (Laprey 2003-2004:28). The Wentworths used the property at 430 Dover Point Road as both a summer and primary residence, and the enclosed porch addition was likely added after they acquired the property. Frank Wentworth subdivided his extensive holdings in Dover Point during the 1930s and 1940s, selling empty and developed lots, including those forming Wentworth Terrace. The Wentworths owned the property at 430 Dover Point Road until 1955 (Book 650, page 93, Deed 1955).

During the late 20th century, the property had a number of different owners before being acquired by the State of New Hampshire. In 2003 the property was sold to Fastdogs Realty, LLC (Book 2909, pg. 551), which operated a dog daycare and grooming facility there. In May of 2010, the State of New Hampshire purchased the property under eminent domain (Book 3835, page 130, Deed 2010) for the Spaulding Turnpike project.

Significance of Ira F. Pinkham House and Barn

The Ira F. Pinkham House and barn had a role in the 19th century development of Dover Point as a brick making center, and the 20th century development of Dover Point as a vacation destination. During the early 19th century, a small number of settlers on Dover Point began to utilize the natural marine clay along the riverfront. The brick making industry became a family business, with several male family members purchasing lots within close proximity to one another on Dover Point in order to construct their own houses and establish their own brick yards. These family businesses turned brick making into the predominant industry of Dover Point during the 19th century. The Card family and the Pinkham family were especially prominent in the brick making industry. During the early 19th century, the property at 430 Dover Point Road was owned by William Card, a second-generation Dover Point brick maker. When Ira Pinkham purchased the lot in 1853 and constructed his house, he became one of three siblings to build a house near his father's land and brickyard; all five siblings operated brick yards in

Dover Point. His family resided in the house for more than 50 years, during which Ira Pinkham and his family was one of the largest and most significant among the Dover Point brick makers.

The property and barn also has strong associations with the common practice in Dover Point of operating a small farm to supplement the income received from brick making. As brick making was a seasonal industry, the income produced by farming was used to support the family year-round. Ira Pinkham had a 7-acre farm, which produced potatoes, hay, and fruit, and supported livestock.

During the early and mid-20th century the property was owned by Frank Wentworth, who was responsible for a significant amount of development in Dover Point. Wentworth and his wife used the house as both a seasonal and permanent residence during the 1930s and 1940s, when much of this development occurred. Some of the alterations to the house, including the addition of the enclosed porch or enclosure of an existing porch, were likely added by the Wentworths.

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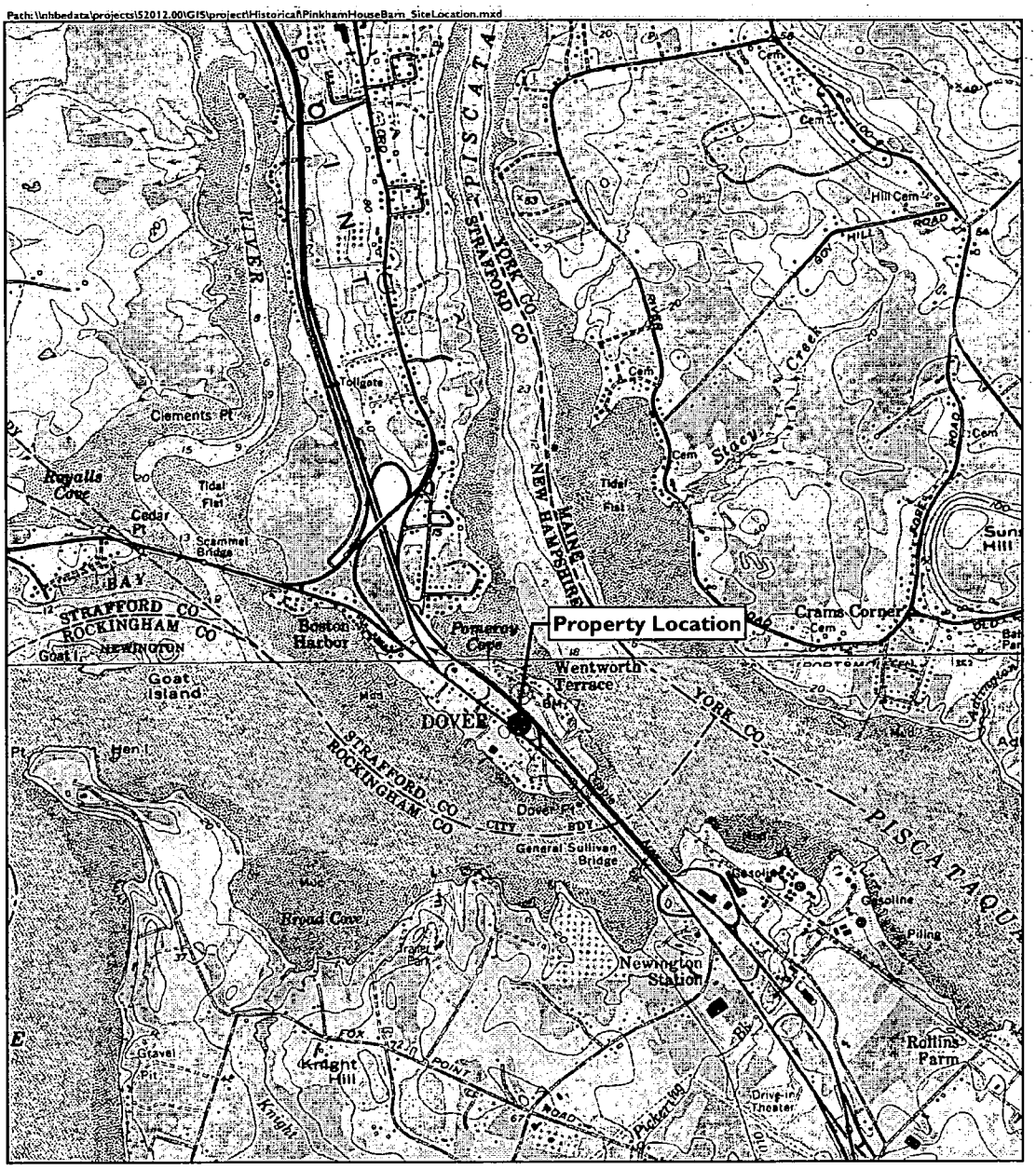


Vanasse Hangen Brustlin, Inc.

USGS Site Location Map

Pinkham House
Newington-Dover 11238
Dover, New Hampshire
Source: USGS Quadrangles:Dover East, Portsmouth

Figure 1. Location of Property in Dover, New Hampshire

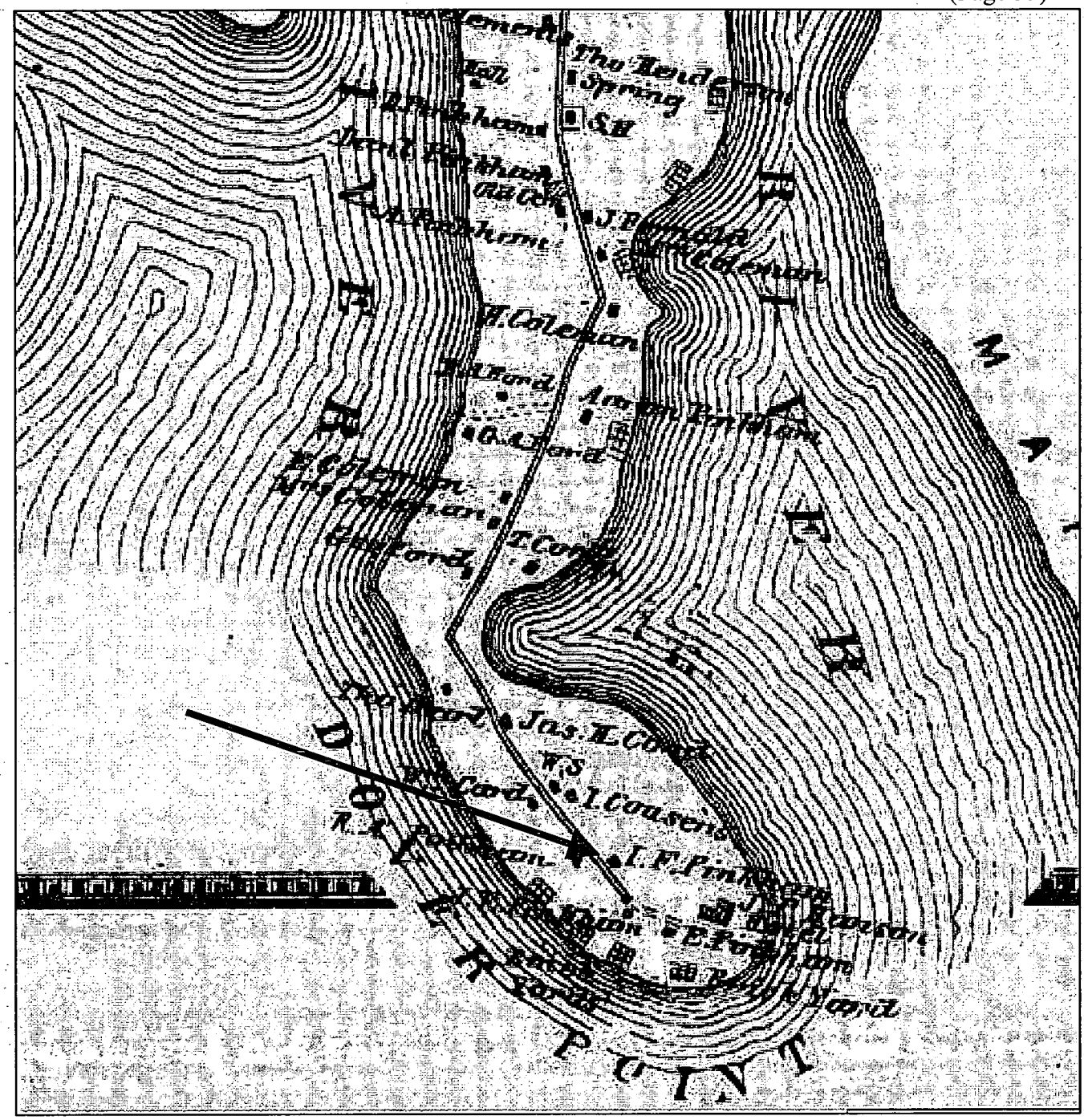


Figure 2. *Dover City*, Atlas of Strafford County New Hampshire, (Philadelphia: Sanford and Everts, 1871). Arrow indicates Ira F. Pinkham property.

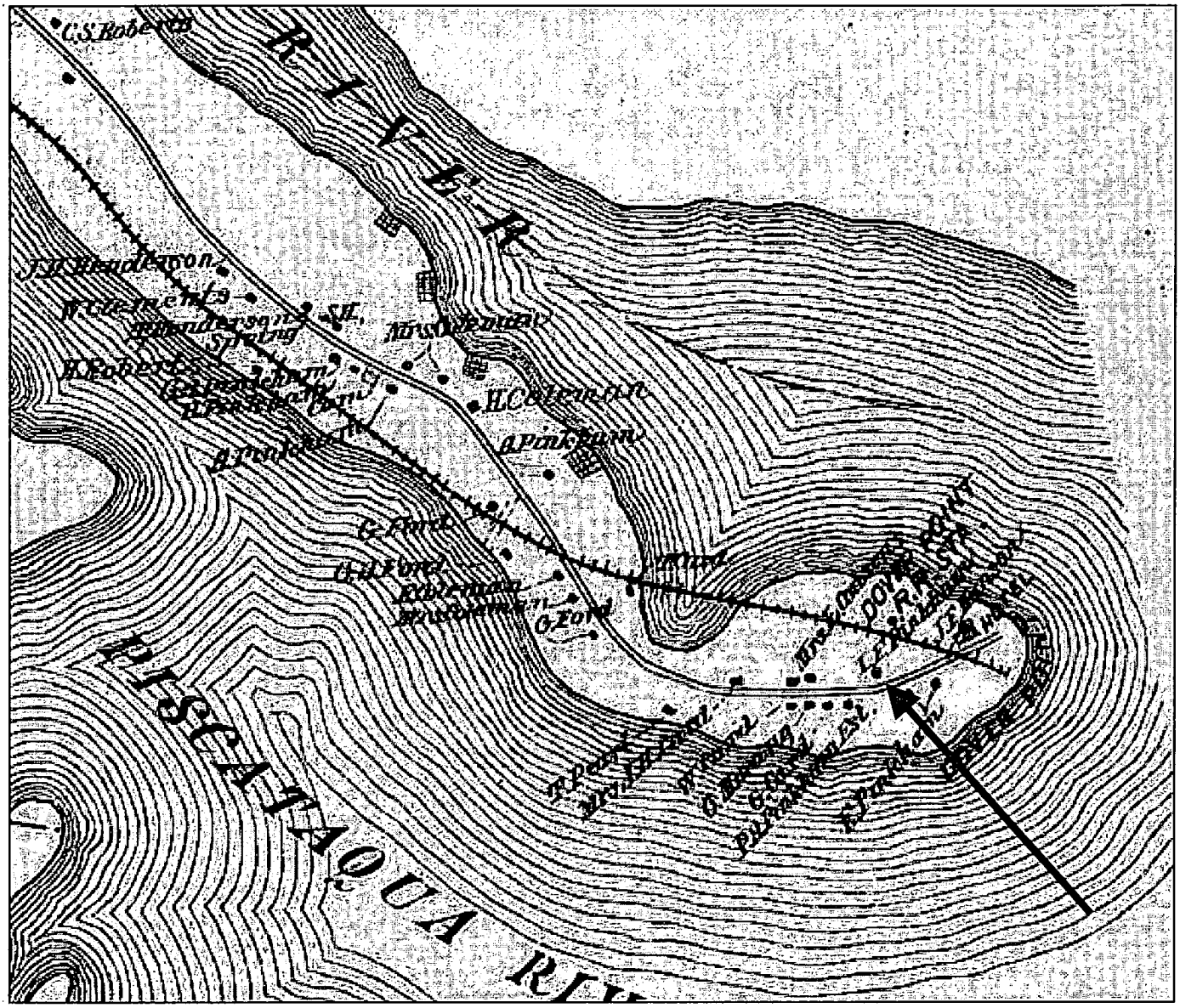


Figure 3. *City of Dover*, Atlas of the State of New Hampshire, (Boston: D. H. Hurd and Company, 1892). Arrow indicates Ira F. Pinkham property.

