

Relicensing Study 3.7.2

Historic Architectural Resources Survey & National Register Evaluation Study Report Addendum

**Northfield Mountain Pumped Storage Project (No. 2485)
and Turners Falls Hydroelectric Project (No. 1889)**

Prepared for:



Prepared by:



NOVEMBER 2015

EXECUTIVE SUMMARY

FirstLight Hydro Generating Company (FirstLight) is the current licensee of the Northfield Mountain Pumped Storage Project (FERC No. 2485) and the Turners Falls Hydroelectric Project (FERC No. 1889). FirstLight has initiated with the Federal Energy Regulatory Commission (FERC or the Commission) the process of relicensing the two Projects using FERC's Integrated Licensing Process (ILP). The current licenses for the Northfield Mountain and Turners Falls Projects (Project or Projects) were issued on May 14, 1968 and May 5, 1980, respectively, and both licenses expire on April 30, 2018. On September 13, 2013, FERC issued a study plan determination for the Projects which, among other studies, requires FirstLight to conduct a survey and evaluation of historic architectural resources within the Project boundaries.

Between November 2013 and March 2014, TRC Environmental Corporation (TRC), on behalf of FirstLight, conducted a historic architectural survey and National Register of Historic Places (NRHP) evaluation of all buildings, structures, objects, sites, and districts 50 years or older within the Projects' Area of Potential Effects (APE). On December 31, 2014, FirstLight submitted its report *Relicensing Study 3.7.2 Historic Architectural Resources Survey & National Register Evaluation* (2014 Report) with FERC,¹ the Massachusetts Historical Commission (MHC), and the Vermont Division of Historic Preservation (VDHP).² The 2014 Report provided information about previous NRHP evaluations of historic architectural resources within the Project APE, as well as recommendations regarding the eligibility of newly surveyed resources for NRHP listing. In lieu of the 2104 Report, FirstLight submitted a Project Area Form to the New Hampshire Division of Historic Resources (NHDHR), which detailed the results of the architectural survey in that part of the Project APE located in New Hampshire, in accordance with NHDHR guidelines.³

MHC provided its comments on the 2014 Report in a letter to FERC dated January 30, 2015 ([Appendix A](#)). In this letter, MHC requested further information on, and additional mapping of, several potential historic districts and individual historic resources located within the Project boundaries and/or APE. The resources for which MHC requested additional information and/or mapping include: Riverside Historic District (MHC # GIL.D); "The Patch" Historic District (MHC # MNT.C); Cabot Camp (TRC-5); Turners Falls Power & Electric Company (TFP&EC) Historic District (TRC-40); Mohawk Trail (TRC-41); and the Central Vermont Railroad Bridge over Ferry Road (TRC-1).

In July 2015, TRC conducted fieldwork and additional research to provide the supplemental data requested by MHC in its January 30, 2015 letter and in MHC's follow-up letter of May 13, 2015. This report addendum provides the information, maps, and amended MHC survey forms as requested by MHC. [Appendix A](#) contains relevant correspondence from the three SHPOs (MHC, VDHP, and NHDHR), including their review comments. [Appendix B](#) of this report contains revised maps for surveyed historic architectural resources within the Project APE in accordance with MHC's request, and [Appendix C](#) contains revised MHC survey forms for resources surveyed or re-surveyed in July 2015.

¹ In February 2015, FirstLight refiled the Report with FERC as "non-privileged" and posted the Report on its relicensing website www.northfieldrelicensing.com.

² The VDHP responded in 2015 that there are no historic resources located within the Project APE in Vermont and that no further architectural survey work in Vermont is required.

³ By letter dated February 2, 2015, the NHDHR requested clarification of the findings of the Project Area Form and additional mapping of resources and resource boundaries in New Hampshire ([Appendix A](#)). In July 2015, FirstLight submitted the revised NHDHR Project Area Form and mapping. By letter dated July 22, 2015, NHDHR concurred with the report's findings that no additional survey work in New Hampshire is required ([Appendix A](#)).

The results of the research and architectural fieldwork conducted in July 2015 within the Project APE in Massachusetts are as follows:

1. Riverside Historic District, Gill. In its January 31, 2015 letter, MHC requested FirstLight consult with MHC National Register staff, Town of Gill planning staff, and local historic preservation groups and commissions on the status of two proposed historic districts possibly within the Project APE ([Appendix D](#)). Two areas within Gill are either near or in the Project APE—Gill Center (GIL.A) and Riverside (GIL.D)—have pending National Register of Historic Places (NRHP) nominations which were filed with MHC in July 2014 and January 2015, respectively by local historic preservation groups and/or the Town of Gill. Based on TRC’s field inspection in July 2015, the boundaries for the Gill Center Historic District are not within the Project APE.

The NRHP boundaries of the Riverside Historic District filed with MHC and the contributing/non-contributing status of resources within this historic district were verified by TRC in the field according to the guidelines of National Park Service (NPS) *Bulletin 21: How to Define Boundaries for National Register Properties*. In response to MHC’s request, TRC has prepared parcel-level aerial maps which show the NRHP boundary for the Riverside Historic District as proposed by the Town of Gill, as well as note the contributing and non-contributing status of architectural resources within the historic district. As shown on the map which accompanies the revised Form B for the Riverside Historic District in [Appendix C](#), three contributing resources are located within the FirstLight Project boundary and/or APE: Red Suspension Bridge (GIL.907); Hunt-Sanderson-Jones House (GIL.037); and Frank Smith House (GIL.043). Issuance of a new Project license by FERC will have no effect on the three contributing resources in the NRHP-eligible Riverside Historic District.

2. “The Patch” Historic District, Montague. As a result of background research and fieldwork carried out in July 2015, TRC identified proposed boundaries for the previously identified “The Patch” historic district in Turners Falls, and prepared parcel-level aerial maps showing the district boundaries and the contributing and non-contributing status of resources within the district, based on NPS *Bulletin 21: How to Define Boundaries for National Register Properties*. One contributing resource within “The Patch” Historic District, the previously surveyed Eleventh Street Bridge (MNT.904), is within the Project APE and previously has been determined eligible for individual NRHP listing by MHC. Issuance of a new Project license by FERC will have no effect on this one contributing resource in the NRHP-eligible “The Patch” Historic District.
3. Turners Falls Power & Electric Company Historic District, Montague and Gill: In July 2015, TRC identified boundaries for the Turners Falls Power & Electric Company (TFP&EC) Historic District in Turners Falls and Riverside, and prepared parcel-level aerial maps showing the district boundaries and the contributing and non-contributing status of resources within the district, based on NPS *Bulletin 21: How to Define Boundaries for National Register Properties*. The maps which accompany the revised MHC historic district survey form in [Appendix C](#) show the NRHP boundaries and clarify the relationship of the NRHP-eligible TFP&EC Historic District to the NRHP-listed Turners Falls Historic District (TFHD). Six contributing resources in the Project boundary located within the TFP&EC Historic District are also either contributing resources in the NRHP-listed Turners Falls Historic District or have previously been determined NRHP-eligible by the MHC. There are also two non-contributing resources (Boston & Maine railroad bridges) within the Project boundary. Issuance of a new Project license by FERC will have no effect on the contributing resources in the NRHP-eligible TFP&EC Historic District.
4. Cabot Camp, Montague: TRC has revised the MHC Form B for Cabot Camp (TRC-5) to include an interior description, as well as a parcel-level aerial map which shows the proposed NRHP

boundaries and the location of the four Cabot Camp contributing resources located within the Project boundary and APE, based on NPS *Bulletin 21: How to Define Boundaries for National Register Properties*. Issuance of a new Project license by FERC will have no effect on the NRHP-eligible Cabot Camp property and its four contributing resources.

5. Mohawk Trail, Gill, Greenfield, and Erving: Following the survey methodology approved by MHC by letter dated May 13, 2015, TRC conducted field survey in July 2015 of resources 50 years or older within a 588-foot-long section of the Mohawk Trail (State Route 2/2A) in Erving and a 5.77-mile section in Erving, Gill, and Greenfield. Resources located within the FirstLight Project APE identified as part of this field survey include the NRHP-eligible French King Bridge (GIL.900/ERV.904); five ca. 1920-30 cast concrete culverts; and two highway mile markers. Due to their lack of significance and/or integrity, the newly surveyed resources are not eligible for the NRHP. The rest of the 65-mile-long Mohawk Trail outside of the Project APE was not surveyed as part of this study and the NRHP status of the Mohawk Trail is presently undetermined. However, issuance of a new Project license by FERC will have no effect on the French King Bridge and the newly surveyed resources along the Mohawk Trail within the Project APE.
6. Central Vermont Railroad, Northfield: Two resources associated with the Central Vermont Railroad (CVRR) are located within the Project boundary and/or APE: the previously surveyed CVRR Bridge over the Connecticut River (NFL.926) and the newly surveyed CVRR Bridge over Ferry Road (TRC-1). The MHC has determined these two railroad bridges not eligible for individual listing in the NRHP. The rest of the CVRR located outside of the Project APE in Massachusetts and Vermont was not surveyed as part of this study and the NRHP status of the CVRR is presently undetermined. However, issuance of a new Project license by FERC will have no effect on the two CVRR railroad bridges within the Project APE.
7. Dam at Briggs Brook (TRC-42), Farley, Erving: In July 2015, TRC surveyed a ca. 1930 dam spanning Briggs Brook. The purpose of the original construction is unknown; the dam is used by FirstLight during the draining of the Northfield Mountain Upper Reservoir for station maintenance as well as by the Erving Fire Department as a stocked source of water. In its present condition, the dam consists of poured concrete walls with a small dip where water is released. Based on background research and field observations, this resource is not eligible for NRHP listing under Criterion A, B, or C due to lack of architectural and/or historical significance. Issuance of a new Project license will have no effect on this NRHP-ineligible resource.

Summary and Conclusions: The results of TRC's July 2015 survey of the FirstLight APE conducted in response to review comments from MHC are summarized in [Table 1](#) below. Issuance of a new Project license by FERC is not expected to have an effect on any NRHP-listed or -eligible resources within the Project APE.

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

Table 1.
Results of July 2015 Survey within Turners Falls and Northfield Mountain Project

SITE NAME	SHPO # / FIELD #	NRHP STATUS	PROJECT EFFECT
Riverside Historic District, Gill			
Frank Smith House	GIL.043	Contributing resource in NRHP-eligible Riverside Historic District	No Effect from the Project
Hunt-Sanderson-Jones House	GIL.037	Contributing resource in NRHP-eligible Riverside Historic District	No Effect from the Project
Red Suspension Bridge Abutments	GIL.907	Contributing resource in NRHP-eligible Riverside Historic District	No Effect from the Project
“The Patch” Historic District, Montague			
Eleventh Street Bridge over Power Canal	MNT.904	Contributing resource in NRHP-eligible Patch Historic District. Eleventh Street Bridge was determined NRHP-Eligible in 1987 by MHC.	No Effect from the Project
Turners Falls Power & Electric Company (TFP&EC) Historic District, Montague			
Turners Falls Power & Electric Company Historic District	TRC-40 (includes MNT.449, 904, 909, 924, 925, and 933 and TRC-2, 3, 6, 35, 36, 37, and 39)	NRHP-Eligible (Criteria A and C). Seven resources are also contributing to NRHP-listed Turners Falls Historic District	No Effect from the Project
Cabot Power Generating Station and Dam	MNT.449	Contributing resource in TFP&EC Historic District. Determined NRHP Eligible 1987 (Criteria A and C)	No Effect from the Project
Sixth Street Bridge over Power Canal	MNT.909	Contributing resource in TFP&EC Historic District. Contributing resource in NRHP-listed Turners Falls Historic District	No Effect from the Project
Fifth Street Footbridge over Power Canal	MNT.924	Contributing resource in TFP&EC Historic District. Contributing resource in NRHP-listed Turners Falls Historic District	No Effect from the Project
Keith’s Mill Footbridge over Power Canal	MNT.925	Contributing resource in TFP&EC Historic District. Contributing resource in NRHP-listed Turners Falls Historic District	No Effect from the Project

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

SITE NAME	SHPO # / FIELD #	NRHP STATUS	PROJECT EFFECT
Turners Falls Power Canal	MNT.933	Contributing resource in TFP&EC Historic District. Contributing resource in NRHP-listed Turners Falls Historic District	No Effect from the Project
International Paper Co. Bridge over Power Canal	No MHC #, TRC-6	Contributing resource in TFP&EC Historic District. Contributing resource in NRHP-listed Turners Falls Historic District	No Effect from the Project
Eleventh Street Bridge over Power Canal	MNT.904	Contributing resource in TFP&EC Historic District. Contributing resource in NRHP-listed Turners Falls Historic District. Eleventh Street Bridge was determined NRHP-Eligible in 1987 by MHC.	No Effect from the Project
Station No. 1	TRC-35	Contributing resource in NRHP-eligible TFP&EC Historic District	No Effect from the Project
Turners Falls Gate House	TRC-36	Contributing resource in NRHP-eligible TFP&EC Historic District	No Effect from the Project
Turners Falls Dam (1 and 2)	TRC-37	Contributing resource in NRHP-eligible TFP&EC Historic District	No Effect from the Project
Boston & Maine Railroad Bridge over Turners Falls Power Canal	TRC-2	Non-contributing resource in NRHP-eligible TFP&EC Historic District	N/A
Boston & Maine Railroad Bridge over Branch Canal	TRC-3	Non-contributing resource in NRHP-eligible TFP&EC Historic District	N/A
Cabot Camp, Montague			
Cabot Camp	TRC-5	NRHP-Eligible (Criteria A and C), with 4 contributing resources	No Effect from the Project
Mohawk Trail, Gill, Greenfield, and Erving			
Mohawk Trail mile markers and culverts	TRC-41	Mile markers and culverts are not NRHP eligible	N/A
French King Bridge over Connecticut River	GIL.900/ ERV.904	Determined NRHP Eligible 1987 (Criterion C)	No Effect from the Project
Central Vermont Railroad, Northfield			
Central Vermont Railroad Bridge over Ferry Road	TRC-1	Determined Not Eligible by MHC in 2015	N/A

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

SITE NAME	SHPO # / FIELD #	NRHP STATUS	PROJECT EFFECT
Central Vermont Railroad Bridge over the Connecticut River	NFL.926	Determined Not Eligible by MHC in 1989.	N/A

TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
TABLE OF CONTENTS	VII
1 INTRODUCTION	1-1
2 WORK COMPLETED IN 2015 IN RESPONSE TO MHC COMMENTS	2-1
2.1 2015 Research	2-1
2.2 2015 Fieldwork	2-1
3 RESULTS OF THE 2015 SURVEY	3-1
3.1.1 Riverside Historic District, Gill	3-1
3.1.2 “The Patch” Historic District, Montague	3-1
3.1.3 Turners Falls Power & Electric Company Historic District, Montague and Gill	3-1
3.1.4 Cabot Camp, Montague	3-2
3.1.5 Mohawk Trail, Erving, Montague, Gill, and Greenfield	3-3
3.1.6 Central Vermont Railroad Bridges, Northfield	3-4
3.1.7 Dam at Briggs Brook Erving	3-4
4 SUMMARY AND CONCLUSIONS	4-1
5 LITERATURE CITED	5-1

LIST OF TABLES

Table 1. Results of July 2015 Survey within Turners Falls and Northfield Mountain Project	iv
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LIST OF APPENDICES

APPENDIX A AGENCY CORRESPONDENCE
APPENDIX B FIRSTLIGHT PROJECT APE MAPS SHOWING SURVEYED ARCHITECTURAL RESOURCES
APPENDIX C REVISED MHC SURVEY FORMS FOR JULY 2015-SURVEYED RESOURCES
APPENDIX D TABLE OF CONSULTATION WITH LOCAL HISTORIC PRESERVATION COMMISSIONS AND TOWNS OF GILL AND MONTAGUE

LIST OF ABBREVIATIONS

APE	Area of Potential Effects
CVRR	Central Vermont Railroad
Commission	Federal Energy Regulatory Commission
FERC	Federal Energy Regulatory Commission
FirstLight	FirstLight Hydro Generating Company
ILP	Integrated Licensing Process
MA	Massachusetts
MACRIS	Massachusetts Cultural Resource Information System
MHC	Massachusetts Historical Commission
MW	Megawatt
National Register	National Register of Historic Places
NHDHR	New Hampshire Division of Historical Resources
NHPA	National Historic Preservation Act of 1966, as amended
NH	New Hampshire
NRHP	National Register of Historic Places or National Register
PSP	Proposed Study Plan
the Project or Projects	Northfield Mountain Pumped Storage and Turners Falls Hydroelectric Projects
Section 106	Section 106 of the National Historic Preservation Act of 1966, as amended
SHPO	State Historic Preservation Office (or Officer)
TFHD	Turners Falls Historic District
TFP&EC	Turners Falls Power & Electric Company
TRC	TRC Environmental Corporation
VDHP	Vermont Division for Historic Preservation
VT	Vermont
2014 Report	<i>Relicensing Study 3.7.2 Historic Architectural Resources Survey & National Register Evaluation (2014 Report)</i>

1 INTRODUCTION

FirstLight Hydro Generating Company (FirstLight) is the current licensee of the Northfield Mountain Pumped Storage Project (FERC No. 2485) and the Turners Falls Hydroelectric Project (FERC No. 1889). FirstLight has initiated with the Federal Energy Regulatory Commission (FERC, the Commission) the process of relicensing the two Projects using FERC's Integrated Licensing Process (ILP). The current licenses for the Northfield Mountain and Turners Falls Projects (Project or Projects) were issued on May 14, 1968 and May 5, 1980, respectively, and both licenses expire on April 30, 2018.

As part of the ILP, FERC conducted a public scoping process during which various resource issues were identified. On September 13, 2013, FERC issued a study plan determination for the Projects which, among other studies, requires FirstLight to conduct a survey and National Register evaluation of historic architectural resources within the Project boundaries.

Between November 2013 and March 2014, TRC Environmental Corporation (TRC), on behalf of FirstLight conducted a historic architectural survey and National Register of Historic Places (NRHP) eligibility evaluation of all buildings, structures, objects, sites, and districts 50 years or older within the Projects' Area of Potential Effects (APE). The survey consisted of background research; preparation of a historic context; fieldwork; and NRHP evaluation. The Northfield Mountain Pumped Storage Project, built 1968-1972, was surveyed as it will be 50 years old by the time the current license expires in 2018.

On December 31, 2014, FirstLight submitted its report *Relicensing Study 3.7.2 Historic Architectural Resources Survey & National Register Evaluation* (2014 Report) with FERC, the Massachusetts Historical Commission (MHC), and the Vermont Division of Historic Preservation (VDHP). (In February 2015, FirstLight refiled the Report with FERC as "non-privileged" and posted the Report on its relicensing website www.northfieldrelicensing.com). This report provided information about previous NRHP evaluations of historic architectural resources within the Project boundaries, as well as recommendations regarding the eligibility of newly surveyed resources for listing in the NRHP. In lieu of this survey report, FirstLight submitted a Project Area Form to the New Hampshire Division of Historic Resources (NHDHR), which detailed the results of the architectural survey in that part of the Project APE located in New Hampshire, in accordance with NHDHR guidelines.

Responses and review comments from the three SHPOs to the 2014 Report or the NH Project Area Form are included in [Appendix A](#). By letter dated February 2, 2015, the NHDHR requested clarification of the findings of the Project Area Form and additional mapping of resources and resource boundaries in New Hampshire. In July 2015, FirstLight submitted the revised NHDHR Project Area Form and mapping. By letter dated July 22, 2015, NHDHR concurred with the report's findings that no additional survey work in New Hampshire is required. The VDHP responded in 2015 that there are no NRHP-listed or -eligible resources located within the Project APE in Vermont and that no further architectural survey work in Vermont is required.

MHC provided its comments on the 2014 Report by letters to FERC dated January 30 and May 13, 2015. In these letters, MHC requested further information on, and additional mapping of, several potential historic districts and individual historic resources located within the Project boundaries. The resources for which MHC requested additional information and/or mapping include: Riverside Historic District (MHC # GIL.D); "The Patch" Historic District (MHC # MNT.C); Turners Falls Power & Electric Company Historic District (TRC-40); Mohawk Trail (TRC-41); Cabot Camp (TRC-5); and the Central Vermont Railroad Bridge over Ferry Road in Northfield (TRC-1).

2 WORK COMPLETED IN 2015 IN RESPONSE TO MHC COMMENTS

2.1 2015 Research

In its January 30, 2015 response letter, MHC requested further research and consultation with MHC's NRHP staff, planning staff from the Towns of Gill and Montague, and the two Town historical commissions and Town historic district commissions to verify both the boundaries and the historic research conducted for pending NRHP nominations for the Riverside and Gill Center Historic Districts in Gill, as well as any proposed historic districts in Montague. TRC subsequently consulted with MHC staff and knowledgeable individuals from both towns ([Appendix D](#)). TRC consulted local Town tax assessor websites to determine legal parcel boundaries for these properties as well as National Park Service (NPS) *Bulletin 21: How to Define Boundaries for National Register Properties* for guidance in developing NRHP boundaries for historic districts and individual resources.

2.2 2015 Fieldwork

In its January 30, 2015 response, MHC requested additional fieldwork to verify NRHP boundaries and identify contributing and non-contributing resources within the Riverside and Gill Center Historic Districts in Gill; "the Patch" and Turners Falls & Electric Company Historic Districts in Montague/Gill; the Mohawk Trail in Erving, Gill, and Greenfield and the Cabot Camp property in Montague. In July 2015, TRC conducted fieldwork in the above areas, including photography and evaluation of surveyed resources for their contributing/non-contributing status. Based on TRC's field inspection, the NRHP boundaries proposed by the Town of Gill for the Gill Center Historic District are not within the Project APE. The NRHP boundaries of the Riverside Historic District filed with MHC by the Town of Gill and the contributing/non-contributing status of resources within this historic district were verified by TRC in the field. TRC also conducted an interior inspection of the main residence at Cabot Camp in Montague and verified the contributing status of the four architectural resources located on the property.

In its January 30, 2015 letter MHC requested a survey of the 65-mile long Mohawk Trail (TRC-41) to assess its NRHP eligibility. In its April 20, 2015 letter, FirstLight responded with a proposed survey of the two sections of the Mohawk Trail located within the Project APE from which parts of the Turners Falls Hydroelectric Project are visible. This survey methodology was approved by MHC on May 13, 2015. Survey was conducted in July 2015 of a 588-foot-long section in Erving and the 5.77-mile section between the New England Central Railroad Line in Erving on the east and the intersection with Turners Falls Road in Greenfield on the west. As part of this survey, TRC identified the previously surveyed and NRHP-eligible French King Bridge (GIL.900/ERV.904); five ca. 1920-30 cast concrete culverts; and two highway mile markers erected at the time of the Mohawk Trail's construction. TRC also identified two non-historic bridges within the Project APE.

The January 30, 2015 MHC letter provided comments on TRC's evaluation of the two resources associated with the Central Vermont Railroad (CVRR)—the CVRR Bridge over the Connecticut River and the CVRR Bridge over Ferry Road (TRC-1)—located within the Project boundary and/or APE. As stated in the Report, the CVRR Bridge over the Connecticut River was determined not eligible by MHC in 1989. In its January 31, 2015 letter, MHC stated that the CVRR Bridge over Ferry Road appears to be a common construction type with multiple extant examples that would otherwise not individually meet NRHP eligibility criteria. No other sections of the CVRR or CVRR-related architectural resources are located within the Project boundary/APE and TRC conducted no further survey of the CVRR. Thus, no further field work with respect to the portion of the CVRR located within the APE was conducted.

As part of the July 2015 fieldwork, TRC recorded one additional resource over 50 years old within the Project APE not previously identified, a dam on Briggs Brook (TRC-42) in Erving. TRC photographed the

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

dam and its setting, mapped the resource, and completed an MHC Form B for the resource, included in [Appendix C](#) of this report.

3 RESULTS OF THE 2015 SURVEY

3.1.1 *Riverside Historic District, Gill*

On behalf of FirstLight, TRC consulted with MHC National Register staff and local historic preservation groups and commissions on the status of the proposed Riverside Historic District, parts of which lie within the Project boundary and/or Project APE. A table listing the names of individuals contacted and dates contacted is contained in [Appendix D](#). The Town of Gill filed an NRHP nomination for the Riverside Historic District with MHC in July 2014. TRC reviewed the NRHP boundaries and contributing and non-contributing status of resources within the Riverside Historic District as proposed by the Town according to the guidelines of National Park Service (NPS) *Bulletin 21: How to Define Boundaries for National Register Properties*. In response to MHC's request, TRC has prepared parcel-level aerial maps which show the NRHP boundary for the Riverside Historic District as proposed by the Town of Gill, clarifies the relationship of this district with the existing MHC boundaries as shown in the Massachusetts Cultural Resource Information System (MACRIS), and identifies the contributing and non-contributing status of architectural resources within the historic district boundaries. As shown on the map which accompanies the revised Form A for the Riverside Historic District in [Appendix C](#), three resources previously identified by TRC in the 2014 Report as contributing are located within the FirstLight Project boundary and/or APE: Red Suspension Bridge (GIL.907); Hunt-Sanderson-Jones House (GIL.037); and Frank Smith House (GIL.043). Issuance of a new Project license will have no effect on the three contributing resources in the NRHP-eligible Riverside Historic District.

3.1.2 *"The Patch" Historic District, Montague*

The area of southwest Turners Falls known locally as "The Patch" is an area bounded on the west by the Connecticut River and on the east by the Turners Falls Power Canal. The Patch Historic District was previously identified and surveyed by the Franklin County Arts Council in 1978, but was not assessed for NRHP eligibility by the MHC at that time. A small portion of The Patch Historic District surveyed in 1978 lies within the Project APE. Since "The Patch" is a previously identified historic district with a separate history and period of significance, as well as geographical separation from the Turners Falls Historic District (listed in the NRHP in 1983), it is appropriate to consider it as a separate district rather than attempt to modify the boundaries and historic context for the Turners Falls Historic District.

Based on its July 2015 field reconnaissance and on the guidelines contained in *Bulletin 21: How to Define Boundaries for National Register Properties*, TRC has identified proposed boundaries for The Patch Historic District, based on historic settlement patterns in this section of Turners Falls and the results of historic map research. TRC also identified the contributing and non-contributing status of resources within the district. Only one resource within the proposed boundaries for the Patch Historic District, the NRHP-eligible Eleventh Street Bridget (MNT. 904), is within the APE. The map which accompanies the revised Form A for The Patch Historic District in [Appendix C](#) shows the proposed NRHP boundaries and clarifies the relationship of this district with the existing MHC boundaries as shown in MACRIS. Issuance of a new Project license will have no effect on the Patch Historic District and the one contributing resource within the APE, the Eleventh Street Bridge.

3.1.3 *Turners Falls Power & Electric Company Historic District, Montague and Gill*

Based on research and fieldwork conducted in 2014, TRC identified a potential Turners Falls Power & Electric Company (TFP&EC) historic district in Turners Falls (Montague) and Riverside (Gill) consisting of buildings and structures historically associated with the Turners Falls Power & Electric Company and its successor companies. In the 2014 Report, TRC identified proposed boundaries for the TFP&EC Historic District according to the guidelines in *NPS Bulletin 21: How to Define Boundaries for National Register*

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

Properties. As stated in the 2014 Report, the district consists of hydroelectric power facilities and related structures built by the Turners Falls Power & Electric Company between 1904 and ca. 1929 and is bounded on the south by the Cabot Power Station, on the west and northwest by the Connecticut River and/or the west bank of the Power Canal, on the northeast by the Turners Falls Dam (the only portion of the district in Gill), and on the east and southeast by the east bank of the Power Canal. The resources are all physically connected by the Power Canal, which is also spanned by two railroad bridges, two pedestrian bridges, and four vehicular bridges.

Within these boundaries, there are ten contributing resources and two non-contributing resources within the proposed TFP&EC Historic District located within the Project Boundary and/or Project APE. Because seven of these twelve resources also are contributing resources to the NRHP-listed Turners Falls Historic District (TFHD) (or, in the case of the Power Canal, only a section of which was included in the original historic district boundaries) the January 30, 2015 letter from MHC requested clarification on the relationship of the TFP&EC Historic District and the NRHP-listed TFHD. MHC also requested parcel-level aerial maps showing the boundaries for the proposed historic district and identifying all contributing and non-contributing resources. The contributing/non-contributing resources in the TFP&EC Historic District (and in the TFHD, where applicable) are identified below. Issuance of a new Project license will have no effect on the contributing resources within the NRHP-eligible TFP&EC Historic District identified below.

- Turners Falls Dams 1 and 2 (Montague and Gill dams) (TRC-37)
- Turners Falls Gate House (TRC-36)
- Turners Falls Power Canal (THFD-listed only south from the Turners Falls Dams to Sixth Street, with the section south of Sixth Street contributing to the TFP&EC district) (MNT.933)
- International Paper Company Bridge (THFD-listed) (TRC- 6)
- Keith's Mill Footbridge (THFD-listed) (MNT.925)
- Fifth Street Pedestrian Bridge (THFD-listed)(MNT.924)
- Sixth Street Bridge (THFD-listed) (MNT.909)
- Eleventh Street Bridge (determined NRHP-eligible for individual listing by MHC) (MNT.904). (This resource is also within the NRHP-eligible Patch Historic District.)
- Power Station No. 1 (TRC-35)
- Cabot Station (determined NRHP-eligible for individual listing by MHC in 1987) (MNT.449)

The following two structures are non-contributing resources in the TFP&EC Historic District:

- Boston & Maine Railroad Bridge over the Power Canal (TRC Survey # 2)
- Boston & Maine Railroad Bridge over the Branch Canal (TRC Survey # 3)

3.1.4 Cabot Camp, Montague

The 2014 *Relicensing Study 3.7.2 Historic Architectural Resources Survey & National Register Evaluation*, identified Cabot Camp in Montague as NRHP-eligible under Criterion A (period of significance ca. 1913-1968) for its historical association with the Turners Falls Power & Electric Company and its successor companies, and under Criterion C (period of significance ca. 1913) for embodying the characteristics of the New England Colonial Revival Style of architecture.

In its January 30, 2015 letter, MHC requested a parcel-level aerial map that depicts the NRHP boundaries of the Cabot Camp property as well as its contributing and non-contributing resources and a justification for the NRHP boundaries. In July 2015, TRC accessed the interior of the Cabot Camp buildings and has revised the MHC survey Form B ([Appendix C](#)) to include an interior description. The parcel-level aerial map which accompanies the revised survey form for Cabot Camp shows the NRHP boundaries and the

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

location of the four contributing resources (house, carriage house, comfort station, and well cover) on the Cabot Camp property. Using the guidelines in *Bulletin 21: How to Define Boundaries for National Register Properties*, TRC has identified the NRHP boundary for Cabot Camp as the current parcel boundary, consisting of the two parcels purchased in 1883 and 1903 and upon which TFP&EC president Phillip Cabot erected Cabot Camp as his summer residence. Issuance of a new Project license will have no effect on Cabot Camp and its contributing resources.

