



July 13, 2015

Nadine Peterson
Preservation Project Reviewer
New Hampshire Division of Historical Resources
19 Pillsbury Street
Concord, NH 03301

Re: Turners Falls Hydroelectric Project (FERC No. 1889) and Northfield Mountain Pumped Storage Project (FERC No. 2485) – Revised Project Area Form (RPR 4883)

Dear Ms. Peterson:

Please find attached the revised Project Area Form for the FirstLight Hydro Generating Company's (First Light's) Turners Falls Hydroelectric Project and Northfield Mountain Pumped Storage Project (RPR 4883). The revised Project Area Form addresses comments made by the New Hampshire Division of Historical Resources (NH DHR) by letter dated February 2, 2015:

1. The revised Project Area Form provides overview mapping in a scale that is easier to understand. The sketch map also includes a depiction of the Projects' Area of Potential Effects (APE) in New Hampshire. The boundary of the Hinsdale Village Historic District also is included on the revised map.
2. As requested, recommendations are provided as to any appropriate future survey work for architectural resources identified in the Project Area Form. Specifically, the Form has been revised to state that no further survey and identification work is recommended for the NRHP-eligible Hinsdale Historic District and resources within the previously surveyed Fort Hill Branch of the Boston & Maine Railroad (determined not NRHP-eligible by NH DHR). The revised Form further states that there will be no impact to the NRHP-eligible Hinsdale Historic District.
3. The Project Area Form Statement of Significance has been revised according to NH DHR's policy on surveys conducted more than ten years ago, as contained in <http://www.nh.gov/nhdhr/programs/documents/archhistsurveypolicy.pdf>.
4. The NH DHR photo statement is signed.

Please don't hesitate to contact me with further questions or comments on the revised Project Area Form. FirstLight looks forward to your concurrence with the NRHP-eligibility recommendations contained in the revised form.

Sincerely,

A handwritten signature in black ink, appearing to read "John S. Howard". The signature is fluid and cursive, with a large loop at the end.

Cc: Frank Winchell, FERC
Elizabeth Muzzey, Director/State Historic Preservation Officer

John S. Howard
Director FERC Compliance, Hydro

FirstLight Power Resources, Inc.
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Northfield, MA 01360
Tel. (413) 659-4489/ Fax (413) 422-5900/
E-mail: john.howard@gdfsuezna.com

AREA FORM**AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA****1. Type of Area Form**Town-wide: ☐**Historic District:** ☐Project Area: ☒

2. Name of area: FirstLight Northfield Mountain
Project Area

3. Location: Ashuelot River (tributary of
Connecticut River)

4. City or town: Hinsdale

5. County: Cheshire

6. USGS quadrangle name(s): Brattleboro VT

7. USGS scale: 1:24,000

8. UTM/SP reference:

18 4734748N/0707692E (TRC-29)

18 4738730N/0705574E (TRC-30)

18 4740107N/0705610E (TRC-31)

18 4740126N/0705600E (TRC-32)

18 4740086N/0705618E (TRC-33)

9. Inventory numbers in this area:

Fort Hill Branch of Boston & Maine RR surveyed in
1994, but no survey numbers assigned. Hinsdale
Historic District surveyed in
2005, but no survey numbers were assigned to
individual resources in the district.

10. Setting: Hinsdale Village is densely settled with
mostly 19th- and 20th-century residential and
commercial buildings; The Ashuelot River is
crossed by a ca. 1940 highway bridge; the area
between Hinsdale and the Connecticut River is
wooded and sparsely settled and is crossed by an
abandoned early-20th-century railroad bridge, now
part of a bike/hike trail.