INDEX TO PHOTOGRAPHS

Photographer: Charley Freiberg July 2010 and October 2011

NH-626-1	View of southwest facades of Ira F. Pinkham House and Barn, 430 Dover Point Road, facing northeast from Dover Point Road.
NH-626-2	View of southwest facade of barn, facing northeast.
NH-626-3	View of northwest elevation and southwest elevation of barn, facing east.
NH-626-4	View of northeast and northwest elevations of barn, facing south.
NH-626-5	View of northeast and southeast elevations of barn, facing west.
NH-626-6	View of northeast interior wall of barn, facing northeast.
NH-626-7	View of southwest interior wall of barn, facing southwest.
NH-626-8	View of southeast interior wall of barn, facing southeast.
NH-626-9	View of northeast and northwest interior walls and northwest portion of interior bents of barn, facing north.
NH-626-10	View of detail of northwest side of north bent of barn, facing north.
NH-626-11	View of interior roof framing of barn, facing northeast.
NH-626-12	View of southwest façade of house, facing north.
NH-626-13	View of southeast elevation of house, facing west.
NH-626-14	View of northeast elevation of house, facing south.
NH-626-15	View of northwest elevation of house, facing east.
NH-626-16	View of original entrance, interior of enclosed porch of house, first floor, facing north.
NH-626-17	View of front parlor, main block of house, first floor, facing north.
NH-626-18	View of back room, main block of house, first floor, facing north.
NH-626-19	View of front staircase, main block of house, first floor, facing north
NH-626-20	View of dining room, rear ell of house, first floor, facing north.
NH-626-21	View of kitchen, rear ell of house, first floor, facing north.
NH-626-22	View of front bedroom, main block of house, second floor, facing south.
NH-626-23	View of north bedroom, main block of house, second floor, facing north.
NH-626-24	View of passage from main block to rear ell of house, second floor, facing northeast.
NH-626-25	View of back staircase, rear ell of house, second floor, facing west.
NH-626-26	View of south bedroom, rear ell of house, second floor, facing east.