3.1.5 Mohawk Trail, Erving, Montague, Gill, and Greenfield

In its January 30, 2015 letter MHC requested a survey of the 65-mile long Mohawk Trail (TRC-41) to assess its NRHP eligibility ([Appendix A](#)). In its April 20, 2015 letter, FirstLight proposed to survey the two sections of the Mohawk Trail located within the Project APE from which parts of the Turners Falls Hydroelectric Project are visible. This survey methodology was approved by MHC in its letter to FERC dated May 13, 2015 ([Appendix A](#)). TRC conducted field survey of a 588-foot-long section in Erving and the 5.77-mile section between the New England Central Railroad Line in Erving on the east and the intersection with Turners Falls Road in Greenfield on the west.

The resources 50 years or older identified during TRC's July 2015 fieldwork include the NRHP-eligible French King Bridge (GIL.900/ERV.904); five ca. 1920-30 cast concrete culverts; and two highway mile markers erected at the time of the Mohawk Trail's construction in the 1920s. There also are two non-historic highway bridges within the APE: a bridge built in 2013 over the New England Central Railroad in Erving, and a bridge built in 2015 over the Fall River at the Greenfield/Gill Town Line. The resources newly surveyed by TRC were recorded, photographed, mapped, and their descriptions and locations included as part of the revised MHC survey Form H for the Mohawk Trail ([Appendix C](#)):

- Culvert over Packard Brook, Mohawk Trail, Erving: The cast concrete culvert is approximately 6 feet wide and rises 2 feet above Packard Brook at the north opening and 4 feet above on the south opening. It is comprised of two sections created at the same time: one with a square opening and one with a circular opening. A modern corrugated metal pipe has been placed within the circular opening.
- Culvert over Briggs Brook, Mohawk Trail, Erving: The cast concrete culvert is approximately 8 feet wide with a 4-foot rectangular opening. It is mostly covered by vegetation at the north opening and rises 3 feet above Briggs Brook on the south opening.
- Culvert over Scots Brook, Mohawk Trail, Erving: Set in a deep ravine, vegetation obstructs photography of this cast concrete culvert with a round opening. It is approximately 8 feet in height and has angled wingwalls.
- Culvert at Pisgah Mountain Road, Mohawk Trail, Erving: Set in a ravine, this cast concrete culvert with a round opening over an unnamed brook, is approximately 8 feet in height and has angled wingwalls.
- Culvert at Chappell Drive, Mohawk Trail, Erving: This circular, cast concrete culvert is approximately 7 feet in height, although the lower half is submerged, and has angled wingwalls.
- Mile Markers, Mohawk Trail, Erving: Two concrete mile markers are located along the side of the Mohawk Trail within the Project APE. They are approximately 2 feet tall with a pyramidal cap. Small oval metal plates are screwed into them but the mile marker numbers are worn and illegible.

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

Due to their lack of significance and/or integrity, the newly surveyed resources in this section of the Mohawk Trail are not eligible for the NRHP. The rest of the 65-mile-long Mohawk Trail outside of the Project APE was not surveyed as part of this study and the NRHP status of the Mohawk Trail is presently undetermined. The French King Bridge (GIL.900/ERV.904) was previously determined to be individually eligible for the National Register by MHC. However, issuance of a new Project license by FERC will have no effect on the French King Bridge, and the newly surveyed resources along the Mohawk Trail within the Project APE.

3.1.6 Central Vermont Railroad Bridges, Northfield

Two resources associated with the Central Vermont Railroad (CVRR) in Northfield are located within the Project boundary and/or APE: the previously surveyed CVRR Bridge over the Connecticut River (MHC NFL.926) and the newly surveyed CVRR Bridge over Ferry Road (TRC-1). The MHC has determined these two railroad bridges are not eligible for individual listing in the NRHP. The rest of the CVRR is located outside of the Project APE in Massachusetts and Vermont and thus was not surveyed as part of this study. The NRHP status of the CVRR is presently undetermined. However, issuance of a new Project license will have no effect on the CVRR and the two surveyed CVRR railroad bridges within the Project APE.

3.1.7 Dam at Briggs Brook Erving

This ca. 1930 dam is located on a parcel on the west side of Wheelock Street in Erving. It does not appear on past or current USGS maps. It does appear, however, on a 1961 aerial photograph, the earliest historical image found. The dam spans Briggs Brook, a tributary of the Millers River, which is located a short distance to the south. The purpose of the original construction is unknown; the dam is used by FirstLight during the draining of the Northfield Mountain Upper Reservoir for station maintenance as well as by the Erving Fire Department as a stocked source of water. In its present condition, the dam consists of poured concrete walls with a small dip where water is released. The dam at Briggs Brook is owned and maintained by FirstLight.

Historically, there was significant development of the economic center at Millers Falls with the establishment of the Millers Falls Company in 1868. As paper mills began to replace the furniture industry, smaller industrial areas developed. The earliest was at Farley, and although the 1883 mill was located on the Wendell side of the Millers River, the small village of Farley developed on the north side. During the twentieth century, there was a gradual economic decline in Farley and today it remains a small cluster of houses (1982 MHC Reconnaissance Survey Report of the Town of Erving).

Based on background research and field observations, this resource is not eligible for NRHP listing under Criterion A, B, or C due to lack of architectural and/or historical significance. The dam is a typical example of a small 1930s dam. Based on its construction date and materials, it does not relate to the industrial history of Farley.

4 SUMMARY AND CONCLUSIONS

In July 2015, TRC conducted fieldwork and additional research to provide supplemental data requested by MHC in its January 30, 2015 letter and in MHC's follow-up letter of May 13, 2015. The resources for which MHC requested additional information and/or mapping include: Riverside Historic District (MHC # GIL.D); "The Patch" Historic District (MHC # MNT.C); Turners Falls Power & Electric Company (TFP&EC) Historic District (TRC-40); Cabot Camp (TRC-5); Mohawk Trail (TRC-41); and the Central Vermont Railroad Bridge over Ferry Road (TRC-1).

The results of the research and architectural fieldwork conducted in July 2015 within the Project APE in Massachusetts are as follows:

1. Riverside Historic District, Gill. In response to MHC's request, TRC has prepared parcel-level aerial maps which show the NRHP boundary for the Riverside Historic District as proposed by the Town of Gill, as well as note the contributing and non-contributing status of architectural resources within the historic district. There are three contributing resources in the Riverside Historic District located within the FirstLight Project boundary and/or APE: Red Suspension Bridge (GIL.907); Hunt-Sanderson-Jones House (GIL.037); and Frank Smith House (GIL.043). Issuance of a new Project license by FERC will have no effect on the three contributing resources in the NRHP-eligible Riverside Historic District.
2. "The Patch" Historic District, Montague. As a result of fieldwork carried out in July 2015, TRC identified proposed boundaries for the previously identified "The Patch" historic district, and prepared parcel-level aerial maps showing the district boundaries and the contributing and non-contributing status of resources within the district. The previously surveyed Eleventh Street Bridge (MNT.904), is within the Project APE and has previously has been determined eligible for individual NRHP listing by MHC. Issuance of a new Project license by FERC will have no effect on the one contributing resource in the NRHP-eligible "The Patch" Historic District.
3. Turners Falls Power & Electric Company Historic District, Montague and Gill: In July 2015, TRC identified boundaries for the Turners Falls Power & Electric Company (TFP&EC) Historic District in Turners Falls and Riverside, and prepared parcel-level aerial maps showing the district boundaries and the contributing and non-contributing status of resources within the district. Six contributing resources in the Project boundary located within the TFP&EC Historic District are also either contributing resources in the NRHP-listed Turners Falls Historic District or have previously been determined NRHP-eligible by the MHC. Issuance of a new Project license by FERC will have no effect on the contributing resources in the NRHP-eligible TFP&EC Historic District.
4. Cabot Camp, Montague: TRC has revised the MHC Form B for Cabot Camp to include an interior description, as well as prepared a parcel-level aerial map which shows the proposed NRHP boundaries and the location of the four Cabot Camp contributing resources located within the Project boundary and APE. Issuance of a new Project License by FERC will have no effect on the NRHP-eligible Cabot Camp property and its four contributing resources.
5. Mohawk Trail, Gill, Greenfield, and Erving: Following the survey methodology approved by MHC by letter dated May 13, 2015, TRC conducted field survey in July 2015 of resources 50 years or older within a 588-foot-long section of the Mohawk Trail in Erving and a 5.77-mile section in Erving, Gill, and Greenfield. Resources located within the FirstLight Project APE identified as part of this field survey include the NRHP-eligible French King Bridge (GIL.900/ERV.904); five ca.

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

1920-30 cast concrete culverts; and two highway mile markers. Due to their lack of significance and/or integrity, the newly surveyed resources are not eligible for the NRHP. The rest of the 65-mile-long Mohawk Trail outside of the Project APE was not surveyed as part of this study and the NRHP status of the Mohawk Trail is presently undetermined. However, issuance of a new Project license by FERC will have no effect on the the French King Bridge and the newly surveyed resources along the Mohawk Trail within the Project APE.

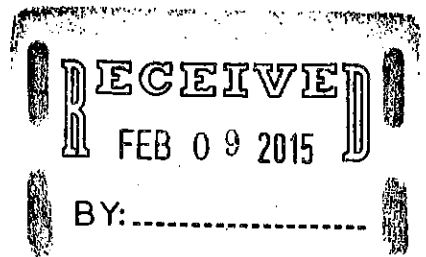
6. Central Vermont Railroad, Northfield: The previously surveyed CVRR Bridge over the Connecticut River (MHC NFL.926) and the newly surveyed CVRR Bridge over Ferry Road (TRC-1) are located within the Project boundary and/or APE. The MHC has determined these two railroad bridges not eligible for individual listing in the NRHP. The rest of the CVRR located outside of the Project APE in Massachusetts and Vermont was not surveyed as part of this study and the NRHP status of the CVRR is presently undetermined. However, issuance of a new Project license by FERC will have no effect on the two CVRR bridges within the Project APE.
7. Dam at Briggs Brook (TRC-42), Farley, Erving: In July 2015, TRC surveyed a ca. 1930 dam spanning Briggs Brook. Based on background research and field observations, this resource is not eligible for NRHP listing under Criterion A, B, or C due to lack of architectural and/or historical significance. Issuance of a new Project license will have no effect on this NRHP-ineligible resource.

5 LITERATURE CITED

- Massachusetts Historical Commission (MHC). 1982. *MHC Reconnaissance Town Report: Erving*. Boston MA: Massachusetts Historical Commission.
- Seifert, Donna J., B. Little, B.L. Savage, and J.H. Sprinkle, Jr. 1995. Bulletin 21—Defining Boundaries for National Register Properties. US Department of the Interior, National Park Service. Washington, DC: Government Pprinting Office.
- TRC Environmental Corporation. 2014. *Relicensing Study 3.7.2 Historic Architectural Resources Survey & National Register Evaluation*.

APPENDIX A

AGENCY CORRESPONDENCE



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

January 30, 2015

Kimberly D. Bose
Secretary
Federal Energy Regulatory Commission
888 First St NE Room 1A
Washington, DC 20426

Attn: Frank Winchell, Hydro Power

RE: Federal Energy Regulatory Commission Relicensing of the Turners Falls Hydroelectric Project
And Northfield Mountain Pumped Storage Project, Franklin County, MA. MHC # RC.1099.
FERC No. 1889-081 and No. 2485-063.

Dear Ms. Bose:

Staff of the Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer have reviewed the technical reports, *Relicensing Study 3.7.2 Historic Architectural Resources Survey & National Register Evaluation*, prepared by TRC for Firstlight, received by the MHC on January 2, 2015, for the project referenced above.

The MHC looks forward to reviewing the draft Historic Properties Management Plan (HPMP) proposed for the project. The draft HPMP should include evaluation of potential effects to significant historic properties from project-related maintenance, operations, proposed improvements and public access. The HPMP should include mapping of historic properties on a parcel level, using an aerial photograph as a base map, in relation to the project area of potential effect and Firstlight property. The maps included in the historic architectural resources survey are at too large a scale for MHC staff to understand historic property locations and boundaries in relation to existing municipal assessors parcel data.

The MHC recommends that project planners continue to consult with local Historical Commissions, local Historic District Commissions and local and regional planning agencies to ensure that the information included in the HPMP reflects the most current research and planning initiatives for identifying historic properties. For example, local planning bodies and the Town of Gill have conducted ongoing research and consulted with the MHC's National Register staff to develop additional information for the historic properties and boundaries of the Riverside Historic District (MHC # GIL.D) and Gill Center Historic District (adjacent to TRC-20, 21 and 22). This information does not appear to have been incorporated into the MHC Inventory Forms submitted by TRC.

The MHC agrees that "The Patch" residential area (MHC # MNT.C) and the Cabot Camp (TRC-5) in Montague meet Criteria A and C (36 CFR 60) at the local level of significance for listing in the National Register of Historic Places. A parcel-level aerial photograph base map with the historic district boundaries showing all contributing and non-contributing historic properties should be submitted to the MHC in support of the updated MHC Inventory Forms.

The MHC notes that the East Mineral Road bridge (MHC # MNT.917) is also included in the MHC's Inventory as ERV.905, although the Erving designation is not referenced in the TRC Inventory Form.

The MHC requires additional information to consider TRC's eligibility opinions for the following historic resources:

For the proposed Turner's Falls Power & Electric Company (TRC-40), a parcel-level aerial photograph base map with the historic district boundaries showing all contributing and non-contributing historic properties, and which clarifies the relationship to the existing Turner's Fall Historic District.

For the Riverside Historic District (MHC # GIL.D), a parcel-level aerial photograph base map with the historic district boundaries showing all contributing and non-contributing historic properties, and which clarifies the relationship to the existing MHC area form.

For the proposed Mohawk Trail (TRC-41) a parcel-level aerial photograph base map with the historic district boundaries showing all contributing and non-contributing historic properties. The current and historic extent of Route 2/2A and any discontinuities within this potential linear historic district must be clarified to determine the historic district boundaries.

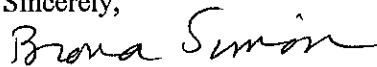
For the Central Vermont Railroad Bridge over Ferry Road in Northfield (TRC-1), an MHC Area Form and additional maps that explain and assess the proposed Central Vermont Railroad Linear Historic District boundaries and identify the contributing and non-contributing resources. The Ferry Road bridge appears to be a common construction type with multiple extant examples that would otherwise not individually meet the Criteria of Evaluation (36 CFR 60) for listing in the National Register of Historic Places.

The MHC agrees that the Northfield Mountain Pumped Storage Facility should be evaluated for its National Register significance in 2018.

As project planning is refined, the MHC looks forward to reviewing additional information, including scaled existing and proposed conditions project plans, for any proposed new construction, demolition, rehabilitation or other activities, at the existing facilities, if any, that may cause effects to significant historic and archaeological resources.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). Please contact Jonathan K. Patton at this office if you have any questions at this time.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: see attached

xc: John Howard, Director FERC Hydro Compliance, Firstlight Power Resources GDF Suez
Charles Momney, Firstlight GDF Suez
Lana Khitrik, Gomez and Sullivan Engineers, P.C.
Mickey Marcus, New England Environmental, Inc.
Representative Stephen Kulik
Karen Kirk Adams, USACOE-NED, Regulatory
Kate Atwood, USACOE-NED
Marc Paiva, USACO-NED
Cheryl White, Stockbridge-Munsee Tribal Historic Preservation Officer
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
Doug Harris, NITHPO
John Eddins, ACHP
Laura Treischmann, VT SHPO
Elizabeth Muzzey, NH SHPO
Victor Mastone, MBUAR
Bill Lellis, Acting Chief, Conte Anadromous Fish Laboratory
John Wilson, USFW
Local Historical Commissions: Towns of Northfield, Gill, Greenfield, Montague, and Erving
Tim Sara, TRC



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

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preservation@dcr.nh.gov

February 2, 2015

John S. Howard
First Light Power Resources, Inc.
99 Millers Falls Road
Northfield, MA 01360

Re: FERC Study Report; Project Area Form (RPR 4883)

Dear Mr. Howard;

Thank you for submitting a Project Area Form for the First Light project in Cheshire County, New Hampshire. At this time, we cannot agree with the recommendations as set forth in the document until such time that it is revised to meet New Hampshire Division of Historical Resources survey guidance.

Please contact me at 271-6628 or Nadine.Peterson@dcr.nh.gov if you have questions. We look forward to reviewing the revised materials.

Sincerely,

Nadine Peterson
Preservation Project Reviewer

Enclosures

cc: Elizabeth Muzzey, Director / State Historic Preservation Officer
FERC
Geoffrey Henry, TRC



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

Date received: 1/1/15

Inventory #: HIN_FLM

Date of group review: 1/14/15

Area: First Light Northfield Mountain Project Area

DHR staff: Nadine

Property Name:

Town/City: Hinsdale

Address: Ashuelot River (tributary of CT River south of Hinsdale Village) County: Cheshire

Reviewed for: ☒R&C ☐PTI ☐NR ☐SR ☐Survey ☐Other

Agency, if appropriate: FERC

Individual Properties

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

Districts

NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

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

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

Level: ☐ Local ☒ State ☐ National

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

STATEMENT OF SIGNIFICANCE:

First Light Northfield Mountain Project Area examines all lands within the FERC Project Boundary of two projects within Franklin County, MA; Windham County, VT; and Cheshire County, NH. This Project Area Form only includes information within Cheshire County, along the Ashuelot River, a tributary of the Connecticut River south of the Village of Hinsdale, NH.

There are two identified properties within the project's Area of Potential Effects. These properties include the Fort Hill Division of Boston & Maine Railroad which was determined not eligible for listing in the National Register of Historic Places in 1994 and the Hinsdale Village Historic District which was recommended eligible under Criterion A and C as a historic district in 2006 by NH Department of Transportation. DHR concurred with this recommendation, however contributing properties were not identified as part of this previous form. Three resources are located within the Hinsdale Village Historic District, including the Northfield Street Bridge over the Ashuelot River, Culvert, and USGS Gauging Station.

The DHR does not have sufficient information to concur with the recommendations in the report until the Follow-Up items below are submitted.

☐ ENTERED INTO DATABASE

ACREAGE: >100 acres

PERIOD OF SIGNIFICANCE: N/A

AREA OF SIGNIFICANCE: N/A

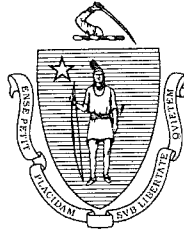
BOUNDARY: defined as the APE on the sketch map

SURVEYOR: G. Henry/E. Rankin of TRC Environmental

FOLLOW-UP:

- 1) Please provide overview mapping in a scale that is easier to understand. The sketch map must also include a depiction of the Area of Potential Effects in New Hampshire. The boundary of the Hinsdale Village Historic District must also be included on the map (if it is the gray highlighted area, then a key would be helpful).
- 2) The Project Area Form acts as a planning tool to provide baseline information of present resources within the Area of Potential Effects. It then makes recommendations as to the appropriate follow-up tool to confirm eligibility whether or not a resource is potentially affected by the project. The form can also provide a statement that as of a specific date, project impacts do not appear to affect a resource, and therefore no additional survey is recommended. Please revise the Statement of Significance section 22 to follow this outlined methodology.
- 3) When revising the Statement of Significance, please refer to the DHR survey policy at <http://www.nh.gov/nhdhr/programs/documents/archhistsurveypolicy.pdf> regarding surveys that are greater than 10 years old.
- 4) Please sign the photo-statement.

Final DOE approved by:



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

13

May 8, 2015

Kimberly D. Bose
Secretary
Federal Energy Regulatory Commission
888 First St NE Room 1A
Washington, DC 20426

Attn: Frank Winchell, Hydro Power

RE: Federal Energy Regulatory Commission Relicensing of the Turners Falls Hydroelectric Project
And Northfield Mountain Pumped Storage Project, Franklin County, MA. MHC # RC.1099.
FERC No. 1889-081 and No. 2485-063.

Dear Ms. Bose:

Staff of the Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer, have reviewed comments received from Firstlight, received by the MHC on April 23, 2015, in response to the MHC's January 30, 2015 comments on the technical report, *Relicensing Study 3.7.2 Historic Architectural Resources Survey & National Register Evaluation*, for the project referenced above.

The MHC looks forward to reviewing the draft Historic Properties Management Plan (HPMP) proposed for the project. Comments from Firstlight indicate that the draft HPMP will incorporate the results of consultation with the MHC, local Historical Commissions, local Historic District Commissions and local and regional planning agencies, to ensure that the information included in the HPMP reflects the most current research and planning initiatives; and for identification and evaluation of historic properties and potential effects to significant historic properties from project-related maintenance, operations, proposed improvements and public access.

Comments from Firstlight indicate that the revised Relicensing Study 3.7.2 will incorporate revised mapping and additional information requested by the MHC for historic properties within the project area of potential effect, including the Riverside Historic District (MHC # GIL.D) and Gill Center Historic District (adjacent to TRC-20, 21 and 22), "The Patch" residential area (MHC # MNT.C), the Cabot Camp (TRC-5) in Montague, the Turner's Falls Power & Electric Company (TRC-40), that portion of the Mohawk Trail (TRC-41) in Gill and Erving and the Northfield Mountain Pumped Storage Facility.

For the Central Vermont Railroad Bridge over Ferry Road in Northfield (TRC-1), Firstlight indicates that the revised report will indicate that the Ferry Road bridge does not appear to individually meet the Criteria of Evaluation (36 CFR 60) for listing in the National Register of Historic Places. The additional information requested by the MHC, for the MHC's staff to offer an opinion of National Register-eligibility for the Central Vermont Railroad Linear Historic District, and the Ferry Road and Connecticut River railroad bridges as contributing elements within a potential linear historic district, is not proposed to be developed as part of the revised report.

The MHC is therefore unable to offer further comments on the potential Central Vermont Railroad Linear Historic District as it may exist within the project area of potential effect and looks forward to reviewing FERC's determinations of eligibility for these historic properties. The MHC notes that a constituency interest exists for the Central Vermont Railroad through the Central Vermont Railway Historical Society, which maintains archives at the University of Vermont and Saint Albans Historical Society in Vermont that may include information on the Massachusetts section of the Central Vermont Railroad.

The MHC looks forward to further consultation, and to reviewing the revised Relicensing Study 3.7.2 and additional information, including scaled existing and proposed conditions project plans for any proposed new construction, demolition, rehabilitation or other activities, at the existing facilities, if any, to avoid, minimize or mitigate adverse effects to significant historic and archaeological resources.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). Please contact Jonathan K. Patton at this office if you have any questions at this time.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Robert Fletcher, FERC Hydropower
John Howard, Director FERC Hydro Compliance, Firstlight Power Resources GDF Suez
Charles Momney, Firstlight GDF Suez
Lana Khitrik, Gomez and Sullivan Engineers, P.C.
Mickey Marcus, New England Environmental, Inc.
Representative Stephen Kulik
Karen Kirk Adams, USACOE-New England District, Regulatory
Kate Atwood, USACOE-New England District
Marc Paiva, USACOE-New England District
Sherry White, Stockbridge-Munsee Tribal Historic Preservation Officer
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
Doug Harris, NITHPO
John Eddins, ACHP
Laura Treischmann, VT SHPO, Attn: Scott Dillon
Elizabeth Muzzey, NH SHPO, Attn: Edna Feighner
Victor Mastone, MBUAR
Bill Lellis, Acting Chief, Conte Anadromous Fish Laboratory
Amy Wood, USFW
Local Historical Commissions: Towns of Northfield, Gill, Greenfield, Montague, and Erving
Tim Sara, TRC, Attn: Geoffrey Henry



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

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preservation@dcr.nh.gov

July 22, 2015

John S. Howard
First Light Power Resources, Inc.
99 Millers Falls Road
Northfield, MA 01360

Re: FERC Study Report; revised Project Area Form (RPR 4883)

Dear Mr. Howard;

Thank you for submitting a revised Project Area Form for the First Light project in Cheshire County, New Hampshire. As requested, the Division of Historical Resources' Determination of Eligibility Committee has reviewed the *Project Area Form*; based on the information available, the DHR's comments are:

TOWN/CITY	PROPERTY
Hinsdale	First Light Northfield Mountain Project Area Form (HIN_FLNM)

DETERMINATION
no additional survey or
evaluation required

A copy of the DHR evaluation form is attached for your use. The Project Area Form will also be added to the statewide survey database for historic properties in New Hampshire.

Please contact me at 271-6628 or Nadine.Peterson@dcr.nh.gov if you have questions.

Sincerely,

Nadine Peterson
Preservation Project Reviewer

Enclosures

cc: FERC
Geoffrey Henry, TRC



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

Date received: 7/14/15

Inventory #: HIN_FLNM

Date of group review: 7/22/15

Area: First Light Northfield Mountain

DHR staff: Nadine

Property Name:

Town/City: Hinsdale

Address: along Ashuelot River

County: Cheshire

Reviewed for: ☒R&C ☐PTI ☐NR ☐SR ☐Survey ☐Other

Agency, if appropriate: FERC

Individual Properties

NR SR

☒ ☒Not evaluated for individual eligibility

☐ ☐Eligible

☐ ☐Eligible, also in district

☐ ☐Eligible, in district

☐ ☐Not eligible

☐ ☐Incomplete information or evaluation

Districts

NR SR

☒ ☒Not evaluated @ district

☐ ☐Eligible

☐ ☐Not eligible

☐ ☐Incomplete information or evaluation

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

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

Level: ☐ Local ☐ State ☐ National

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

STATEMENT OF SIGNIFICANCE:

The project area follows the banks of the Connecticut River and its tributary, the Ashuelot River north toward the Village of Hinsdale. The project as a whole also includes areas in Massachusetts and Vermont. The primary resource that travels through the project area is the Fort Hill Division of the Boston and Maine Railroad. At the northern end of the area is Hinsdale Village. The Fort Hill Division was evaluated for National Register eligibility in 1994 determined not eligible based on its loss of integrity. The project consultants recommend that the property is still not eligible for the National Register based on their 2014 field assessment. Hinsdale Village was partially surveyed in 2005 and recommended eligible for listing in the National Register, however a thorough assessment was not conducted at that time. Three properties within the study area are located in the Hinsdale Village Historic District, including the Northfield Street Bridge over the Ashuelot River, a culvert, and a USGS Gauging Station. While all three resources retain integrity, there is insufficient context at this time to determine whether or not they contribute to the Hinsdale Village Historic District.

☐ ENTERED INTO DATABASE

ACREAGE: > 100 acres

PERIOD OF SIGNIFICANCE: N/A

AREA OF SIGNIFICANCE: N/A

BOUNDARY: N/A

SURVEYOR: G. Henry/E. Rankin of TRC Environmental

FOLLOW-UP:

The NHDHR concurs that no additional survey or evaluation is required at this time based on the project's scope of work.