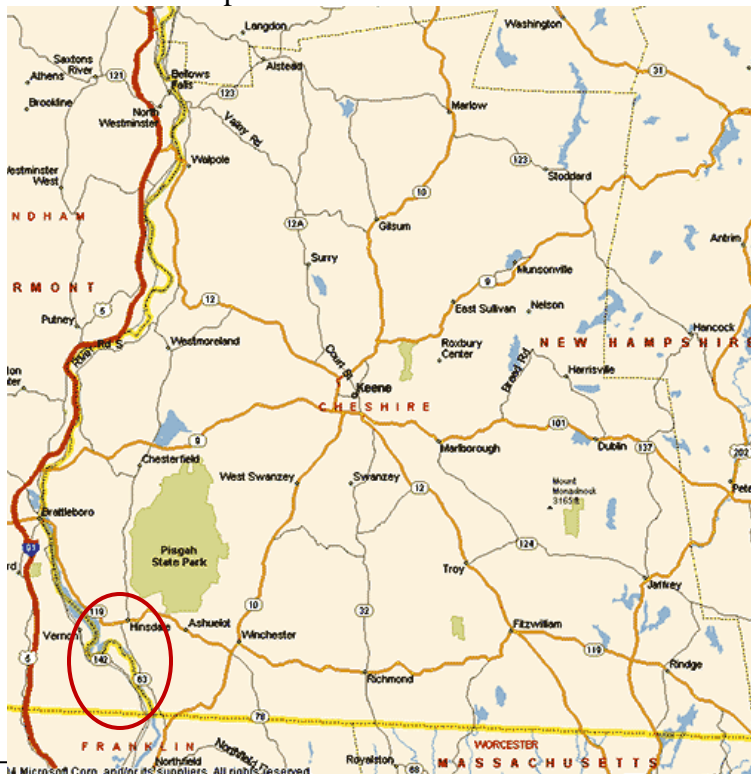
11. Acreage: >100 acres

12. Preparer(s): G. Henry/E. Rankin

13. Organization: TRC Environmental for FirstLight

14. Date(s) of field survey: March 2014

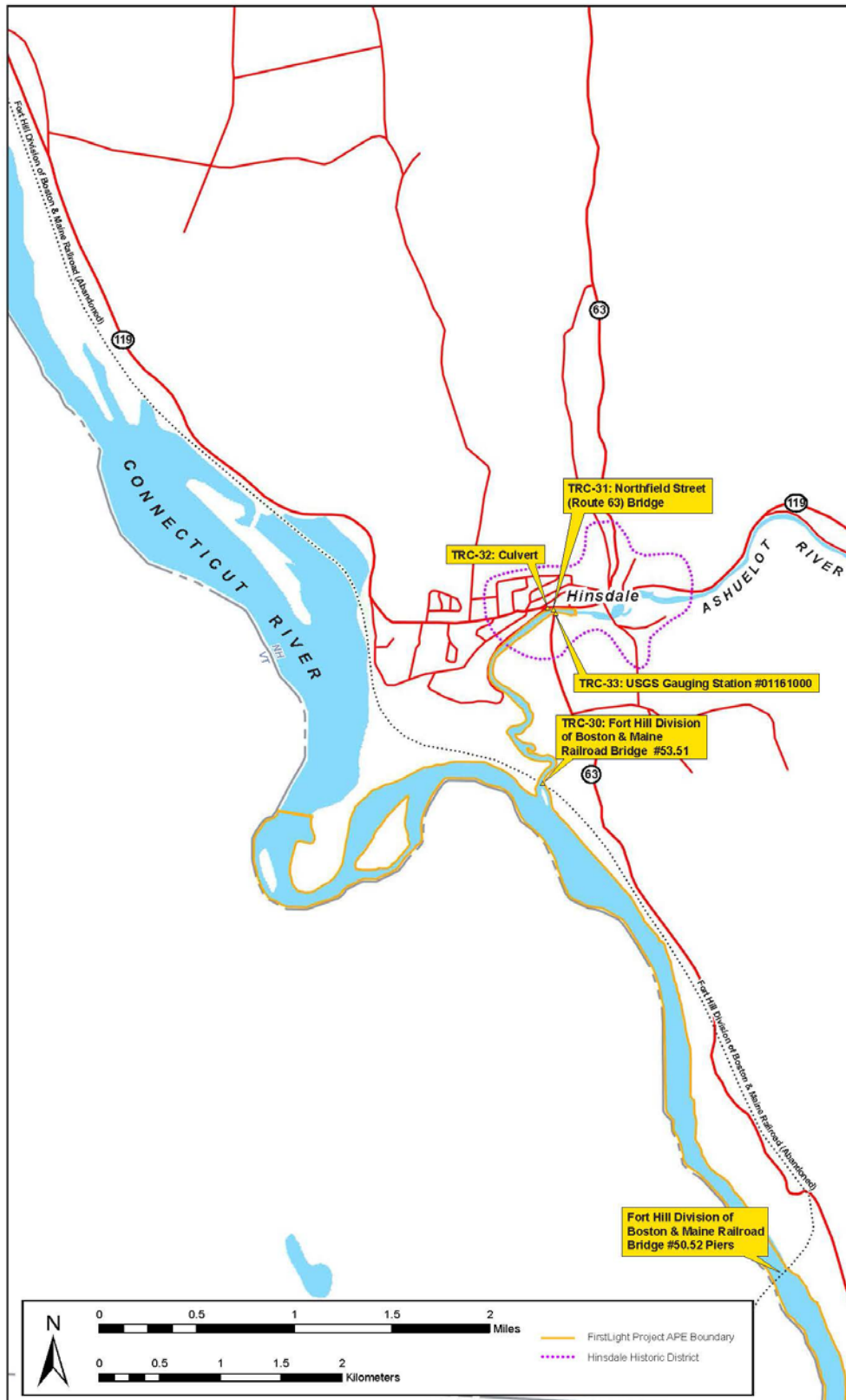
15.

15. Location map

AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA

16. Sketch map



AREA FORM**AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA****17. Methods and Purpose**

Project Purpose FirstLight has initiated with FERC the process of relicensing the 67.709-megawatt (MW) Turners Falls Hydroelectric Project (Turners Falls Project), FERC No. 1889 and the 1,119.2 MW Northfield Mountain Pumped Storage Project (Northfield Mountain Project), FERC No. 2485 located in Massachusetts, Vermont, and New Hampshire. The license for the Turners Falls Project was issued on May 5, 1980 and expires on April 30, 2018. The license for the Northfield Mountain Project was issued on May 14, 1968 and also expires on April 30, 2018. FERC's final study plan determination required FirstLight to conduct a survey and evaluation of historic architectural resources within the Project boundaries, a small portion of which lies within New Hampshire.

Survey Methodology: Between November 2013 and March 2014, TRC Environmental Corporation (TRC) conducted an historic architectural survey and NRHP evaluation of all buildings, structures, objects, sites, and districts 50 years or older within the two Projects' boundaries. The survey had the following purposes: identify historic resources within the Projects' boundaries currently listed in or determined eligible for listing in the NRHP and conduct fieldwork and provide evaluations of NRHP eligibility for all previously and newly surveyed resources, based on their historic significance and integrity. The architectural assessment of the Projects' boundaries included a review of historic maps, a literature search, and a review of historical documents at local and state repositories in Massachusetts, New Hampshire, and Vermont, as well as on-site fieldwork and evaluation.

On November 27, 2013, FERC defined the APE for the Project in accordance with Section 106 of the NHPA and in consultation with the three State Historic Preservation Offices (SHPOs) for the states included within the Project boundaries: the Massachusetts Historical Commission (MHC), the New Hampshire Division of Historical Resources (NHDHR), and the Vermont Division for Historic Preservation (VDHP). The Project APE is defined as "...all lands within the current FERC Project Boundary of the two projects in addition to any other lands outside the FERC Project Boundary where historic properties could be affected by project-related adverse effects. The Projects' APEs include lands within Franklin County, Massachusetts, Windham County, Vermont, and Cheshire County, New Hampshire. On lands adjacent to the project boundaries, the APEs would also include an additional 10 meters (33 feet) of lands inland from the top of banks of the Connecticut River and associated tributaries."

The TRC survey conducted between November 2013 and March 2014 consisted of consultation (in person and written) with the NH SHPO to define the survey boundaries and survey methodology; a site file search at NH SHPO's archives for previously identified architectural resources; general background and historical research conducted at various local and state repositories; and an initial "windshield" survey to verify the background research. This was followed by a more intensive-level survey of all resources 50 years and older, including digital photography; data synthesis, including production of this project area survey form; and an evaluation of NRHP eligibility of the surveyed resources.

TRC conducted background research on the history and development of the Project APE and its surroundings for the preparation of an historic context. Published histories and previous architectural and historical studies of individual towns and villages in Cheshire County, NH were consulted, as were historic maps and atlases of the county. Additional research was conducted at local libraries and historical societies.

In November 2013, TRC conducted a "windshield" survey to confirm the results of the background research and to determine the presence of any additional historic architectural resources within the project area. In March 2014, TRC conducted a comprehensive field survey which consisted of a systematic walkover of the lands within the Project APEs. The survey team of TRC architectural historians visited each of the previously identified resources and documented through field notes and descriptions any other resource that appeared to be 50 years or older.

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Information about the current appearance, including the setting, physical condition, and character-defining architectural features of the resources and any secondary buildings were recorded. For identification purposes, TRC used temporary “field numbers” (TRC-1, TRC-2 etc.) for all resources as the previously identified resources did not have SHPO-assigned survey numbers. High-resolution digital photographs of multiple views were taken of each resource including general context views that show the resource in relation to one another and their surroundings. TRC mapped the locations of the previously and newly surveyed resources on the relevant USGS quadrangle maps.

18. Geographical Context

The Turners Falls Project and Northfield Mountain Project are located on the Connecticut River in the states of Massachusetts, New Hampshire, and Vermont. The greater portion of the Turners Falls Project and Northfield Mountain Project, including developed facilities and most of the lands within the Project boundary, are located in Franklin County, MA; specifically, in the towns of Erving, Gill, Greenfield, Montague, and Northfield. The northern reaches of the Turners Falls Project and Northfield Mountain Project boundaries extend into the towns of Hinsdale, in Cheshire County, NH, and Vernon, in Windham County, VT.

Hinsdale is located in the southwestern corner of New Hampshire. It is bounded on the north by the town of Chesterfield, on the east by Winchester, on the south by Northfield, MA, and on the west by the Connecticut River which separates it from Vernon and Brattleboro, VT.