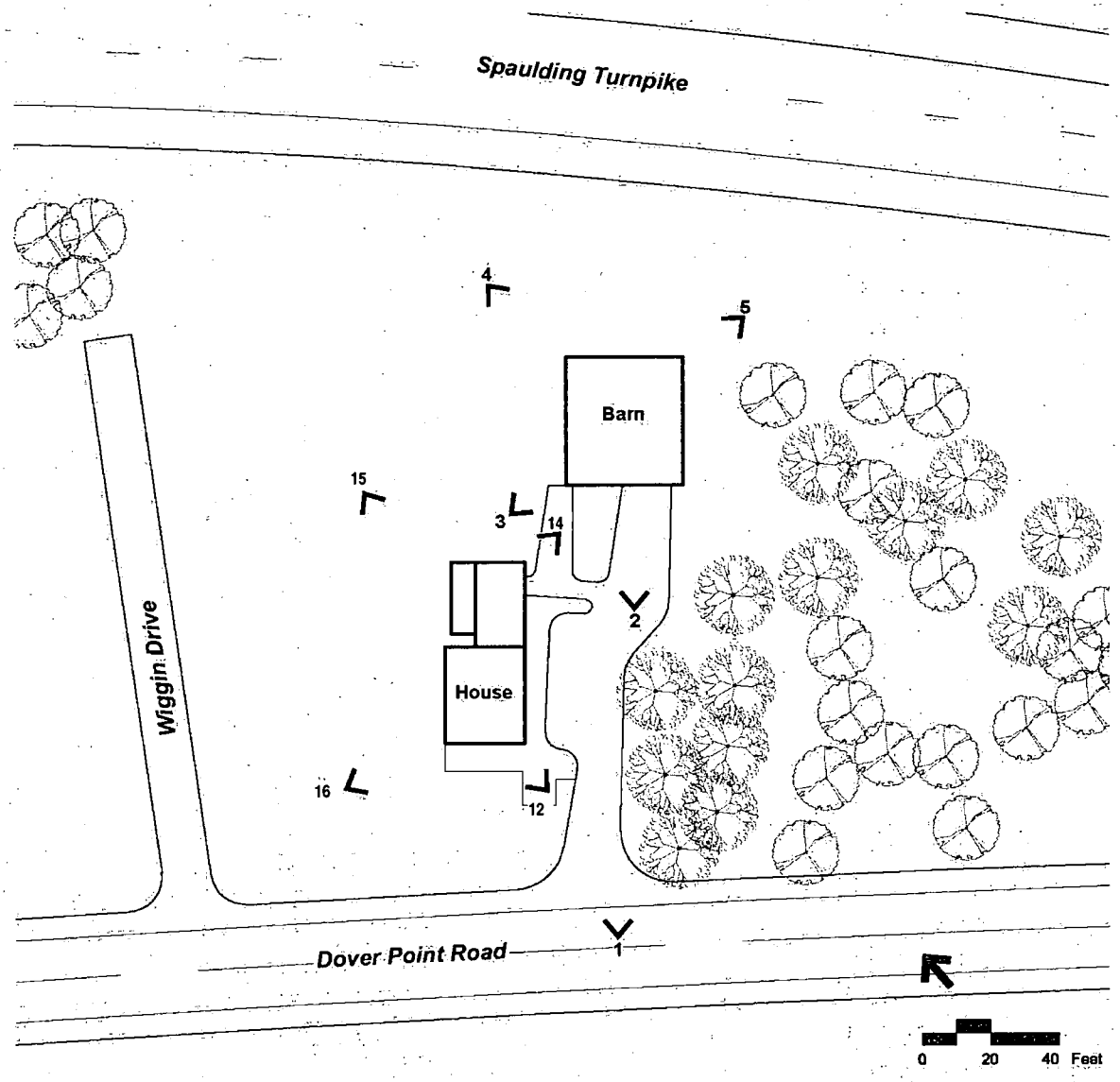


Figure 4. Site plan with locations of photographs #1-5, 12, 14-16

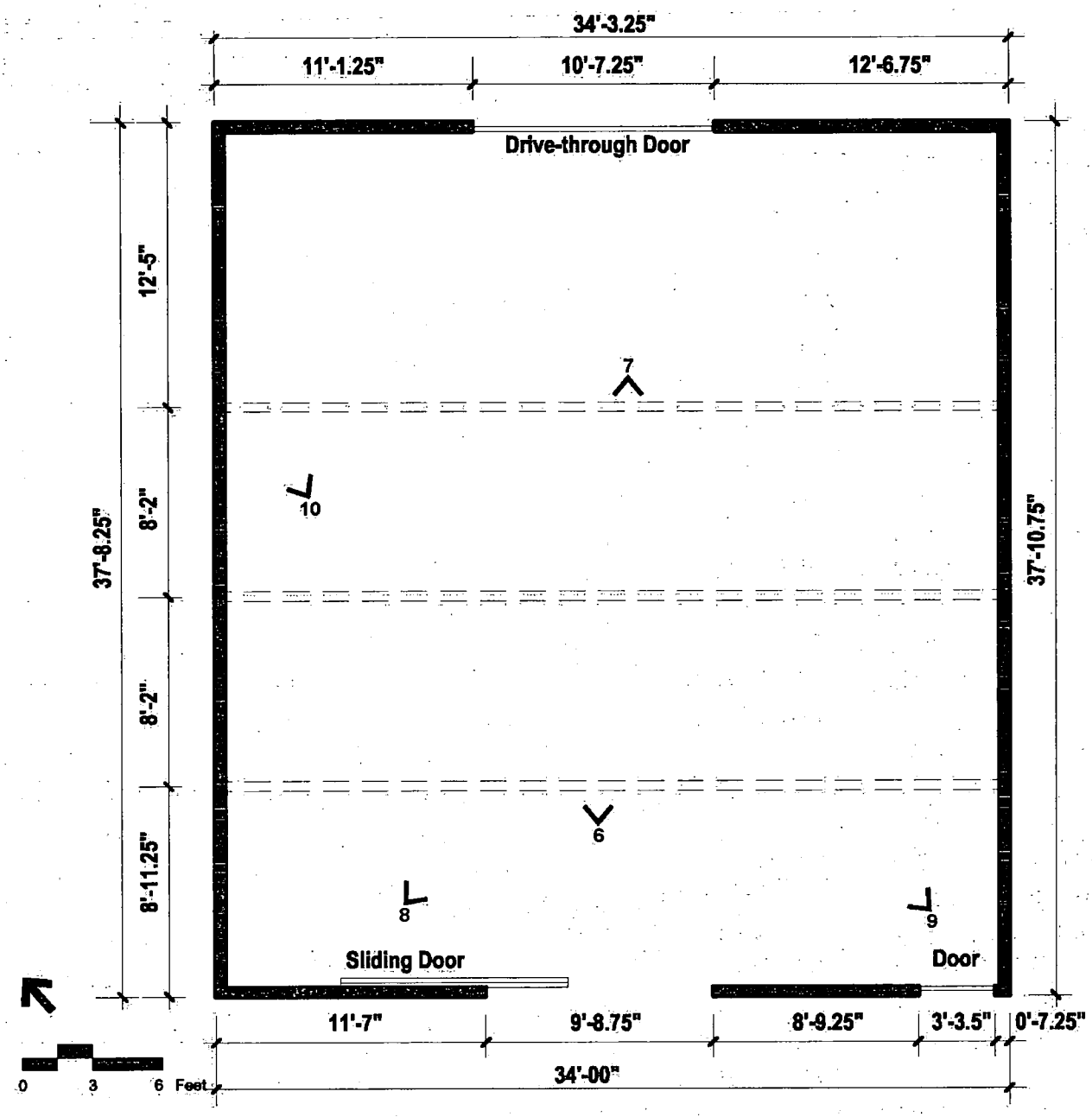


Figure 5. Measured Plan of Barn with locations of photographs #6-9

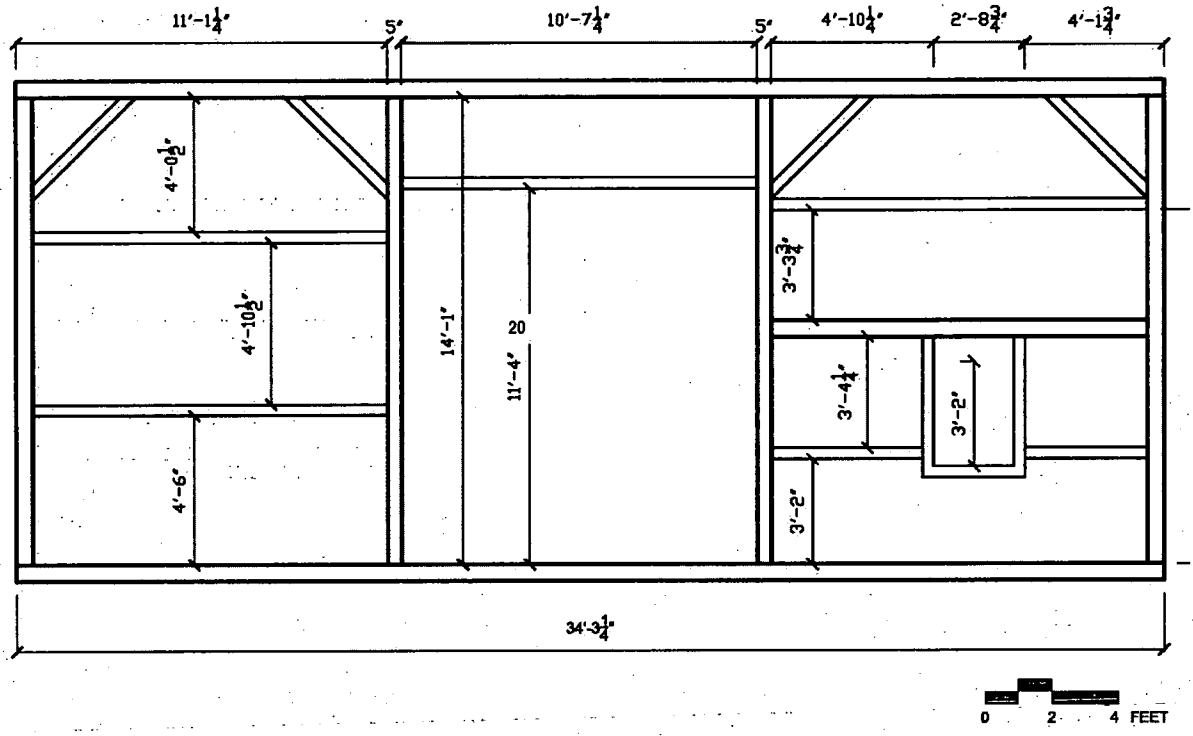


Figure 6. Framing on north interior wall of barn

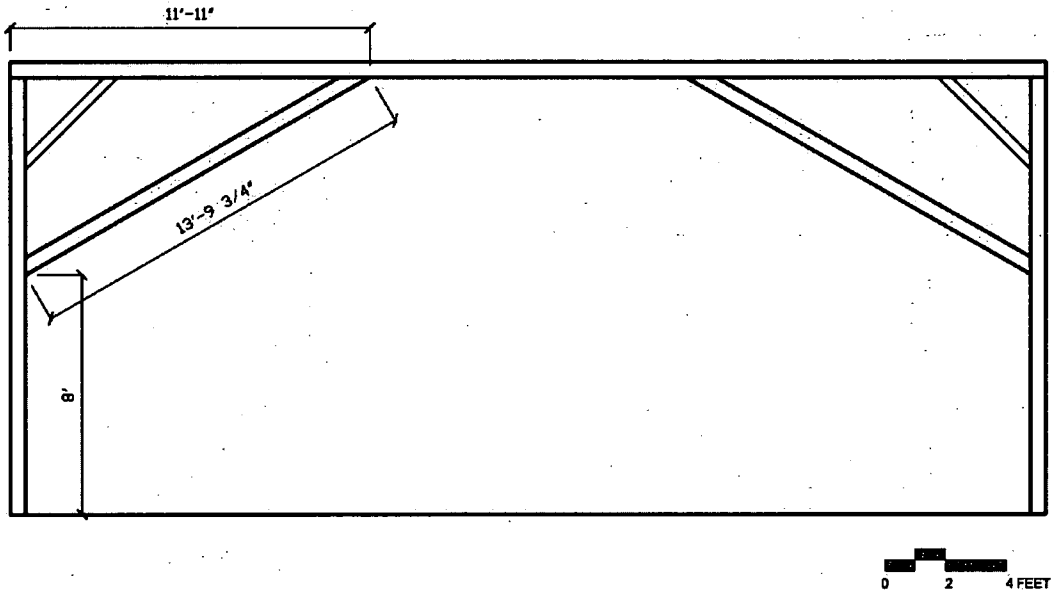
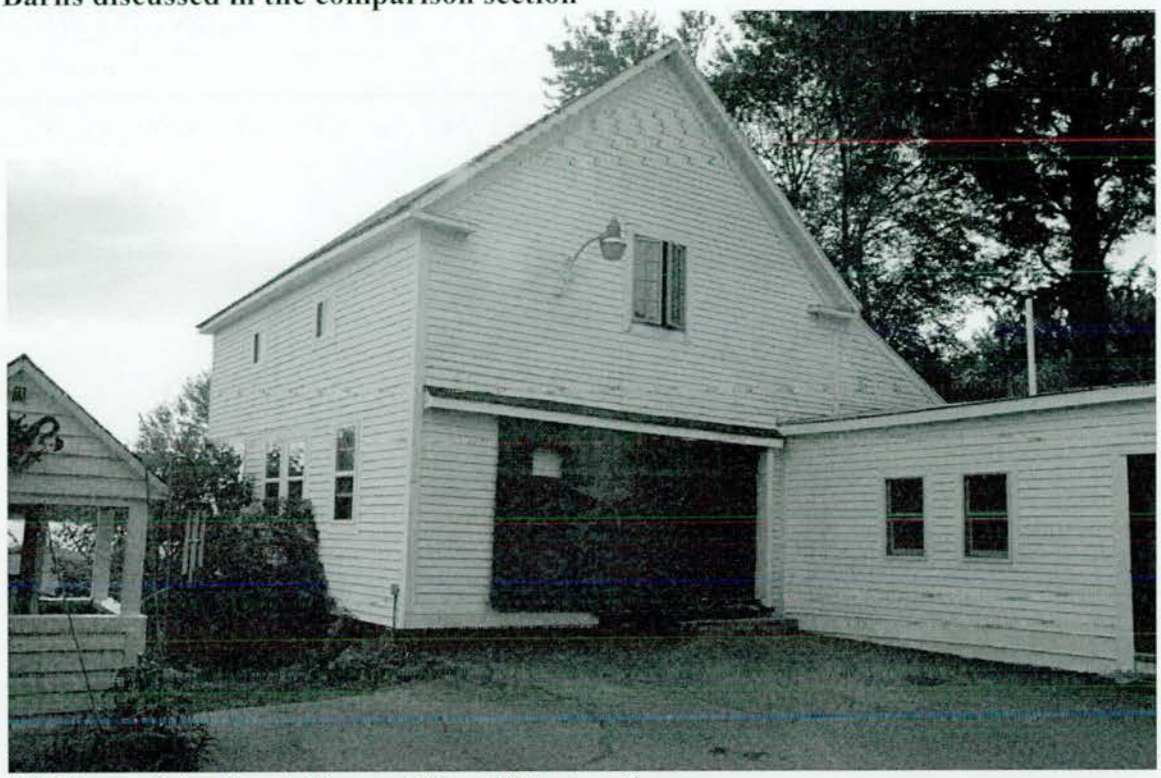


Figure 7. Barn Bent – typical section view

Barns discussed in the comparison section



419 Dover Point Road, Dover, NE and SE elevations

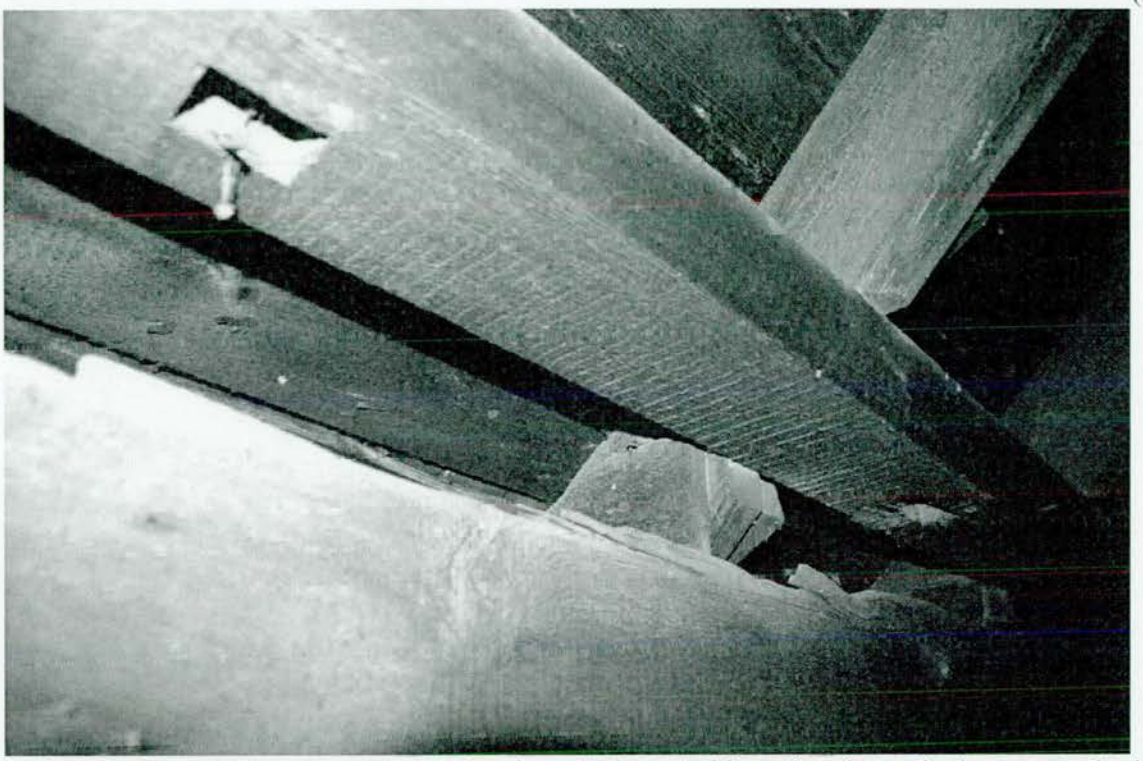
419 Dover Point Road, Dover, SW elevation

419 Dover Point Road, Dover, first floor

419 Dover Point Road, Dover, roof framing

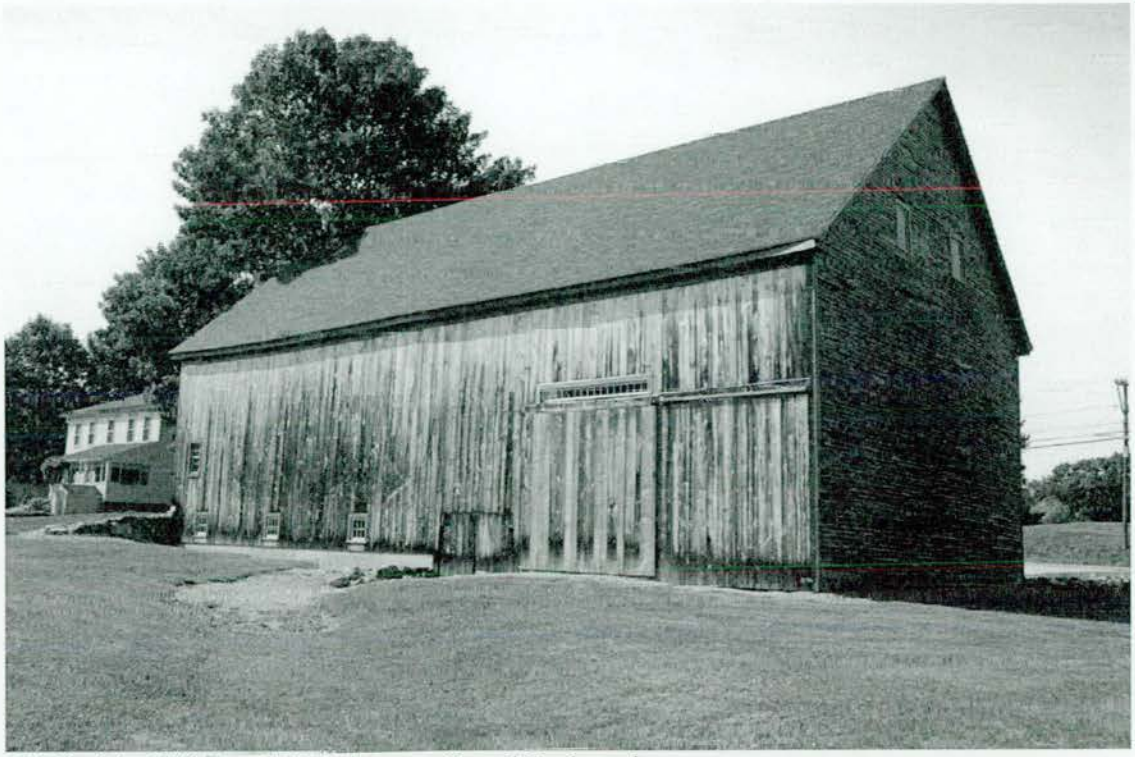
419 Dover Point Road, Dover. View of plate and rafters.

419 Dover Point Road, Dover. View of wall post.



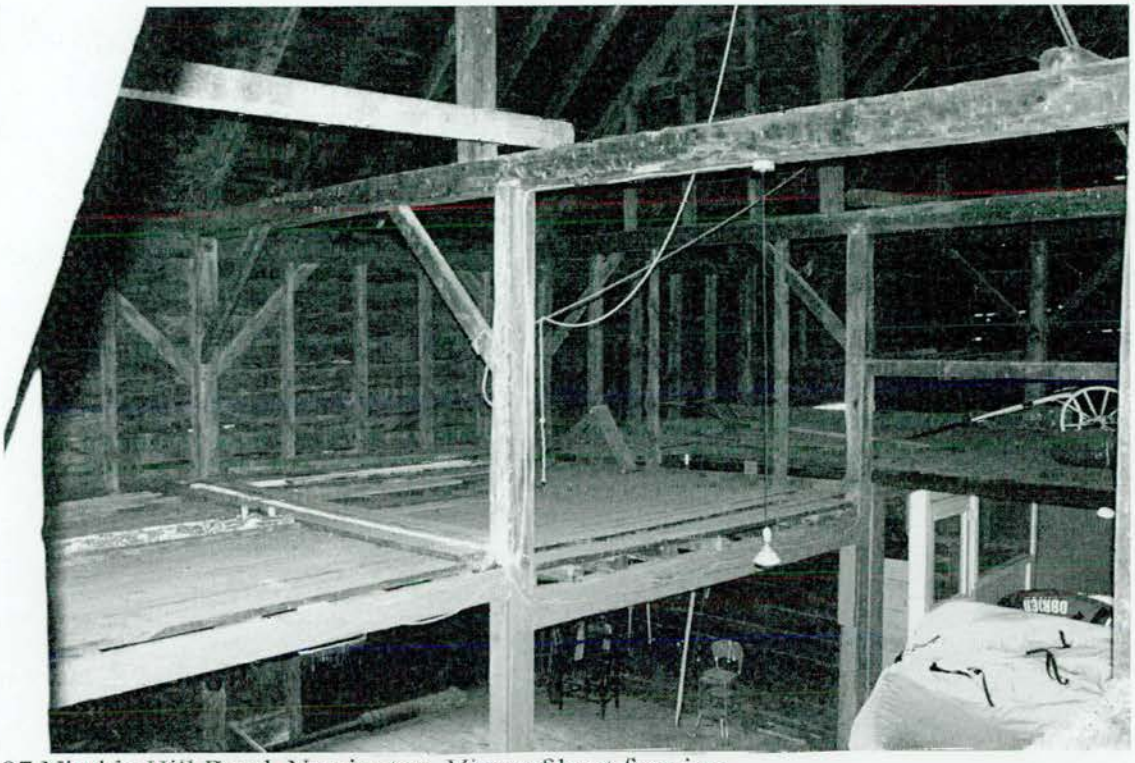
419 Dover Point Road, Dover. Mortise for missing stud in attic where shed was attached.