Final DOE approved by:

RELICENSING STUDY 3.7.2

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION

Northfield Mountain Pumped Storage Project (No. 2485)
and Turners Falls Hydroelectric Project (No. 1889)

FRANKLIN COUNTY, MASSACHUSETTS, CHESHIRE COUNTY, NEW HAMPSHIRE,
WINDHAM COUNTY, VERMONT

VOLUME I: REPORT

CONTAINS PRIVILEGED INFORMATION – DO NOT RELEASE

CONCUR
Vermont Division for Historic Preservation

E-SIGNED by Laura Trieschmann
on 2015-10-12 16:54:21 GMT

State Historic Preservation Office

Prepared for:



Prepared by:



DECEMBER 2014

APPENDIX B
FIRSTLIGHT PROJECT APE MAPS
SHOWING SURVEYED
ARCHITECTURAL RESOURCES

MASSACHUSETTS

MNT.449

TRC-7

TRC-8

TRC-9

TRC-14

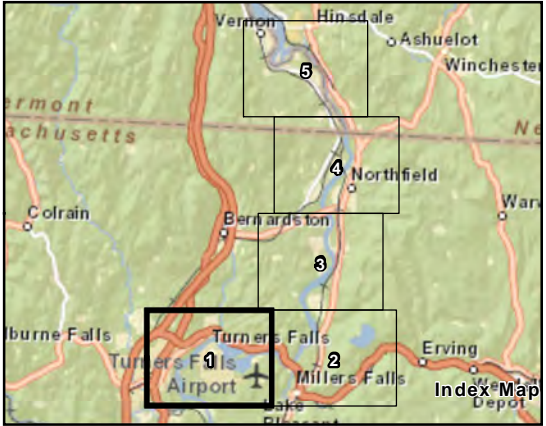
TRC-13

TRC-12

TRC-11

TRC-19

TRC-18



FIRSTLIGHT POWER RESOURCES

Area of Potential Effects
with Surveyed Architectural Resources
Sheet 1 of 5

Legend

Surveyed Architectural Resources

Area of Potential Effects

Historic District

Mohawk Trail (TRC-41)

MNT.C: The Patch

Cabot Camp (TRC-5)

Riverside (GIL.D)

Turners Falls Historic District (MNT.H)

Turners Falls Power District (TRC-40)

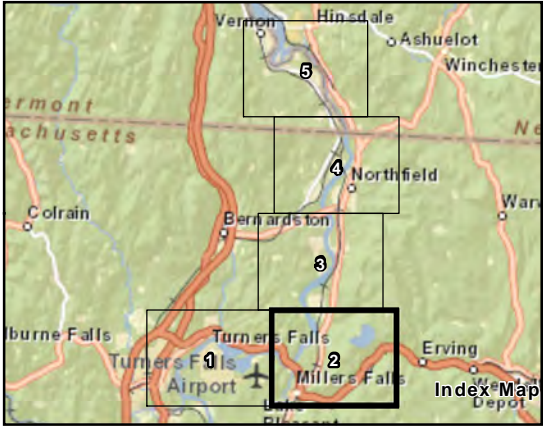
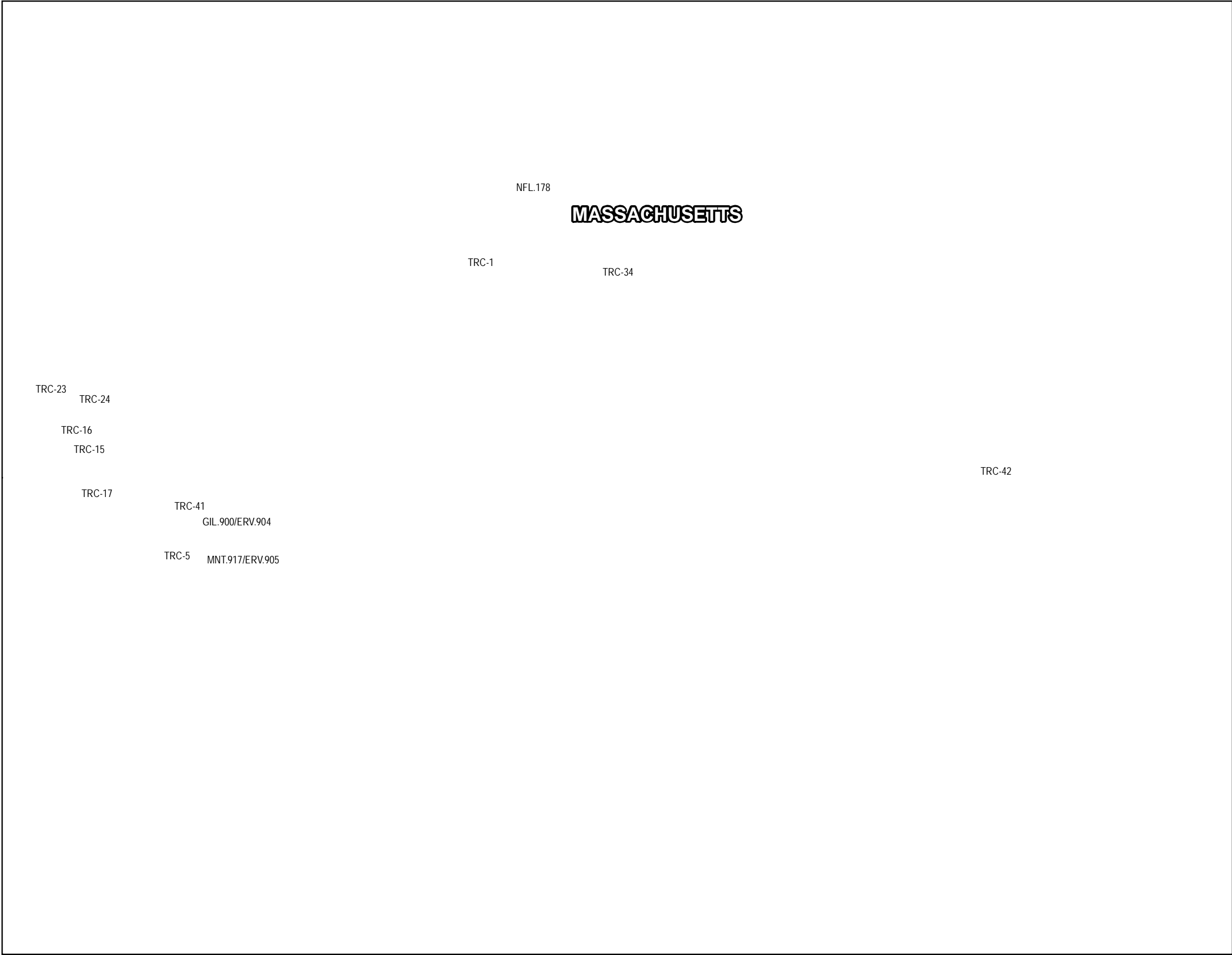
Northfield Facility

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0 1,000 2,000 4,000 Feet
1 inch = 2,000 feet



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FIRSTLIGHT POWER RESOURCES

**Area of Potential Effects
with Surveyed Architectural Resources
Sheet 2 of 5**

Legend

- Surveyed Architectural Resources
- Area of Potential Effects

Historic District

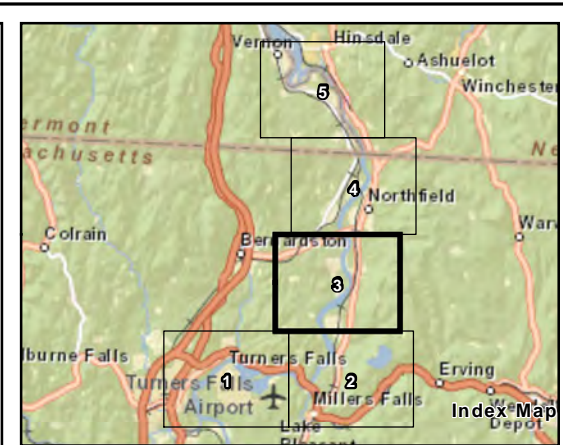
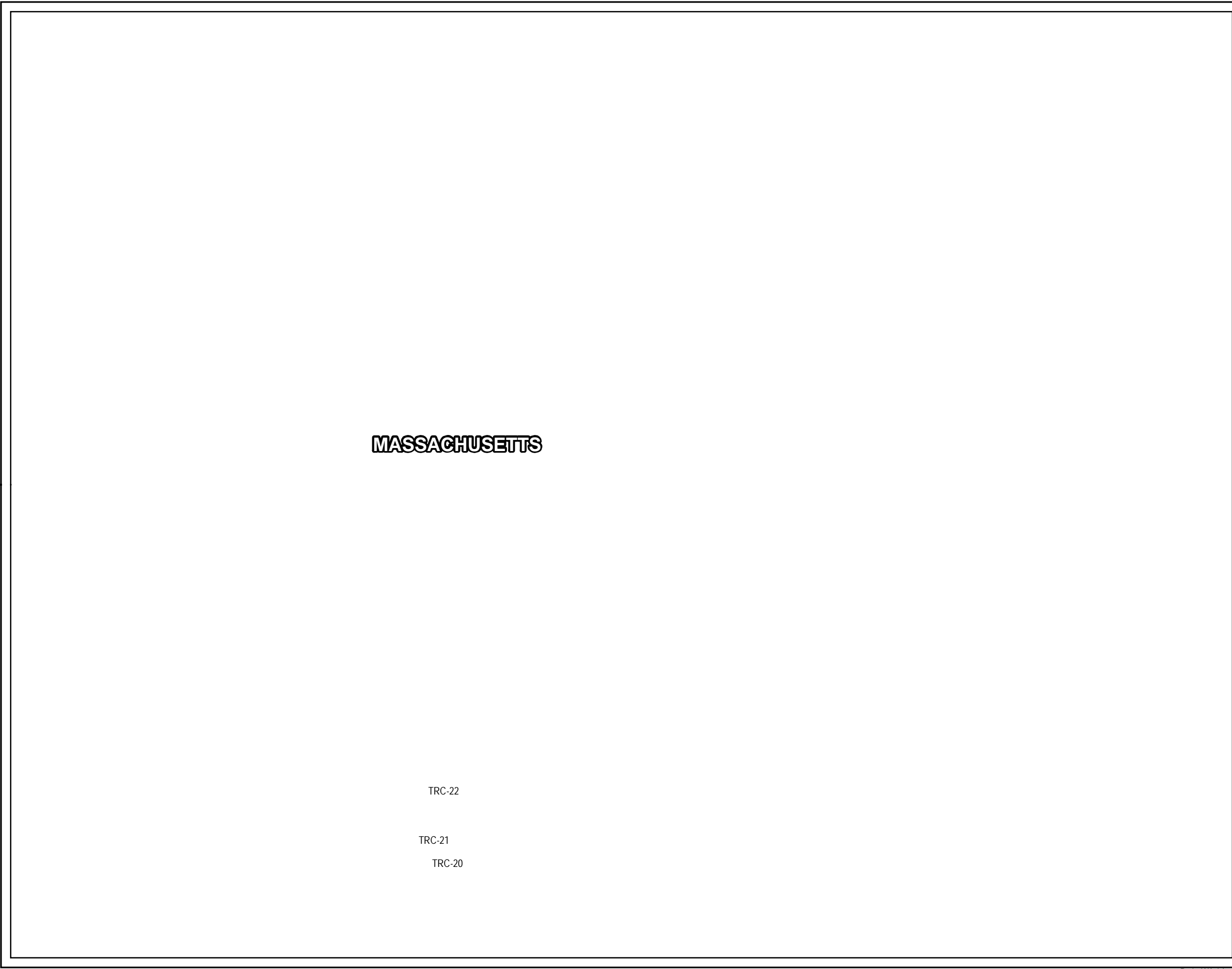
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- MNT.C: The Patch
- Cabot Camp (TRC-5)
- Riverside (GIL.D)
- Turners Falls Historic District (MNT.H)
- Turners Falls Power District (TRC-40)
- Northfield Facility

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Feet

1 inch = 2,000 feet



FIRSTLIGHT POWER RESOURCES

**Area of Potential Effects
with Surveyed Architectural Resources
Sheet 3 of 5**

Legend

- Surveyed Architectural Resources
- Area of Potential Effects

Historic District

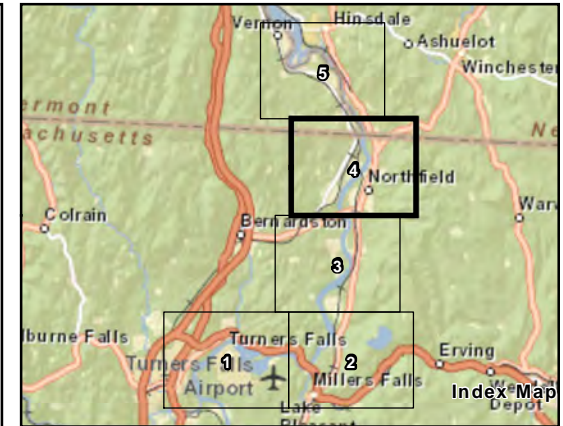
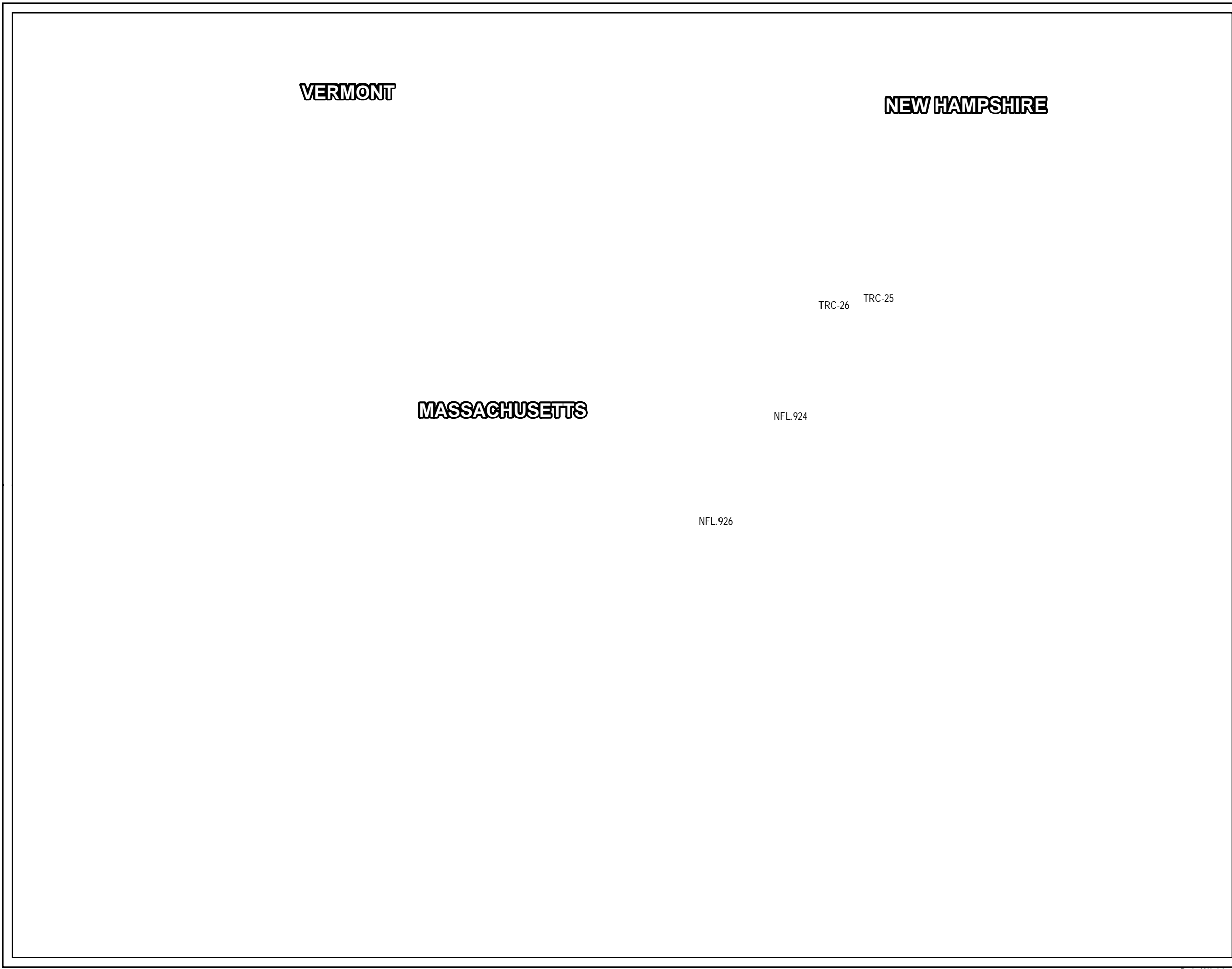
- Mohawk Trail (TRC-41)
- MNT.C: The Patch
- Cabot Camp (TRC-5)
- Riverside (GIL.D)
- Turners Falls Historic District (MNT.H)
- Turners Falls Power District (TRC-40)
- Northfield Facility

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Feet

1 inch = 2,000 feet



FIRSTLIGHT POWER RESOURCES

**Area of Potential Effects
with Surveyed Architectural Resources
Sheet 4 of 5**

Legend

- Surveyed Architectural Resources
- Area of Potential Effects

Historic District

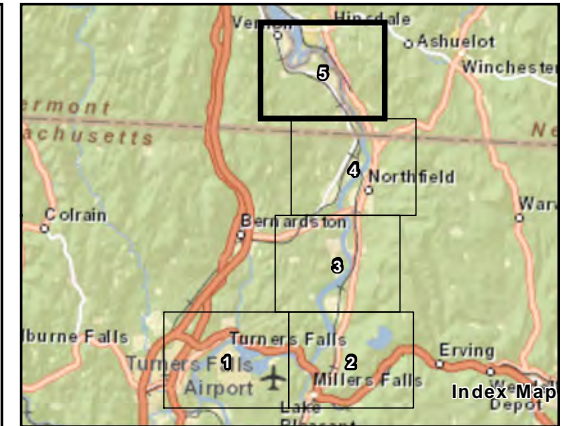
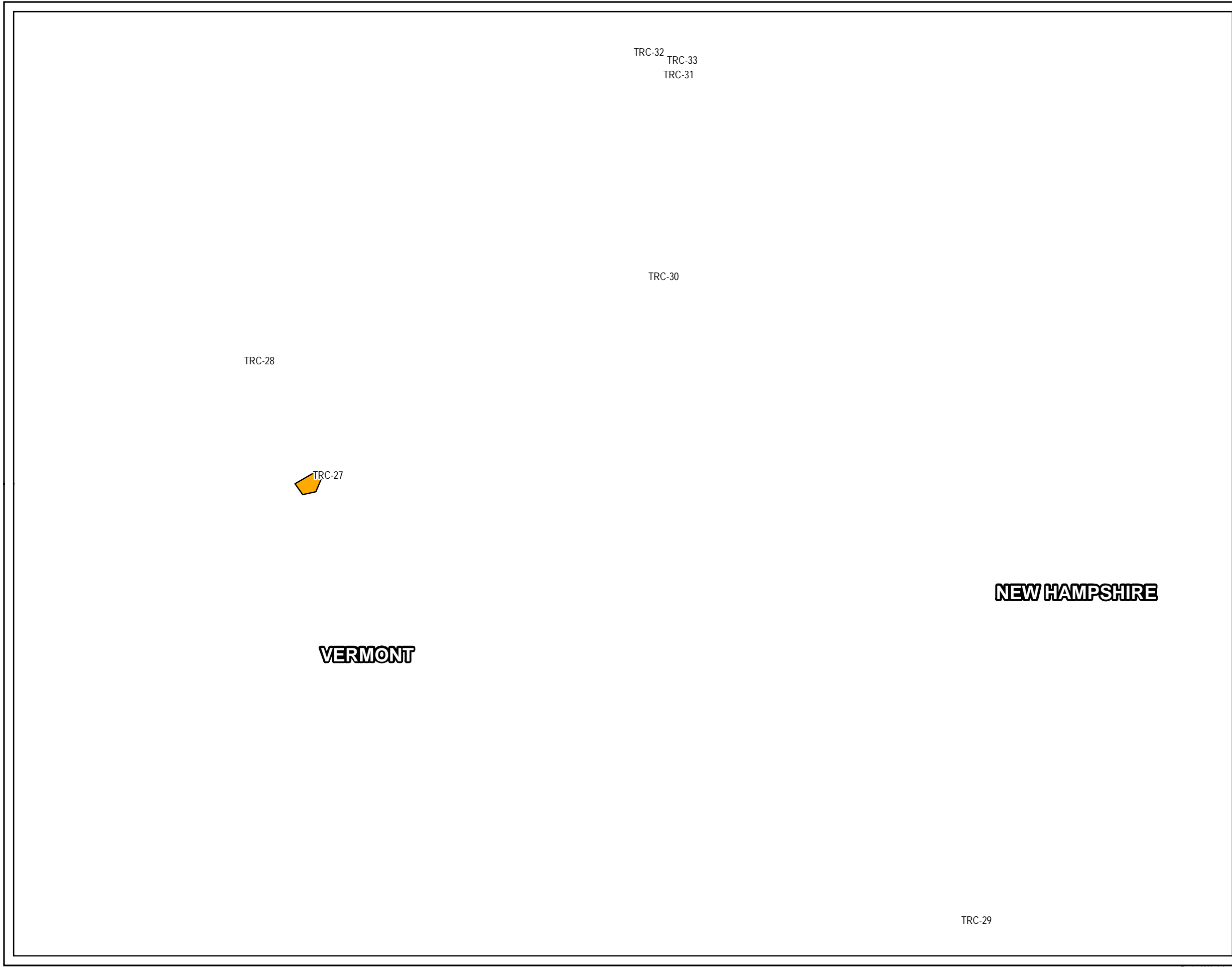
- Mohawk Trail (TRC-41)
- MNT.C: The Patch
- Cabot Camp (TRC-5)
- Riverside (GIL.D)
- Turners Falls Historic District (MNT.H)
- Turners Falls Power District (TRC-40)
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01,0002,0004,000

Feet


1 inch = 2,000 feet




FIRSTLIGHT POWER RESOURCES

**Area of Potential Effects
with Surveyed Architectural Resources
Sheet 5 of 5**

Legend

 Surveyed Architectural Resources

 Area of Potential Effects


Historic District


 Mohawk Trail (TRC-41)

 MNT.C: The Patch

 Cabot Camp (TRC-5)

 Riverside (GIL.D)

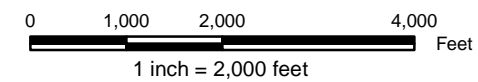
 Turners Falls Historic District (MNT.H)

 Turners Falls Power District (TRC-40)

 Northfield Facility



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APPENDIX C

REVISED MHC SURVEY FORMS FOR JULY 2015-SURVEYED RESOURCES

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

101, 102

Greenfield

D

GIL. 9, 10,
23-59, 118-
172, 907

Photograph



Town/City: Gill

Place (*neighborhood or village*): Riverside

Name of Area: Riverside

Present Use: Residential, commercial

Construction Dates or Period: Ca. 1760-1967

Overall Condition: Good

Major Intrusions and Alterations: Contemporary commercial buildings on French King Highway, inappropriate alterations to historic houses

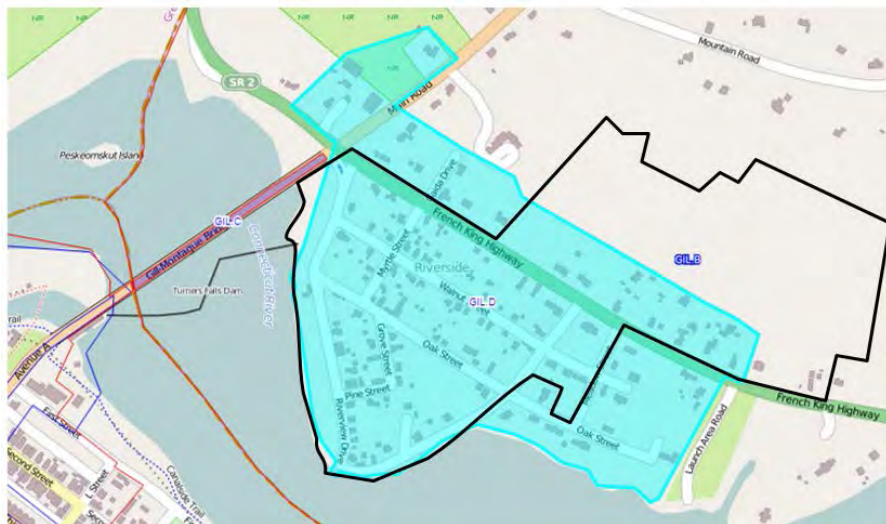
Acreage: 78.33 acres

Recorded by: G. Henry/E. Rankin

Organization: TRC Environmental for FirstLight

Date (*month/year*): April 2014, Updated July 2015

Locus Map



Proposed Riverside Historic District Boundaries over previously identified area (GIL.D)

MACRIS 2014

☒ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
GIL

NAME OF AREA
RIVERSIDE

Area Letter Form Nos.

D

GIL. 9, 10, 23-
59, 118-172, 907

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

Location

Riverside in the Town of Gill is located on the north side of the Connecticut River where the river makes a short turn to the west. The village is just east of a major dammed falls in the river and east of the entry from the north of the Fall River into the Connecticut. Route 2 known in this area as "French King Highway" runs through the village in an east-west direction and Main Road running to the northeast connects Riverside with Gill Center. The village lies along a flood plain of the river made narrow by a series of hill on its north side. Fall River marks the boundary with Greenfield on the west and the Connecticut River marks the boundary with Erving on the west and Montague (Turners Falls) to the south.

Historically, Riverside was considered all of the section of Gill south of Gill Center including a small area of industry on Fall River, as well as farmland and alluvial flood plain that extended to the Connecticut River on the east. The most densely settled section of the village, a former manufacturing village, occupies a shallow peninsula extending into the river between Barton's Cove on the east and the falls on the west and the south side of the French King Highway (Route 2). The following descriptions are a representative selection of the best-preserved buildings, a structure, and a monument found in the area as written by Bonnie Parsons of the Gill Historical Commission in 1999 and updated in the January 2015 Riverside Historic District National Register Nomination which is currently under review at MHC.

Architectural Description

The Ward Harris House, 4 Grove Street, ca. 1869 (GIL.35) is an Italianate cottage that is 1½ stories in height beneath a front-gabled, slate roof. Three bays wide and two bays deep, the clapboard house has a one-story rear ell that incorporates a garage. Stone foundations mark it as one of the earliest houses in the manufacturing village of Riverside, the majority being brick.

Another early house, the Field-Foster House, 8 Grove Street, 1870 (GIL.37) is late Gothic Revival in style. It is a front-gabled, one-and-a-half story, side-hall plan house. Like many of the buildings in Gill it has a slate roof. The main block of the vinyl-sided house is two bays deep and three bays wide and there is a rear one-and-a-half story ell with a glassed-in porch room added to each side. Two gabled dormers, Gothic Revival-style, rise on the south side of the ell and one on the north. Sash is 2/2. A column-supported, shed-roof porch, Colonial Revival in style, was added to the house as well as an exterior chimney.

The Turners Falls Lumber Company Office and Riverside Library, 17 Riverview Drive, ca. 1872 (GIL. 187) has been altered by the addition of the double-width door in its street facade, but it retains much of its early appearance as a one-and-a-half story, front-gabled building two bays wide and one bay in depth. It is clapboard sided and has an asphalt shingle roof. The attenuated proportions of the corner pilasters, a broad frieze and eaves returns mark the building as post-1850.

Larger in scale and Italianate in style is the house at 21 Riverview Drive, ca. 1870 (GIL.58). This is a 2½-story house on brick foundations with a side-gabled roof that was set sideways on its lot to be south facing. A transverse gable wing on the south creates an L-shaped plan in whose angle is the building entry through a shed-roof porch that is enclosed. Three bays wide and one bay deep, the house has a paneled, three-sided bay on its street facade. The wide overhang of the

INVENTORY FORM A CONTINUATION SHEET

TOWN
GIL

NAME OF AREA
RIVERSIDE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

D

GIL. 9, 10, 23-
59, 118-172, 907

roof, an arched, louvered gable vent and capped window surrounds remain from its Italianate origins. Sash is mainly replacement 1/1, but the house retains its clapboard exterior.

At 7 Walnut Street, a Charles Stoughton House, 1883 (GIL.55) is a large-scale, but modestly ornamented Italianate style house. The main block of the two-story clapboard building is L-shaped in plan with an entry in its inner corner beneath a chamfered-pier-supported porch. A two-story rear ell has a side porch on Italianate piers as well. Three-sided bays on the south and west facades add visual appeal to the elevations. The thinly boxed eaves with no returns have a wide overhang and there is a single roundel window in the gable ends. The house retains its clapboard exterior.

Three Queen Anne style cottages retain the ornamental bargeboards popularized during the Gothic Revival period. At 9 Walnut Street, a Charles Stoughton House, 1883 (GIL.23) is the largest of the three. The 2 ½-story, front-gabled house, now shingle-sided, is three bays wide and five bays deep. There is a transverse gable bay on the west. Unusual are the exaggerated shed-roof lintels supported by scrolled braces over both first and second story windows. Also unique in Riverside are the arched king-post trusses in the gables that are further ornamented with bargeboards with wave-like jigsaw work at their ends. A shed roof porch has been enclosed but retains its pedimented roof with a modified version of the king-post truss.

Next door at 11 Walnut Street, a Charles Stoughton-Peleg Adams House, 1883 (GIL. 166) is a small Queen Anne cottage one-and-a-half stories in height beneath a front-gabled roof. It is three bays by three bays and has a one-and-a-half story, followed by a one-story, ell at the rear for a long rectangular plan. Principal ornaments are the scroll-cut bargeboards in the front gable and a shed roof porch on posts with elaborate scroll-cut brackets. 2/2 sash and simple flat stock window surrounds complete its modest appearance.

The third house, the Katherine and John Pfersich House, 27 Oak Street ca. 1890 (GIL.31) is vinyl-sided and has 1/1 vinyl replacement windows, but retains some of its trim including barge boards in the front gable of its rather steeply pitched slate roof. The house is three bays wide and two bays deep and has a flat-roofed porch across its east facade supported by posts, linked by solid brackets that are connected by spindle work.

Typical of the small, side-hall-plan Queen Anne-style houses found in the area is the house at 35 Riverview Drive, ca. 1890 (GIL. 162) This is a one-and-a-half story, front-gabled and asbestos shingle-sided house whose front corners at the first floor have been canted beneath a pendent-ornamented overhang for a three-bay elevation. An entry with half-length, angled sidelights is placed in a shallow projecting bay just beyond the overhang.

A pair of Queen Anne-style multi-family houses is found at the David A. Wood House, 7 Riverview Drive, ca. 1869 (GIL.27) and the Curtis Johnson House, 25 Riverview Drive, ca. 1869 (GIL.40). Originally nearly identical, the two are 2 ½-stories in height with slate roofs that present their gable ends to the street and have porch-covered entries on both sides. The two houses are four bays wide with a pair of three-sided bays at the first floor on the street or west facades. At the Wood House a flat-roofed, two-story bay on the north creates two corner porch-covered entries. The porches have turned supports and lattice scrollwork in the Johnson House the same double porches exist although they have been altered with replacement posts and removal of the brackets. A one-and-a-half story rear ell has two gabled dormers while at the Wood House there is a two-and-a-half story ell. Sash in both houses is 2/2.

A more simply designed multifamily house is the Ernest and Mary Yuki House, 45-47 Riverview Drive, ca. 1910 (GIL.41). The large scale, 2½-story house is five, irregularly spaced bays wide and two bays deep under a side-gable, asphalt shingle roof whose eaves make returns. Clapboard-sided, the house sits on a high brick foundation and has a single center chimney. It is entered beneath a double stacked Colonial Revival style porch on half-length columns that sit on solid clapboard porch walls. The porch has a shed roof. A glass, metal and concrete greenhouse was added to the east facade of the house.

INVENTORY FORM A CONTINUATION SHEET

TOWN
GIL

NAME OF AREA
RIVERSIDE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

D

GIL. 9, 10, 23-
59, 118-172, 907

More architecturally elaborate is the multifamily Turners Falls Lumber Company Workers' Housing at 32 Walnut Street, ca. 1900 (GIL.51). Here the units are side-by-side rather than stacked as at 45-47 Riverview Drive. The 2 ½-story house has a side-gable, asphalt shingle roof, with two interior chimneys, from which projects a centered, transverse gable. The building is only four bays wide with a pair of entries in the center flanked by paired sash. A shed-roof porch with paired pediments shelters the entries. The porch rests on posts with simple braces that echo a king-post truss motif in the transverse roof gable. Windows have replacement 6/6 and 1/1 sash. The eaves have a relatively wide overhang and do not make returns in the gable ends, features that support its early 20th century date.

Close in date is the Angelina and Obed Murley House, 41 Riverview Drive, ca. 1909 (GIL.42). This is a two-by-two-bay, front-gabled cottage. There is a one-story kitchen ell on the north. The house shares with its Italianate neighbors in Riverside its tall proportions, medium-width frieze and cornerboards. Here, however, its full-width, hipped-roof porch rests on Queen Anne-style turned posts with scroll-cut supporting brackets. Originally three bays in width; the house has a large window replacing two on the south facade, which overlooks the Connecticut River.

Across the street on Riverview Drive from the Albert Smith House is a remaining bridge abutment, 1878 (GIL.907) from the Red Suspension Bridge, an iron bridge that crossed into Montague between 1878 and 1942 when it was demolished as scrap for World War II. The abutment has been designated as a Massachusetts Historic Civil Engineering landmark and is of interest to geologists as it was constructed from local stone that contains armored mudballs, or petrified, encased fossils.

At the south west corner of Riverview Drive and the French King Highway is the Turner Monument, erected in 1900 (GIL.906) to commemorate the English settlers' ambush of Native Americans led by Captain William Turner at the natural falls in the Connecticut River. It is a granite monument five feet high by approximately three and a half feet by three and a half feet. It is rusticated and has a pyramidal top and is inscribed with a description of the event as follows: "Captain William Turner with one hundred and forty five men surprised and destroyed over three hundred Indians encamped at this place, May 19, 1676".

HISTORICAL NARRATIVE

Explain historical development of the area. Discuss how this relates to the historical development of the community.

The following narrative has been adapted from the 1999 Area Form and 2015 National Register Nomination both written by Bonnie Parsons:

As a result of King Phillips War in 1676, the area remained unsettled until just before the middle of the 18th century. One of its earliest residents, arriving in 1743 was George Howland who built the Howland Tavern, ca. 1760 (GIL. 10) close to the Connecticut River where he served the river boat traffic that was carting goods above and below the falls. A few farms were established prior to the Revolutionary War in Riverside including Timothy Stoughton whom bought a 300 acre piece of property from Native Americans. This section of Gill was suited to farming and particularly sheep farming and by 1838 Stoughton was among the more successful sheep farmers with a house, two barns, numerous outbuildings, a cider mill, a few dairy cows and 210 acres. In addition to the farms, a ferry operated across the Connecticut River from Riverside at the foot of Riverview Drive and a sawmill was operated nearby at the falls.