Most of Hinsdale along the Connecticut River is flat or rolling land, much of it used as fields or pasture. The Ashuelot River enters the town from the east and flows into the Connecticut River south of the main settlement of Hinsdale. Cooper's Point, a peninsula jutting into the Connecticut River, is in the central part of the town.

19. Historical Background

Colonial settlement of the Turners Falls/Northfield Mountain Project area (present-day towns of Gill, Greenfield, Montague, Erving and Northfield, MA; Vernon, VT; and Hinsdale, NH) in the seventeenth century was scattered and short-term and is for the most part poorly documented. Considered a northern outpost of colonial settlement, southern New Hampshire and Vermont were largely abandoned during King Philip's War and only lightly re-settled after the conclusion of Queen Anne's War in 1714. In 1723, the Massachusetts General Court decided to build a defensive block-house manned by 40 colonial and Mohawk soldiers on the west bank of the Connecticut River above Northfield, within the southerly limits of the town of Brattleboro.

Confusion over the town boundaries of Northfield in relation to the New Hampshire colony to the north resulted in several inconclusive surveys that muddled settlement claims in the area for many years (NHDOT 2007: 4). A 1753 decree by New Hampshire's Royal Governor created two towns north of Northfield on either side of the Connecticut River, both named Hinsdale (Holmes 1991: 56). On March 4, 1791 Vermont gained statehood. In October 1802, the town on the Vermont side of the Connecticut River changed its name from Hinsdale to Vernon, in honor of the British Admiral William Vernon (Child 1884: 304; Holmes 1991: 56).

The area began to lose some of its frontier character thanks to transportation improvements in the early 1800s that encouraged both economic development and resultant in-migration from other parts of New England. In 1828, a power canal and dam were constructed on the Ashuelot River in Hinsdale; these were joined to neighboring Keene by a turnpike, ushering in Hinsdale's industrial era (NHDOT 2007: 7).

Railroads opened up the entire Connecticut River Valley area to sustained economic development beginning in the 1840s and remained the area's transportation backbone for nearly a century. The first was the Connecticut River Railroad, a north-south line between New Haven CT and Greenfield MA which began service in 1846 (Holmes 1991: 24). This line was extended to Brattleboro, VT in 1851. The Vermont & Massachusetts Railroad

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reached South Vernon at the Massachusetts state line in 1849. The Ashuelot Railroad opened in 1850 between Keene, New Hampshire and South Vernon, VT (Hostutler et al 1994: 2).

By the early 1880s, Hinsdale possessed a well-developed industrial infrastructure, centered on several paper and cotton mills built along the Ashuelot River. High, Hancock, and Prospect Streets were laid out on the north side of town, reflecting the steep hillside on which the village is built. High Street, located above the heat and noise of the valley below, was soon lined with spacious architect-designed residences (NHDOT 2007: 8).

In the 1800's, the area's Connecticut and Ashuelot Rivers powered mills and shops at Hinsdale. An early woolen mill begun by Caleb Todd was acquired by Rufus S. Frost and New Hampshire governor William Haile. The company was a large producer of Cashmerettes and flannels. C. J. Amindon & Son, successors of Bishop & Boynton, made the same types of goods. The Brightwood Mills, operated by George C. Fish, and a company owned by G. & G. A. Robertson, where large producers of manila paper. Newhall & Stebbins manufactured mowing machines and the Jennings & Griffin Manufacturing Company produced knives, cutlery and precision hand tools (NHDOT 2007: 8).

In 1892, the Boston & Maine Railroad acquired the entire Connecticut River Railroad, made up of the former 21-mile Ashuelot Railroad and the Cheshire Railroad, among others (Wallace et al 2001: 36). In 1911, the railroad extended its line from Dole Junction, NH to Brattleboro, VT on the other side of the river. Known as the Fort Hill Branch of the Boston & Maine Railroad, the rail line at one time included eight bridges, a 2,800-foot causeway and numerous stone culverts and drains. The Fort Hill Branch was the last line constructed in a system of four railroads that centered on the city of Keene, the transportation hub of southwestern New Hampshire. The line was abandoned in the 1980s and several of the bridges have been removed. At its south end, the line crossed the Connecticut River via a six-span metal truss bridge on concrete-encased piers. This bridge was closed in 1970 and the superstructure has been removed, leaving only the deteriorated bridge piers (Hostutler et al 1994: 3-4).

20. Applicable NHDHR Historic Context(s) (See appendix C)

New Hampshire Railroads

21. Architectural Description and Comparative Evaluation

There are four (4) resources 50 years or older located within the Project APE: One linear district (Fort Hill Branch of the Boston & Maine Railroad) and three individual resources (a highway bridge, a culvert, and a USGS gauging station) located within what has been previously identified as the Hinsdale Historic District in Hinsdale.

1. *Fort Hill Division of Boston & Maine Railroad (TRC-29 and TRC-30)*: There are two surveyed resources associated with this former railroad line within the Northfield Mountain Project APE: the remains of a bridge across the Connecticut River (Photo 1), and a bridge across the Ashuelot River (Photos 2 and 3). Constructed in 1911, the 8.5-mile-long Fort Hill Division of the Boston & Maine Railroad runs from the NH-VT state line on the Connecticut River at Brattleboro VT south along the east riverbank in Hinsdale NH to Dole Junction, where it connected with the 21.75-mile-long Ashuelot Branch and crossed the Connecticut River again into Vernon VT. At one time, the line consisted of eight bridges, a 2800-foot causeway, eight mile marker posts, and a number of culverts and drains.

TRC-30, a riveted-plate deck-girder bridge (Bridge # 53.51) with cut-stone abutments carried the single-track line over the Ashuelot River, west of the village of Hinsdale. The rail line was abandoned in 1974, and tracks and ties have been removed. The rail bed and structures were purchased by NH DOT in 1995. This bridge, along with the other railroad bridges and structures still standing, was incorporated into a hiking/bike/snowmobile trail and was re-decked with boards and metal safety railings added.

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TRC-29, the six-span metal bridge (Bridge #50.52) over the Connecticut River at the line's southern terminus was closed in 1970 and based on historic aerial images the superstructure was removed between 1981 and 1997. The structure's six concrete-sheathed piers in the river have been left in place and are in deteriorated condition.

2. *Northfield Street (Route 63) Bridge over the Ashuelot River, Hinsdale Village (TRC-31)*: Bridge # 132/133, known locally as the Northfield Street Bridge, is a two-span concrete rigid-frame bridge that carries two-lane Northfield Street (NH Route 63) over the Ashuelot River in Hinsdale Village (Photos 4 and 5). The immediate surroundings are residential on the south end and a mix of commercial and residential on the north end. Built ca. 1940, this bridge replaced an earlier metal bridge with stone abutments and pier, possibly as a result of flood damage in 1936. An historic (undated) postcard view of the present bridge shows concrete bases at either end of the bridge topped by street lamps. These were removed at an unknown date. The bridge otherwise retains its integrity.
3. *Culvert, Hinsdale Village (TRC-32)*: A culvert, consisting of a rectangular concrete slab facing with a circular opening, is located on the north bank of the Ashuelot River, adjacent to the northwest corner of the Northfield Street Bridge (Photo 6). According to Hinsdale Town records, the culvert dates to ca. 1942, is in good condition, and retains its integrity.
4. *USGS Gauging Station #01161000 (TRC-33)*: This rectangular concrete USGS gauging station with pyramidal concrete cap is built into the south bank of the Ashuelot River, near the southeast corner of the Northfield Street Bridge in Hinsdale Village (Photo 7). Wooden steps lead to the station from Northfield Street. There is a single-leaf hinged metal door on the south face and meters are placed on the east and west faces. According to USGS records, the gauging station dates from 1907. This structure retains its integrity.