97 Nimble Hill Road, Newington. S and W elevations.

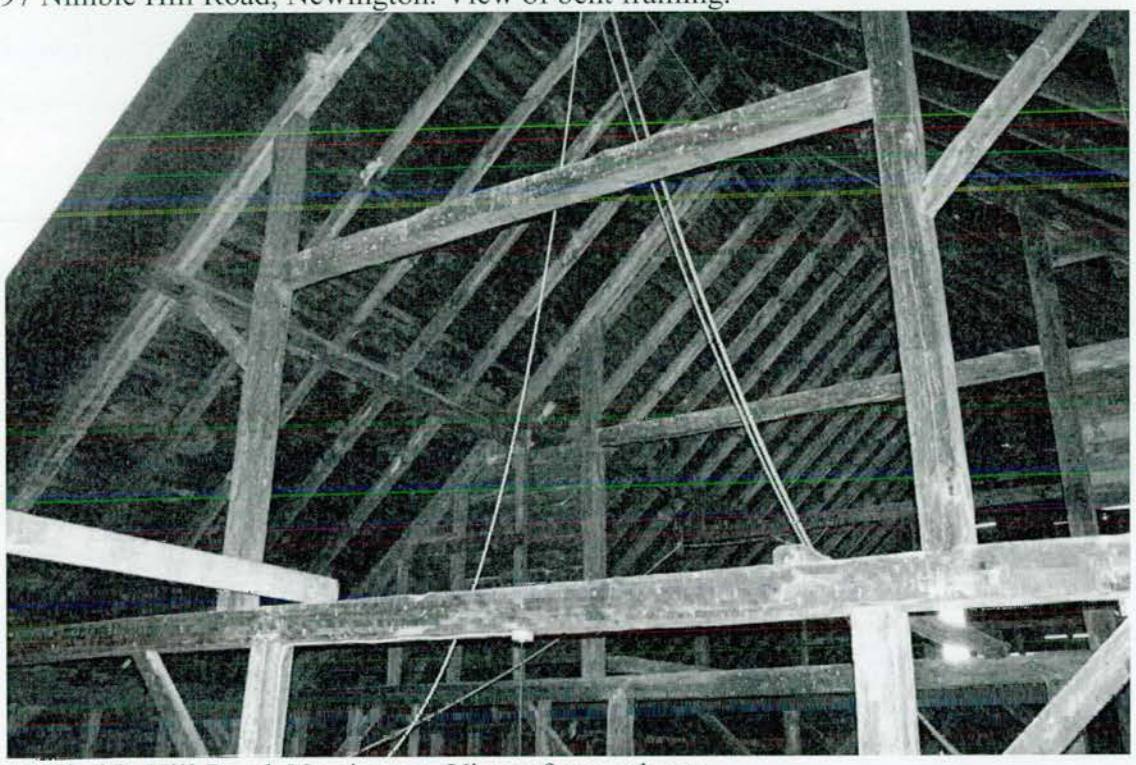


97 Nimble Hill Road, Newington. S and E elevations.

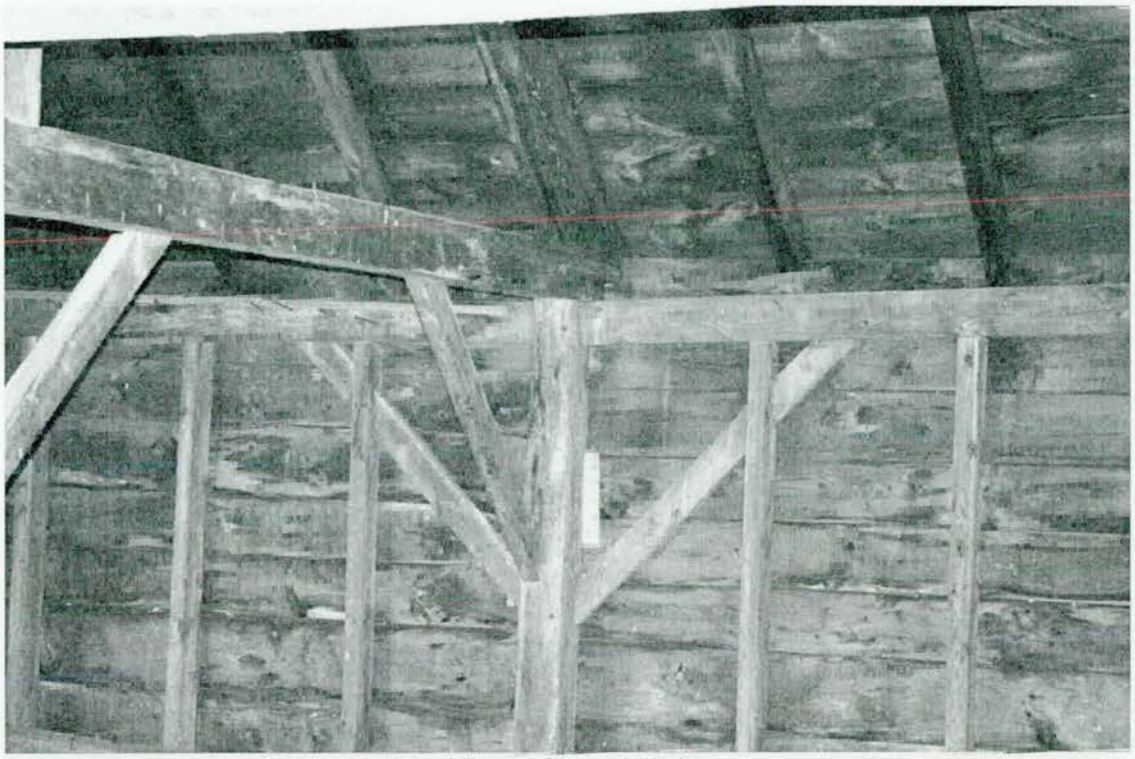
97 Nimble Hill Road, Newington. View of drive floor.



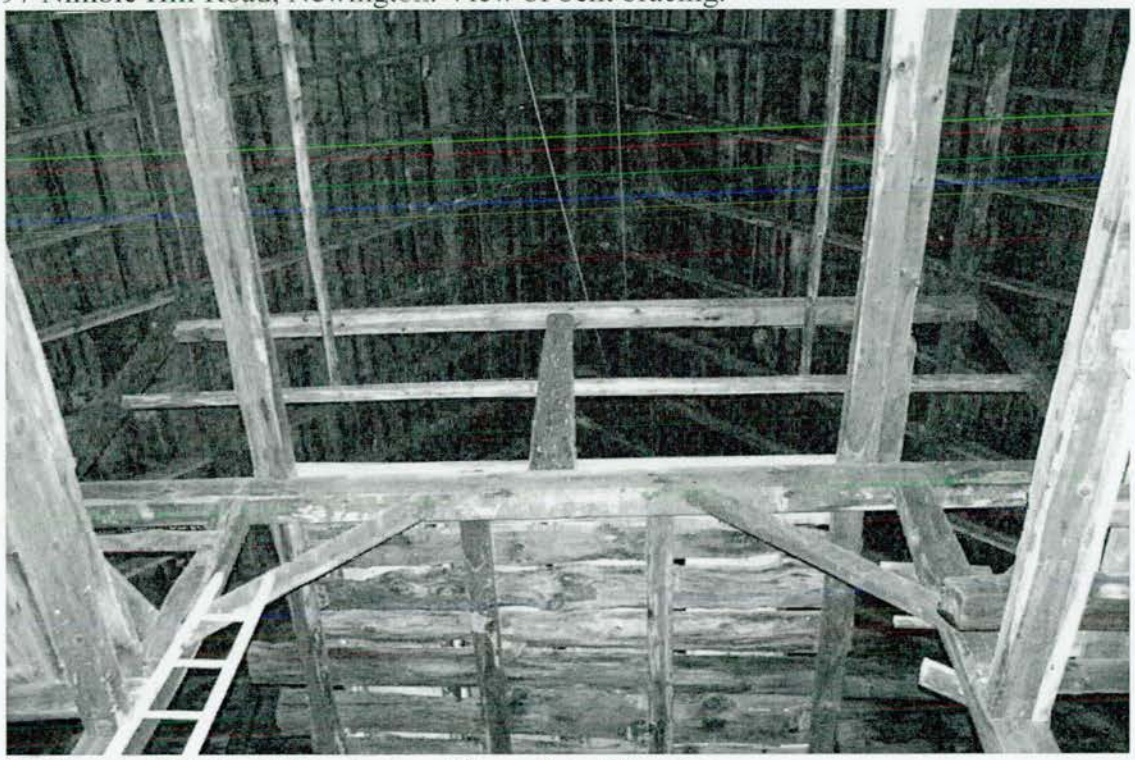
97 Nimble Hill Road, Newington. View of bent framing.



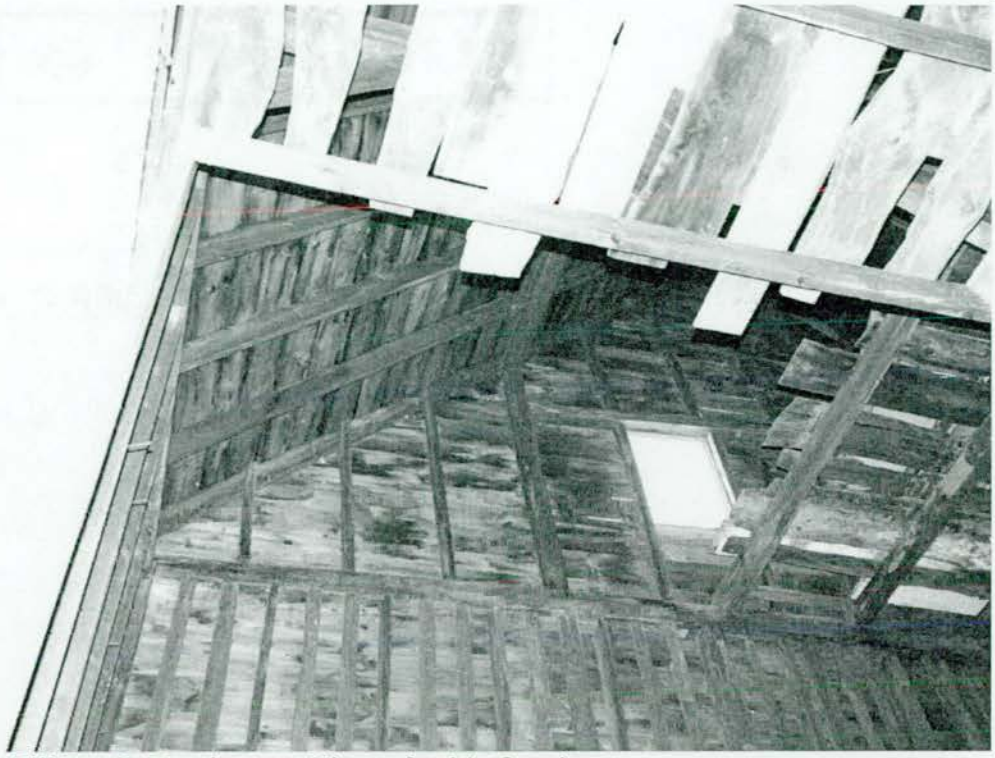
97 Nimble Hill Road, Newington. View of upper bents.