A small settlement grew up around a textile mill in the 1830s in a part of Riverside known as Factory Hollow, but most of this settlement was on the Greenfield side of Falls River. On the Gill side were a blacksmith shop, a machine shop and several dwellings, all since demolished. The area remained sparsely populated until 1867 when Amos Perry, David Wood, and Nathaniel Holmes bought water rights on the Connecticut River from the Turners Falls Company along with a small parcel of land in Riverside at the edge of the river for a grist and sawmill. A farmer, Cornelius Allen, owned most of the land in Riverside at that point but in 1870 Perry, Wood and Holmes together with Timothy Stoughton, descendent of one of the earliest farmers of Riverside, bought Allen's farmland as the mills began operation. Stoughton invested in land with the three men and perhaps in the company as well. The Holmes, Wood and Company sawmill provided vast amounts of

INVENTORY FORM A CONTINUATION SHEET

TOWN
GIL

NAME OF AREA
RIVERSIDE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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GIL. 9, 10, 23-
59, 118-172, 907

lumber for the development of Turners Falls across the river and lumber production soon outstripped the gristmill. The need for lumber workers prompted housing construction. It was from 1869-70 that the concentration of buildings comprising the manufacturing village of Riverside was constructed. Many were built by the company for their mill hands, some of these by Timothy Stoughton; others were speculatively built by associates or speculators from nearby towns.

In 1872, Holmes, Wood and Perry incorporated as the Turners Falls Lumber Company bringing logs downriver to their sawmill from Vermont and Canada. This was also the year in which Riverside got its own post office and with it, the official village name. Underscoring the lumber company's role in village growth, David Wood became the first postmaster. The three partners lost control of their business the following year and they were bought out by Timothy Stoughton. The Turners Falls Lumber Company ran log drives every year between 1869 and about 1900 bringing millions of board feet into Riverside each year, where it was processed and sold.

Stoughton was an astute entrepreneur and a person of extensive interests. When it was ascertained that prints found in sandstone in the Gill area were prints of prehistoric animals it was Stoughton who turned their collection into a commercial enterprise, quarrying the prints, selling and distributing them to colleges and museums throughout the country. The Tax Valuation List of 1885 suggests some of his interests and investments, for that list shows he owned six houses including a tenement or workers' housing, and a blacksmith shop, a "bird track house" (storage building for the dinosaur prints), that he continued to run a farm that included several tobacco barns and had a substantial amount of cash, \$17,400. Prior to his involvement with the lumber company, he had torn down the family homestead and built the house at 13 Main Road ca. 1860 where he proceeded to develop a model farm with the most up-to-date technology.

Stoughton was an early proponent of connecting Gill to Turners Falls with a bridge that would put Riverside within easy reach of the larger industrial Turners Falls. Without a bridge the lumber company had to ship materials on the ferry run by Albert Smith or overland in a circuitous route across Falls River. Accordingly, he began publicly to advocate for the structure and in 1878 the Red Suspension Bridge (demolished in World War II for scrap metal) was constructed connecting the two towns. The bridge represented a prosperous future for Riverside. In 1879 Louis Everts wrote in his *History of the Connecticut Valley in Massachusetts* that Riverside was "rapidly growing in popularity among businessmen at Turners Falls Village as a place of suburban residences" and that when Turners Falls succeeded "Riverside will be an architectural garden place."

The village did continue to grow, although more modestly than predicted. A second industry was added at the foot of Riverview Drive in 1885, known as the Kindling Wood Factory. A spin-off industry from the lumber mill, the kindling wood factory bought waste wood from the Turners Falls Lumber Company, cut, dried, bundled and sent it to city markets. When the company organization faltered, it was bought by the Turners Falls Lumber Company and continued until 1891 when it burned down and was not reconstructed. Housing continued to be built in Riverside both in high style and as workers housing. Several stores and a community building (all now gone) went up in the area and residents not employed by the lumber company followed various cottage industries from dressmaking to knife handle manufacturing. Improvements to the village included a water system that Timothy Stoughton had constructed in 1870 from a spring on his property and connected to village homes. The system was expanded in 1884 becoming the Riverside Water Company that ran water lines to all the buildings in the village.

In 1903, the Turners Falls Lumber Company burned down. It was not rebuilt and though there were subsequent development plans that aimed to build the area up into a suburban neighborhood, it never recovered from the loss of its industrial base. Rather, Riverside grew gradually partly for its proximity to the French King Highway, Route 2, as automobiles made their way across the state, and partly for its proximity to the industry of Turners Falls. Two plans for residential subdivision date from 1908. One was proposed as a Plan of Riverside Park and covered the southern portion of Riverview Drive, Elm and Walnut Streets. The second plan, proposed the same year, divided land that had formerly belonged to Timothy Stoughton into small house lots on the northern section of Riverview Drive (Bridge Street), French King Highway, Oak, Myrtle, Maple and Pine Streets. Street layouts proposed by the two plans were completed, but the dense lot divisions were never completely developed.

INVENTORY FORM A CONTINUATION SHEET

TOWN
GIL

NAME OF AREA
RIVERSIDE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

D

GIL. 9, 10, 23-59, 118-172, 907

While residences continued gradually to be added to Riverside and other buildings were lost, the focus of the area shifted away from the River and towards the main road through Riverside that later became Route 2 or the French King Highway. The ca. 1920 Crawford Socony-Mobil Gas Station was a roadside development brought about by the automobile. One new business that merged Riverside's agriculture with roadside culture of the automobile is the Yukl vegetable stand where the Yukls established their market and nursery for over fifty years. Also indicative of the age of the automobile, in 1931 the French King Highway and new bridge across the Fall River were constructed as part of a Route 2 cutoff. The Red Suspension Bridge, that had shown signs of deterioration in 1918, was severely compromised in the floods of 1936. A more substantial bridge was needed and built in 1937-38, the Turners Falls-Gill Bridge.

BIBLIOGRAPHY and/or REFERENCES

Parsons, Bonnie

1999 "Riverside" Massachusetts Historic Building Inventory-Area Form. Massachusetts Historical Commission, Boston, MA.

2015 "Riverside Historic District" National Register of Historic Places Registration Form. Gill Historical Commission, Gill, MA.

Stoughton, Ralph

1978 History of the Town of Gill.

ADDITIONAL PHOTOGRAPHS



Contributing Houses along Riverview Drive (Source: TRC 2015)

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
GIL

NAME OF AREA
RIVERSIDE

Area Letter Form Nos.

D

GIL. 9, 10, 23-
59, 118-172, 907



Streetscape along Oak Street (Source: TRC 2015)



Non-Contributing House at 43 Riverview Drive (Source: TRC 2015)

INVENTORY FORM A CONTINUATION SHEET

TOWN
GIL

NAME OF AREA
RIVERSIDE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

D

GIL. 9, 10, 23-
59, 118-172

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by G. Henry/E.Rankin (TRC Environmental for FirstLight)

The criteria that are checked in the above sections must be justified here.

Potential Riverside Historic District, Criteria A and C

In 1999, the village of Riverside was surveyed by Bonnie Parson of the Gill Historical Commission and an MHC Area Form (GIL.D) was completed that recommended a Riverside Historic District eligible for National Register listing under Criteria A and C. The area was re-surveyed as part of the 2014 survey by TRC and the overall condition of resources noted and recorded with photographs. In January of 2015, Ms. Parsons, on behalf of the Town of Gill, submitted a Riverside National Register of Historic Places Registration form to the MHC. In July of 2015, TRC verified the NRHP boundaries and contributing/non-contributing status of resources, as filed with MHC but yet to be accepted. The map which accompanies this form not only shows the proposed NRHP boundaries and contributing/non-contributing status, but also clarifies the relationship of this district with the existing MHC area form.

The proposed Riverside Historic District is a roughly triangular-shaped area bounded at the north by both sides of the French King Highway (Route 2), on the east the by Riverview Drive, on the south by the Connecticut River, and the west side is bordered by a grassy park that is a former site of two 19th century mills. The following significance statement is adapted from the 2015 NRHP nomination:

The Riverside community is significant under Criterion A for its agricultural history that followed the larger history of the Connecticut River Valley progressing from self-sufficient farms to raising cash crops such as silk worms and tobacco, and finally to raising market gardens whose produce went to neighboring industrial communities. It is further significant as a mill village that began after the Civil War and lasted into the 20th century as part of the

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

GIL

NAME OF AREA

RIVERSIDE

Area Letter Form Nos.

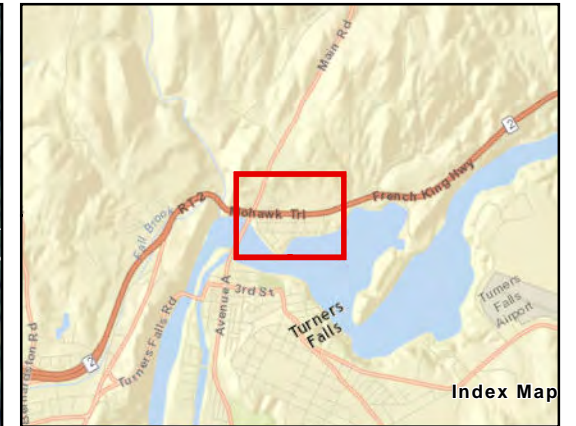
D

GIL. 9, 10, 23-
59, 118-172

lumbering industry that saw the vast log drives from northern New England and Canada whose lumber was used to build, make paper, and heat buildings in western Massachusetts. As a 20th century workers' neighborhood, the area was populated by many immigrants to the region and its resources made it attractive to generations of the resident families resulting in a tightly-knit community.

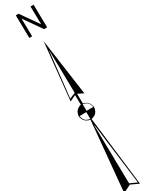
The architecture of Riverside meets Criterion C as it is representative of single- and multi-family housing that was speculatively and purpose-built to serve a whole class of workers who rejected the uniform, mill-built housing for the more rural/suburban setting offered by Riverside. As such it is modest and over time has retained its simplicity and form. The alterations of vinyl siding and vinyl windows are part of the district's response to weatherization and maintenance.

Although the 2015 nomination also recognizes the district as significant under Criterion D, Riverside's Native American resources already are recognized as the Riverside Archeological District, listed in the National Register in 1975.



FIRSTLIGHT POWER RESOURCES

Riverside Historic District



Legend

- Contributing/Non-Contributing Outside APE
- Contributing/Non-Contributing Within APE
- Approx. Parcel Boundary
- Area of Potential Effects
- Riverside (GIL.D)
- Riverside NRHP Boundary

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 75 150 300 Feet
1 inch = 300 feet



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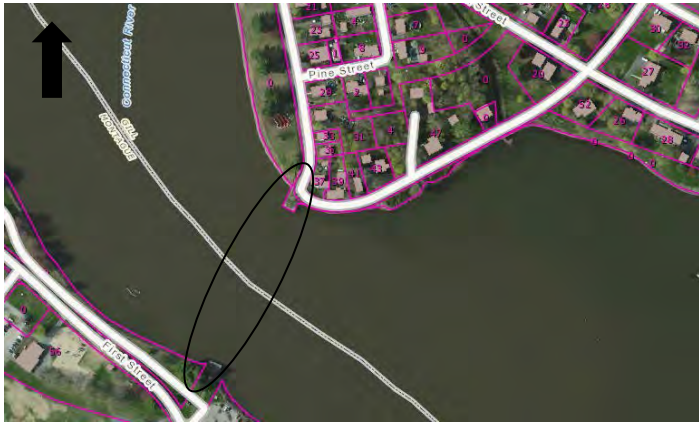
FORM F – STRUCTURE (BRIDGE)

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



MA GIS 2014

UTM Reference: 18 0700837E 4720605N
Recorded by: G. Henry/E. Rankin
Organization: TRC Environmental for FirstLight
Date (month / year): March 2014

Assessor's Number USGS Quad Area(s) Form Number

101.0-0000-
0119.0

Greenfield

GIL.D

GIL.907

Town/City: Gill, Montague

Place (neighborhood or village): Riverside, Turners Falls

Street/Route: Riverside Drive

Carried over: Formerly carried over Connecticut River
(Railroad, river, brook, canal or road)

Historic/Common name: Red Suspension Bridge

Ownership: Unknown

(Name of state agency or municipality)

Mass. Highway bridge no.: N/A

Bridge type: Suspension Bridge

Bridge typology code 313

Date of Construction: 1878

Source: Drawings in the H. Hobart Holly Collection

Engineer/Designer: Design by John A. Roebling's Sons

Bridge company/Contractor: James W. Shipman

Material (s): Stone (Extant Abutments); Steel
(Demolished)

Alterations (with dates): Demolished 1942 , leaving only the
abutments

Posted load limit (if any): N/A

Condition: Demolished except for abutments

Moved ☒ no ☐ yes **Date:**

Acreage: < 1 acre

Setting: Residential (Gill side), Park (Montague side)

INVENTORY FORM F CONTINUATION SHEET

TOWN

ADDRESS

MONTAGUE/GILL

Riverside Drive at CT River

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

GIL.D

GIL.907

Superstructure:

Overall length: 563 ft. Deck width: 39.1 ft. Skew:
Main unit: No. of spans: 1 Span length: 550 ft.
Approaches: No. of spans: 0 Span length: N/A

Substructure (*structure below deck*)

Height above feature spanned: 20 ft. Material of abutments or piers: Stone

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ENGINEERING/DESIGN ASSESSMENT

Describe important design features and evaluate in terms of other bridges within the community or region.

The Red Suspension Bridge was built by James W. Shipman in 1878 at the site of a ferry landing that had run for almost a century. Built at a cost of \$48,000, it was a 563-foot-long suspension bridge, designed with the Roebling system of inclined stays (Montague Bicentennial Committee 1954: 110). Although damaged by the 1936 Flood, it remained standing until 1942, when it was dismantled and sold for scrap metal during World War II. Today the only remnants of the bridge are the stone abutments in Gill and Montague. Copies of the original bridge specifications and contract survive in the H. Hobart Holly Collection, Boston Society of Civil Engineers Section, Boston, Massachusetts. The construction contract states:

The parties of the first part [Hutchinson & Shipman] agree to furnish a certificate from John A. Roebling's Sons that the materials used in the cables and stays in the above bridge is of ample strength to sustain a rolling load of forty pounds per square foot in addition to its own weight with a factor of 4. Also that the elastic limit of each 2 1/4" steel wire rope is not less than 6-9 tons and the breaking strength is no less than 15-6 tons (Buonopane 2006: 13).

This statement implies that the Roebling Company is certifying the actual design of the bridge—the relationship between applied loads and strength of the bridge elements. Thus, the Red Bridge stands as evidence that the Roebling Company was closely involved with the structural design of bridges for which they supplied wire and cable. Although it was demolished in 1942, the bridge was designated a Massachusetts Historic Civil Engineering Landmark by the Boston Society of Civil Engineers in 1990.

HISTORICAL NARRATIVE

Explain the history of bridge and how it relates to the development of the community.

The Upper Suspension Bridge, or "Red Suspension Bridge," connected Turners Falls with Riverside, located across the Connecticut River. The bridge was built in 1878 on the upstream edge of Turners Falls, at the site of a ferry landing that had run for almost a century, and was complemented by the Lower or "White" Suspension Bridge, constructed in 1872 on the downstream side of Turners Falls. Built at a cost of \$48,000, the bridge was 563 feet long and stood 20 feet above the water level (Montague Bicentennial Committee 1954: 110). It survived the great flood of 1936, which wiped out many other bridges on the Connecticut River in Franklin County, but after the completion of the Turners Falls-Gill Bridge in 1938 it was closed to all but bicycle and foot traffic. As a part of the World War II salvage movement, the bridge was dismantled in September 1942.

The suspension bridge was designed with the Roebling system of inclined stays which was also used for the Lower Suspension Bridge. John A. Roebling was the preeminent suspension bridge designer in late-19th-century America, building suspension bridges for aqueducts, road, and rail use. Over the course of his career, John Roebling designed and constructed a series of

Continuation sheet 1

INVENTORY FORM F CONTINUATION SHEET

TOWN

ADDRESS

MONTAGUE/GILL

Riverside Drive at CT River

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

GIL.D

GIL.907

suspension bridges of increasing length and his final design for the Brooklyn Bridge (main span of 1595 ft.) was completed in 1883 under the direction of his son Washington A. Roebling. The stayed suspension bridge system developed by John A. Roebling and continued by Washington was highly successful and had a widespread influence on suspension bridge design in the late 19th century (Buonopane 2006: 12).

For construction of the 1868 Harrison Bridge over the Whitewater River between Ohio and Indiana, the county commissioners hired John A. Roebling & Sons to write the specifications for a 425-ft.-span suspension bridge. Washington Roebling actually submitted a bid in partnership with a local engineer, but the contract was awarded to James W. Shipman & Co. of Cincinnati. By 1877, Shipman was practicing under the name of the New York Bridge Co. and the Roebling-style suspension bridge figured prominently in their advertising and letterhead (Buonopane 2006: 13). In 1878, Shipman's New York Bridge Co. (also known as Hutchinson & Shipman) won the contract for a suspension bridge of 563 ft. over the Connecticut River at Turners Falls in Massachusetts, later to become known as the "Red Bridge."

BIBLIOGRAPHY and/or REFERENCES

Buonopane, Stephen

2006 *The Roeblings and the Stayed Suspension Bridge: Its Development and Propagation in 19th Century United States*. Cambridge, MA.

Montague Bicentennial Committee

1954 *Montague: 1754-1954*. Private publisher, Montague, MA.

Scott, Kyle J.

2005 *Montague: Labor and Leisure*. Arcadia Publishing, SC.

ADDITIONAL PHOTOGRAPHS



Undated View of Red Suspension Bridge from Turners Falls (Source: www.cardcow.com)

INVENTORY FORM F CONTINUATION SHEET

TOWN	ADDRESS
MONTAGUE/GILL	Riverside Drive at CT River
Area(s)	Form No.
GIL.D	GIL.907

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125



1906 View of Red Suspension Bridge from Turners Falls (Source: www.cardcow.com)



1906 View of Red Suspension Bridge Approach from Turners Falls (Source: Montague: Labor and Leisure: 31)

INVENTORY FORM F CONTINUATION SHEET

TOWN	ADDRESS
MONTAGUE/GILL	Riverside Drive at CT River
Area(s)	Form No.
GIL.D	GIL.907

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125



2014 View of Extant Abutment in Gill (Source: TRC).



2014 View of Former Location from Riverside towards Turners Falls (Source: TRC).

INVENTORY FORM F CONTINUATION SHEET

TOWN	ADDRESS
MONTAGUE/GILL	Riverside Drive at CT River
Area(s)	Form No.
GIL.D	GIL.907

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125



2008 Low-level oblique image of Red Suspension Bridge Abutment (Source: MASSDOT GIS)

INVENTORY FORM F CONTINUATION SHEET

TOWN

ADDRESS

MONTAGUE/GILL

Riverside Drive at CT River

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

GIL.D

GIL.907

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☒ Eligible **only** in a historic district
☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by G. Henry/E.Rankin (TRC Environmental for FirstLight)
The criteria that are checked in the above sections must be justified here.

Contributing Resource in Riverside Historic District

The Red Suspension Bridge is a contributing resource to the NRHP-eligible Riverside Historic District.

Potential Riverside Historic District, Criteria A and C

In 1999, the village of Riverside was surveyed by Bonnie Parson of the Gill Historical Commission and an MHC Area Form (GIL.D) was completed that recommended a Riverside Historic District eligible for National Register listing under Criteria A and C. The area was re-surveyed as part of the 2014 survey by TRC and the overall condition of resources noted and recorded with photographs. In January of 2015, Ms. Parsons, on behalf of the Town of Gill, submitted a Riverside National Register of Historic Places Registration form to the MHC. In July of 2015, TRC verified the NRHP boundaries and contributing/non-contributing status of resources, as filed with MHC but yet to be accepted. The map which accompanies this form not only shows the proposed NRHP boundaries and contributing/non-contributing status, but also clarifies the relationship of this district with the existing MHC area form.

The proposed Riverside Historic District is a roughly triangular-shaped area bounded at the north by both sides of the French King Highway (Route 2), on the east the by Riverview Drive, on the south by the Connecticut River, and the west side is bordered by a grassy park that is a former site of two 19th century mills. The following significance statement is adapted from the 2015 NRHP nomination:

Continuation sheet 6

INVENTORY FORM F CONTINUATION SHEET

TOWN	ADDRESS
MONTAGUE/GILL	Riverside Drive at CT River
Area(s)	Form No.
GIL.D	GIL.907

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

The Riverside community is significant under Criterion A for its agricultural history that followed the larger history of the Connecticut River Valley progressing from self-sufficient farms to raising cash crops such as silk worms and tobacco, and finally to raising market gardens whose produce went to neighboring industrial communities. It is further significant as a mill village that began after the Civil War and lasted into the 20th century as part of the lumbering industry that saw the vast log drives from northern New England and Canada whose lumber was used to build, make paper, and heat buildings in western Massachusetts. As a 20th century workers' neighborhood, the area was populated by many immigrants to the region and its resources made it attractive to generations of the resident families resulting in a tightly-knit community.

The architecture of Riverside meets Criterion C as it is representative of single- and multi-family housing that was speculatively and purpose-built to serve a whole class of workers who rejected the uniform, mill-built housing for the more rural/suburban setting offered by Riverside. As such it is modest and over time has retained its simplicity and form. The alterations of vinyl siding and vinyl windows are part of the district's response to weatherization and maintenance.

Although the 2015 nomination also recognizes the district as significant under Criterion D, Riverside's Native American resources already are recognized as the Riverside Archeological District, listed in the National Register in 1975.

FORM F – STRUCTURE (BRIDGE)

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



MA GIS 2014

UTM Reference: 18 0705425E 4718969N
Recorded by: G. Henry/E. Rankin
Organization: TRC Environmental for FirstLight
Date (month / year): 04/2014

Assessor's Number USGS Quad Area(s) Form Number

N/A

Orange

MNT.917/
ERV.905

Town/City: Montague, Erving

Place (neighborhood or village): Miller's Falls

Street/Route: East Mineral Road

Carried over: Millers River

(Railroad, river, brook, canal or road)

Historic/Common name: East Mineral Road Bridge

Ownership: Towns of Erving, Northfield, and Montague

(Name of state agency or municipality)

Mass. Highway bridge no.: E-10-1/M-28-14

Bridge type: Pratt through truss

Bridge typology code 910 302

Date of Construction: 1888, 1939

Source: Erving/Montague Annual Reports

Engineer/Designer: George P. Carver Engineering Co.
(1939)

Bridge company/Contractor: Wrought Iron Bridge
Company (Canton, OH)

Material (s): Wrought Iron, Stone, Concrete

Alterations (with dates): Replacement of span and western
abutment, pier encased in concrete (1939)

Posted load limit (if any): Unknown, closed to vehicular
traffic due to deterioration

Condition: Fair

Moved ☒ no ☐ yes **Date:**

Acreage: < 1 acre

Setting: Rural

INVENTORY FORM F CONTINUATION SHEET

TOWN

ADDRESS

MONTAGUE/ERVING E. Mineral Rd over Millers River

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

MNT.917/
ERV.905

Superstructure:

Overall length: 157 ft.

Deck width: 13.6 ft.

Skew: None

Main unit: No. of spans: 1

Span length: 105 ft.

Approaches: No. of spans: 1

Span length: 52 ft.

Substructure (structure below deck)

Height above feature spanned: 135 ft. (approx.)

Material of abutments or piers: Concrete

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

ENGINEERING/DESIGN ASSESSMENT

Describe important design features and evaluate in terms of other bridges within the community or region.

The East Mineral Road Bridge was constructed in 1888 to replace a covered bridge for the cost of \$5,500. Composed of two spans, the approach span, which was reconstructed in 1939 and replaced a Pratt half-hip pony truss, is 52 feet long and has steel stringers with a reinforced concrete deck. The 105 foot main span is a pin connected Pratt truss with wrought iron floor beams. Unusual structurally, the western end of the through truss span is carried on a 2-column braced bent, rather than directly on a masonry pier. The bridge also has a number of unusual structural details, such as the upper lateral struts and the double eyes of the lower ends of the hip verticals. It was closed to vehicular traffic in 1987 and in 2005 it was rehabilitated for pedestrian, bicycle and equestrian use.

HISTORICAL NARRATIVE

Explain the history of bridge and how it relates to the development of the community.

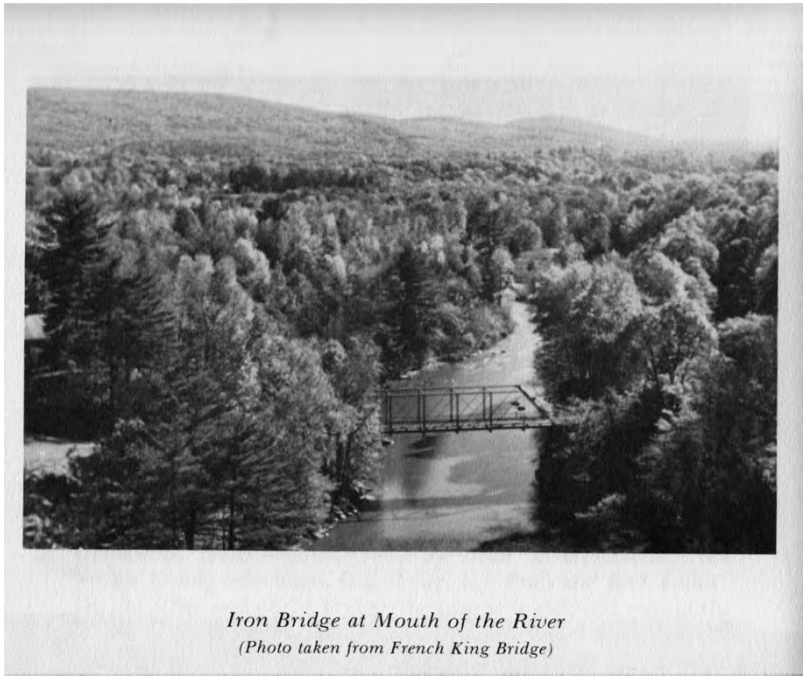
A covered bridge was erected on the site in 1774. In 1888 it was replaced with the current bridge for a cost of \$5,500. The cost was paid by the towns of Montague (50%), Erving (25%), and Northfield (25%). According to the 1927 Erving Town report, this bridge "was not as important these days as it was in the past." It was built by the Wrought Iron Bridge Company of Canton, Ohio, which specialized, as the name would suggest, in the fabrication of iron truss bridges and was a prolific bridge builder in the late 19th century. It was one of the 28 firms consolidated by J. P. Morgan into the American Bridge Company in 1900. In 1939, the approach span which was a Pratt half-hip pony truss, was replaced as was the western abutment (with concrete) and the stone pier was encased with concrete.

BIBLIOGRAPHY and/or REFERENCES

Keller, Charles

1987 Town Forced to Close Erving-Montague Span. *The Greenfield Recorder*. May 9, 1987.

ADDITIONAL PHOTOGRAPHS



Undated Photograph of East Mineral Springs Bridge (Source: <http://historycruise.blogspot.com/>)



2013 View of Eastern Approach (Source: TRC)

INVENTORY FORM F CONTINUATION SHEET

TOWN ADDRESS
MONTAGUE/ERVING E. Mineral Rd over Millers River

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s)	Form No.
	MNT.917/ ERV.905



2014 View of Plaque (Source: TRC)



2008 Low-level oblique image of French King Bridge over Connecticut River (Source: MASSDOT GIS)

INVENTORY FORM F CONTINUATION SHEET

TOWN

ADDRESS

MONTAGUE/ERVING E. Mineral Rd over Millers River

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--

MNT.917/ ERV.905

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☒ C ☐ DCriteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ GStatement of Significance by G. Henry/E.Rankin (TRC Environmental for FirstLight)*The criteria that are checked in the above sections must be justified here.*

National Register Eligible, Criterion C

The MHC has determined the East Mineral Springs Bridge eligible the NRHP under Criterion C. The bridge is the third oldest of nine known Pratt through trusses in Massachusetts. Somewhat altered, the original pony truss approach span on the west was replaced in 1939. It was built by one of the largest and most innovative late-19th-century bridge building firms, the Wrought Iron Bridge Company of Canton, Ohio. Unusual structurally, the western end of the through truss span is carried on a 2-column braced bent, rather than directly on a masonry pier. The bridge also has a number of unusual structural details, such as the upper lateral struts and the double eyes of the lower ends of the hip verticals.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

05-0-11 to
05-0-144

Greenfield

MNT.
C

MNT.907

Photograph



Town/City: Montague

Place (*neighborhood or village*): Turners Falls

Name of Area: "The Patch"

Present Use: Residential, some commercial

Construction Dates or Period: Late 19th to Early 20th Century

Overall Condition: Fair to Good

Major Intrusions and Alterations: No major intrusions. Most buildings have some replacement siding.

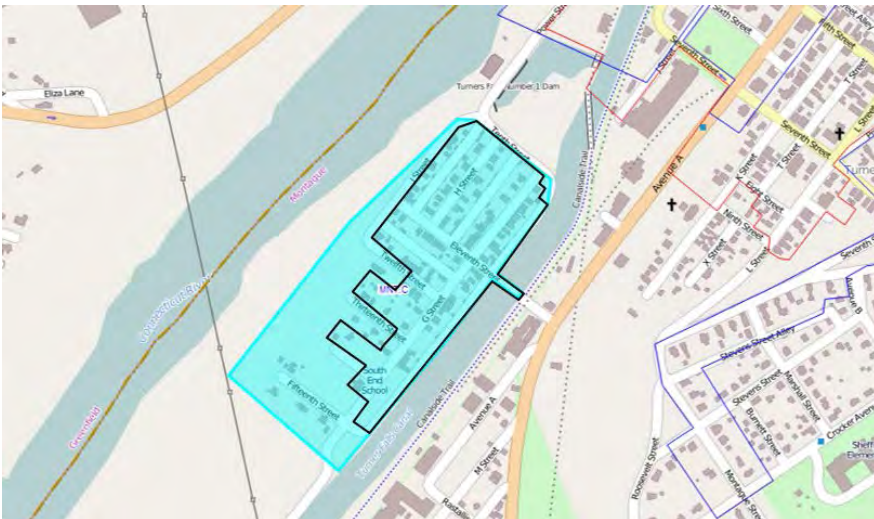
Acreage: > 10 acres

Recorded by: G. Henry/E. Rankin

Organization: TRC Environmental for FirstLight

Date (*month/year*): March 2014, Updated July 2015

Locus Map



Proposed "The Patch" Historic District Boundaries over previously identified area (MNT.C)

MACRIS 2014

☒ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
MONTAGUE

NAME OF AREA
"THE PATCH"

Area Letter Form Nos.