22. Statement of Significance

1. *Fort Hill Division of Boston & Maine Railroad*: In 1994, a Project Area Form was prepared for this linear resource in anticipation of its purchase by the State of New Hampshire for possible conversion to a hike/bike/snowmobile trail. According to the 1994 Project Area Form, "Due to its loss of integrity, the Fort Hill Branch is not eligible for the National Register. Nor do any of the bridges associated with the line appear to have enough significance to be individually eligible for the Register" (Hostutler 1994). In June 1994, the NHSHPO concurred with this evaluation that the Fort Hill Division of the Boston & Maine Railroad is not eligible for the NRHP. According to NHDHR's policy on "Architectural Survey" (issued 4/2013), the existing research, descriptions, and photographic documentation of a previously surveyed resource remain valid for 10 years. Because the resource was last recorded and evaluated in 1994, TRC conducted fieldwork in March 2014, at which time the remains of the Fort Hill Branch of the Boston & Maine Railroad were recorded and photographed. Based on TRC's 2014 field observations, including the loss of rails, ties, and signals, the former railroad line and its remaining bridges remain not eligible for the NRHP. The relicensing of the Turners Falls Project and the Northfield Mountain Project is not expected to affect this resource, and therefore no additional survey of the former Fort Hill Branch of the Boston & Maine Railroad is recommended.
2. *Northfield Street (Route 63) Bridge over the Ashuelot River, Culvert and USGS Gauging Station, Hinsdale Village Historic District*: In 2005, NH DOT conducted a partial survey of Hinsdale Village in connection with repairs undertaken along Route 63, following flood damage that same year. Based on historic map research and fieldwork, NH DOT defined an NRHP-eligible Hinsdale Village Historic District, eligible under Criteria A and C. According to the Project Area Form: "The village continues to function as the commercial, civic, religious, and residential center of Hinsdale" (NH DOT 2006). The NH DHR concurred with this recommendation; however contributing properties were not identified as part of this 2006 form. Three resources located within the Project APE are also located within the NRHP-eligible Hinsdale Village Historic District: Northfield Street Bridge over the Ashuelot River, Culvert, and USGS Gauging Station.

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According to NHDHR's policy on "Architectural Survey" (issued 4/2013), the existing research, descriptions, and photographic documentation of a previously surveyed resource remain valid for 10 years. Because the resource was last recorded and evaluated in 2006, TRC conducted fieldwork in March 2014, at which time the three resources within both the Project APE and the NRHP-eligible Hinsdale Historic District were recorded and photographed. Based on TRC's 2014 field observations, the Hinsdale Village Historic District remains eligible for the NRHP. The three resources surveyed by TRC in 2014 all relate to the Ashuelot River, historically the driving force behind Hinsdale's economic growth in the 19th and early 20th centuries and contribute to the district's NRHP eligibility under Criterion A. TRC has prepared a sketch map (Item #16) that shows the Project APE, the boundaries of the NRHP-eligible Hinsdale Historic District, and the three contributing resources (Northfield Street Bridge, Culvert, and USGS Gauging Station) located within both the Project APE and the Hinsdale Historic District. As there are no proposed changes, the relicensing of the Turners Falls Project and the Northfield Mountain Project is not expected to affect these three resources or the Hinsdale Historic District, and therefore no additional survey of the NRHP-eligible Hinsdale Historic District is recommended.

23. Periods(s) of Significance

1. *Fort Hill Division of Boston & Maine Railroad:* As a resource determined previously to be not eligible for the National Register, a period of significance is not applicable (N/A).
2. *Northfield Street (Route 63) Bridge over the Ashuelot River, Culvert and USGS Gauging Station, Hinsdale Village Historic District:* In 2005, the NH DOT identified a period of significance between 1828 and 1956 for the NRHP-eligible Hinsdale Historic District. The three resources surveyed by TRC in 2014 fall within this period of significance and are considered contributing resources in the NRHP-eligible district.

24. Statement of Integrity

1. *Fort Hill Division of Boston & Maine Railroad:* According to the 1994 Project Area Form: "This former railroad line has lost a great deal of integrity since its abandonment in 1983. These losses include the removal of tracks and related signals and equipment, the demolition of the line's only station, and the partial demolition of the branch's eight bridges. The line no longer has integrity of materials, workmanship, feeling, setting, and association" (Hostutler 1994). In June 1994, the NHSHPO concurred with this evaluation. Since then, the line has been converted to a bike/hike/snowmobile trail and the bridges (with the exception of the Connecticut River Bridge at its southern end) have been re-decked and converted for recreational use. Because the resource was last surveyed in 1994, TRC field-checked the resource and confirmed that the Fort Hill Division of the Boston & Maine Railroad no longer retains integrity.
2. *Route 63 (Northfield Street) Bridge over the Ashuelot River:* This resource retains all seven aspects of integrity, except for integrity of design (an undated postcard view shows the bridge once had lamps at either end).
3. *Culvert at Route 63 Bridge:* This resource retains all seven aspects of integrity.
4. *Gauging Station at Route 63 Bridge:* This resource retains all seven aspects of integrity.

25. Boundary Justification

1. *Fort Hill Division of Boston & Maine Railroad:* As a resource not eligible for the NRHP, there is no boundary for the former railroad line.

AREA FORM**AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA**

2. *Hinsdale Historic District*: Boundaries for the Hinsdale Historic District were drawn as part of the 2005 Project Area Form and are coterminous with the 19th century maps of the village drawn in 1858 and 1892 (see maps later in this form). The boundaries include the 19th and 20th century development patterns and the variety of resources that make up Hinsdale today. The boundaries of the NRHP-eligible Hinsdale Historic District and the location of the three TRC-surveyed resources are shown on the sketch map included in this form as Item #16. The Northfield Bridge, Culvert, and USGS Gauging Station fall within this boundary.

26. Boundary Description

1. *Fort Hill Division of Boston & Maine Railroad*: As a resource not eligible for the NRHP, there is no boundary for the former railroad line.
2. *Hinsdale Historic District*: Boundaries for the Hinsdale Historic District were drawn as part of the 2005 Project Area Form and are coterminous with the 19th century maps of the village drawn in 1858 and 1892 (see copies of historic maps included in this form). The boundaries of the NRHP-eligible Hinsdale Historic District and the location of the three TRC-surveyed resources are shown on the sketch map included in this form as Item #16. The Northfield Bridge, Culvert, and USGS Gauging Station fall within this boundary.