97 Nimble Hill Road, Newington. View of bent bracing.

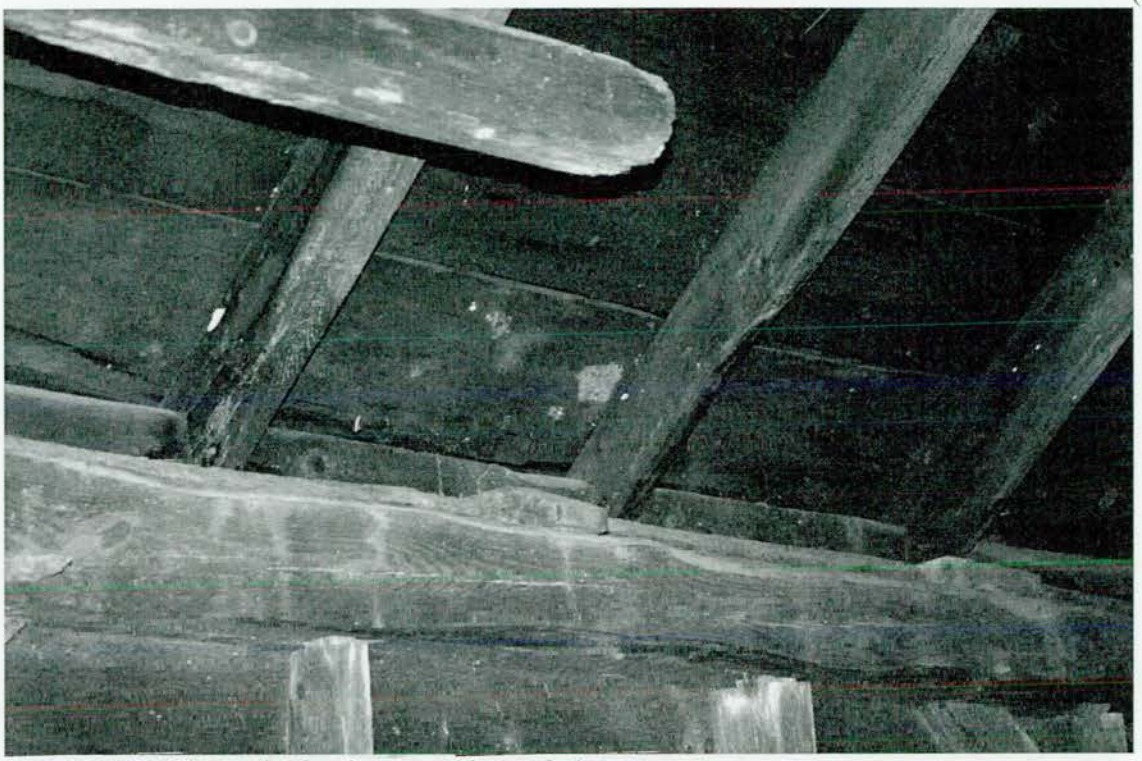


97 Nimble Hill Road, Newington. View of roof framing.



97 Nimble Hill Road, Newington. View of gable framing

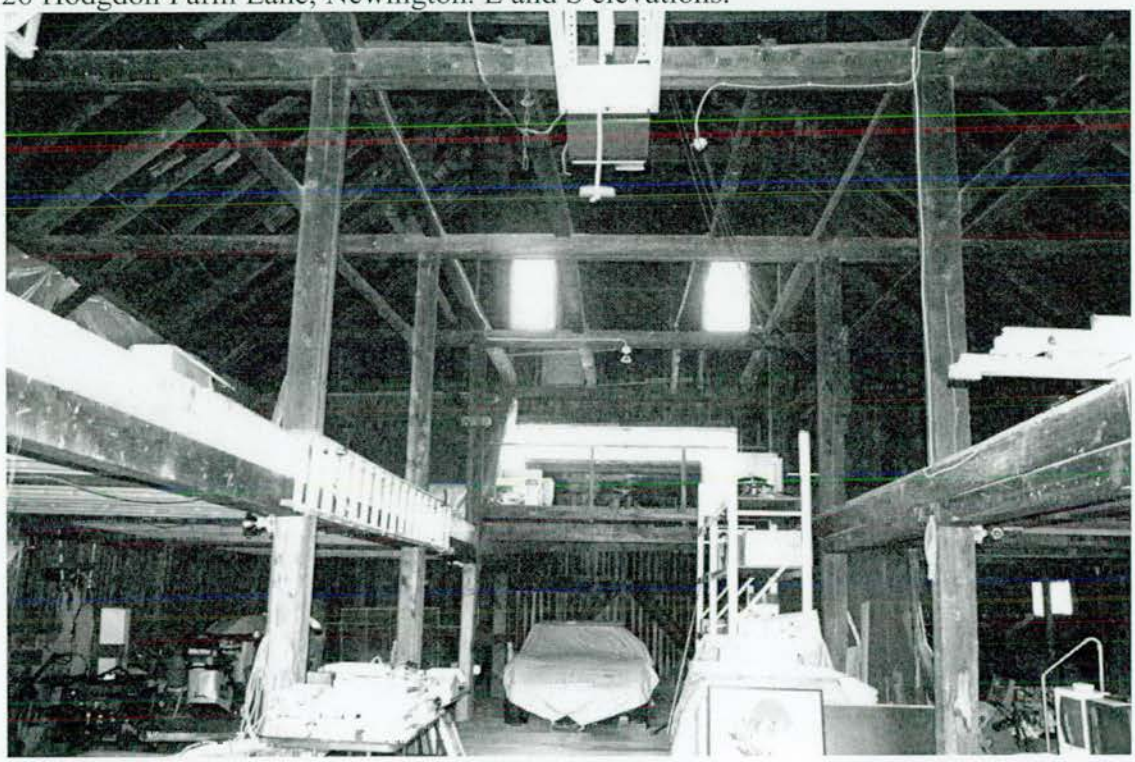
97 Nimble Hill Road, Newington. View of joinery detail.



97 Nimble Hill Road, Newington. View of plate.

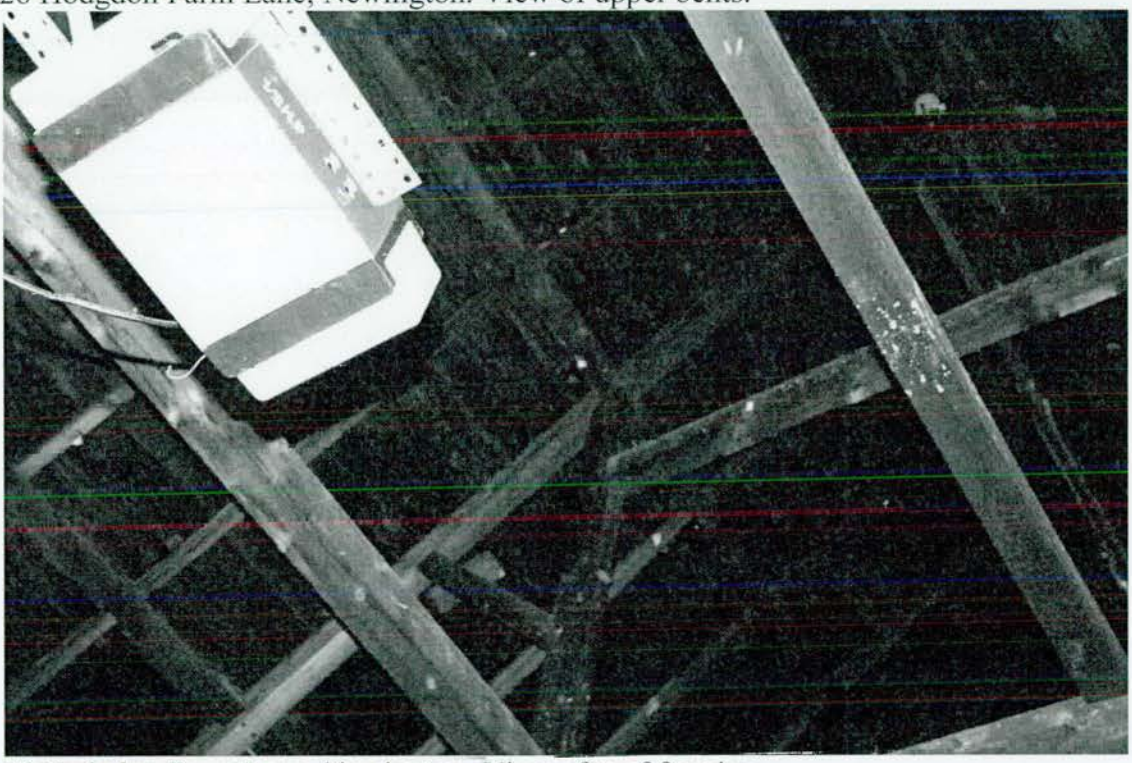
26 Hodgdon Farm Lane, Newington. S and W elevations.

26 Hodgdon Farm Lane, Newington. E and S elevations.

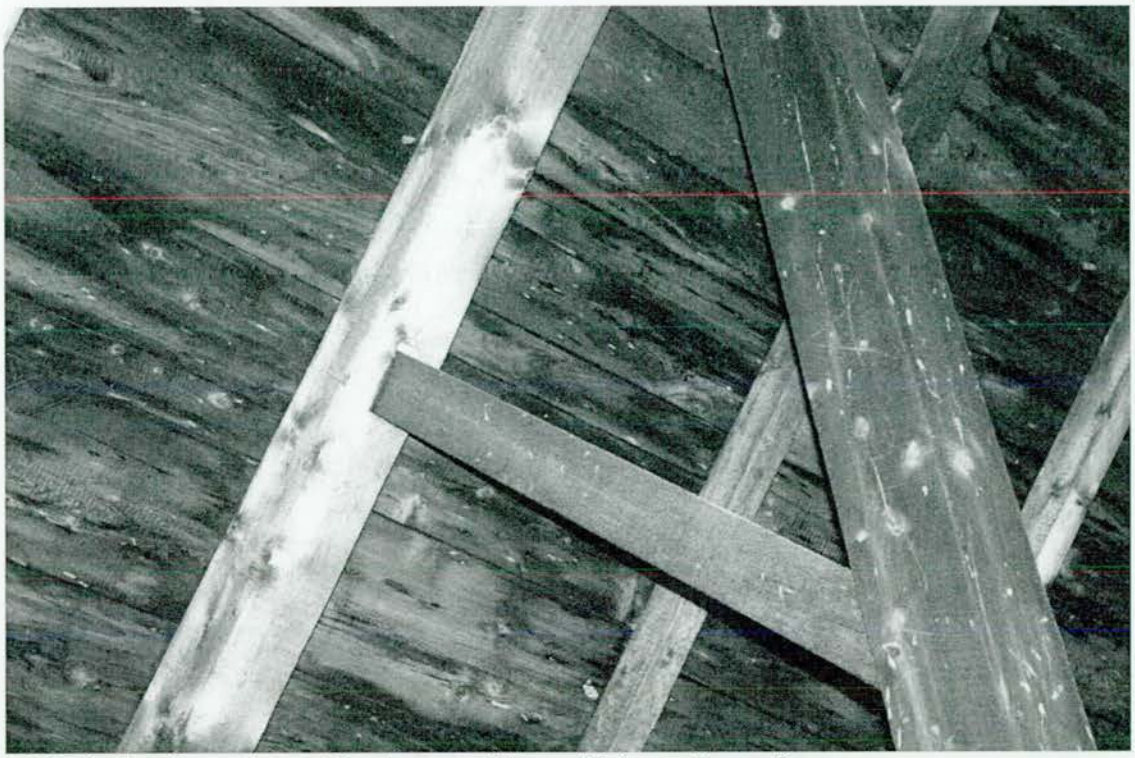


26 Hodgdon Farm Lane, Newington. View of bents.

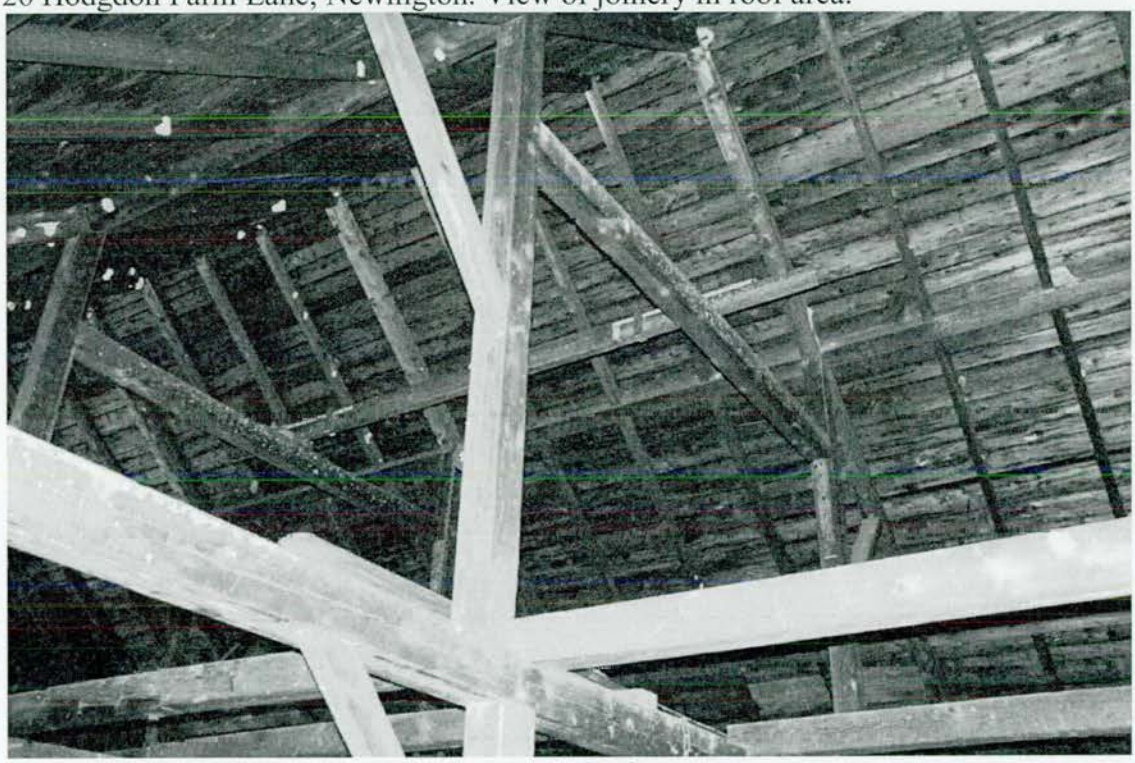
26 Hodgdon Farm Lane, Newington. View of upper bents.