C

MNT.907

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

The area of southwest Turners Falls known locally as "The Patch" is roughly a three-block-by-five-block area bounded on the west by the Connecticut River, north by Tenth Street, east by the Turners Falls Power Canal, and south by the south side of Fourteenth Street. Access to The Patch from the rest of Turners Falls is at only two points: from the east via the Eleventh Street Bridge (which is included as part of this district) and from the north by Power Street over the Station No. 1 dam. Streets are laid out on a grid pattern, with north-south lettered streets and east-west numbered streets, as is true for the rest of Turners Falls. Alleys run between the properties providing access to auxiliary buildings.

The Patch is a primarily residential area consisting of approximately 85 houses most of which have auxiliary buildings, although a few commercial buildings are located near Eleventh Street. Buildings date from the late nineteenth to early twentieth centuries, coinciding with Turners Falls' prominence as an industrial and manufacturing center on the Connecticut River. Single- and multi-family dwellings are either of frame or brick construction, one or two stories in height, with side- or front-gable roofs. They are mostly vernacular variants of nationally popular styles such as the Italianate, Queen Anne and Colonial Revival Styles. Most residences have retained their original detached garages. There are no major modern intrusions or demolitions in the district, with most alterations confined to the use of replacement siding and replacement windows and doors. Buildings range from fair to good in condition.

Typical buildings in The Patch include:

- MNT-124 South End School, early 1900s Classical Revival, 3-story brick school house
- MNT-125 House #83 G Street, a 2-story brick house with front-gable roof and replaced front porch
- MNT-126 Eleventh Street, 2-story frame apartment building with 2-story front porch
- MNT-127 #25 Eleventh Street, a 3-story Italianate-style brick commercial/apartment building

The accompanying parcel-level aerial base map shows the Patch Area as defined in the MHC GIS system as well as the NRHP-boundary as refined by TRC in 2015 with contributing and non-contributing resources identified.

HISTORICAL NARRATIVE

Explain historical development of the area. Discuss how this relates to the historical development of the community.

Along with the rest of Turners Falls, "The Patch" was developed in the 1870s primarily by Polish immigrants as a planned industrial community along the lines of Lowell or Holyoke under the aegis of the Turners Falls Company and its founder Col. Alvah Crocker. Crocker and his business associates purchased the rights of the old Proprietors of the Upper Locks and Canals at Turners Falls and embarked on converting the old navigational canal into a power canal for the use of mills and factories that would locate to Turners Falls. By the late 1870s several significant industries, chief among them the John Russell Cutlery Company had built plants along the power canal at its northern end. Soon joined by the Montague, Turners Falls, and Keith paper mills, Turners Falls' factories provided employment for hundreds of local residents, many of whom lived in company-built housing in the village (Jenkins 1980: 8.1).

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
"THE PATCH"

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

C

MNT.907

Turners Falls is shown in an 1877 birds eye view as a planned community superimposed on the natural landscape and bisected by the power canal. The Turners Falls Company laid out a town with the prime sites along the river reserved for the factories, with a broad tree-lined street (Avenue A) for commercial and governmental buildings, and the remaining area laid out in a grid pattern for the building of single- and multi-family residences. Nearly all of these housed workers at one of the local mills and factories, as well as some who worked for the logging operations along the Connecticut River. "The Patch" neighborhood, consisting mostly of Polish immigrants, developed a decade or two later than the original heart of Turners Falls, as is shown by Sanborn insurance maps beginning in 1884 and continuing into 1914.

By the early 1900s, the Turners Falls Company had expanded its operations to include development of hydroelectric power for industrial and residential use. As part of this, the Turners Falls Power & Electric Company (as it became known) widened and extended the power canal south of Seventh Street and constructed two new power stations. The first one, known as Station No. 1, was completed in 1906 just north of Eleventh Street within sight of the north end of The Patch, with the new Branch Canal and dam cutting the area off from the rest of Turners Falls to the north. When the canal was extended south to the new Cabot Station south of the Patch in 1915, the area became a virtual island, relieved only by the building of the Eleventh Street Bridge that same year.

Like the rest of Turners Falls, The Patch experienced a decline beginning in the 1930s, as several major mills and factories closed or relocated elsewhere. Although a few of the historic factories are still partially operated, they no longer provide much employment for Turners Falls' residents, most of whom work elsewhere. As a result, there has been little new construction in the village since the 1940s and The Patch has preserved most of its appearance intact.

BIBLIOGRAPHY and/or REFERENCES

Arts Council OF Franklin County

- 1978a "Avenue A" MHC Survey Form A. Boston MA.
- 1978b "Eleventh Street Bridge" MHC Survey Form F. Boston MA.
- 1978c "Fifth Street Bridge" MHC Survey Form F. Boston MA.
- 1978d "Sixth Street Bridge" MHC Survey Form F. Boston MA.
- 1978e "Turners Falls Power Canal" MHC Survey Form C. Boston MA.
- 1978f "The Patch" MHC Form A. Boston MA.

Bennett, Lola (Historic American Buildings Survey [HAER] Historian)

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C.H. Vogt & Co.

- 1877 "Turners Falls, Mass." (Bird's eye view). C.H. Vogt & Co., Milwaukee, WI.

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- 1871 *Franklin County, Massachusetts*.

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Montague Bicentennial Committee

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Sanborn Map Company

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
"THE PATCH"

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

C

MNT.907

June 1884 "Turners Falls, Mass." Sanborn Map Company, Broadway, NY.
February 1889 "Turners Falls, Mass." Sanborn Map Company, Broadway, NY.
March 1895 "Turners Falls, Mass." Sanborn Map Company, Broadway, NY.
Sept 1902 "Turners Falls, Mass." Sanborn Map Company, Broadway, NY.
Dec 1909 "Turners Falls, Mass." Sanborn Map Company, Broadway, NY.
August 1914 "Turners Falls, Mass." Sanborn Map Company, Broadway, NY.

Whittlesey, Charles W.

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

ADDITIONAL PHOTOGRAPHS



2013 View of street typical of The Patch along G Street (Source: TRC)

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
MONTAGUE

NAME OF AREA
"THE PATCH"

Area Letter Form Nos.

C

MNT.907



2013 View of commercial area of The Patch at 11th Street (Source: TRC)



2015 View of alley looking towards G Street (Source: TRC)

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
MONTAGUE

NAME OF AREA
"THE PATCH"

Area Letter Form Nos.

C

MNT.907



2015 View of Non-Contributing House on I Street (Source: TRC)



2008 Low-level oblique image of The Patch (Source: MASSDOT GIS)

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
"THE PATCH"

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

C

MNT.907

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by G. Henry/E.Rankin (TRC Environmental for FirstLight)

The criteria that are checked in the above sections must be justified here.

The Patch Historic District was previously surveyed by the Franklin County Arts Council during its survey of Turners Falls in 1978 but was not assessed for NRHP eligibility by the MHC. Since "The Patch" is a previously defined historic district with a separate history and period of significance, as well as geographical separation from the NRHP-listed Turners Falls Historic District, it is appropriate to consider it as a separate district rather than attempt to modify the boundaries and historic context for the Turners Falls Historic District. The Patch Historic District is NRHP-eligible under Criteria A and C on the local level with a period of significance between the early 1880s and 1932 (within the period of significance of the NRHP-listed Turners Falls Historic District, located five blocks to the north). The Eleventh Street Bridge (MNT.904), previously determined NRHP-eligible by MHC, is also a contributing resource in the Patch Historic District.

NRHP-eligible "The Patch" Historic District, Turners Falls (Criteria A and C)

This district in southwest Turners Falls roughly a three-block-by-five-block area bounded on the west by the Connecticut River, north by Tenth Street, east by the Turners Falls Power Canal, and south by the south side of Fourteenth Street. The historic district is a primarily residential area consisting of approximately 85 houses most with auxiliary buildings, although a few commercial buildings are located along and near Eleventh Street. Buildings date from the late nineteenth to early twentieth centuries, coinciding with Turners Falls' prominence as an industrial and manufacturing center on the Connecticut River.

Criterion A

The Patch Historic District is NRHP-eligible under Criterion A for its association with the development of Turners Falls as a major industrial center in western Massachusetts following its founding as a planned industrial community in 1866. The village grew throughout the late nineteenth and early twentieth centuries as a center of paper-making mills and a cutlery factory whose workers lived within walking distance along the grid-pattern streets designed by the Turners Falls Company. Originally settled in the 1880s and 1890s by Polish immigrants to Turners Falls, after 1906 "The Patch" developed somewhat of a separate identity due to the fact that it was physically cut off by expansion of the Turners Falls power canal, and became accessible only by the Eleventh Street Bridge.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
MONTAGUE

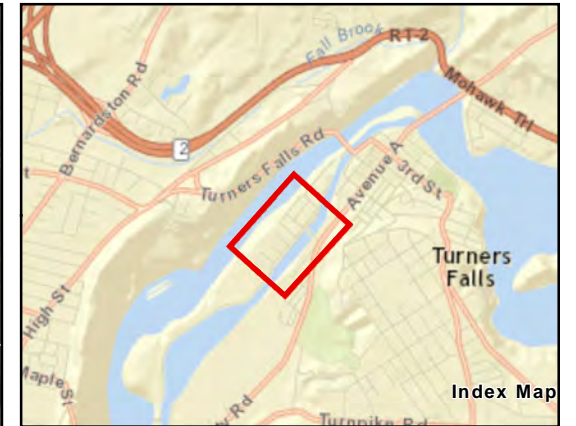
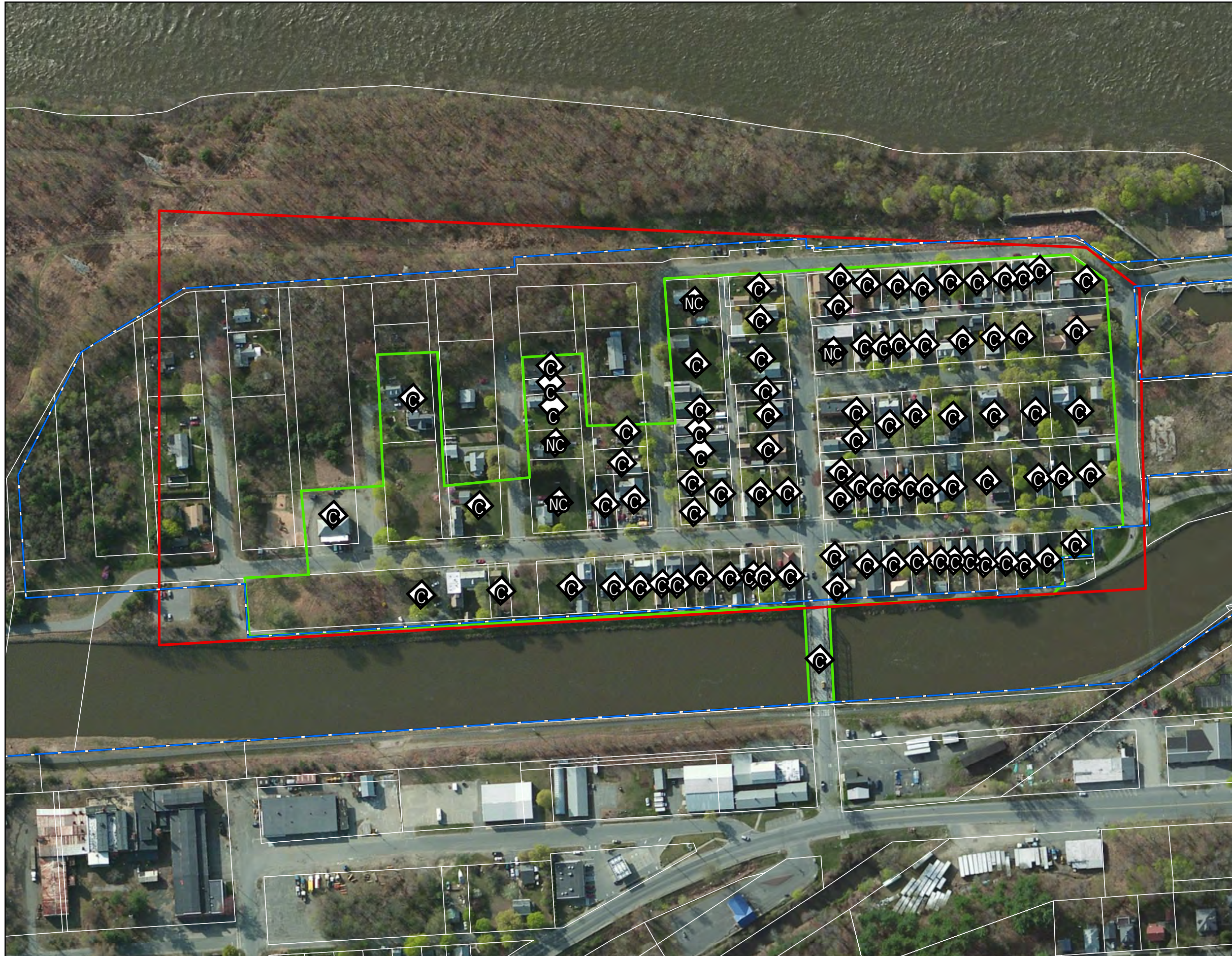
NAME OF AREA
"THE PATCH"

Area Letter Form Nos.

C	MNT.907
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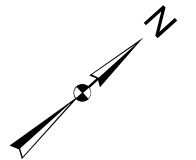
Criterion C

The Patch Historic District is NRHP-eligible under Criterion C for its largely intact collection of late-nineteenth and early-twentieth-century architecture in vernacular variants of the Italianate, Colonial Revival, and Queen Anne styles, along with some Italianate-style commercial buildings and a Classical Revival-style school. The district has had few intrusions or demolitions and retains all seven aspects of integrity.



FIRSTLIGHT POWER RESOURCES

The Patch Historic District



Legend

- Contributing/Non-Contributing
- Approx. Parcel Boundary
- Area of Potential Effects
- The Patch Historic District Boundary
- The Patch Area (MNT.C)

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 50 100 200
Feet
1 inch = 200 feet



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Path: W:\gis\studies\3_7_2\maps\Patch_Historic_District.mxd

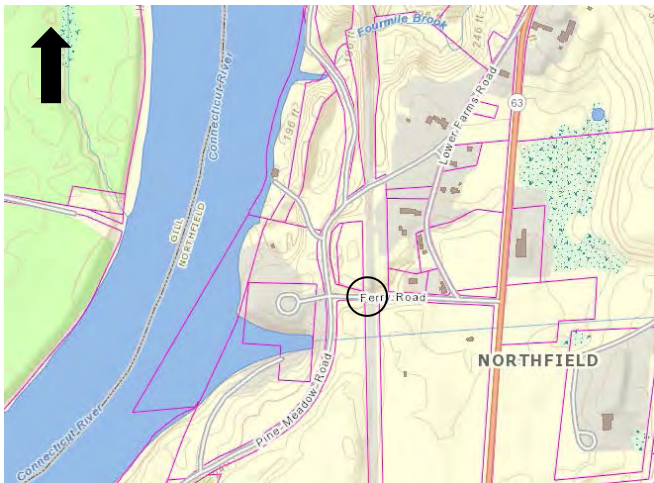
FORM F – STRUCTURE (BRIDGE)

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



MA GIS 2014

UTM Reference: 18 0706968E 4720880N
Recorded by: G. Henry/E. Rankin
Organization: TRC Environmental for FirstLight
Date (month / year): March 2014

Assessor's Number USGS Quad Area(s) Form Number

N/A Orange I TRC-1

Town/City: Northfield

Place (neighborhood or village): Northfield Farms

Street/Route: Central Vermont Railroad (former)

Carried over: Ferry Road, Northfield
(Railroad, river, brook, canal or road)

Historic/Common name: Central Vermont Railroad Bridge
over Ferry Road

Ownership: New England Central Railroad/Amtrak
(Name of state agency or municipality)

Mass. Highway bridge no.: N/A

Bridge type: Deck girder

Bridge typology code 306

Date of Construction: 1912

Source: Date Plaque

Engineer/Designer: Central Vermont Railroad

Bridge company/Contractor: Detroit Bridge & Ironworks

Material (s): Granite and concrete piers, metal bridge
superstructure

Alterations (with dates): None observed

Posted load limit (if any): N/A

Condition: Good

Moved ☒ no ☐ yes **Date:**

Acreage: < 1 acre

Setting: Rural, just east of the Riverview Picnic Area

INVENTORY FORM F CONTINUATION SHEET

TOWN
NORTHFIELD

ADDRESS
B&M RR BRIDGE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

I	TRC-1
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Superstructure:

Overall length: 44 ft.	Deck width: 6 ft	Skew: None
Main unit: No. of spans: 1		Span length: 44 ft
Approaches: No. of spans: 0		Span length: N/A

Substructure (*structure below deck*)

Height above feature spanned: 25 ft. (approx.)	Material of abutments or piers: Granite with concrete caps
--	--

☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ENGINEERING/DESIGN ASSESSMENT

Describe important design features and evaluate in terms of other bridges within the community or region.

This single-span, riveted-plate, deck-girder bridge carries the single-track former Central Vermont Railroad (now New England Central Railroad) line over Ferry Road, west of Route 63 in Northfield. The bridge is supported on either end by tapered piers of coursed and cut granite topped by a concrete cap. The railroad ties extend over the sides of the bridge about a foot on either side. There is a metal date plaque on the southeast corner stamped "Built in 1912 by the Detroit Bridge & Ironworks, Detroit, MI." The bridge is typical of several other small deck-girder railroad bridges from that date built by the Central Vermont Railroad in this area of Franklin County and southern Vermont.

HISTORICAL NARRATIVE

Explain the history of bridge and how it relates to the development of the community.

The Central Vermont Railroad connected Montreal, Quebec with New London, Connecticut using a route along the shores of Lake Champlain, through the Green Mountains and along the Connecticut River valley, as well as Montreal to Boston, Massachusetts, through a connection with the Boston & Maine Railroad at White River Junction, Vermont. Chartered in 1843, the railroad reached Northfield from the north on October 10, 1848. It has operated under several companies since the 1890s, including the Grand Trunk Railway, Canadian National, and New England Central Railroad. The route along the Connecticut River also handles the twice-daily Amtrak Vermonter. This bridge was built in 1912.

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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.

INVENTORY FORM F CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
NORTHFIELD

ADDRESS
B&M RR BRIDGE

Area(s) Form No.

I	TRC-1
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ADDITIONAL PHOTOGRAPHS



2014 View of South Abutment (Source: TRC)



2014 View of Date Plaque (Source: TRC)

INVENTORY FORM F CONTINUATION SHEET

TOWN
NORTHFIELD

ADDRESS
B&M RR BRIDGE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

I	TRC-1
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2008 Low-level oblique image of Central Vermont Railroad Bridge (Source: MASSDOT GIS)

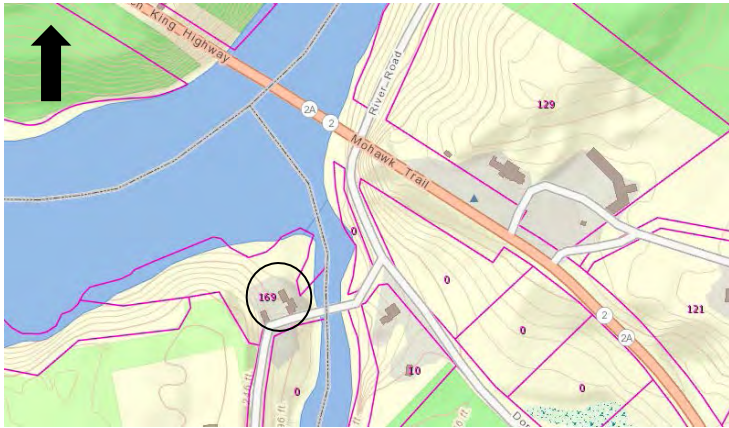
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



MA GIS 2014

Assessor's Number USGS Quad Area(s) Form Number

18-0-015

Orange

TRC-5

Town/City: Montague

Place: (*neighborhood or village*): Millers Falls (French King Rock vic.)

Address: 169 East Mineral Road

Historic Name: Cabot Camp

Uses: Present: Corporate retreat, currently vacant

Original: Summer camp

Date of Construction: ca. 1913

Source: Written sources

Style/Form: New England Colonial Revival

Architect/Builder: Unknown Boston architect

Exterior Material:

Foundation: Stone

Wall/Trim: Stone, wood

Roof: Slate shingle

Outbuildings/Secondary Structures: Carriage house, comfort station, and well cover

Major Alterations (*with dates*): None observed. Building reputedly incorporates an early-19th-century canal-related structure, although this is unverified.

Condition: Good, although vacant

Moved: no ☒ yes ☐ **Date:**

Acreage: 2.3 acres

Setting: Rural setting, at confluence of Millers and Connecticut Rivers at foot of East Mineral Road bridge. Small parking lot is located across East Mineral Road.

Recorded by: Geoffrey Henry/Ellen Rankin

Organization: TRC Environmental Corp. for FirstLight

Date (*month / year*): March 2014, Updated July 2015

INVENTORY FORM B CONTINUATION SHEET

TOWN ADDRESS
MONTAGUE 169 EAST MINERAL ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	TRC-5
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☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

The Cabot Camp complex is located on the northwest side of East Mineral Road, at the confluence of the Millers and Connecticut Rivers, just south of the East Mineral Road Bridge over the Millers River and within sight of the French King Bridge over the Connecticut River. The property is bordered by a low, dry-laid fieldstone wall that runs at the east property line along East Mineral Road. A second wall also links the house to the carriage house creating a small courtyard. The land slopes steeply on the north and west towards the two rivers.

The main house and outbuildings date from 1913 and are built in a rustic variant of the New England Colonial Revival Style. The house consists of three identifiable sections: the easternmost section is a 1-story, 3-bay frame house on a fieldstone foundation with a side-gable roof covered with slate shingles. This section is clad with clapboard siding and is trimmed with corner boards and a box cornice. There is a central off-peak, brick chimney north of the roofline. The windows are presently covered with original board shutters with metal strap hinges, but upon interior inspection, they are 12/12 double-hung wood sash. A louvered attic window is on the east gable end, located above the only paired window on this section. There is a single-leaf wood door on the south façade; the north elevation has a secondary entrance located in the added kitchen which has a shed roof and stone foundation. The interior features plastered walls, a thin chair rail, square molding profile on surrounds and baseboards, and a large central hearth with a seating area creating from cast iron supports.

A 1-story, 3-bay, frame hyphen on a stone foundation and slate-shingled, side-gable roof is on the west. It has a central entrance on the south with a single-leaf batten door with strap hinges. The flanking 9/9 double-hung wood sash windows are sealed with batten shutters with metal hinges. The interior of the hyphen features a barrel-vaulted roof and cast plaster columns with aquatic motifs. The kitchen section encloses the hyphen on the north elevation.

The westernmost section (the dining hall) extends from the southwest corner of the hyphen. It has a solid fieldstone gable end and an interior-end stone chimney. The rest of the building is mortise and tenon frame, built with repurposed timber, and covered with dark-stained board-and-batten siding. The side-gable roof is covered with slate shingles and has exposed rafter ends. The 6-light wood casement windows on the south and north elevations are sealed with single-leaf wood shutters. The west gable-end features are large arched opening consisting of a central single-leaf, 10-light door flanked by 10-light sidelights of the same size as the door. The door is topped by a small fanlight which is then integrated into a larger fanlight that spans the entire opening. The interior is exposed and divided into four distinct sections. Moving through a stone arched opening from the hyphen the first section has a large stone floor and the previously mentioned casement windows are in this section. The next three section have a wood floor and built-in cabinets, the central of these are arched. Each section is articulated by a large timber posts and old “ship-knees.”

Outbuildings on the property include a fieldstone carriage house, a building repurposed into a comfort station, and a well covering. The 1-story, 6-bay carriage house is built of fieldstone and has a side-gable roof with slate shingles. It is open on the north and each bay is marked by a single wood Tuscan column. Arched doorways are at the south and the west gable end, with single-leaf batten doors. There is a 1-story, 3-bay, frame outbuilding with board-and-batten siding, slate-shingled side-gable roof, and an exterior-end brick chimney. This building was converted at an unknown time to a comfort station and has 6-light sliding windows in wood tracks. There is also a small well covering with board-and-batten siding and a ventilator atop its gable roof. The stone and brick lined well can be seen at the foundation.

INVENTORY FORM B CONTINUATION SHEET

TOWN
MONTAGUE

ADDRESS
169 EAST MINERAL ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

TRC-5

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

The property is the site of a former toll house associated with the canal and lock system in operation by 1798 built by the Proprietors of the Upper Locks and Canals to bypass the French King Gorge and the Great Falls at Turners Falls. One source also claims that the property contains the site of the Dark Tavern, built to accommodate travelers along the canal route (Abercrombie 1973: 1). The canal proved commercially successful for its first 30 years, but suffered from competition from the emerging railroads beginning in the 1840s, and by 1856 the canal was closed to boat traffic.

In 1866, Colonel Alvah Crocker and his associates bought the land and water rights of the canal company. Beginning in 1868, Crocker and his newly formed Turners Falls Company developed the village of Turners Falls as an industrial hub deriving water power from the Turners Falls and turning the former navigational canal into a power canal (Jenkins 1980: 8.2).

By 1886, the Clarke and Chapman Machine Company in Turners Falls began converting water from the dam at Turners Falls for electrical power and by the early 1900s the Turners Falls Company made the crucial decision to go into the hydroelectric power business. Changing its name to the Turners Falls Power & Electric Company, the company constructed a Power Station (Power Station No. 1) at Turners Falls, and widened and lengthened the existing power canal (Montague Bicentennial Committee 1954: 5).

The company had by then attracted the attention of financier Phillip Cabot of Boston. Born in Brookline in 1872, Cabot graduated from Harvard and soon became a partner in the investment firm of White, Weld & Company.

"About this time, Turners Falls stockholders had begun to dispose of their shares to a group of Boston investors represented by Philip Cabot, who had also purchased substantial holdings in the stocks of the Amherst Gas Company, the Greenfield Electric Light and Power Company and the East Hampton Gas Company. Cabot was invited to become a director of all these companies and for the first time in its history the Turners Falls Company became associated with others in the electric utility field.

Philip Cabot and the men working with him were largely responsible for the rapid and successful development of the Turners Falls project and for the starting of the associations which eventually led to the formation of the Western Massachusetts Companies and the Western Mass. Electric Company. In 1908, Cabot succeeded Charles T. Crocker as president of the Company, a position he held for the next 11 years." (Abercrombie 1973: 4)

The hydroelectric development at Turners Falls that Cabot planned, financed, and pushed through included far-reaching decisions to build a new concrete dam at Turners Falls; widen, deepen and extend the power canal two miles; and at its lower end build a 42,000-kilowatt hydroelectric station utilizing a 60-foot head. Work was begun in 1912 and in 1916, No. 2 Station (later renamed Cabot Station in honor of Phillip Cabot) started commercial operation. When completed, Cabot Station was the largest hydroelectric plant in Massachusetts and was in fact the largest hydroelectric generating station east of Niagara Falls. By 1914, separate generating and transmission companies seemed unnecessary and Amherst Power was absorbed by the Turners Falls Power & Electric Company (Montague Bicentennial Committee 1954: 12)

Cabot resigned as president of the Company in 1919 because of ill health. General Manager George W. Lawrence succeeded him. When Lawrence died in 1939, Fred C. Abercrombie was elected president and served until consolidation with the Western Mass. Electric Company in 1942. After his retirement, Cabot moved to a career in teaching at Harvard University, leading courses in business and public utility management. Phillip Cabot died in 1941.

The site of Cabot Camp was sold in two separate transactions to the Turners Falls Company. In 1883, the northwestern section was sold by Alfred Cobb (Franklin County Deed Book 369-95); an undated land map shows both an "old mill foundation" and an "old dam abutment" (Western Mass. Electric Company n.d.). In 1903, Sarah Briggs sold the part adjoining East Mineral Road that may have contained a section of an earlier toll house (Deed Book 503-51).

INVENTORY FORM B CONTINUATION SHEET

TOWN
MONTAGUE

ADDRESS
169 EAST MINERAL ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

TRC-5

Around 1913, Cabot decided to redesign the former Briggs and Cobb properties as his rural retreat, the property having been purchased by the power company for flowage rights. "With the help of a Boston architect, Cabot closely supervised the construction of a large stone meeting room or dining hall. The heavy beams, rafters, heavy roof and side wall boards were procured from an old barn in Ashfield. The old "ship-knees" holding up the cross beams came from Salem or the eastern Massachusetts area to be re-erected on the site at the mouth of the Millers River" (Abercrombie 1973: 7).

"Especially noteworthy are the thick stone masonry walls, the slanted keystone arch, huge fireplace and chimney easily capable of burning logs cut into four foot lengths, and the extremely heavy roof construction topped off by a quarry stone roof rarely seen today. He added an ell and kitchen area connecting the old toll house to the new meeting room, and a carriage or garden house with thick stone walls, heavy beams, rafters, roof boards and tremendous slabs of slate.

A stone-lined circular well was constructed with an underground pipe running into the cellar area of the old toll house where a hand pump provided water for general household use. Cabot, under a long-term lease, spent a good deal of his free time at this camp, whiling away some of it working with plaster of Paris forms designing various ceiling molds and wall pillars which today still remain in the ell part of the house. He himself attached them to these specific locations with fish line he provided back in the 1900s.

Following Cabot's retirement in 1919, Fred Abercrombie, then treasurer and later president of the Turners Falls Power & Electric Company, took over the long-term lease from the power company when Cabot began teaching at Harvard. Under this lease, the Abercrombie family maintained and enjoyed Cabot Camp for over 40 years. When construction for the Northfield Mountain Pumped Storage Station began in 1968, Fred's son Allen Abercrombie voluntarily cancelled the long-term lease on Cabot Camp (Abercrombie 1973: 7). From 1968 to the present, Cabot Camp has been owned and maintained by the successor companies to Western Massachusetts Electric, including FirstLight.

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Montague Bicentennial Committee

1954 *Montague: 1754-1954*. Private publisher, Montague, MA.

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN ADDRESS
MONTAGUE 169 EAST MINERAL ROAD

Area(s) Form No.

	TRC-5
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ADDITIONAL PHOTOGRAPHS



2014 View of Eastern Section (Source: TRC)



2014 View of Hyphen (Source: TRC)

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
MONTAGUE

ADDRESS
169 EAST MINERAL ROAD

Area(s) Form No.

	TRC-5
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2014 View of Western Section (Source: TRC)



2015 Interior View of Eastern Section Hearth (Soutce: TRC)

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN	ADDRESS
MONTAGUE	169 EAST MINERAL ROAD
Area(s)	Form No.
	TRC-5



2015 Interior View of Eastern Section (Source: TRC)



2015 Interior View of Western Section (Source: TRC)

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN	ADDRESS
MONTAGUE	169 EAST MINERAL ROAD
Area(s)	Form No.
	TRC-5



2015 View of Entry to Western Section (Source: TRC)



2014 View of East and South Elevations of Carriage House (Source: TRC)

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
MONTAGUE

ADDRESS
169 EAST MINERAL ROAD

Area(s) Form No.