27. Bibliography and/or References

Cardcow Historic Postcard Collection: Accessed Online 2014: www.cardcow.com

C.H. Vogt & Co.

1886 "Hinsdale, NH." (Bird's eye view). C.H. Vogt & Co., Cleveland, OH.

Epodunk Historic Postcard Collection: Accessed Online 2014: www.epodunk.com

Hostutler, Elizabeth and Worthen Muzzey

1994 "Fort Hill Division of Boston & Maine Railroad," New Hampshire Division of Historical Resources Area Form. Concord NH.

Murphy, James

1991 "Where the Central Vermont Railway Came From," *The Ambassador* (Publication of the Central Vermont Railway Historical Society), Vol. 2, No. 1, Spring, 1991.

Stephenson, Charles

1982 "Interstate Water Rights to the Waters of the Connecticut River: Issues Raised by the Proposed Northfield Diversion." *Western New England Law Review*, Vol. 4, pps 641-682.

Wallace, R Stuart and Lisa Mausolf

2001 *New Hampshire Railroads: Historic Context Statement*. New Hampshire Department of Transportation, Concord, NH.

Whittlesey, Charles W.

1938 *Crossing and Re-Crossing the Connecticut River*. New Haven, Connecticut: The Tuttle, Morehouse & Taylor Company.

AREA FORM**AREA NAME:** FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA28. Surveyor's Evaluation for *Fort Hill Branch of Boston & Maine Railroad*

NR listed: district	<input type="checkbox"/>	NR eligible:		NR Criteria: A	<input type="checkbox"/>
individuals		district	<input type="checkbox"/>	B	<input type="checkbox"/>
within district	<input type="checkbox"/>	not eligible	<input checked="" type="checkbox"/>	C	<input type="checkbox"/>
Integrity: yes	<input type="checkbox"/>			D	<input type="checkbox"/>
no	<input checked="" type="checkbox"/>	more info needed	<input type="checkbox"/>	E	<input type="checkbox"/>

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

Based on March 2014 field observations and photo documentation, no further fieldwork or research is needed to confirm Not Eligible determination by NH SHPO.

28. Surveyor's Evaluation for *Hinsdale Village Historic District*

NR listed: district	<input type="checkbox"/>	NR eligible:		NR Criteria: A	<input checked="" type="checkbox"/>
individuals		district	<input checked="" type="checkbox"/>	B	<input type="checkbox"/>
within district	<input type="checkbox"/>	not eligible	<input type="checkbox"/>	C	<input checked="" type="checkbox"/>
Integrity: yes	<input checked="" type="checkbox"/>			D	<input type="checkbox"/>
no	<input type="checkbox"/>	more info needed	<input type="checkbox"/>	E	<input type="checkbox"/>

If this Area Form is for a Historic District: # of contributing resources: 3 surveyed in 2014
of noncontributing resources: _____

Based on March 2014 field observations, no further fieldwork or research is needed to confirm the NRHP-eligible status of Hinsdale Village Historic District and that these three resources (Northfield Street Bridge, Culvert, and USGS Gauging Station) are contributing resources in this district.

AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA



Photo 1 description: Axiometric Aerial View of Bridge #50.52 Piers

Roll: _____ Frame: _____ Direction: N Date taken: 05/14 Negative stored: TRC



Photo 2 description: View of Bridge #53.51 Piers and Girder

Roll: _____ Frame: _____ Direction: NW Date taken: 03/14 Negative stored: TRC

AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA

Photo 3 description: View of Bridge #53.51 from Abandoned Railroad BedRoll: _____ Frame: _____ Direction: SE Date taken: 03/14 Negative stored: TRCPhoto 4 description: View of Northfield Street BridgeRoll: _____ Frame: _____ Direction: SE Date taken: 03/14 Negative stored: TRC

AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA

Photo 5 description: View of Northfield Street BridgeRoll: _____ Frame: _____ Direction: N Date taken: 03/14 Negative stored: TRC Photo 6 description: View of CulvertRoll: _____ Frame: _____ Direction: N Date taken: 03/14 Negative stored: TRC

AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA

Photo 7 description: View of Gauging StationRoll: _____ Frame: _____ Direction: NW Date taken: 03/14 Negative stored: TRCPHOTO KEY IS LOCATED ON PAGES 14-15

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: HP Photosmart, HP 100 Greyscale Ink, HP Premium Paper.

(Color photos must be professionally printed.)

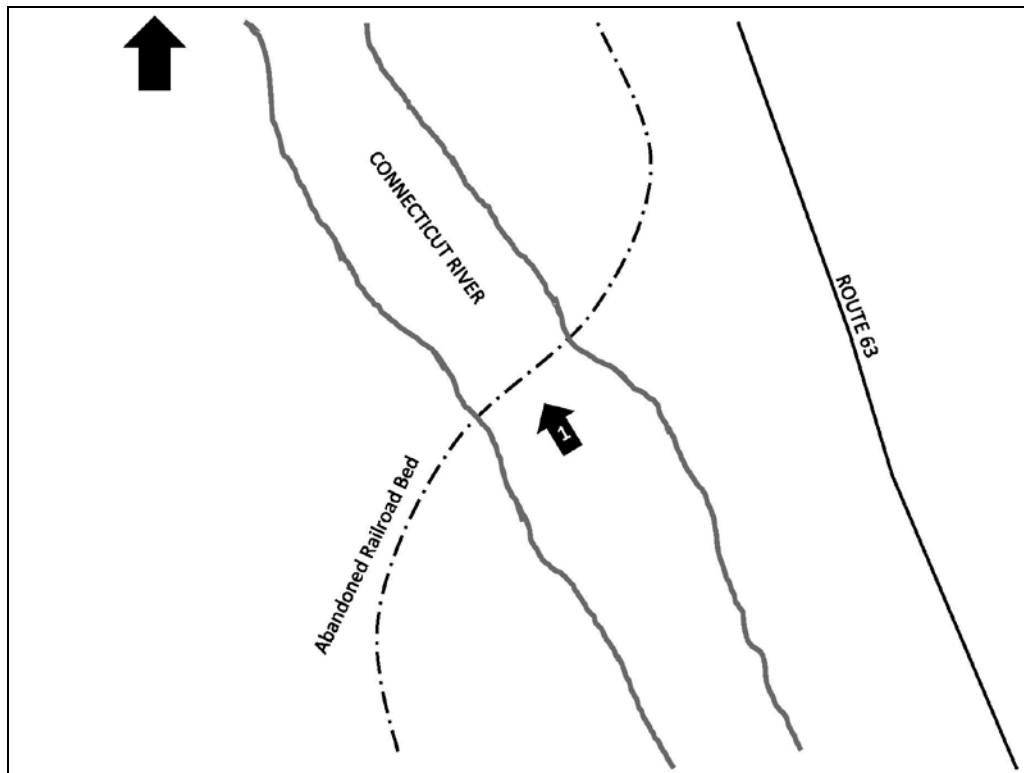
The negatives or digital files are housed at/with: TRC Environmental Corp., 4425 Forbes Blvd, Lanham MD

A handwritten signature in black ink, appearing to read "Geoffrey B. Henry".