26 Hodgdon Farm Lane, Newington. View of roof framing.



26 Hodgdon Farm Lane, Newington. View of joinery in roof area.

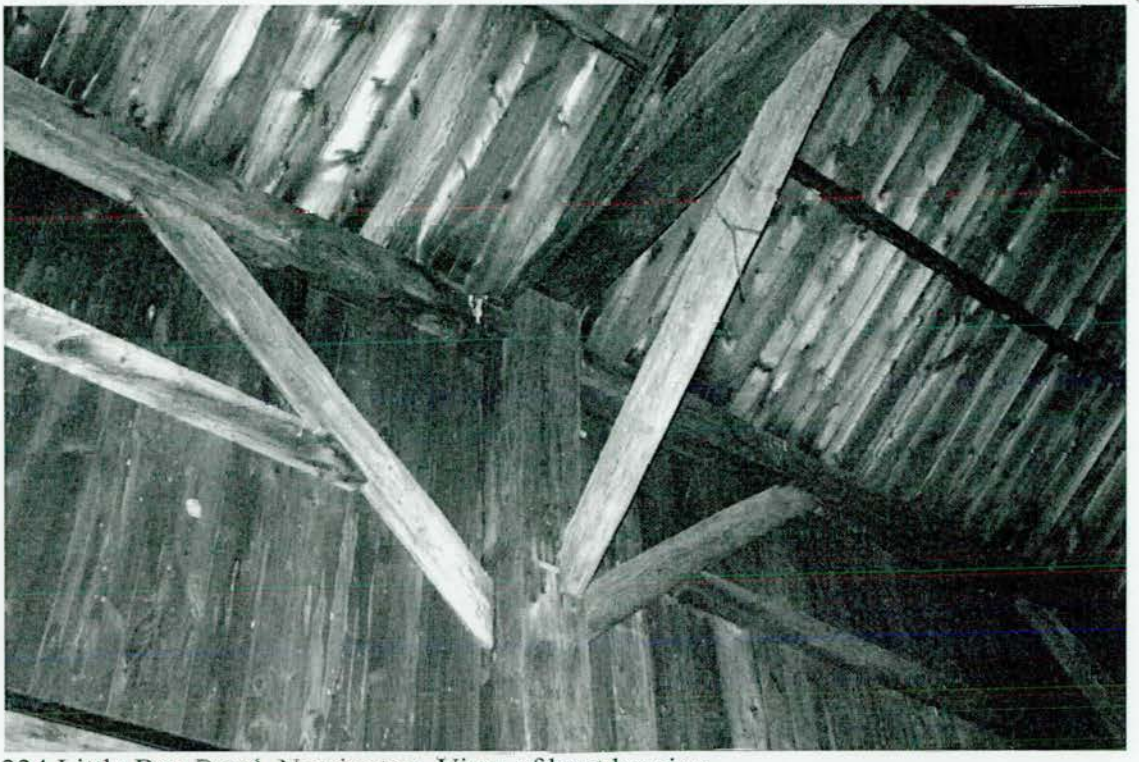


26 Hodgdon Farm Lane, Newington. View of rafters.

224 Little Bay Road, Newington. S and E elevations.

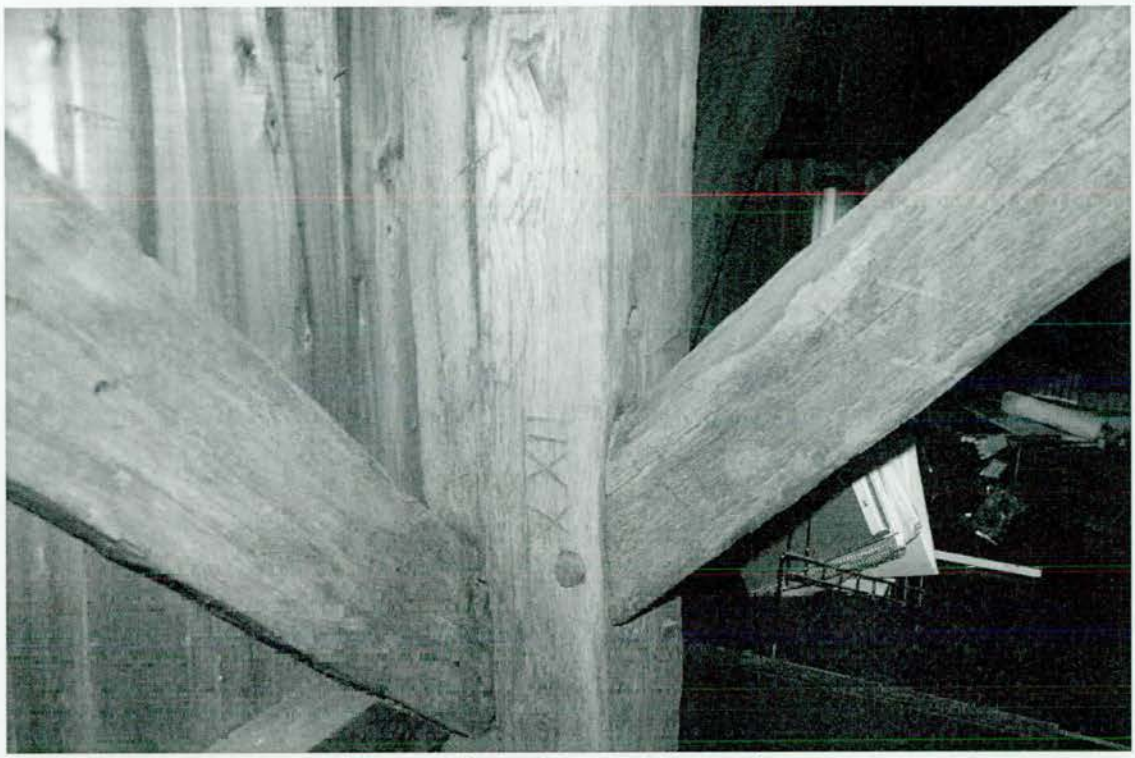
224 Little Bay Road, Newington. View of roof framing.