	TRC-5
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2014 View of North and West Elevations of Carriage House (Source: TRC)



2014 View of Restrooms (Source: TRC)

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN ADDRESS
MONTAGUE 169 EAST MINERAL ROAD

Area(s) Form No.

	TRC-5
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2014 View of Well Cover (Source: TRC)



2008 Low-level oblique image of Cabot Camp (Source: MASSDOT GIS)

INVENTORY FORM B CONTINUATION SHEET

TOWN
MONTAGUE

ADDRESS
169 EAST MINERAL ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

TRC-5

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by G. Henry/E.Rankin (TRC Environmental for FirstLight)
The criteria that are checked in the above sections must be justified here.

Criterion A

This resource is recommended NRHP-eligible under Criterion A with a period of significance from ca. 1913 to 1964. Cabot Camp is significant for its association with the Turners Falls Power & Electric Company (TFP&E) and its successor companies up to and including its current owner, FirstLight. The property consists of two parcels on the Connecticut and Millers Rivers purchased in 1883 and 1903 respectively and upon which TFP&E president Phillip Cabot erected these buildings as a summer residence. Cabot was instrumental in the early growth and development of TFP&E, including construction of the company's two power stations, dam, and power canal at Turners Falls, as well as merging the company with other regional electric utility companies. Cabot leased the property from the power company for his own use, and when he retired in 1919, his successor Fred Abercrombie took up the lease and resided there. In 1968, the property was given a new purpose as a corporate retreat.

Criterion B

Although the Cabot Camp is associated with the life of financier and Turners Falls Power Company executive Phillip Cabot, it is not known whether there are other extant buildings elsewhere outside of the Projects' APE more closely associated with Cabot's productive life, as required by Criterion B. The NRHP-eligibility of Cabot Camp under Criterion B is undetermined.

Criterion C

Cabot Camp is recommended NRHP-eligible under Criterion C as they embody characteristics of rustic New England Colonial Revival that were popular in the design of rural retreats and summer residences of the early 20th century. The Colonial Revival harkened back to simple and unornamented architecture that was felt to be more in keeping with rural and rustic settings such as this. According to a history of the camp, Boston native Phillip Cabot engaged an unnamed Boston architect and was instrumental in several of the house's design features. Prominent features include the use of uncut fieldstone, slate roofs, working wood shutters, over-sized chimneys, and a mix of wood and stone for the exterior.

Statement of Integrity

Cabot Camp appears to be in good and unaltered condition and retains all seven aspects of integrity (location, design, setting, materials, workmanship, association, and feeling).

INVENTORY FORM B CONTINUATION SHEET

TOWN
MONTAGUE

ADDRESS
169 EAST MINERAL ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	TRC-5
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Boundary Justification
The proposed NRHP boundary for Cabot Camp is the current parcel boundary. This boundary consists of the two parcels purchased in 1883 and 1903 and upon which TFP&E president Phillip Cabot erected these buildings as a summer residence.



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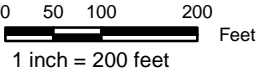
**Cabot Camp NRHP Boundaries
and Contributing Resources**



Legend

- Contributing/Non-Contributing
- Approx. Parcel Boundary
- Area of Potential Effects
- Cabot Camp (TRC-5)

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FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Montague/Gill

Place (*neighborhood or village*): Turners Falls

Name of Area: Turners Falls Power & Electric Company
Historic District

Present Use: Hydroelectric power facility; vehicular,
railroad, and pedestrian bridges; power canal; dam.

Construction Dates or Period: 1904-late 1920s

Overall Condition: Good

Major Intrusions and Alterations: None observed. Fifth
Street Bridge built in 1954. Cabot Station gantry crane
removed in 1987.

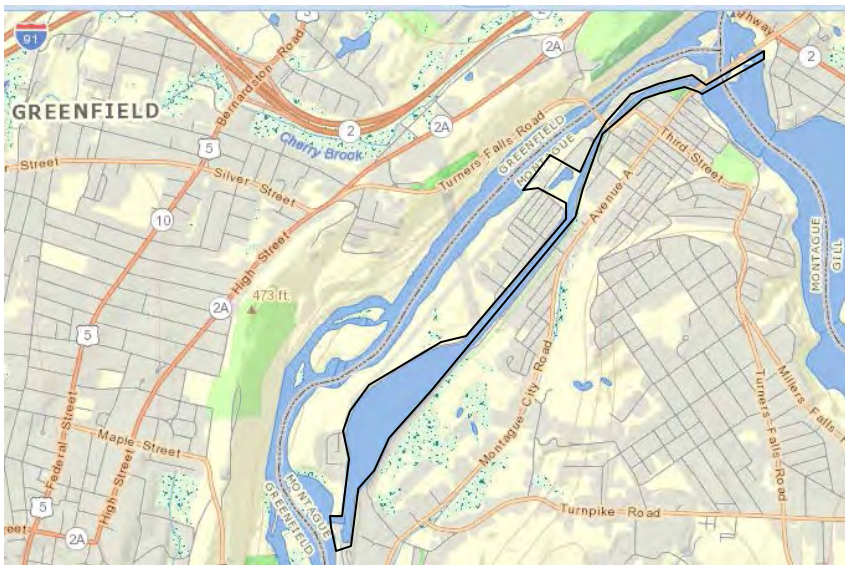
Acreage:

Recorded by: G. Henry/E. Rankin

Organization: TRC Environmental for FirstLight

Date (*month/year*): March 2014, Updated July 2015

Locus Map



See Accompanying Maps for Parcel Level Detail

☒ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

TRC-40

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

The Turners Falls Power & Electric Company (TFP&EC) Historic District in Montague and Gill extends south from the Turners Falls Dam along the Turners Falls Power Canal approximately 2 miles to the Cabot Power Station. The district consists of hydroelectric power facilities and related structures built by the Turners Falls Power & Electric Company between 1904 and 1929 and is bounded on the south by the Cabot Power Station, on the west and northwest by the Connecticut River and/or the west bank of the Power Canal, on the northeast by the Turners Falls Dam (the only portion of the district in Gill), and on the east and southeast by the east bank of the Power Canal. The resources are all physically connected by the Power Canal, which is also spanned by two railroad bridges, two pedestrian bridges and four vehicular bridges. All of the hydroelectric structures and buildings and the power canal within the historic district boundaries are owned by FirstLight Power Resources-GDF Suez Energy who also owns the Fifth Street Footbridge, Keith Mill Footbridge, and International Paper Company Footbridge (the footbridges and vehicular bridges were built by the Turners Falls power company, with the exception of the Fifth Street Bridge). The Fifth Street, Sixth Street, and Eleventh Street vehicular bridges are owned and maintained by the Town of Montague.

The TFP&EC Historic District contains several resources that are also contributing resources in the Turners Falls Historic District (identified as TFHD-listed), listed in the National Register in 1983, as well as previously surveyed resources that are outside the TFHD boundaries, in addition to resources that were newly surveyed by TRC in 2014. The TFP&EC Historic District's contributing resources include (running from north to south):

- Turners Falls Dams 1 and 2 (Montague and Gill dams) (TRC Survey # 37)
- Turners Falls Gate House (TRC Survey # 36)
- Turners Falls Power Canal (THFD-listed south to Sixth Street, with the section south of Sixth Street contributing to the TFP&EC district) (MNT.933)
- International Paper Company Bridge (THFD-listed) (TRC Survey # 6)
- Keith's Mill Footbridge (THFD-listed) (MNT.925)
- Fifth Street Pedestrian Bridge (THFD-listed)(MNT.924)
- Sixth Street Bridge (THFD-listed) (MNT.909)
- Eleventh Street Bridge (determined NRHP-eligible for individual listing by MHC) (MNT.904)
- Power Station No. 1 (TRC Survey # 35)
- Cabot Station (determined NRHP-eligible for individual listing by MHC in 1987) (MNT.449)

The following two structures are non-contributing resources:

- Boston & Maine Railroad Bridge over the Power Canal (TRC Survey # 2)
- Boston & Maine Railroad Bridge over the Branch Canal (TRC Survey # 3)

The Fifth Street Bridge over the Power Canal (vehicular bridge) (MNT.910) was built in 1954 and has no known historical association with the Turners Falls Power & Electric Company or its successor utility companies and is not a contributing resource although it is a contributing resource in the National Register-listed Turners Falls Historic District.

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

TRC-40

The accompanying parcel-level aerial base map shows the proposed NRHP-boundary as refined by TRC in 2015 with contributing and non-contributing resources identified as well as the relation to the NRHP-listed Turners Falls Historic District.

HISTORICAL NARRATIVE

Explain historical development of the area. Discuss how this relates to the historical development of the community.

In 1794, the Massachusetts legislature granted the Proprietors of the Upper Locks and Canals of the Connecticut River permission to build and manage a dam, a canal, and a system of locks to aid river navigation around both Turners Falls and South Hadley. The company was empowered to collect tolls from all boats and lumber that passed through the canal. When completed in 1798, the locks and canals formed a vital link in the 300-mile system of waterways from Wells River, Vermont to Hartford, Connecticut (Jenkins 1980: 8.1). The canal, designed by Benjamin Prescott of Northampton, was 2.5 miles long and 14 feet wide, with ten locks. A second dam and lock downstream from the confluence of the Connecticut and Millers Rivers to the north of Turners Falls raised the water in order that boats could navigate the French King rapids (MHC 1982c: 6). By the mid-1800s however, the canal had lost most of its maritime business to the railroads, and the last boat went through the locks in 1856 (Great Falls Discovery Center 1996: 6).

In 1864, the state legislature granted the Proprietors the right to lease the canal waters for power purposes. A group of businessmen led by Col. Alvah Crocker of Fitchburg, bought the rights from the Proprietors and formed the Turners Falls Company. The company replaced the older dam with a new wood-and-stone crib dam and rebuilt the canal. Soon, the canal was powering new manufacturers attracted by Crocker to Turners Falls, such as the John Russell Cutlery Company, the Keith Paper Company, the Griswold Cotton Company, and the Montague Paper Company (Great Falls Discovery Center 1996: 6).

The earliest use of water power at Turners Falls for electrical purposes dates to June 9, 1886, when A.S. Clarke of the Clarke & Chapman Machine Company made arrangements with the Turners Falls Company for a six-hour additional use of water for the purpose of generating electricity at night. Soon afterward, "a small company of public-spirited citizens" leased water to drive a thirty-five kilowatt generator, and established the Franklin Electric Light Company (Bennett 1990a: 5). In late 1886, an electric generating station opened at the Turners Falls gatehouse and in 1892 the gatehouse was expanded for greater water flow. The Power Canal also was improved by widening it and increasing its depth.

By 1900, many of the mills and factories in Turners Falls and western Massachusetts began to lose business to Southern mills with their cheaper labor supply and as a consequence a few area mills and small start-up power companies turned their attention to harnessing hydroelectric power. By the beginning of the twentieth century, the Turners Falls Company had moved into the emerging hydroelectric market (Jenkins 1980: 8.3). In 1904, Charles Hazelton, treasurer of the Turners Falls Company, proposed to his board of directors that they make better use of the water power being wasted by widening and extending the canal, and establishing a hydro-electric generating plant of 5,000 kilowatt capacity. "His proposal met with unanimous agreement, and was carried out during the next three years" (Bennett 1990a: 5). Changing its name to the Turners Falls Power & Electric Company, the company constructed a Power Station (Power Station No. 1) at Turners Falls, and widened and lengthened the existing power canal (Montague Bicentennial Committee 1954: 5).

Construction of Station No. 1 in 1904-1906 increased the importance of the power canal to the success of hydroelectric operations at Turners Falls. As built, the canal bypasses approximately 2.7 miles of the Connecticut River. Fall River, located near the head of the bypass channel, discharges into the bypass reach. In 1906, the Turners Falls Company had completed the widening of the power canal to 125 feet, increasing its depth to 15 feet, and extended it south by 1,000 feet.

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

	TRC-40
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The company had by then attracted the attention of financier Phillip Cabot of Boston. Born in Brookline in 1872, Cabot graduated from Harvard and soon became a partner in the investment firm of White, Weld & Company.

"About this time, Turners Falls stockholders had begun to dispose of their shares to a group of Boston investors represented by Philip Cabot, who had also purchased substantial holdings in the stocks of the Amherst Gas Company, the Greenfield Electric Light and Power Company and the East Hampton Gas Company. Cabot was invited to become a director of all these companies and for the first time in its history the Turners Falls Company became associated with others in the electric utility field.

Philip Cabot and the men working with him were largely responsible for the rapid and successful development of the Turners Falls project and for the starting of the associations which eventually led to the formation of the Western Massachusetts Companies and the Western Mass. Electric Company. In 1908, Cabot succeeded Charles T. Crocker as president of the Company, a position he held for the next 11 years." (Abercrombie 1973: 4)

The hydroelectric development at Turners Falls that Cabot planned, financed, and pushed through included far-reaching decisions to build a new concrete dam at Turners Falls; widen, deepen, and extend the power canal by two miles; and at its lower end build a 42,000-kilowatt hydroelectric station utilizing a 60-foot head. Work was begun in 1912 and in 1916, No. 2 Station (later renamed Cabot Station in honor of Phillip Cabot) started commercial operation. When completed in 1918, Cabot Station was the largest hydroelectric plant in Massachusetts and was in fact the largest hydroelectric generating station east of Niagara Falls. By 1914, separate generating and transmission companies seemed unnecessary and Amherst Power was absorbed by the Turners Falls Power & Electric Company (Montague Bicentennial Committee 1954: 12) (WMECO 1987: 2).

Among other enterprises, the Turners Falls Power & Electric Company built and maintained the Turners Falls Canal and Dam, as well as financing and building several vehicular and pedestrian bridges crossing the canal between the village and the mills. The construction of bridges over the canal at Fifth Street, Sixth Street and Eleventh Street were crucial to the development of the village, as any proposed extension of the power canal would, in effect, create an "island" in the center of Turners Falls.

Raising the canal embankment in 1917 allowed an increase to 48,000 kw (Clouette 1987: 2). By 1917, the canal was extended to its present length of approximately 2.5 miles. Final work on the canal's excavation was completed that year when it reached its present depth of between 25-40 feet and between 100-920 feet (the latter at the Cabot forebay) in width; canal walls were raised in 1919 and again in 1922 and the late 1920s (Holmes 1991: 28).

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INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

TRC-40

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1982b *MHC Reconnaissance Town Report: Gill.* MHC: Boston, MA.

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Turners Falls Company

1903a Plan of Bulkhead (section and elevation). Turners Falls Company, Edwin C. Ball Engineer. Turners Falls, Mass. February 1903.

1903b Turners Falls Gatehouse, Rear Elevation and Floorplan. Turners Falls Company, Edwin C. Ball Engineer. Turners Falls, Mass. September, 1903.

1913 Dam and Headgates—Plan of New Bulkhead and Headgates. September 1913.

Turners Falls Power & Electric Company

1914a General Plan of Dam and Dam Construction. Turners Falls Power & Electric Company, Engineering Division, Turners Falls Office. October 24, 1914.

1914b Dam and Headgates Cross Section. Turners Falls Power & Electric Company, Engineering Division, Turners Falls Office. October 24, 1914.

1917 Plan and Profiles I.P. Mill, Raising Upper Canal Walls. Turners Falls Power & Electric Company, Engineering Division, Turners Falls Office. February 23, 1917.

1918 General Layout Plan—Raising Canal Walls. Turners Falls Power & Electric Company, Engineering Division, Turners Falls Office. December 20, 1918.

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

	TRC-40
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Western Massachusetts Electric Company (WMECO)

1987 *Before the Federal Energy Regulatory Commission: Turners Falls Project FERC Project No. 1889,
Application for Amendment of License, Proposed Cabot Unit 7. WMECO, Springfield, MA*

ADDITIONAL PHOTOGRAPHS



2014 View of Power Canal and Boston & Maine Bridge over Power Canal (Source: TRC)

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

TRC-40



2014 View of Station No. 1 (Source: TRC)



2014 View of Power Canal and Keith's Mill Footbridge

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

	TRC-40
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2014 View of Gate House and Montague Dam (Source: TRC)

INVENTORY FORM A CONTINUATION SHEET

TOWN
MONTAGUE

NAME OF AREA
Turners Falls Power & Electric Company
Historic District

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

	TRC-40
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National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by G. Henry/E.Rankin (TRC Environmental for FirstLight)

The criteria that are checked in the above sections must be justified here.

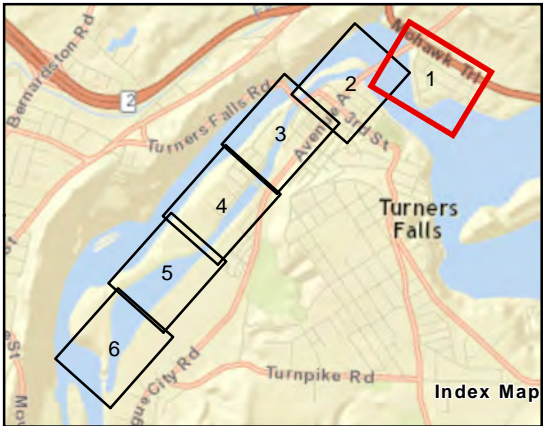
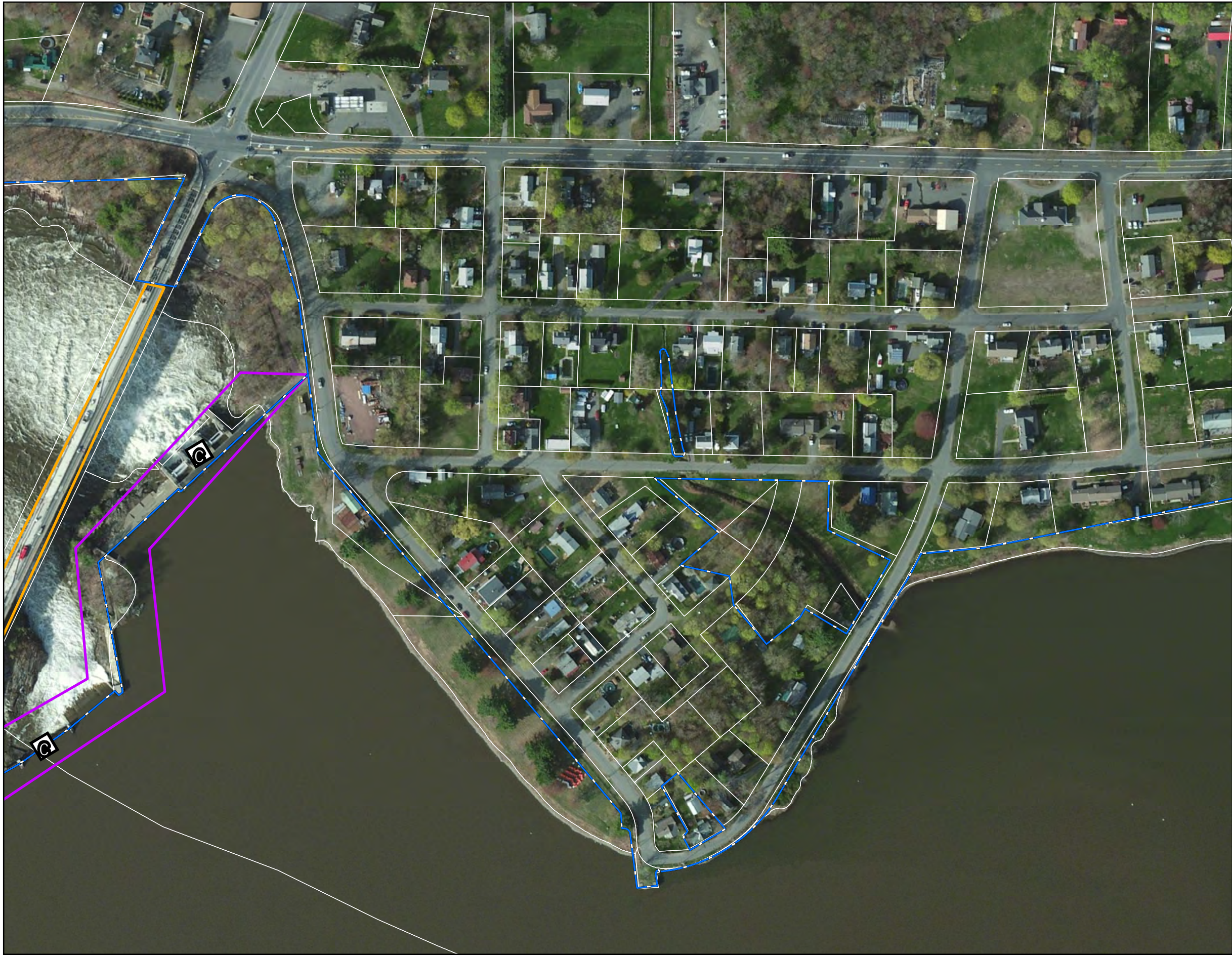
Criterion A

The TFP&EC Historic District is significant under Criterion A for its association with the history of hydroelectric power in Turners Falls, specifically the construction program of the Turners Falls Power & Electric Company between 1904 and 1918 (and in the case of the power canal, into the late 1920s). This defines the period of significance between 1904 and 1929.

This construction program undertaken by the Turners Falls Company (as it was then called) moved the company away from solely relying on supplying water power to industries and mills located along the Connecticut River in Turners Falls and re-focused its energy on the emerging hydroelectric market. The company merged with several other electric companies in western Massachusetts during the 1920s. Under the leadership of its principal investor and later president Phillip Cabot (1908-1919), the company built two power stations, rebuilt the Turners Falls Dam and Gatehouse, and significantly lengthened and widened the power canal in Turners Falls. The Cabot Station, completed in 1918, was at the time the largest such power station east of Niagara Falls, and made Turners Falls the center of western Massachusetts' hydroelectric grid, extending to Greenfield, Amherst and Springfield. As a result of the power canal widening, the TFP&EC built numerous vehicular and pedestrian bridges across the canal; two railroad bridges were also built ca. 1915 by the Boston & Maine across the newly widened canal. However, due to their deteriorated condition and lack of integrity, these two railroad bridges are non-contributing resources.

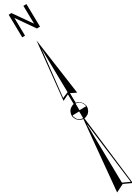
Criterion C

The TFP&EC Historic District is significant under Criterion C for the significant works of engineering it contains. These include the Cabot Station, which when completed and fully operational in 1918 was the largest and most powerful hydroelectric station in Massachusetts and east of Niagara Falls. The power canal was greatly widened and lengthened during the 1910s and 1920s. Both of the Turners Falls dams and the power canal were significant engineering works in their day. The double-intersection Warren thru-truss Sixth Street and Eleventh Street Bridges were built by the Eastern Structural Bridge Company for the Turners Falls Company and are rare examples of this bridge type in Massachusetts.



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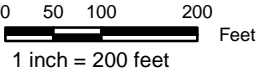
**Turners Falls Power & Electric Company
Historic District
Sheet 1 of 6**



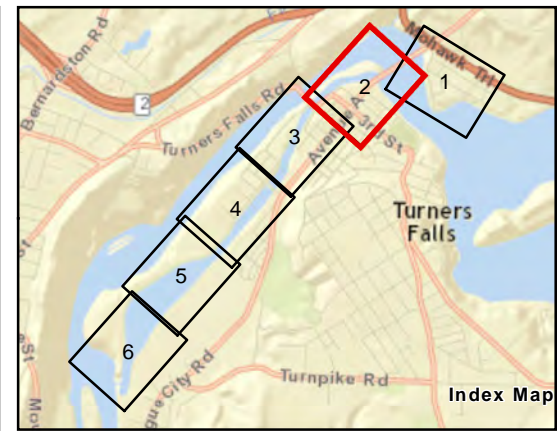
Legend

- Contributing/Non-Contributing
- Approx. Parcel Boundary
- Area of Potential Effects
- Turners Falls Power District (TRC-40)
- NRHP-Listed Turners Falls Historic District (MNT.H)

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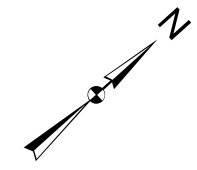


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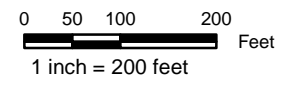
Turners Falls Power & Electric Company
Historic District
Sheet 2 of 6



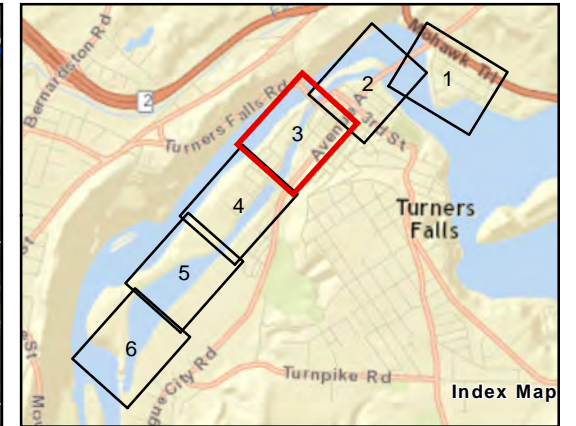
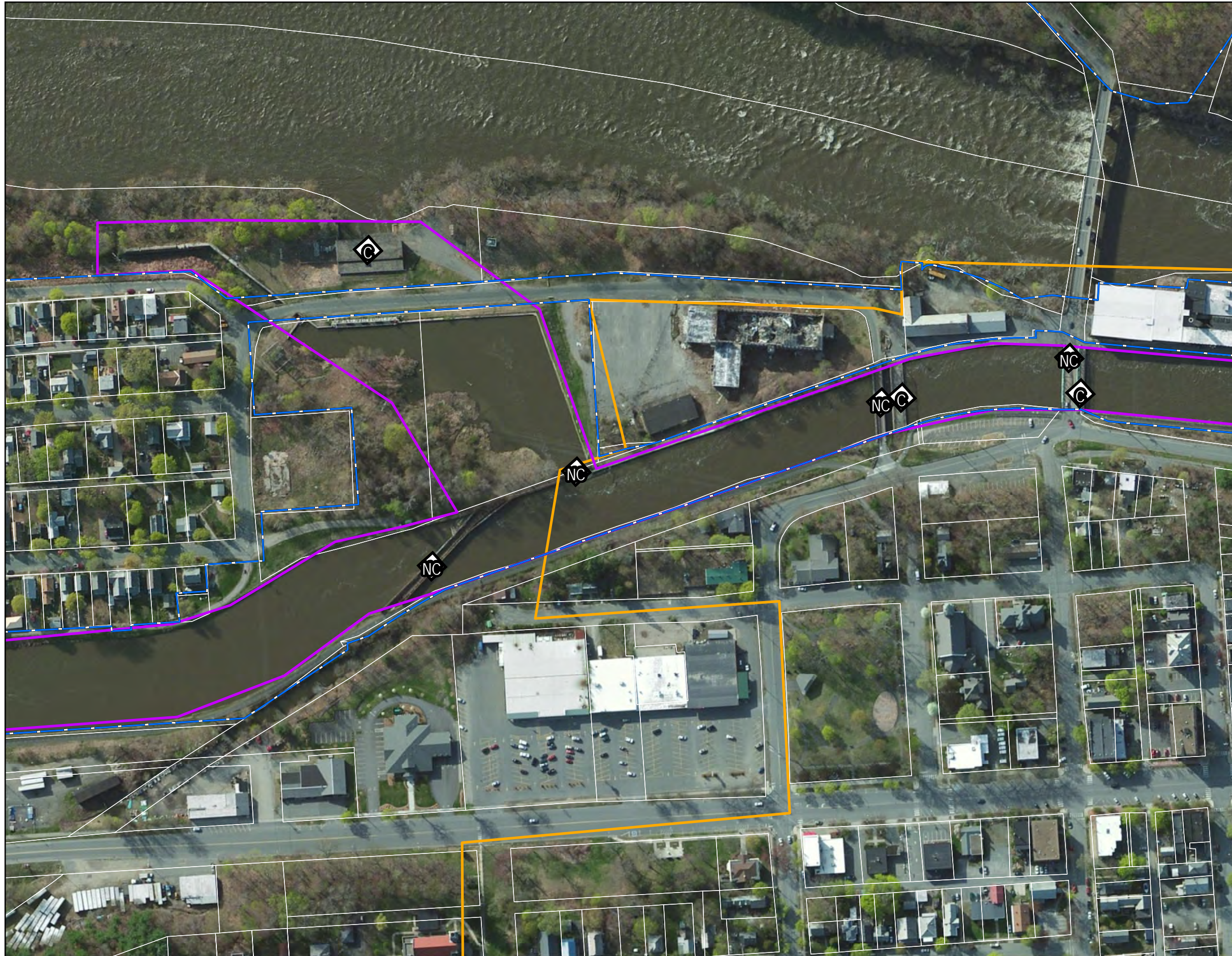
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- Approx. Parcel Boundary
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- Turners Falls Power District (TRC-40)
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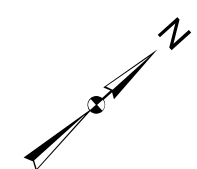


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Turners Falls Power & Electric Company
Historic District
Sheet 3 of 6



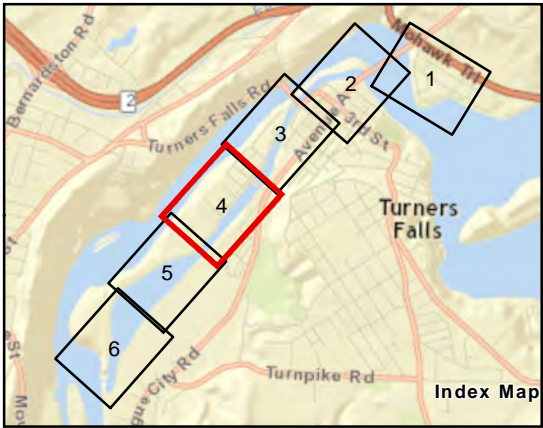
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 - Area of Potential Effects
 - Turners Falls Power District (TRC-40)
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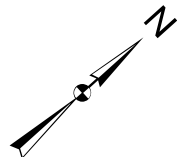


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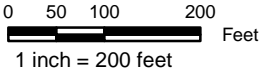
Turners Falls Power & Electric Company
Historic District
Sheet 4 of 6



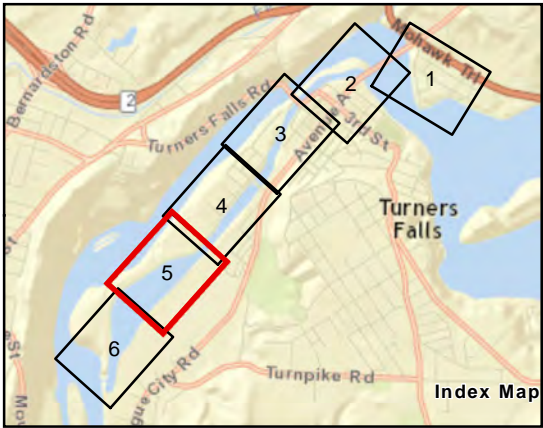
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- Contributing/Non-Contributing
- Approx. Parcel Boundary
- Area of Potential Effects
- Turners Falls Power District (TRC-40)

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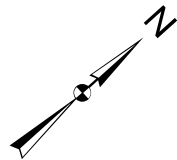


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


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Turners Falls Power & Electric Company
Historic District
Sheet 5 of 6



Legend

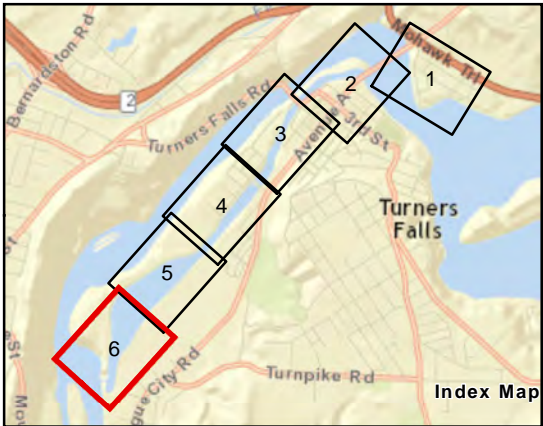
-  Contributing/Non-Contributing
-  Approx. Parcel Boundary
-  Area of Potential Effects
-  Turners Falls Power District (TRC-40)

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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1 inch = 200 feet

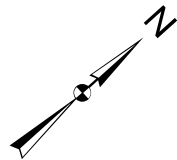


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




FIRSTLIGHT POWER RESOURCES

**Turners Falls Power & Electric Company
Historic District
Sheet 6 of 6**



Legend

-  Contributing/Non-Contributing
-  Approx. Parcel Boundary
-  Area of Potential Effects
-  Turners Falls Power District (TRC-40)

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0 50 100 200 Feet
1 inch = 200 feet



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FORM H – PARKS AND LANDSCAPES

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number Area(s) Form No. Forms within

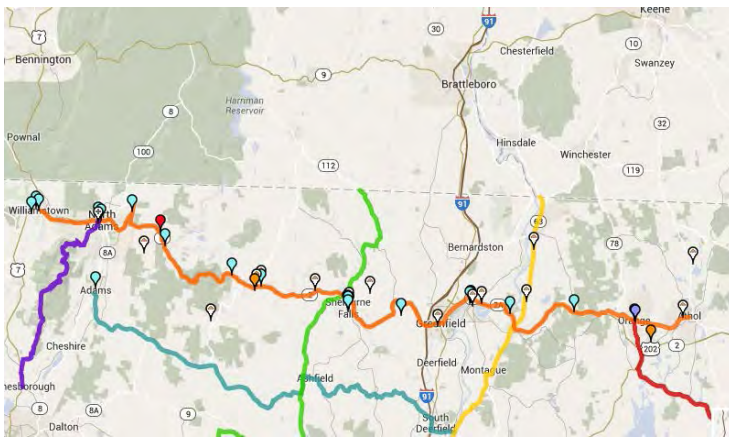
N/A		TRC-41	
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Town/City: Erving, Gill, and Greenfield

Photograph



Locus Map



Orange Line indicates overall route location (See attached maps for survey area)

Source: Western MA Scenic Byways

Place (neighborhood or village): Farley, Riverside, Greenfield

Address or Location: Route 2, Route 2A (Old Route 2)

Name: Mohawk Trail

Ownership: ☒ Public ☐ Private

Type of Landscape (check one):

- | | |
|---|---|
| <input type="checkbox"/> park | <input type="checkbox"/> farm land |
| <input type="checkbox"/> green/common | <input type="checkbox"/> mine/quarry |
| <input type="checkbox"/> garden | <input type="checkbox"/> training field |
| <input checked="" type="checkbox"/> boulevard/parkway | |
| <input type="checkbox"/> other (specify): | |

Date or Period: 1931-32

Source: Historic American Engineering Record, Field Inspection

Landscape Architect: Massachusetts Highway Commission

Location of Plans: Not known

Alterations/Intrusions (with dates): Repairs and widening (Various), Repairs due to flood/washout (2011)

Condition: Good

Acreage: 5.88-miles-long

Setting: Meandering parkway through rural areas, forested areas, villages and towns, sometimes following rivers.