Geoffrey B. Henry, Architectural Historian, TRC Environmental Corp.
June 2015

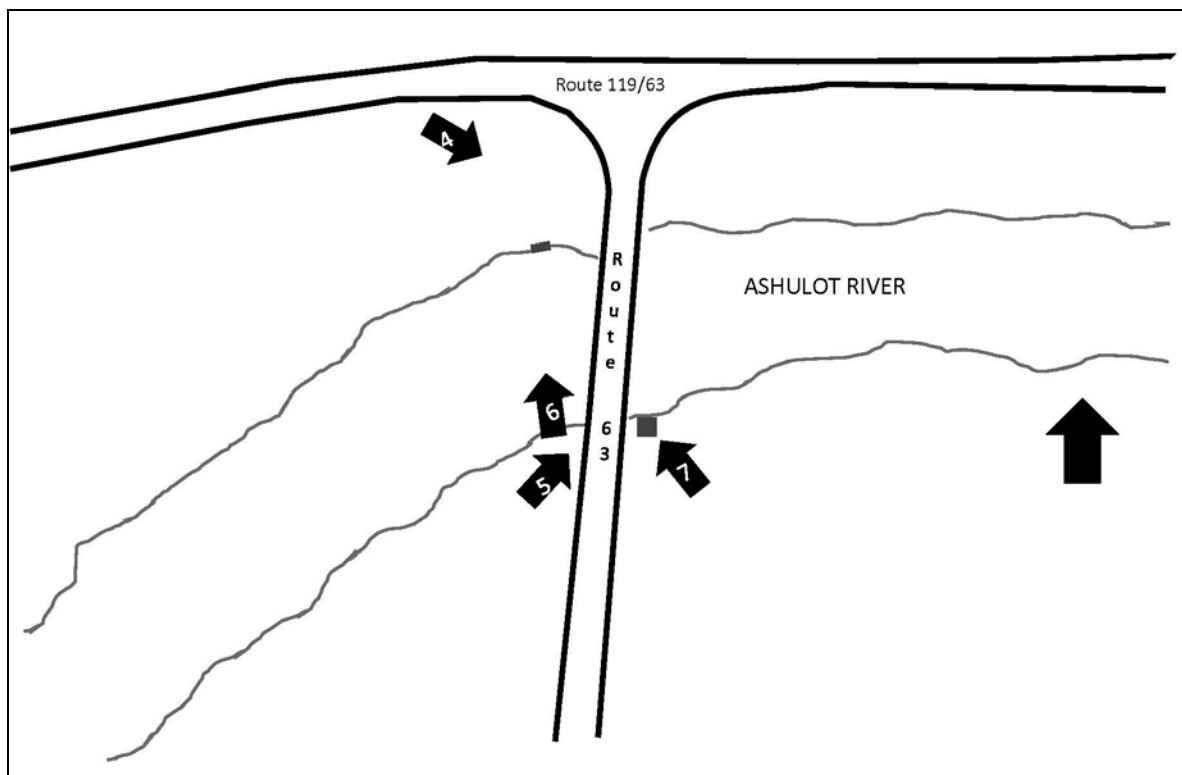
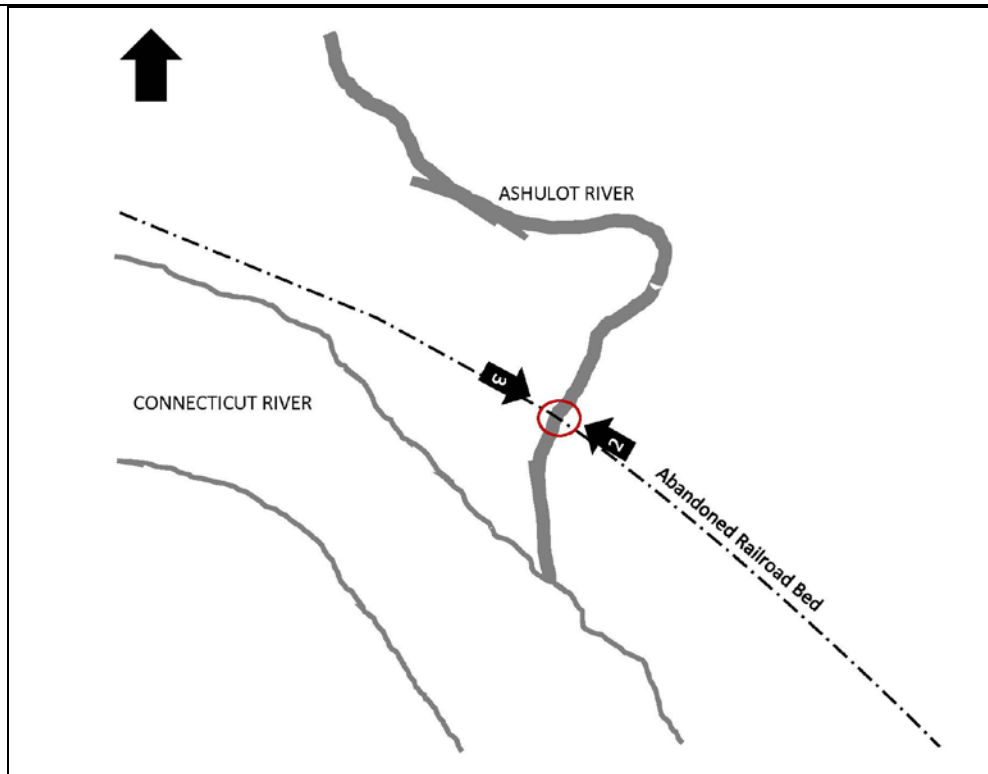
AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA

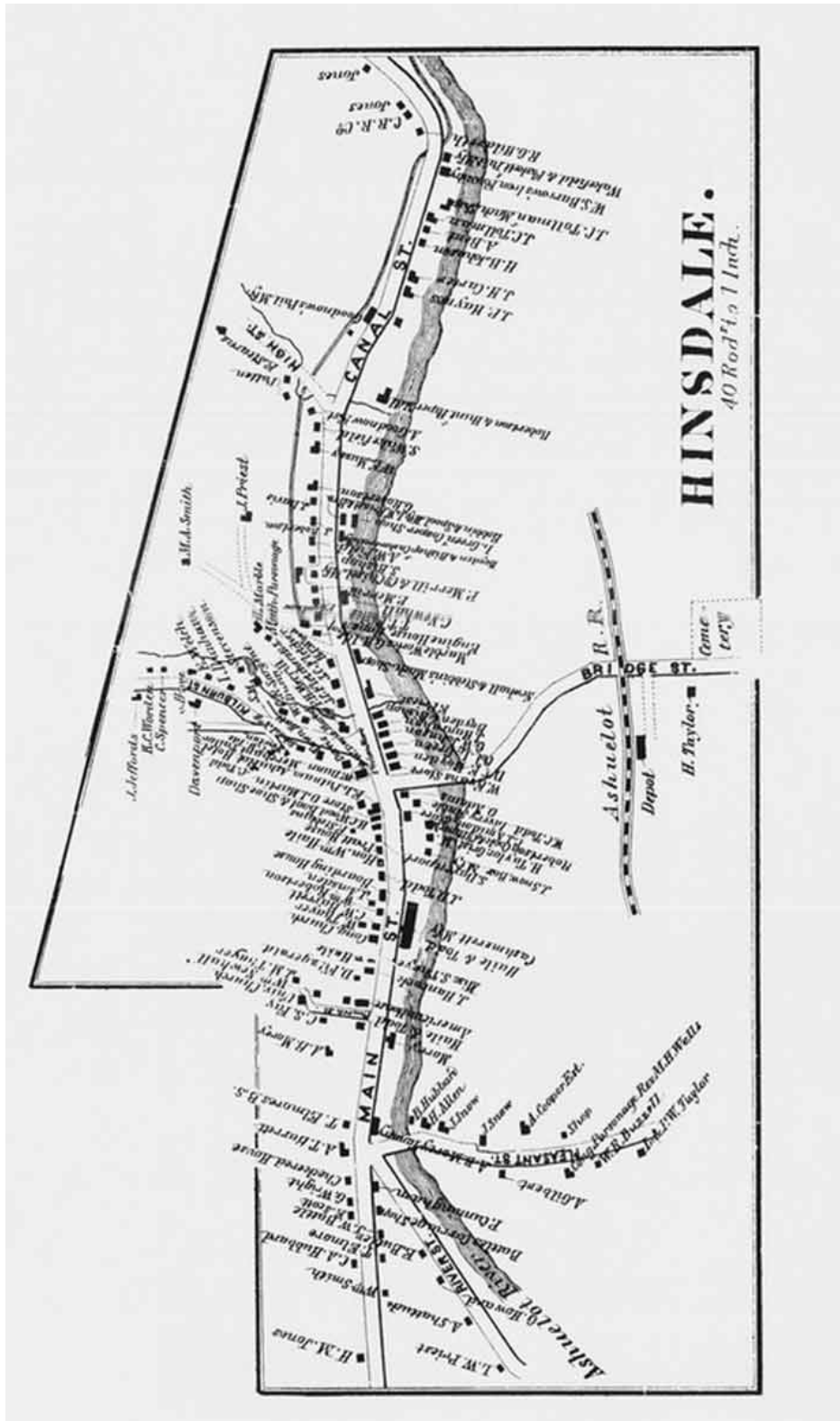


AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA



AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA

Map of Cheshire County, (1858) Surveyed by Lawrence Fagan. Published by Smith & Morley, Philadelphia PA.

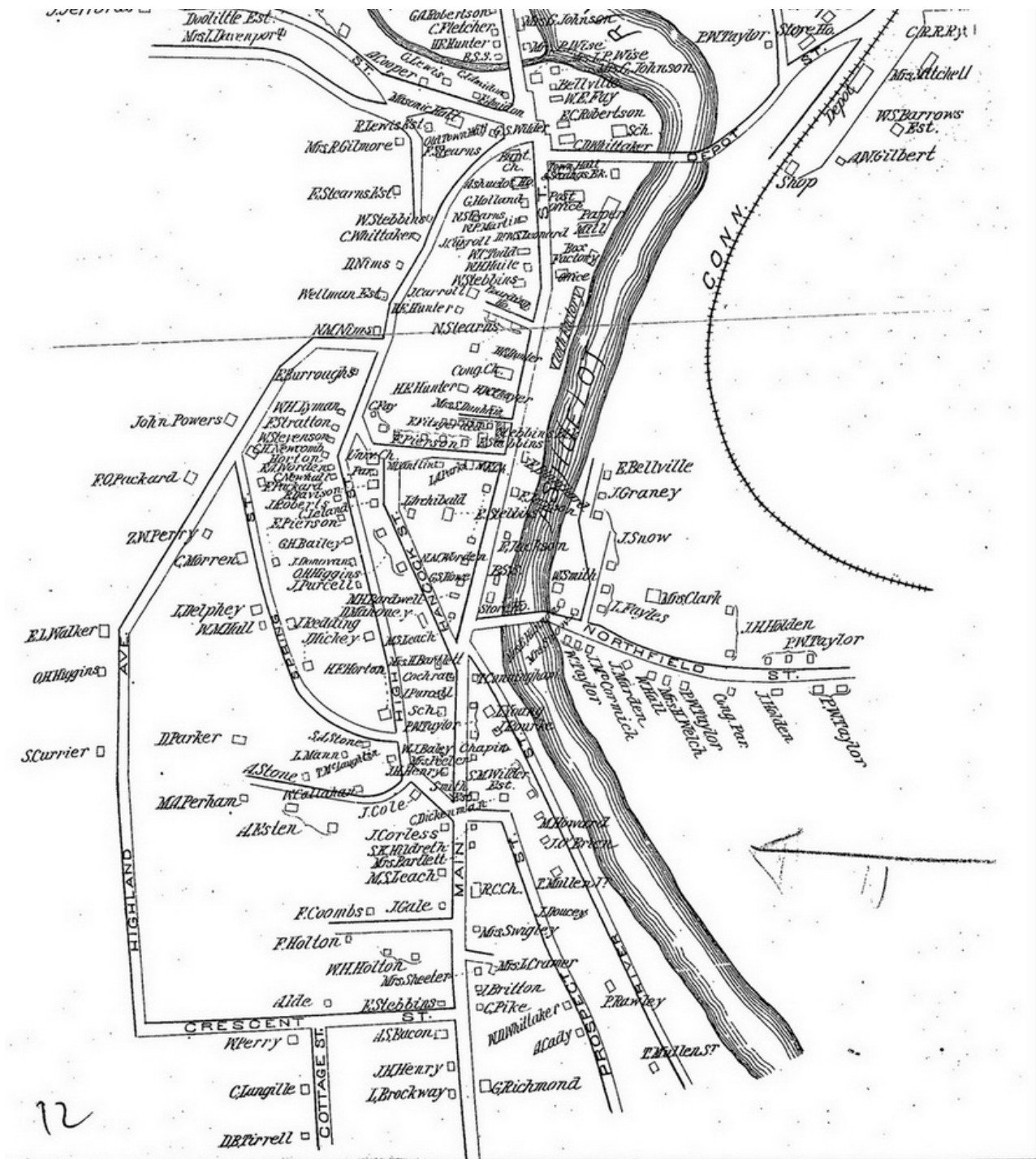
AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA



C.H. Vogt & Co's 1886 Bird's Eye View of Hinsdale, NH. (C.H. Vogt & Co., Cleveland, OH). Old Northfield Street Bridge is in Middle Distance.