224 Little Bay Road, Newington. View of west wall framing and bents.



224 Little Bay Road, Newington. View of bent bracing.

224 Little Bay Road, Newington. View of bent joinery.

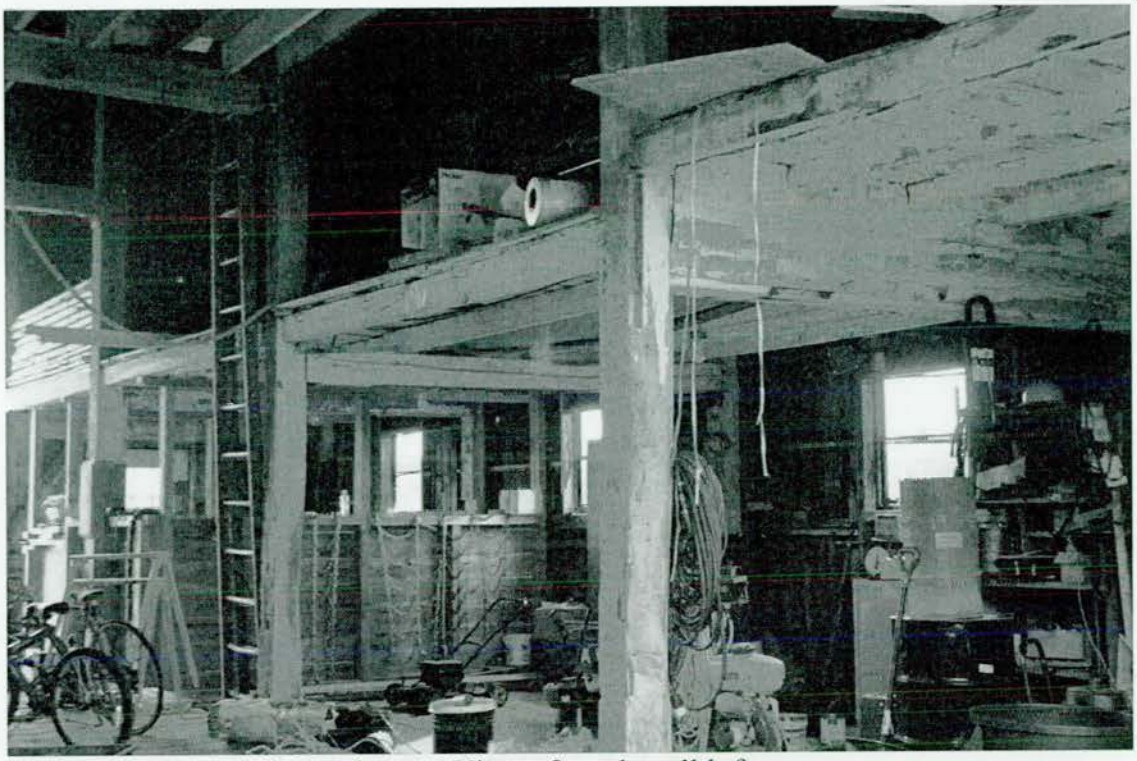


224 Little Bay Road, Newington. View of carpenter's marks.

320 Newington Road, Newington. W elevation.

320 Newington Road, Newington. S and E elevations.

320 Newington Road, Newington. View of south wall loft.



320 Newington Road, Newington. View of south wall loft.

320 Newington Road, Newington. View of north wall loft.

320 Newington Road, Newington. View of roof framing.

320 Newington Road, Newington. View of bent bracing.

320 Newington Road, Newington. View of clerestory windows.

320 Newington Road, Newington. View of wall post showing rub marks from animals.

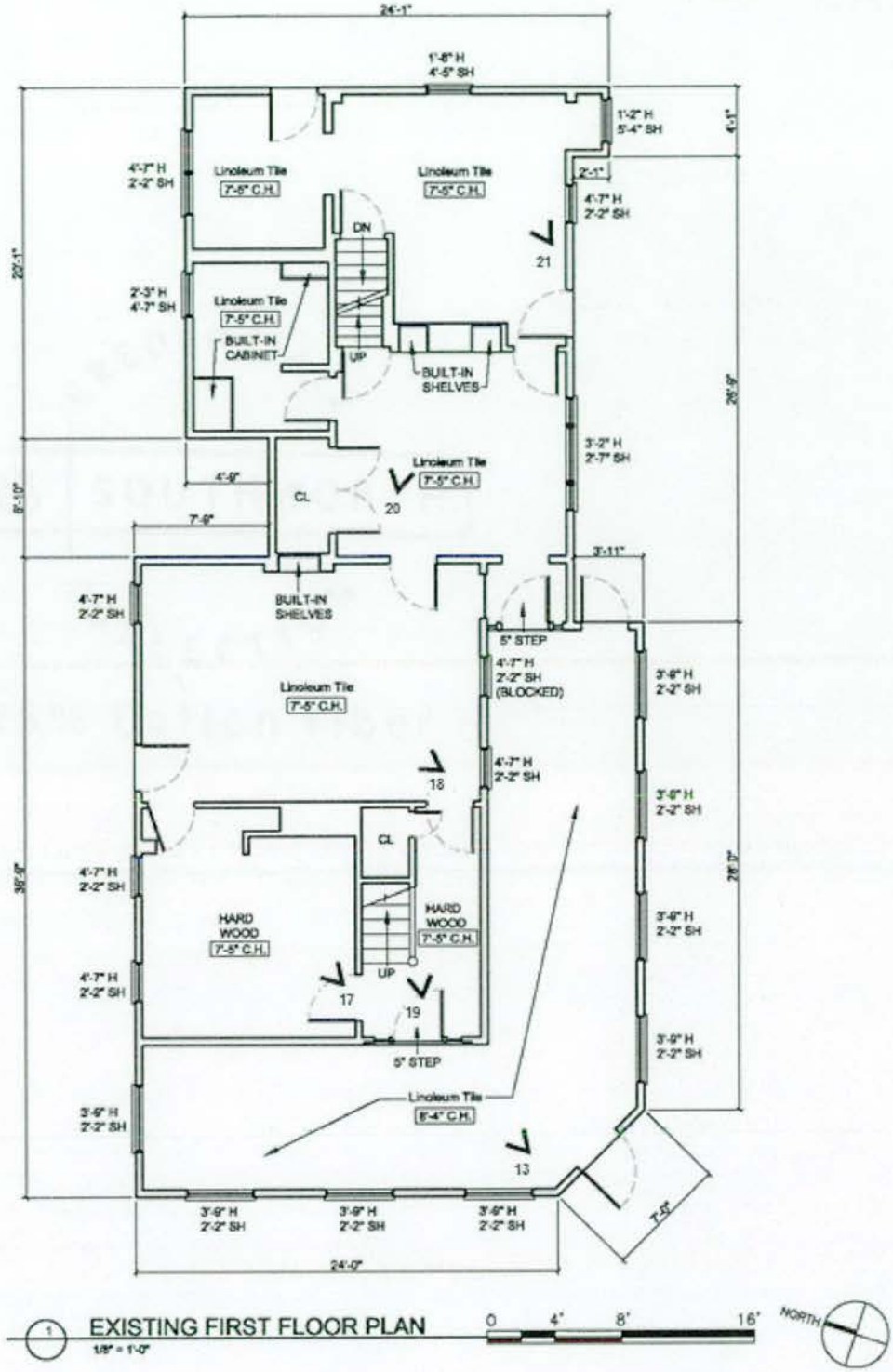


Figure 8. First Floor Plan with locations of photographs #13, 17-21

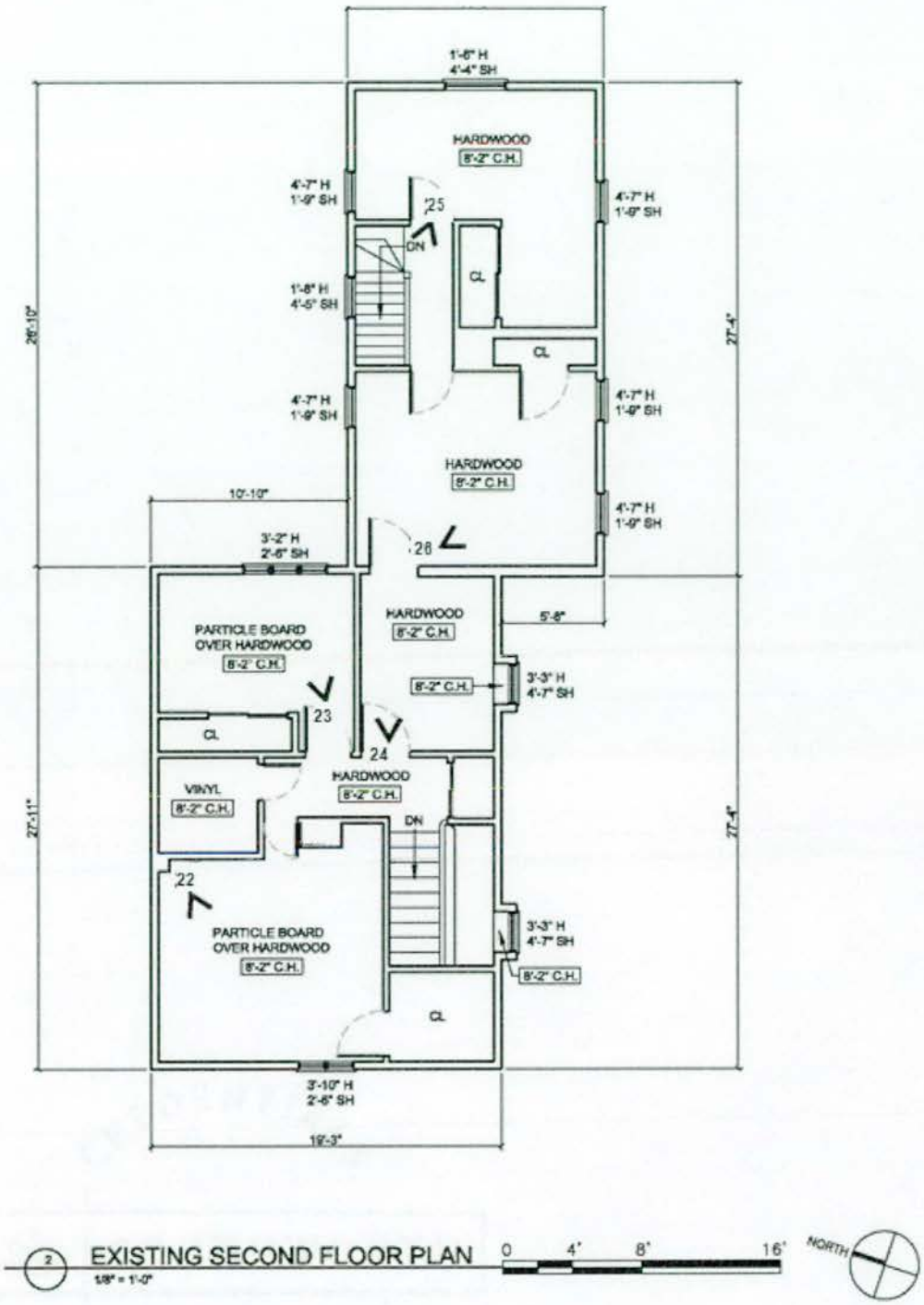


Figure 9. Second Floor Plan with locations of photographs #22- 26

Houses discussed in the comparative evaluation

425 Dover Point Road, Dover, Front (north) and east elevations

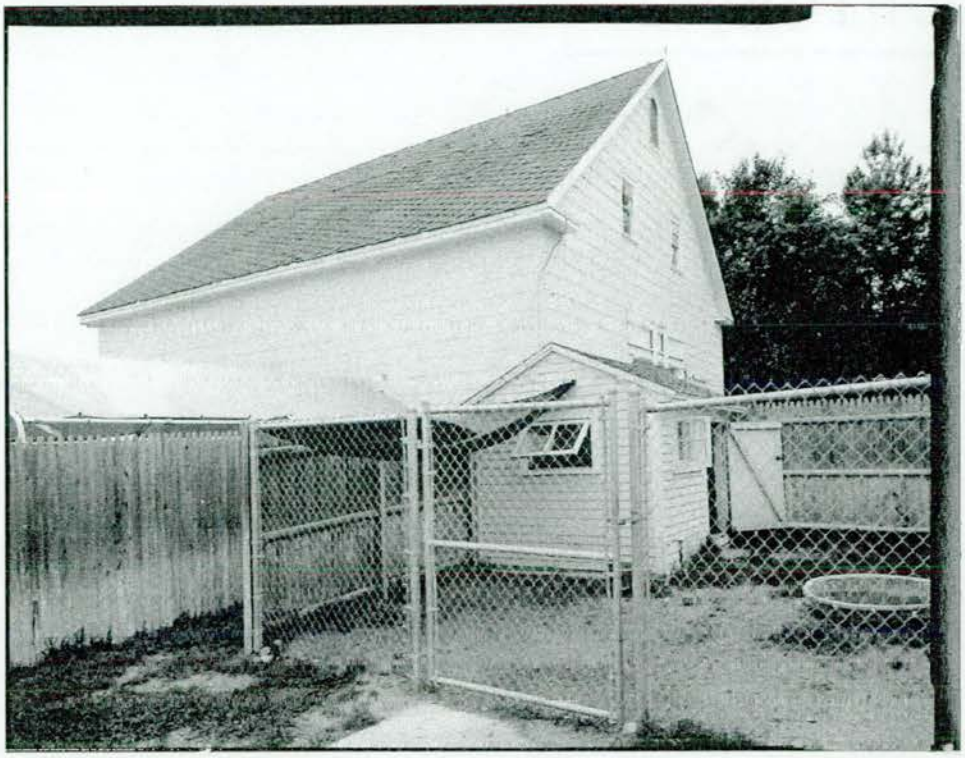
425 Dover Point Road, Dover, Front (north) and west elevations