Recorded by: G. Henry/E. Rankin

Organization: TRC Environmental for FirstLight

Date (month / year): March 2014, Updated July 2015

INVENTORY FORM H CONTINUATION SHEET

TOWN
VARIOUS

ADDRESS
ROUTE 2

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

TRC-41

☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

VISUAL/DESIGN ASSESSMENT

Describe topography and layout. Note structures such as bandstands, gazebos, sheds, stone walls, monuments, and fountains. Note landscaping features such as formal plantings, agricultural plantings, and bodies of water. If possible, compare current appearance with original.

The Mohawk Trail opened in 1914 as one of the first auto-touring roads in the country. The highway known today as the Mohawk Trail is a section of State Highway 2 and Route 2A (the original Route 2 before re-routing took place). There are various formal and informal designations of the Mohawk Trail's endpoints, but the most common reference is between Williamstown, on the New York State border and Athol, along the Millers River. This road traverses a part of the state that is famous for its scenery and its association with Native Americans (Tree and Davis 2011).

In order to fully assess the NRHP eligibility of the Mohawk Trail, it is necessary to survey its entire 65-mile-long length. In July 2015, TRC Environmental Corp. surveyed two small sections of the Mohawk Trail in Greenfield and Erving, in accordance with a scope of work proposed to and approved by the MHC in May 2015. These two sections of the Mohawk Trail are those from which parts of the Turners Falls Hydroelectric Project are visible. Therefore this Form H only includes descriptions and evaluations of those sections of the Mohawk Trail specified in the MHC-approved scope of work. As indicated on the accompanying map, there are eight resources over 50 years old within either the 588-foot section in Erving or the 5.77-mile section between the New England Central Railroad Line in Erving on the east and the intersection with Turners Falls Road in Greenfield on the west.

Contributing resources include the previously surveyed French King Bridge (GIL.900/ERV.904); five ca. 1920-30 cast concrete culverts; and two mile markers erected at the time of the Mohawk Trail's construction. Other character-defining features of the Mohawk Trail located within the Project APE include a steeply curved section with granite curbing and pull offs on the north side of both approaches to the French King Bridge. Non-contributing resources within the survey area include two highway bridges; the 2013 bridge over the New England Central Railroad and the 2015 bridge over Fall River.

Culvert over Packard Brook: The cast concrete culvert is approximately 6 feet wide and rises 2 feet above Packard Brook at the north opening and 4 feet above on the south opening. It is comprised of two sections created at the same time: one with a square opening and one with a circular opening. A modern corrugated metal pipe has been placed within the circular opening.

Culvert over Briggs Brook: The cast concrete culvert is approximately 8 feet wide with a 4-foot rectangular opening. It is mostly covered by vegetation at the north opening and rises 3 feet above Briggs Brook on the south opening.

Culvert over Scots Brook: Set in a deep ravine, vegetation obstructs photography of this cast concrete culvert with round opening. It is approximately 8 feet in height and has angled wingwalls.

Culvert at Pisgah Mountain Road: Set in a ravine, this cast concrete culvert with round opening over an unnamed brook, is approximately 8 feet in height and has angled wingwalls.

Culvert at Chappell Drive: This round cast concrete culvert is approximately 7 feet in height, although the lower half is submerged, and has angled wingwalls.

Mile Markers: Two concrete mile markers are located along the side of the Mohawk Trail within the Project APE. They are approximately 2 feet in height with a pyramidal cap. Small oval metal plates are screwed into them but the mile marker numbers are worn and illegible.

INVENTORY FORM H CONTINUATION SHEET

TOWN
VARIOUS

ADDRESS
ROUTE 2

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

TRC-41

HISTORICAL NARRATIVE

Discuss history of use. Evaluate the historical associations of the landscape/park with the community.

One of the oldest designated tourist and scenic routes in the country, the Mohawk Trail traces its roots to Native American trails. Because Indian trails, as a general rule, followed the natural grades of the landscape, they often later became roads for traders and settlers. The early European settlers used the Indian Path, as it was then called, to travel between the English settlements of Boston and Deerfield, and the Dutch settlements in New York. The settlers and traders brought with them the horse and wagon, which required the widening and slight relocation of the original path. After the close of the Revolutionary War the establishment of privately owned "turnpikes" became common place (Bennett 1990: 3).

Chartered March 8, 1797, the Second Massachusetts Turnpike was authorized from Charlemont to just east of North Adams on the western side of Hoosac Mountain. This route over Hoosac Mountain followed approximately the line of the old Indian trail. Three years later, the General Court of Massachusetts granted a charter to the proprietors of The Fifth Massachusetts Turnpike, authorizing them to lay out a toll road from Greenfield and Northfield to Leominster. This road was the first road to open a direct line from east to west across Massachusetts. A few years later, in 1802, a group of men from Greenfield chartered The Fourteenth Massachusetts Turnpike, to complete the section of turnpikes from Boston to the Hudson River, essentially by connecting the Fifth Massachusetts Turnpike with the Second Massachusetts Turnpike. Eventually, the turnpike corporations dissolved, and the roads were turned over to the counties as free roads (Bennett 1990: 3).

With the advent of the automobile in the early 1900s, the inadequacies of the old wagon roads in western Massachusetts for motorized vehicles became evident, and the Massachusetts Highway Commission made plans to improve all the state's roads, including the section of highway from Greenfield to North Adams. Work was begun in September of 1912 and completed in November of 1914, at a cost of \$350,000. At the opening ceremonies, October 24, 1914, the highway was officially dedicated as "The Mohawk Trail," after the Mohawk Indians of that region (Bennett 1990: 1).

In the early 1920s, the Massachusetts Department of Public Works began a project to relocate a particularly hazardous seven-mile stretch of the Mohawk Trail Highway between Erving and Greenfield. The old route had wound through the villages of Millers Falls and Turners Falls on a course marked by steep grades, sharp curves, and narrow bridges. The relocated Route ran north of both villages on an alignment whose principal challenge was the crossing of the precipitous Connecticut River gorge near the French King Rock (Bennett 1990: 11). After looking at several plans, the engineers decided to cross the Connecticut River with a bridge at the height of the hills on either side, about 135 feet above the water. When completed, the entire project would include the construction of about six miles of new state highway, a highway grade separation, a bridge over the Central Vermont Railroad, and the construction of a large high-level steel arch bridge over the Connecticut River (Bennett 1990: 5). During the summer of 1931, the contracts for the Erving-Greenfield cutoff were awarded to Kelleher Corporation of Montague, Massachusetts (for the western section, from Greenfield to the Connecticut River) and to Lawton Construction Company of Providence, Rhode Island (for the eastern section, from the Connecticut River to the road to Millers Falls, just east of the road to Northfield, now Highway 63). Work on these two contracts commenced immediately, and the highway was completed in July of 1932 (Bennett 1990: 5).

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Massachusetts Historic Bridge Recording Project, HAER, Washington, DC.

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2013 *Mohawk Trail Regional Guidebook*. Accessed Online 2014: <http://www.mohawktrail.com/order-download-a-guidebook.html>

Tree, Christina and William Davis
2011 *The Berkshire Hills & Pioneer Valley*. Countryman Press, Woodstock, VT.

INVENTORY FORM H CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
VARIOUS

ADDRESS
ROUTE 2

Area(s) Form No.

	TRC-41
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ADDITIONAL PHOTOGRAPHS



French King Bridge along Mohawk Trail (Source: MassDOT)



2015 Photo of Culvert at Packard Brook (Source: TRC)

INVENTORY FORM H CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
VARIOUS

ADDRESS
ROUTE 2

Area(s) Form No.

	TRC-41
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2015 Photo of Culvert at Briggs Brook with Mile Marker in Background (Source: TRC)



2015 Photo of Culvert at Pisgah Mountain Road (Source: TRC)

INVENTORY FORM H CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
VARIOUS

ADDRESS
ROUTE 2

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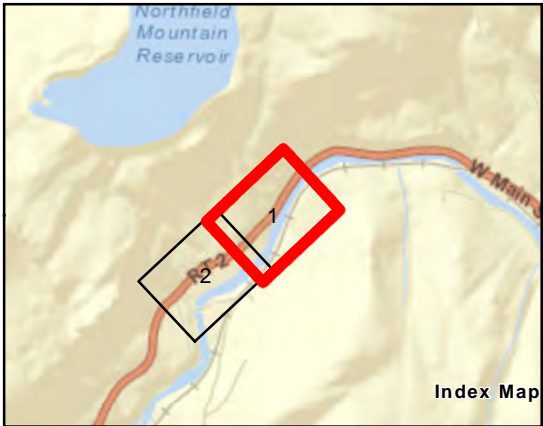
	TRC-41
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2015 Photo of Culvert at Chappell Drive (Source: TRC)



2015 Photo of Stone Curbing and Curve west of Fall River Crossing (Source: TRC)



FIRSTLIGHT POWER RESOURCES

**Mohawk Trail with Proposed Boundaries
and Identified Resources**
Sheet 1 of 15



Legend

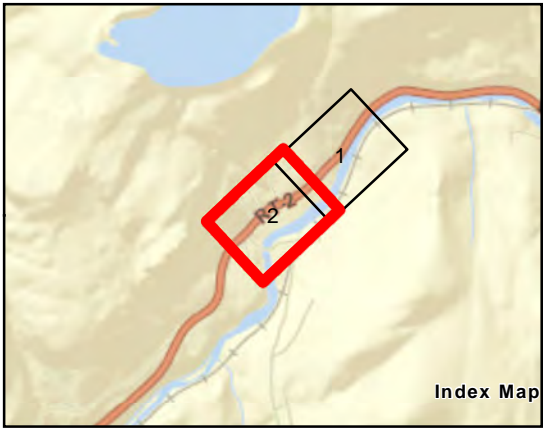
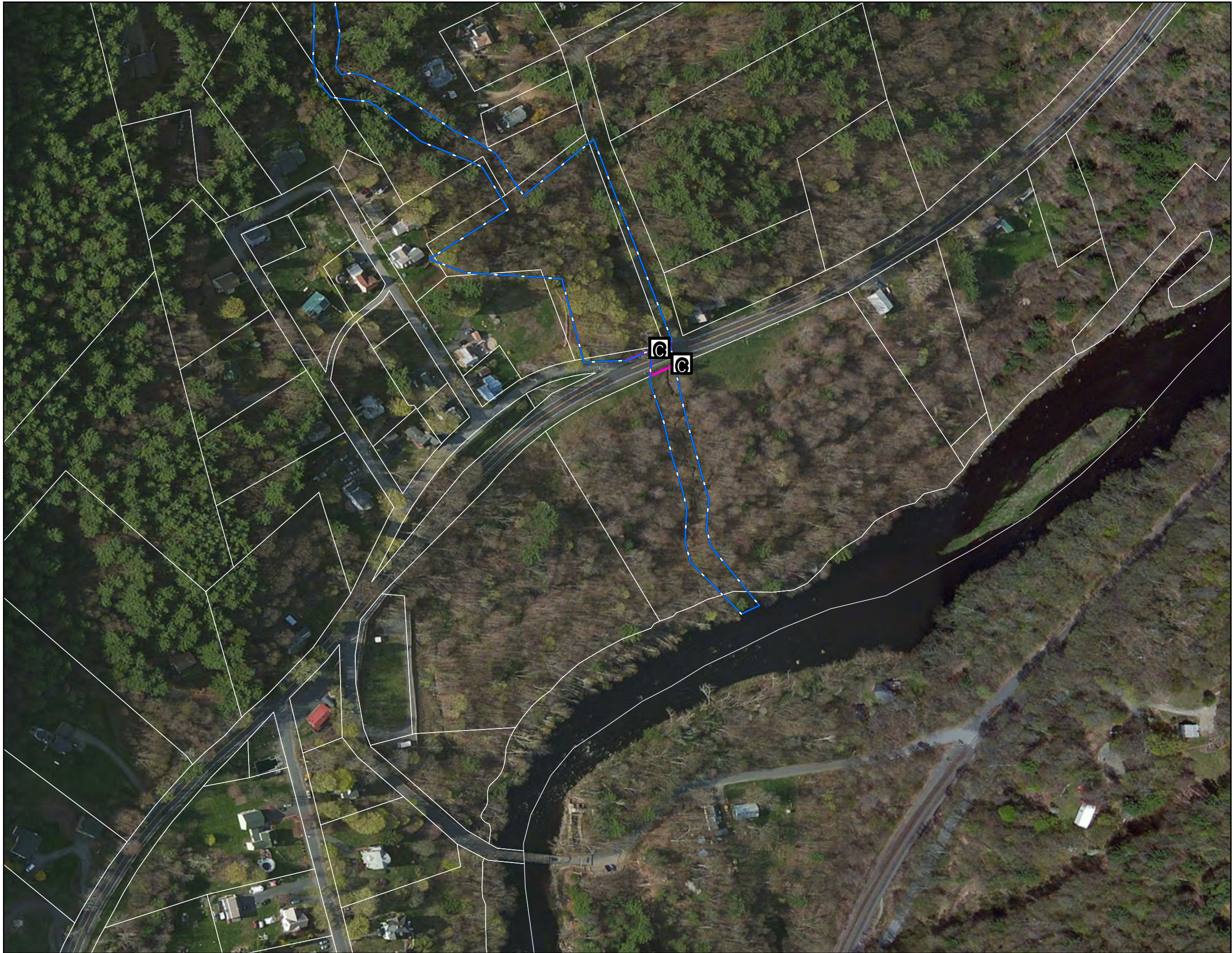
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- Approx. Parcel Boundary
- Area of Potential Effects
- Mohawk Trail (TRC-41)

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1 inch = 200 feet



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Index Map

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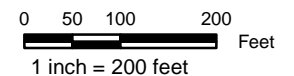
Mohawk Trail with Proposed Boundaries
and Identified Resources
Sheet 2 of 15



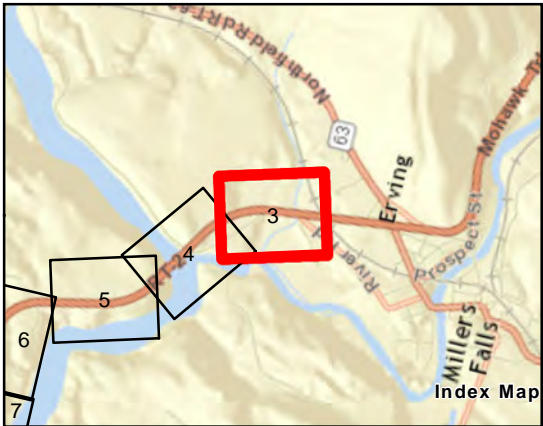
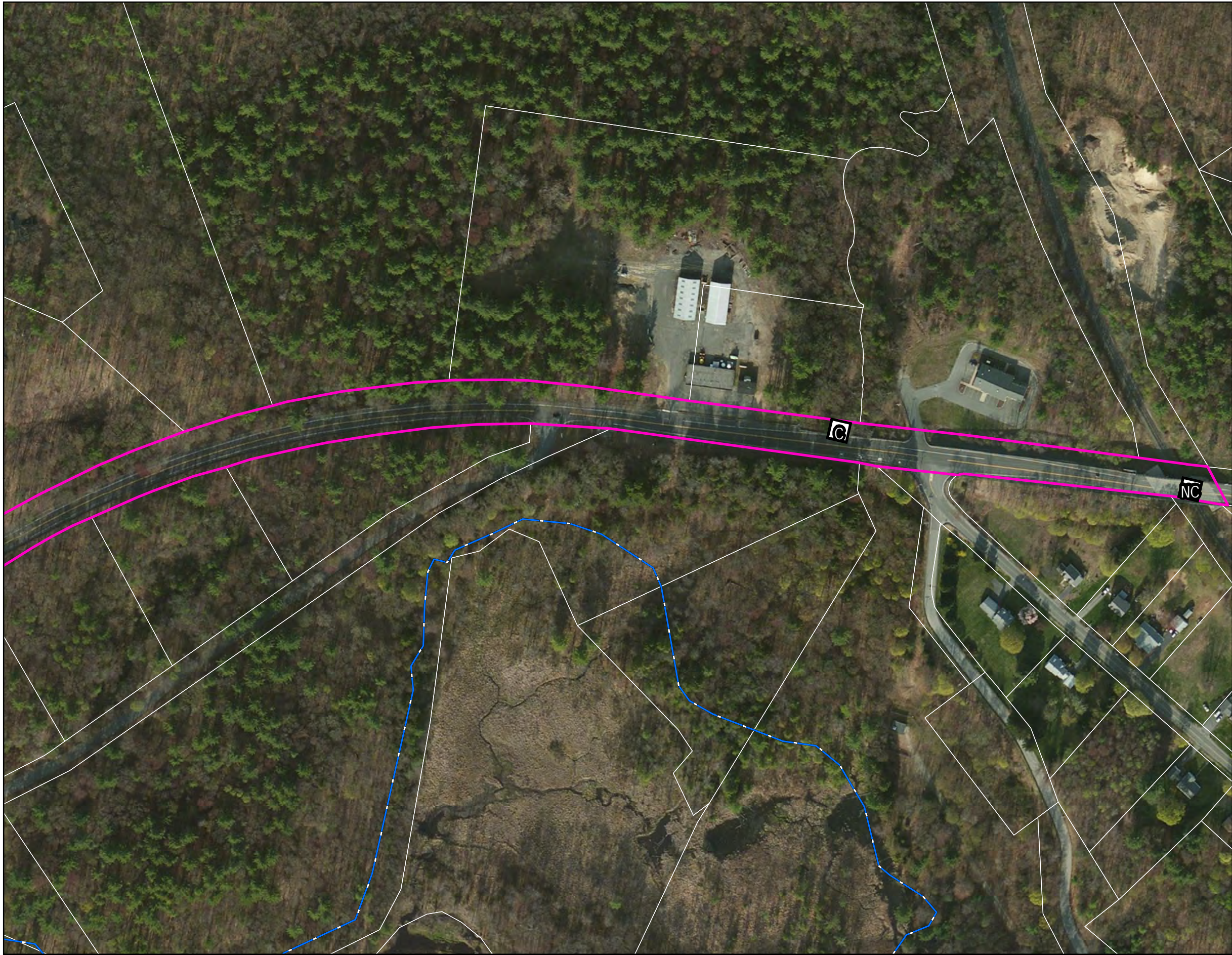
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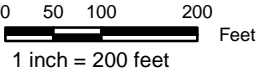
**Mohawk Trail with Proposed Boundaries
and Identified Resources**
Sheet 3 of 15



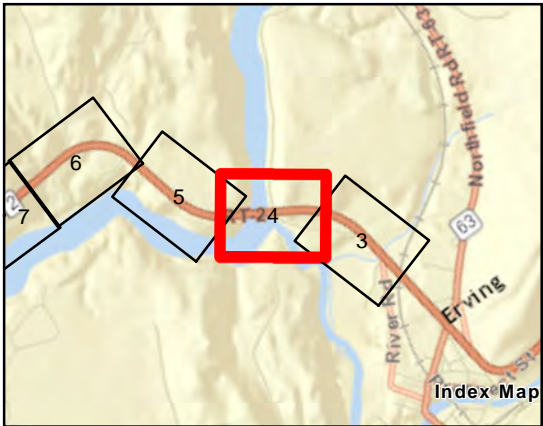
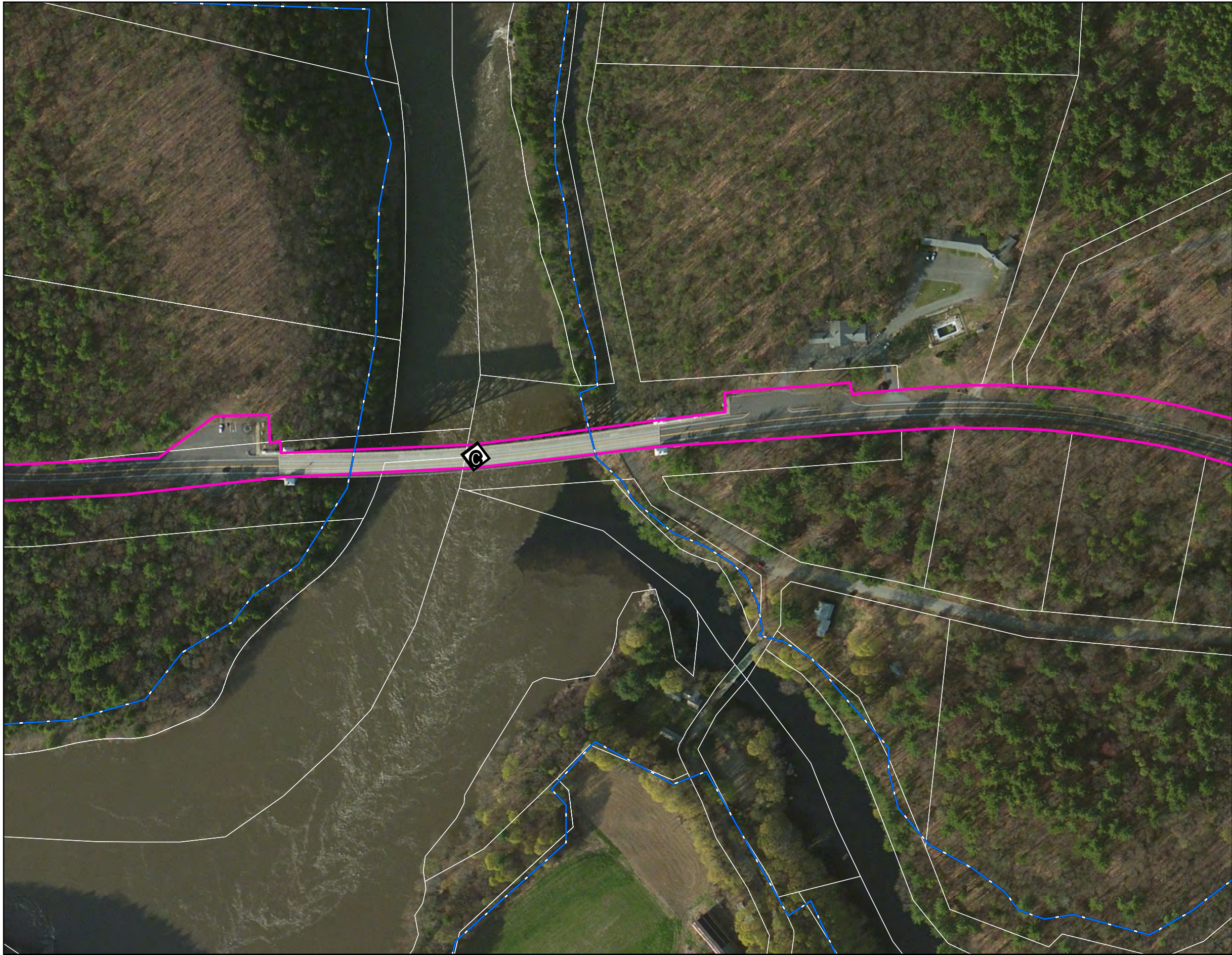
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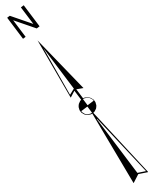


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**Mohawk Trail with Proposed Boundaries
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Sheet 4 of 15



Legend

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-  Area of Potential Effects
-  Mohawk Trail (TRC-41)

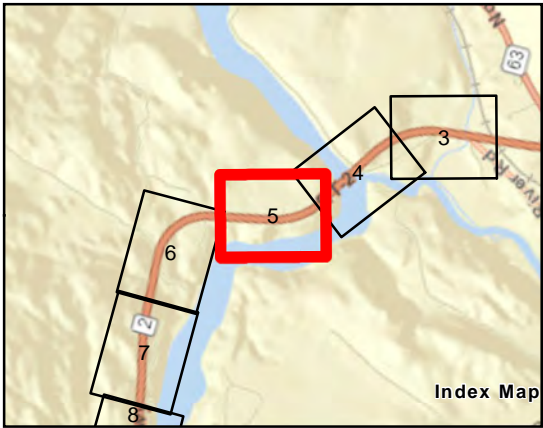
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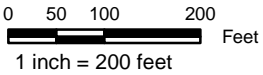
**Mohawk Trail with Proposed Boundaries
and Identified Resources**
Sheet 5 of 15



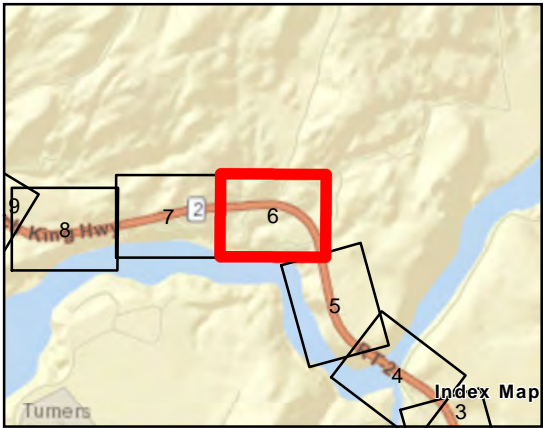
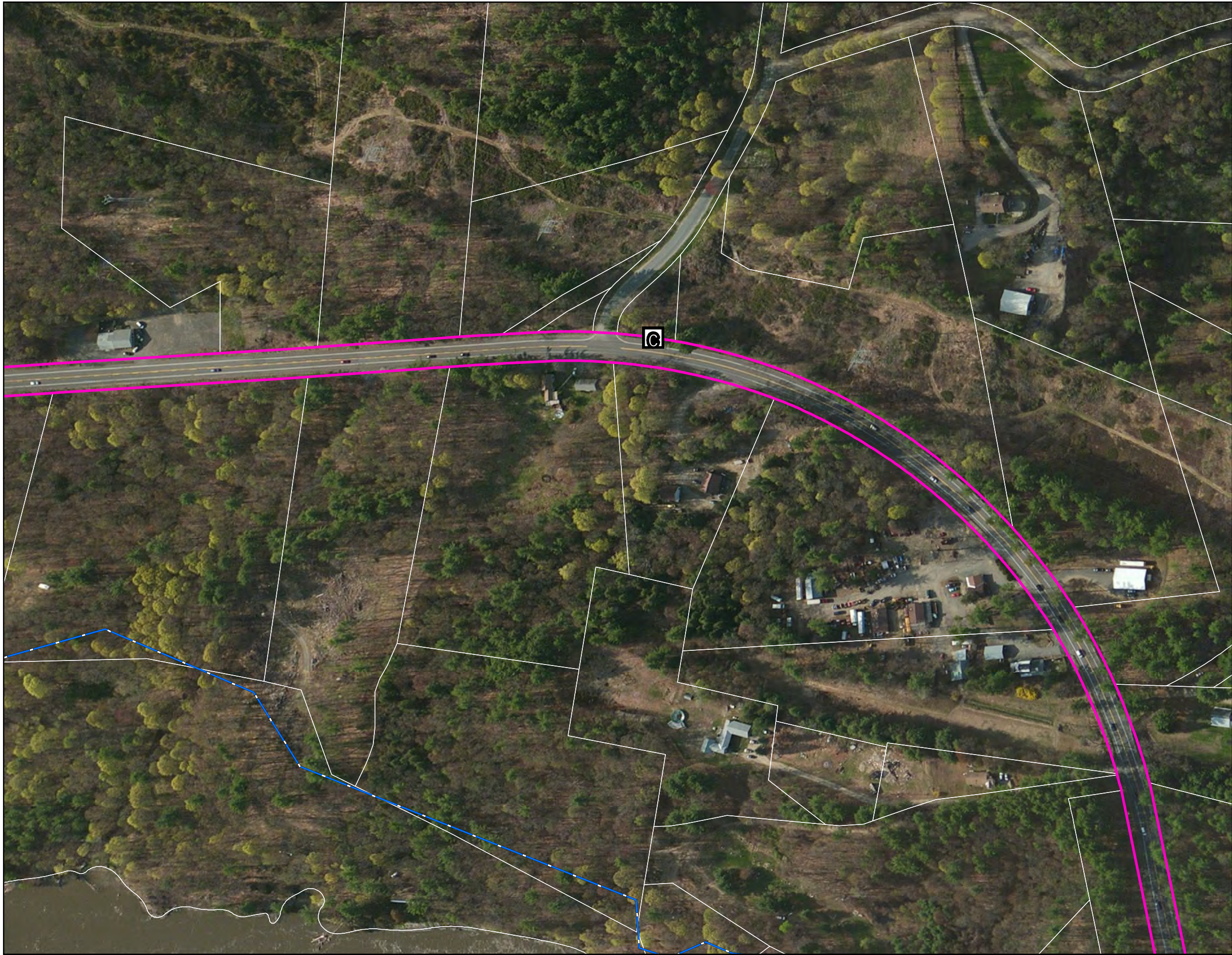
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