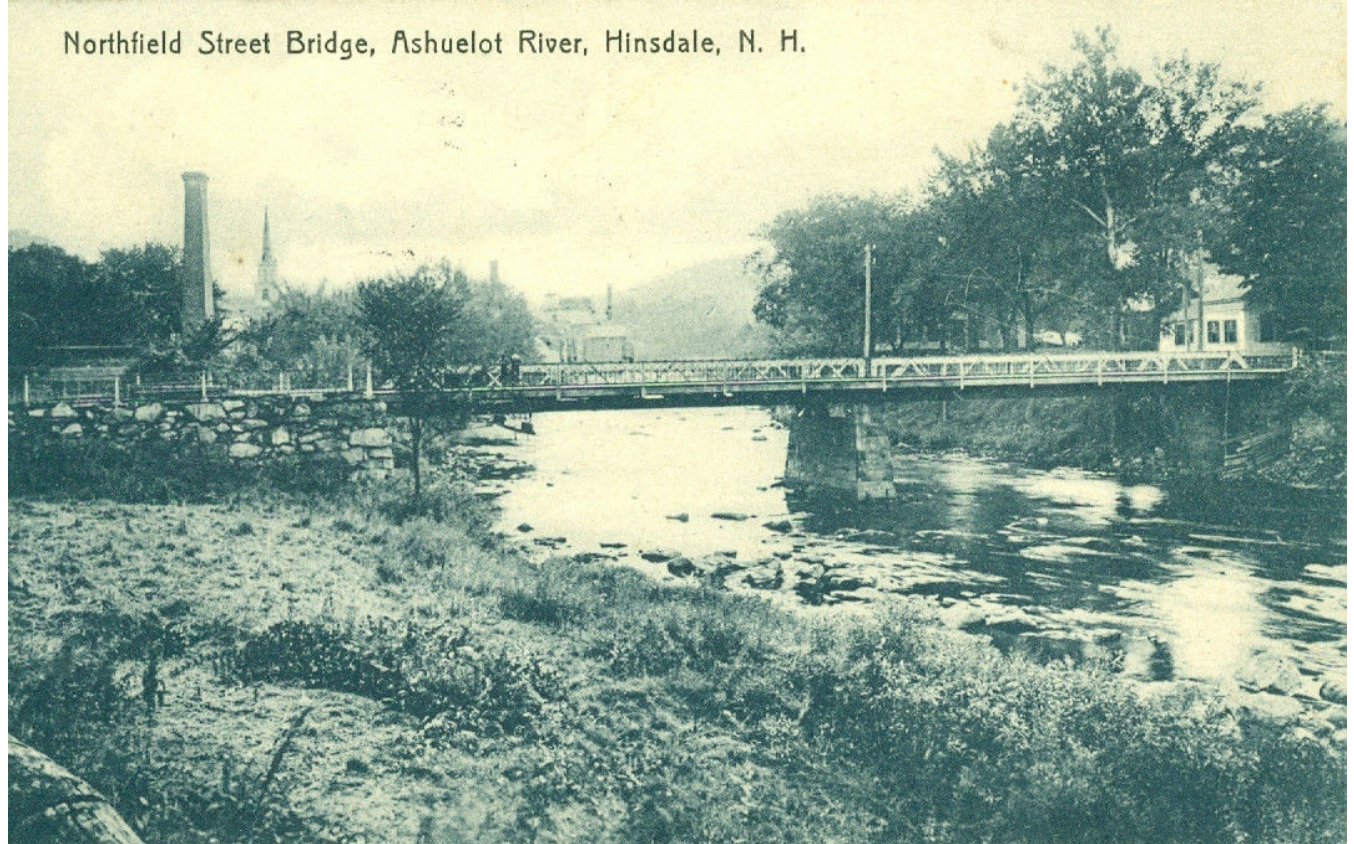
AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA

Town and County Atlas of the State of New Hampshire (1892). Compiled by DH Hurd & Co., Boston.

AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA



Circa 1907 View of Northfield Street Bridge, looking Southeast. Source: Cardcow Historic Postcard Collection: Accessed Online 2014: www.cardcow.com

AREA FORM

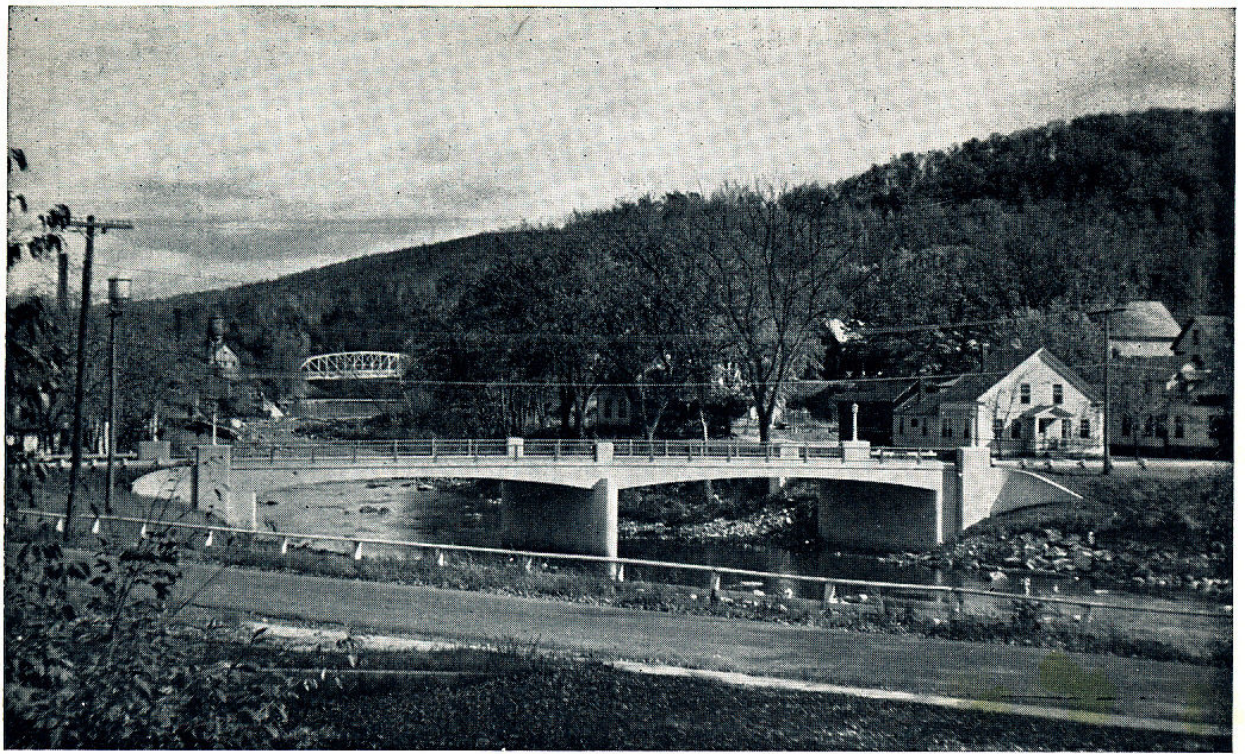
AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA



Circa 1908-1910 View of Northfield Street Bridge, looking Southeast. Source: Epodunk Historic Postcard Collection: Accessed Online 2014: www.epodunk.com

AREA FORM

AREA NAME: FIRSTLIGHT NORTHFIELD MTN. PROJECT AREA



New Northfield Street Bridge over Ashuelot River, Hinsdale, N. H.

Undated Postcard View of "New Northfield Street Bridge" Looking Southeast, Source: Source: Epodunk Historic Postcard Collection: Accessed Online 2014: www.epodunk.com