419 Dover Point Road, Dover, Front (north) and east elevations

419 Dover Point Road, Dover, Front (north) and west elevations

NH-626-1

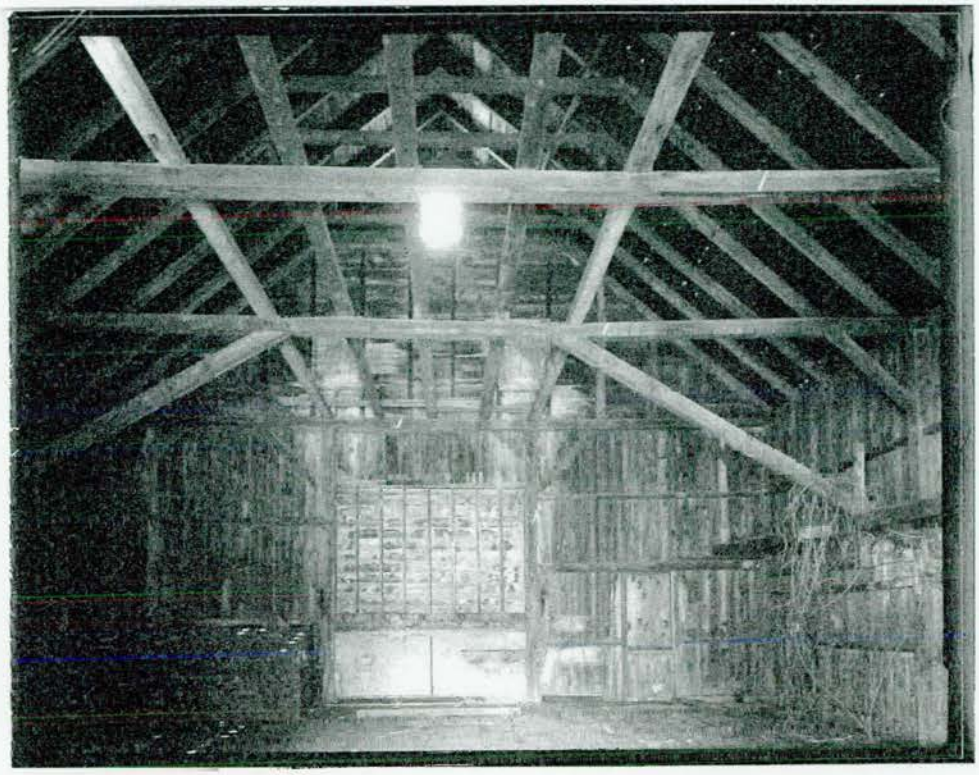
NH-626-2



NH-626-3

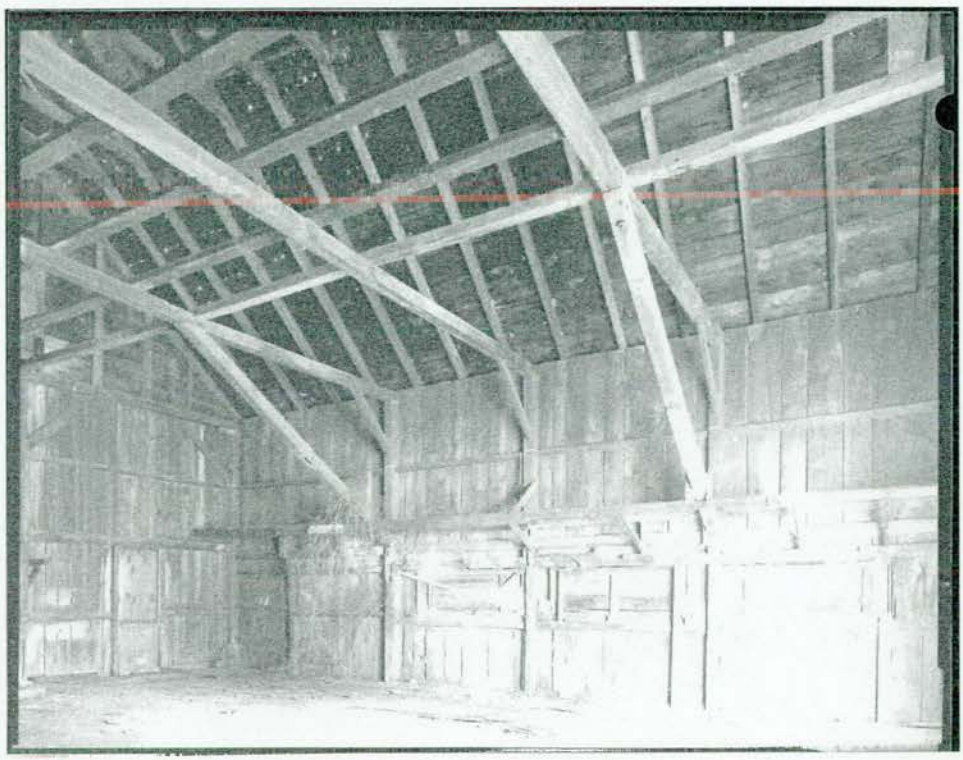
NH-626-4

NH-626-5



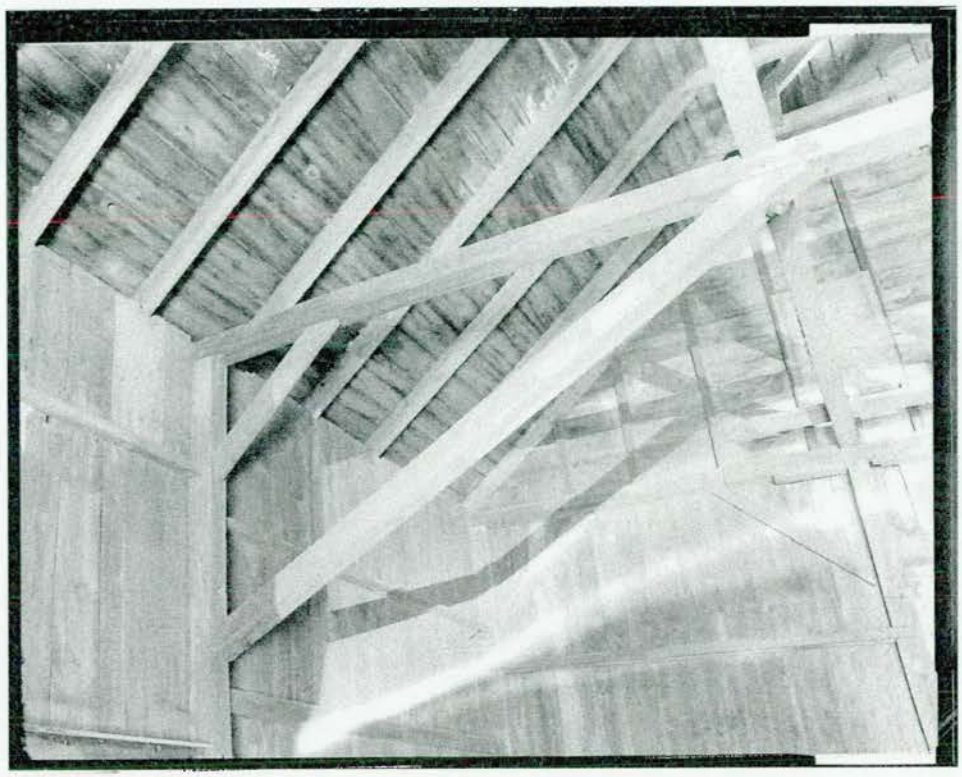
NH-626-6

NH-626-7

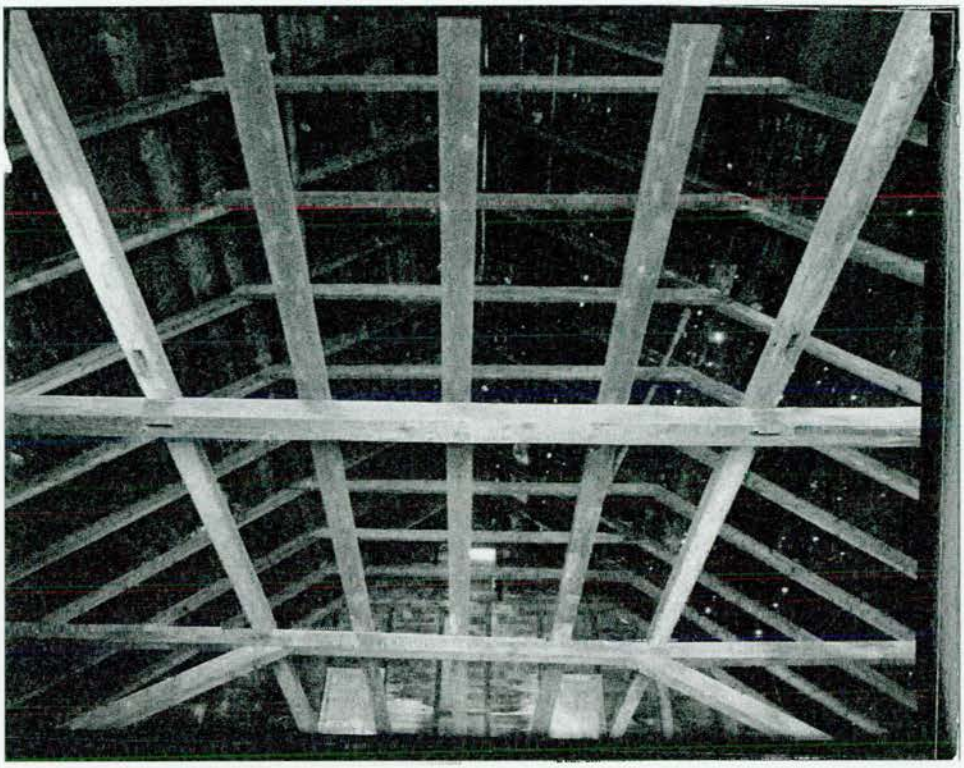


NH-626-8

NH-626-9



NH-626-10

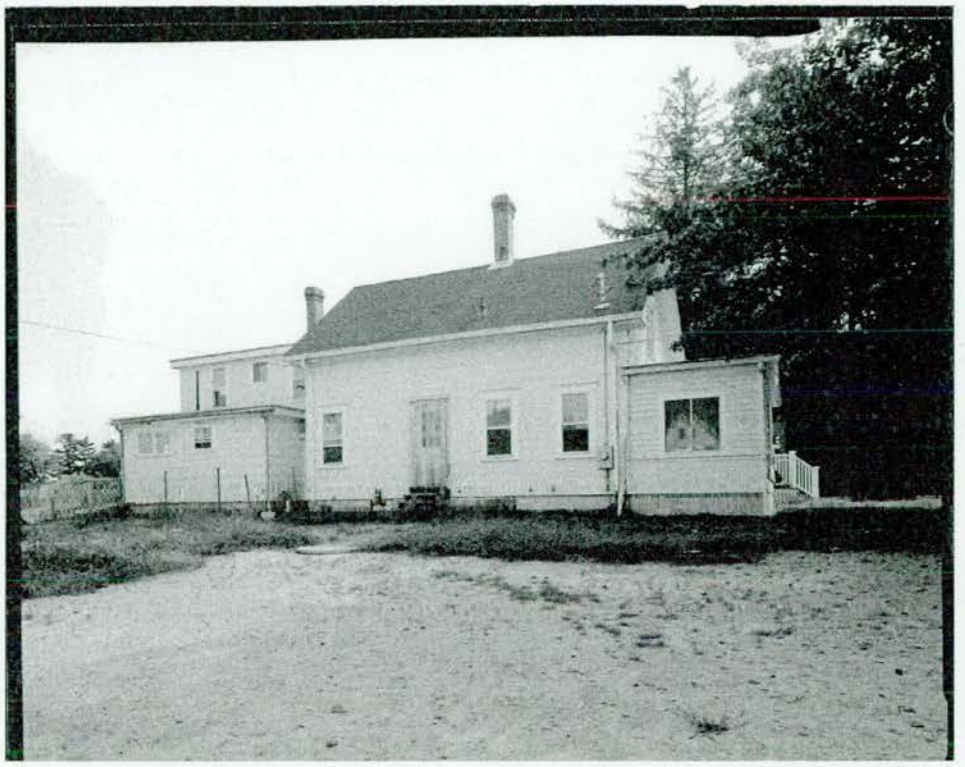


NH-626-11

NH-626-12

NH-626-14

NH-626-15



NH-626-16

NH-626-17

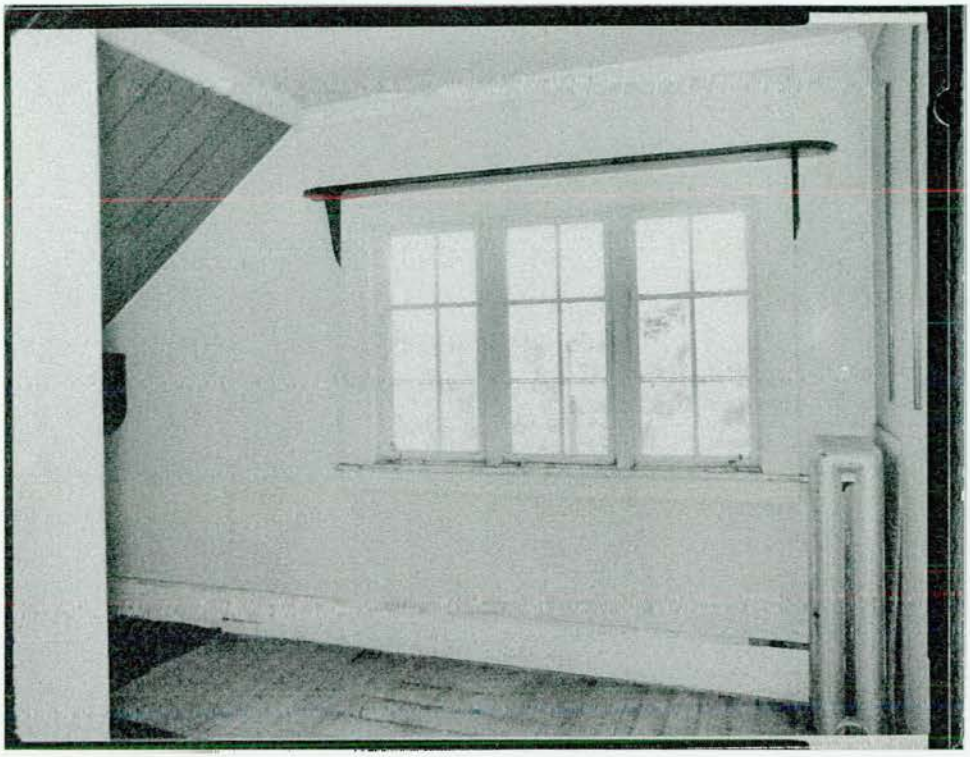
NH-626-18

NH-626-19

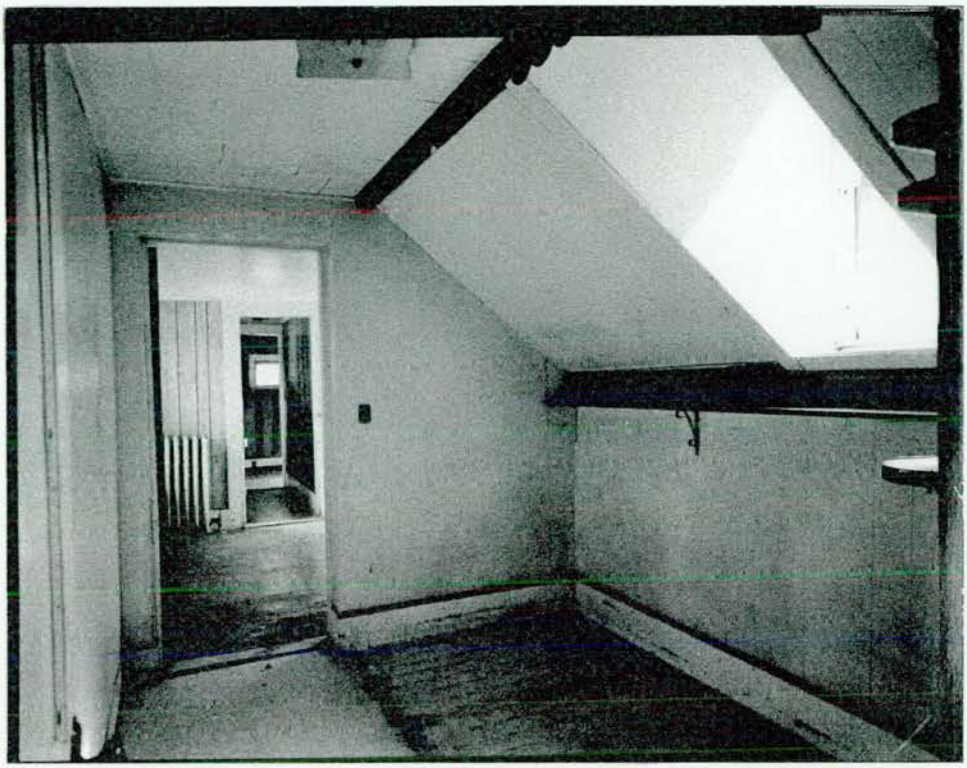
NH-626-20

NH-626-21

NH-626-22



NH-626-23



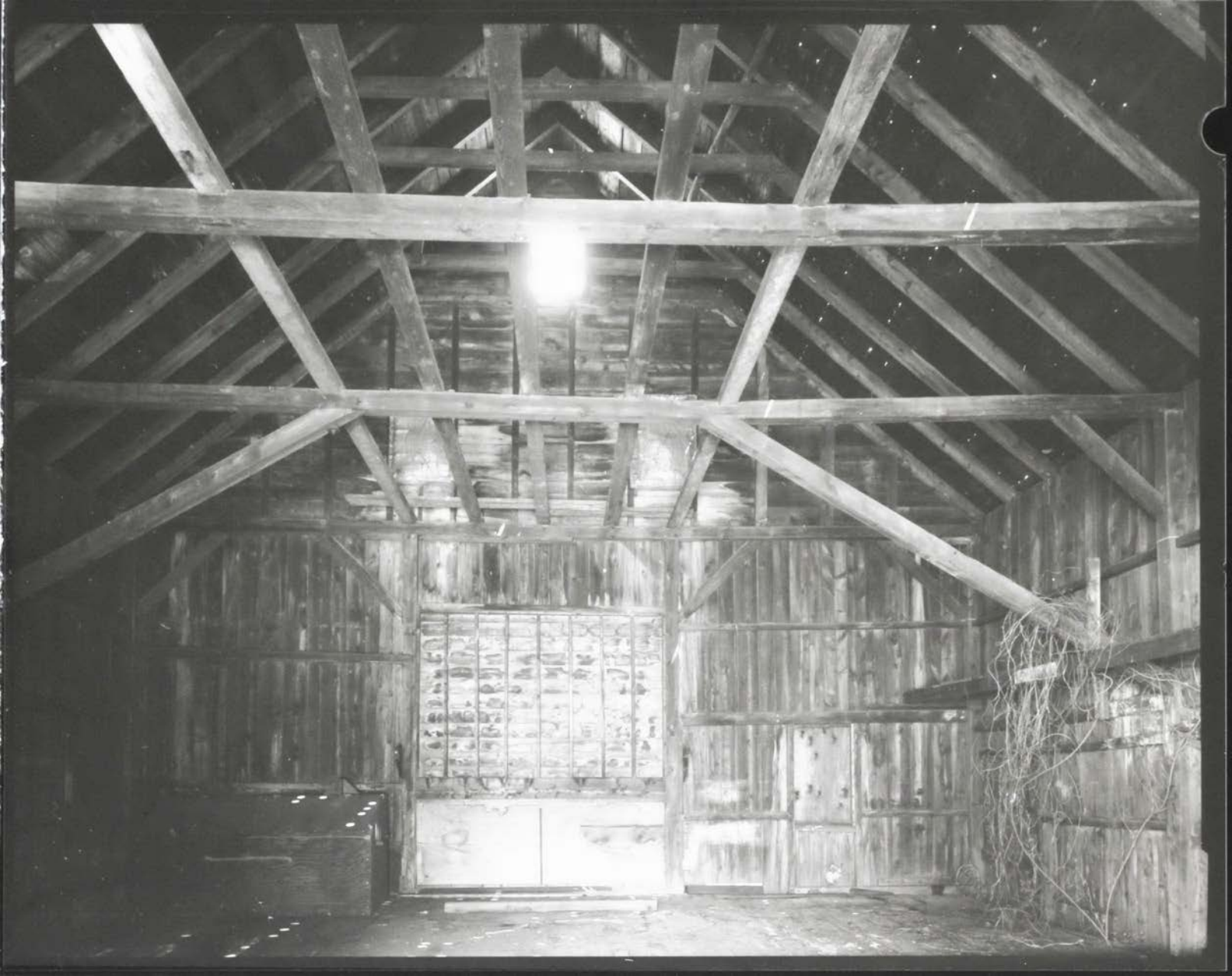
NH-626-24

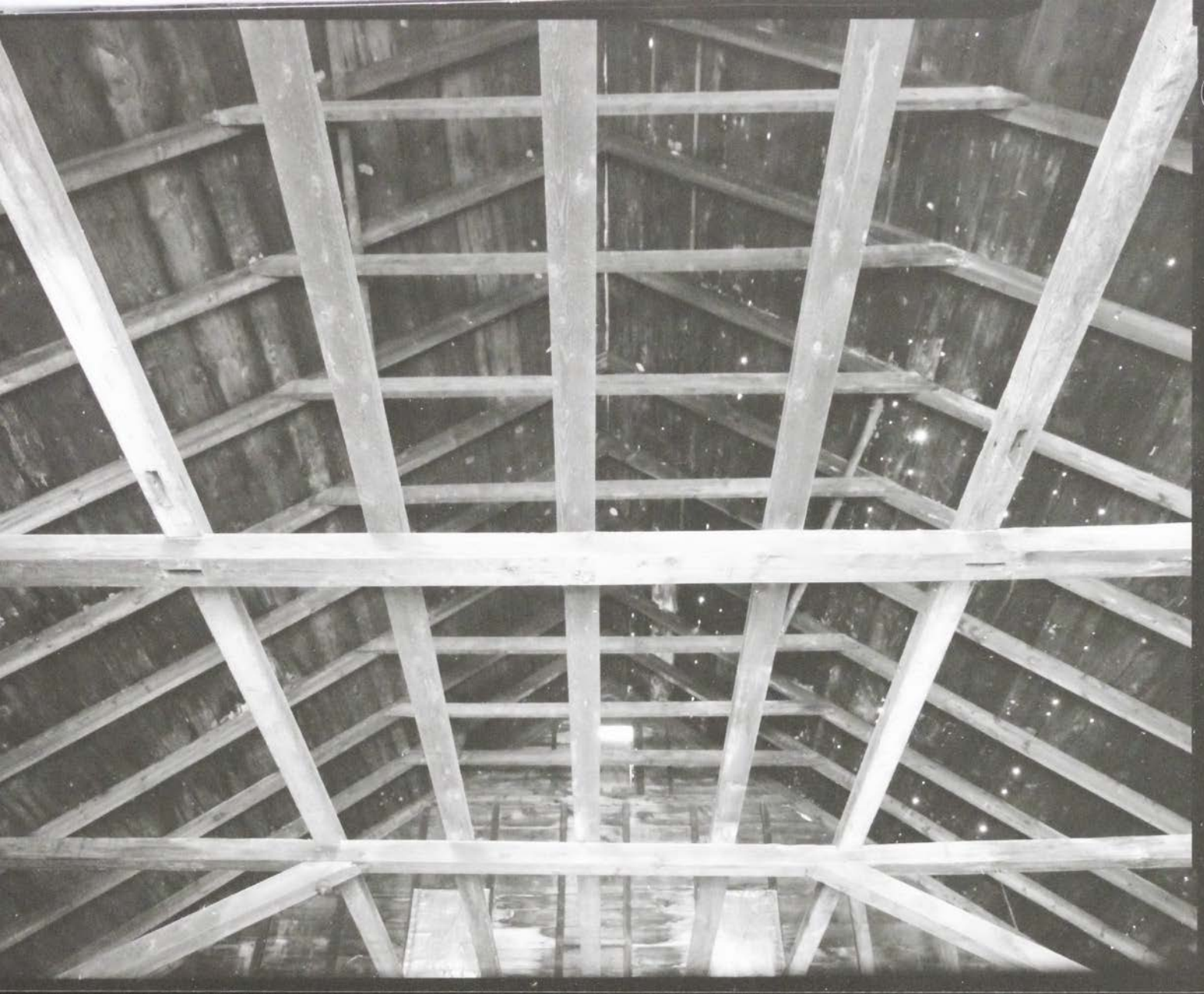
NH-626-25

NH-626-26


DOG
DAYCARE
743-DOGS


SELF-SERVICE






We Are Moving to Sixth Stree


743-0155
ACCEPTING RESERVATIONS