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**Mohawk Trail with Proposed Boundaries
and Identified Resources**
Sheet 6 of 15



Legend

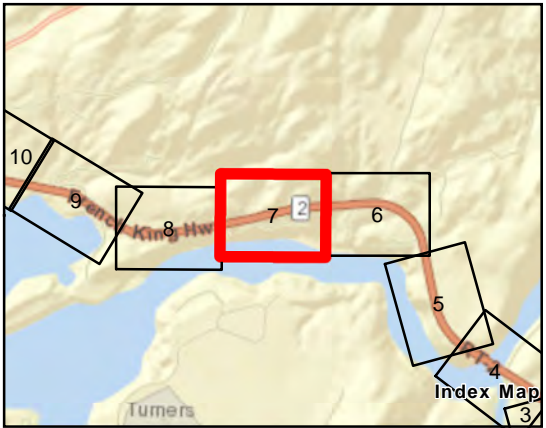
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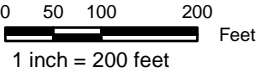
**Mohawk Trail with Proposed Boundaries
and Identified Resources**
Sheet 7 of 15



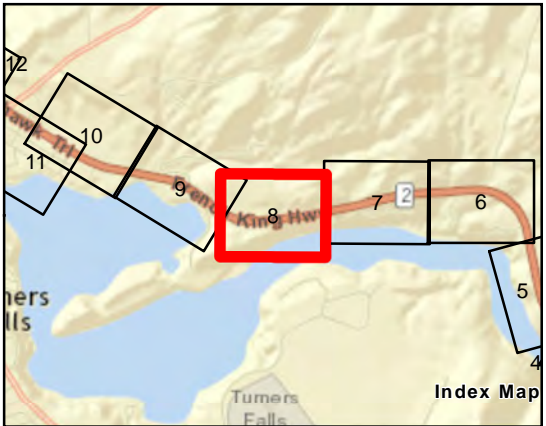
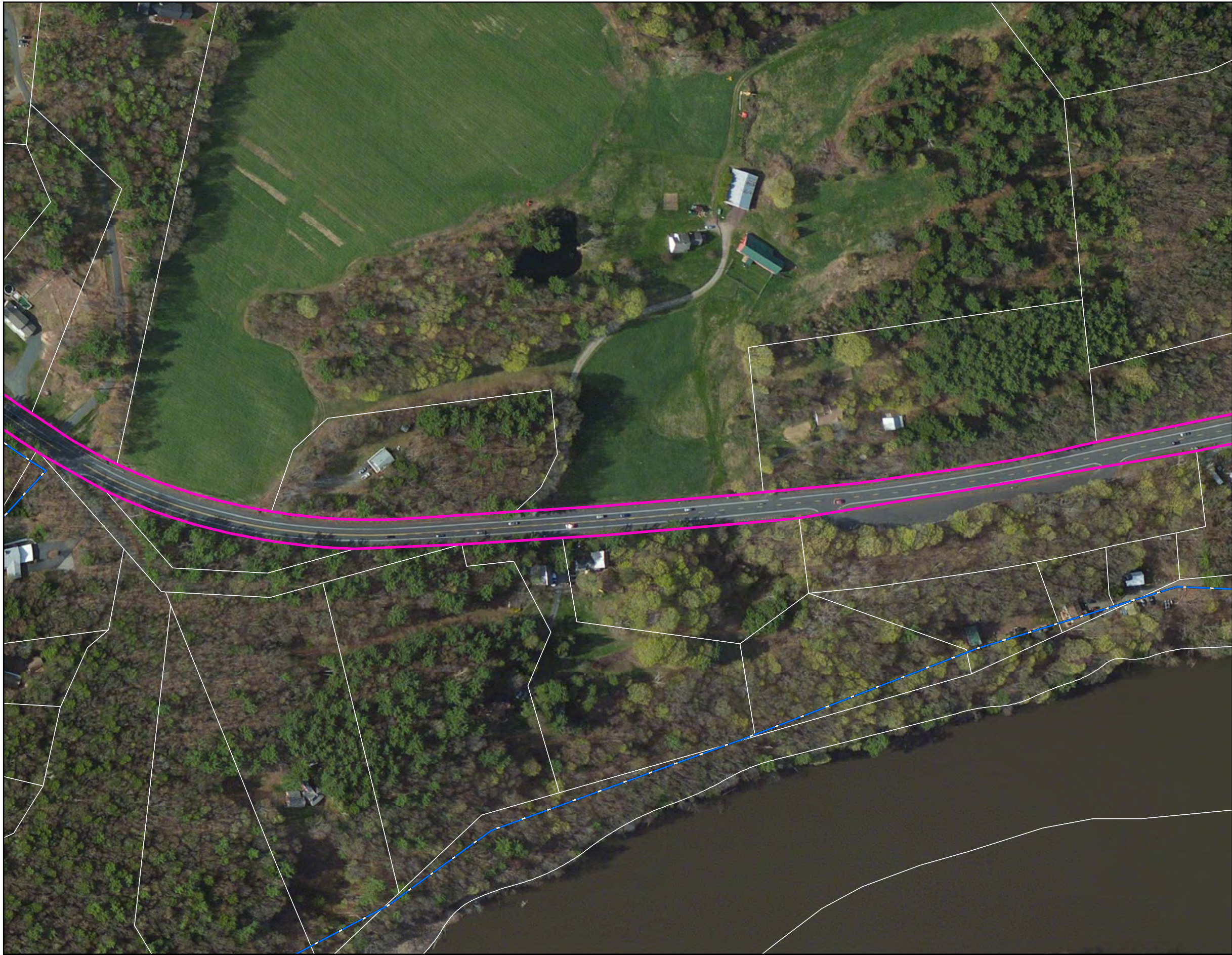
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FIRSTLIGHT POWER RESOURCES

**Mohawk Trail with Proposed Boundaries
and Identified Resources**
Sheet 8 of 15

N



Legend

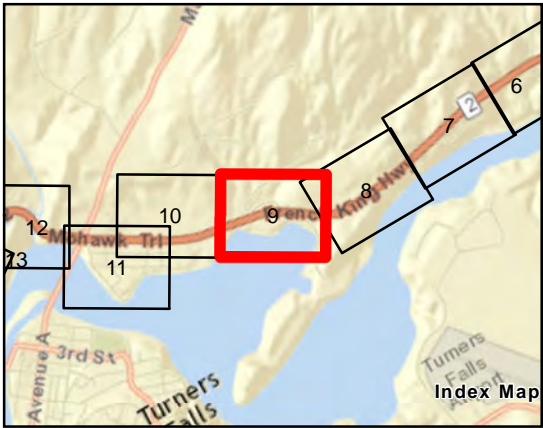
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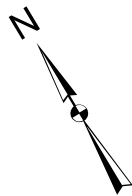


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FIRSTLIGHT POWER RESOURCES

**Mohawk Trail with Proposed Boundaries
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Sheet 9 of 15



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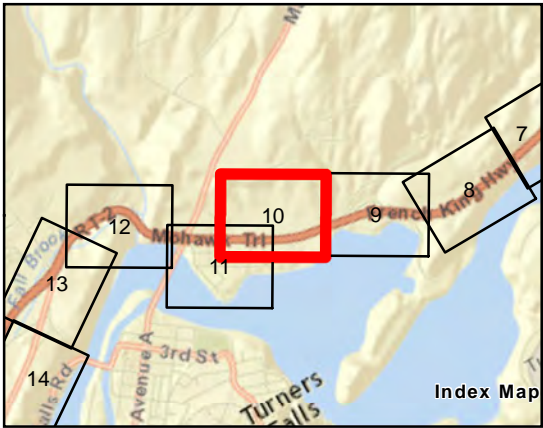
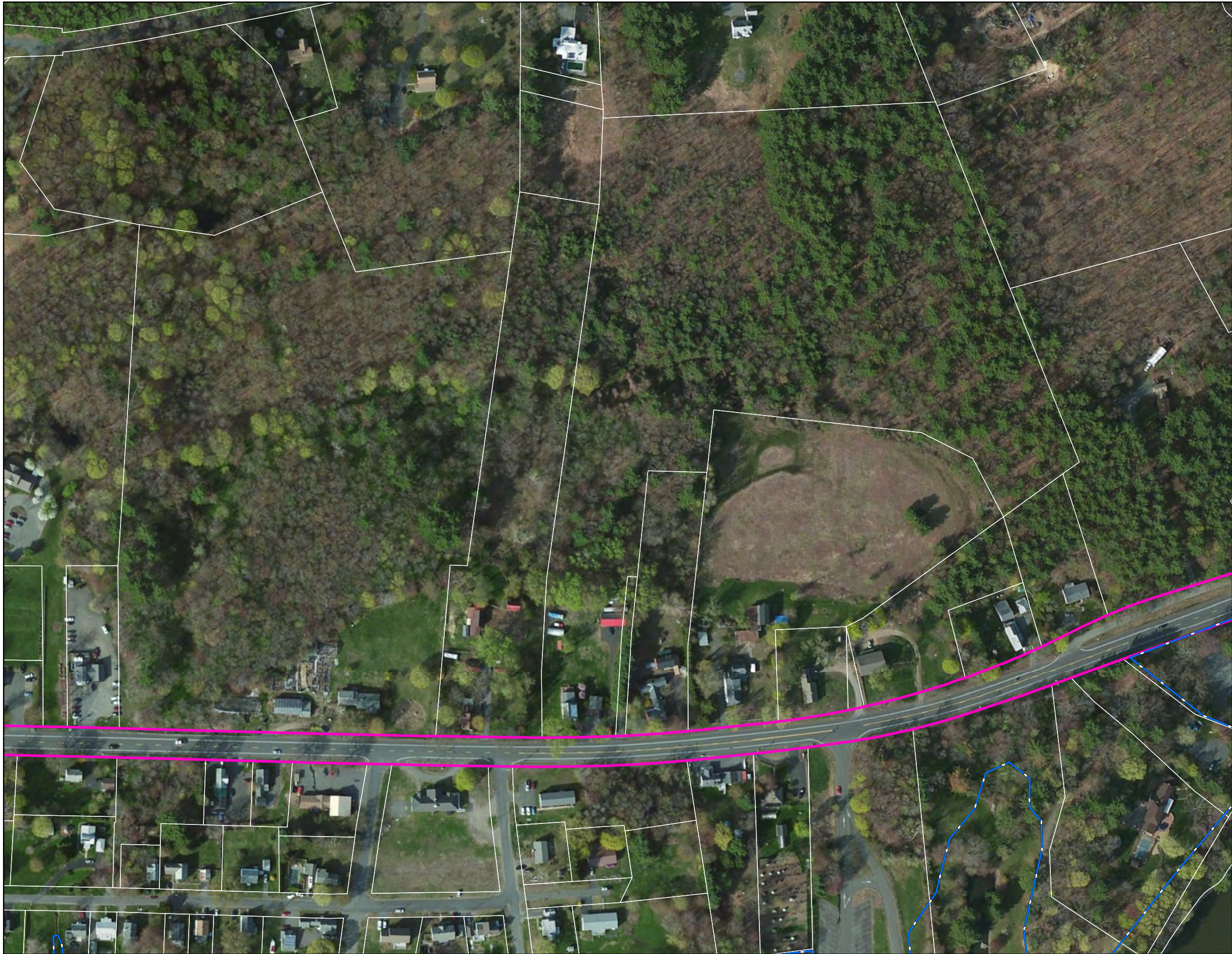
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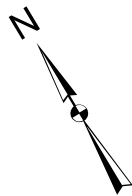


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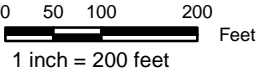
**Mohawk Trail with Proposed Boundaries
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Sheet 10 of 15**



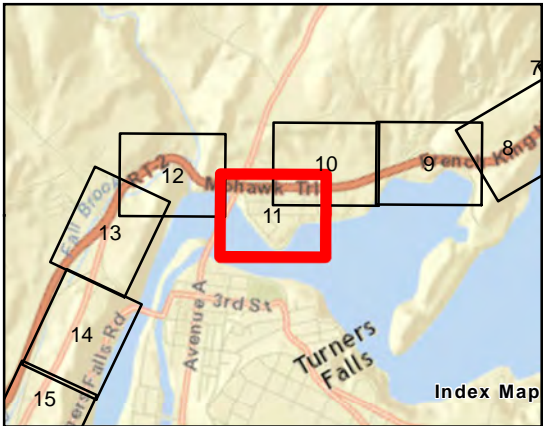
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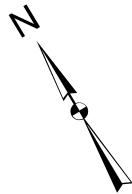


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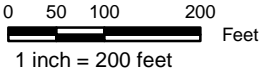
**Mohawk Trail with Proposed Boundaries
and Identified Resources
Sheet 11 of 15**



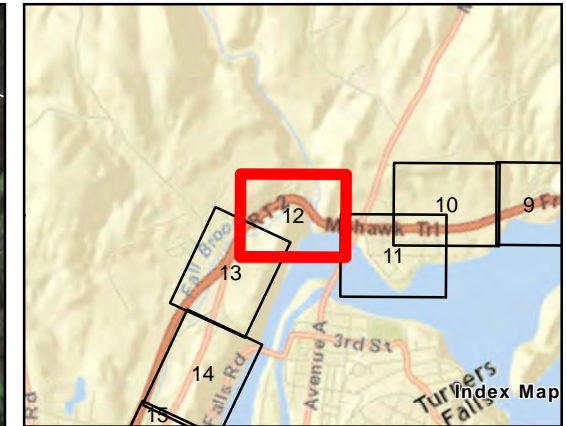
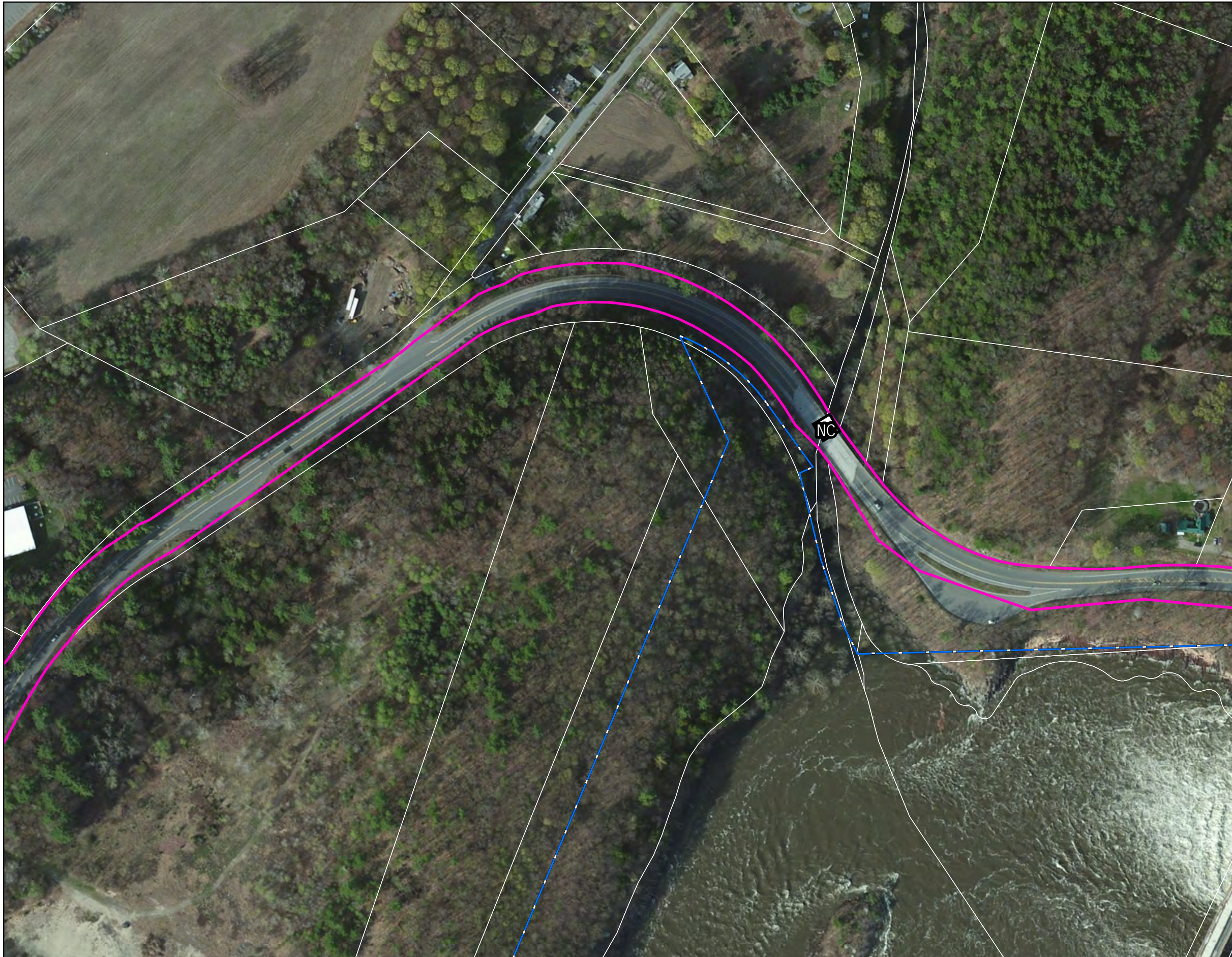
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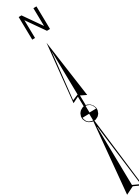


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FIRSTLIGHT POWER RESOURCES

Mohawk Trail with Proposed Boundaries
and Identified Resources
Sheet 12 of 15



Legend

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- Approx. Parcel Boundary
- Area of Potential Effects
- Mohawk Trail (TRC-41)

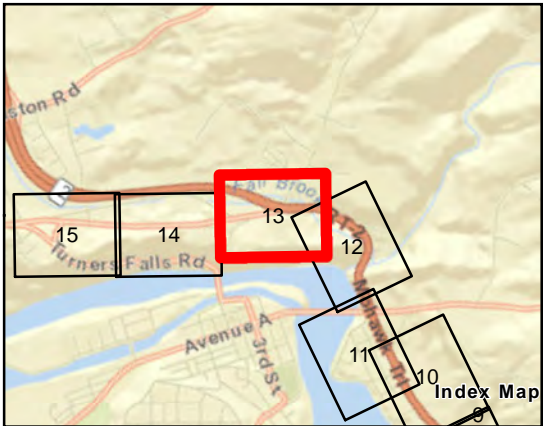
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0 50 100 200 Feet
1 inch = 200 feet



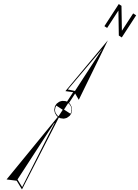
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Path: W:\gis\studies\3_7_2\maps\Mohawk_Trail_District.mxd



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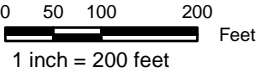
**Mohawk Trail with Proposed Boundaries
and Identified Resources**
Sheet 13 of 15



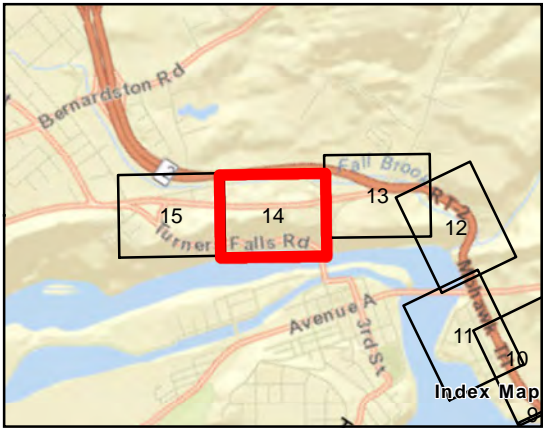
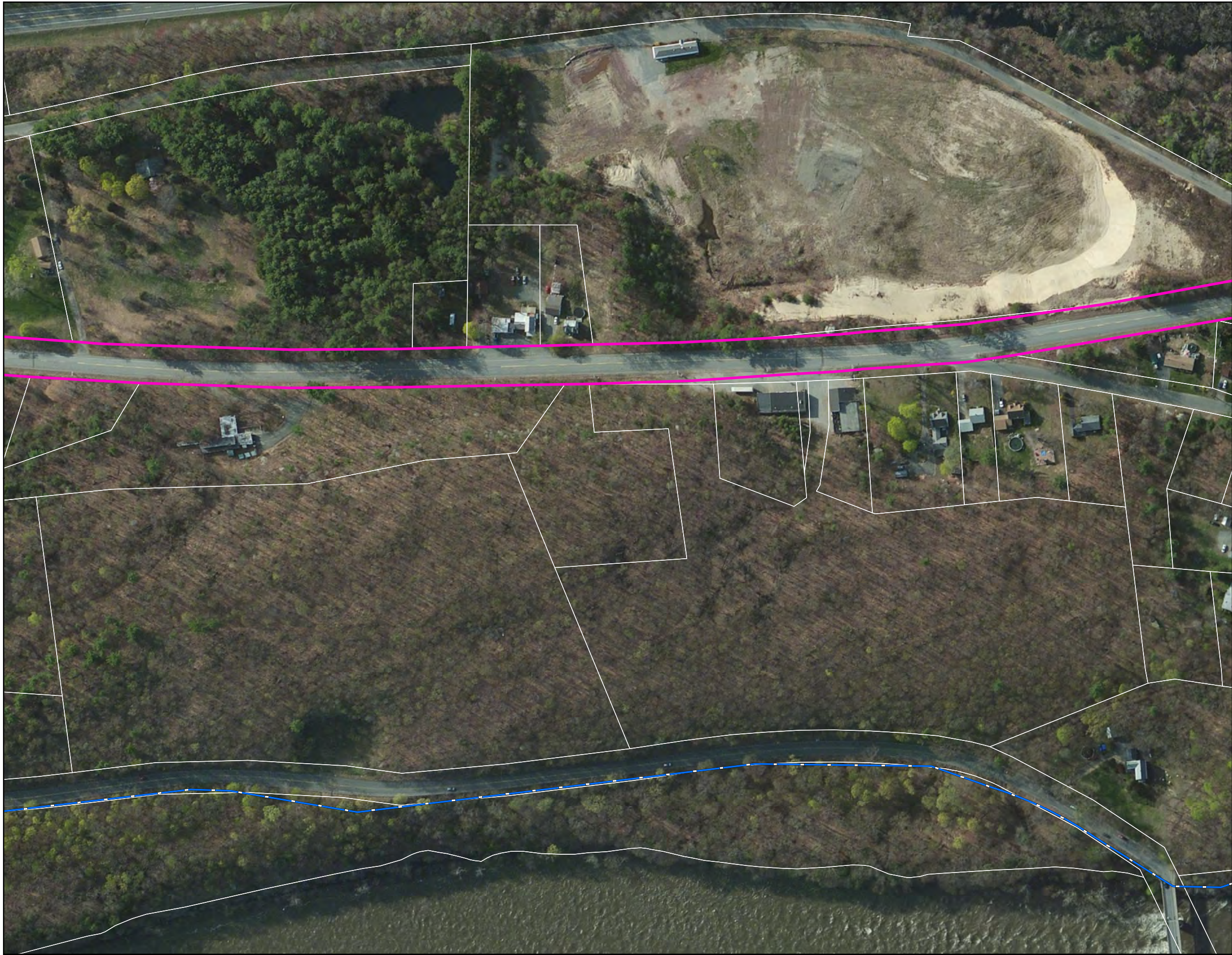
Legend

- Contributing/Non-Contributing
- Approx. Parcel Boundary
- Area of Potential Effects
- Mohawk Trail (TRC-41)

Service Layer Credits: Source: Esri, DigitalGlobe,
GeoEye, Earthstar Geographics, CNES/Airbus DS,
USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP,
swisstopo, and the GIS User Community

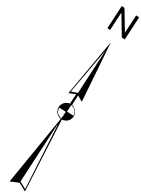


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**Mohawk Trail with Proposed Boundaries
and Identified Resources
Sheet 14 of 15**



Legend

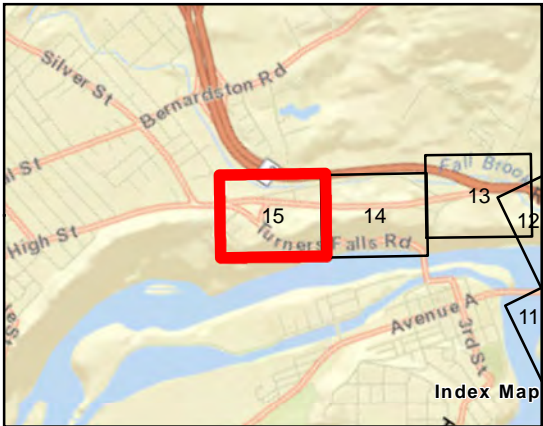
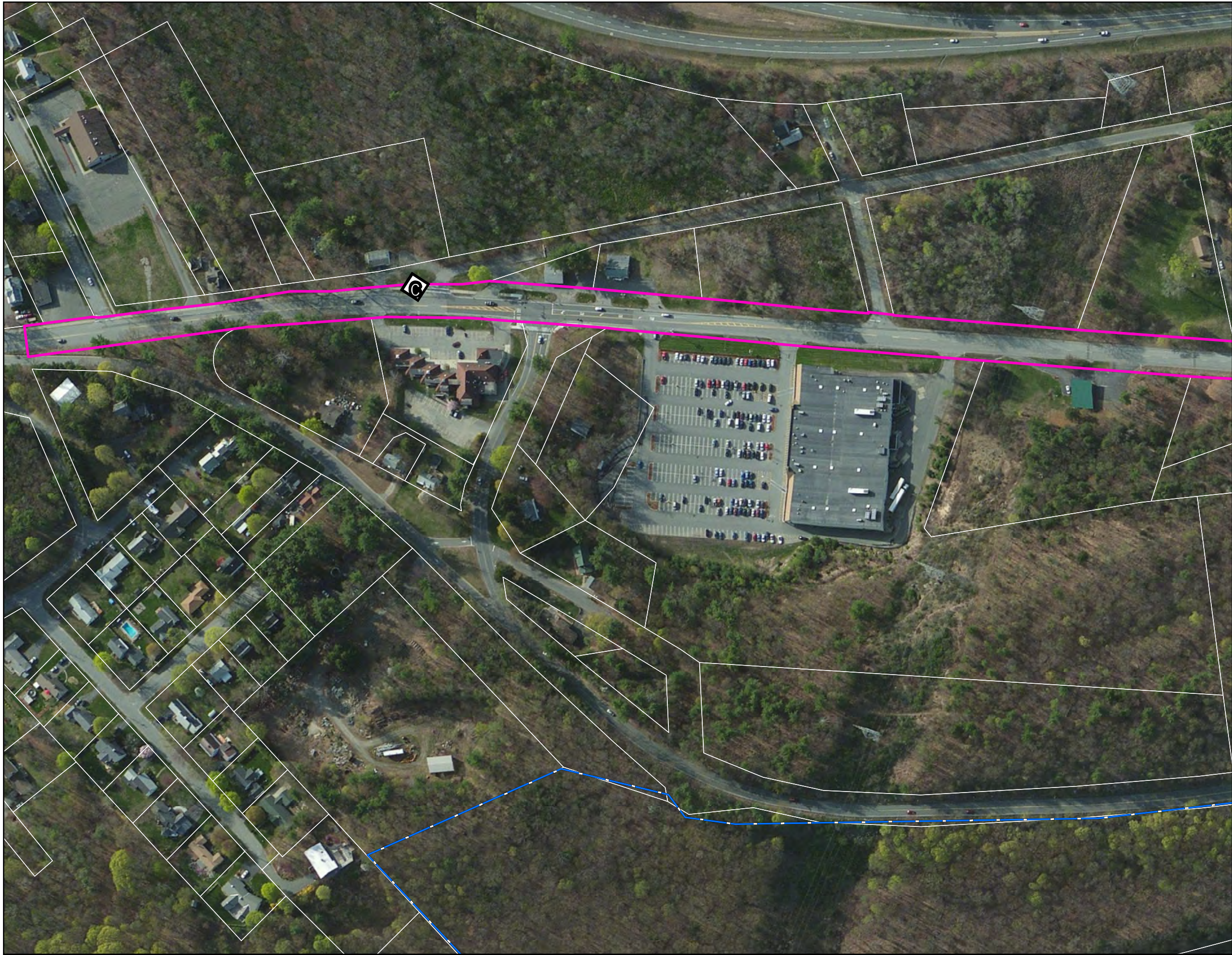
-  Contributing/Non-Contributing
-  Approx. Parcel Boundary
-  Area of Potential Effects
-  Mohawk Trail (TRC-41)

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 50 100 200 Feet
1 inch = 200 feet

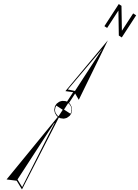


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FIRSTLIGHT POWER RESOURCES

**Mohawk Trail with Proposed Boundaries
and Identified Resources
Sheet 15 of 15**



Legend

- Contributing/Non-Contributing
- Approx. Parcel Boundary
- Area of Potential Effects
- Mohawk Trail (TRC-41)

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 50 100 200 Feet
1 inch = 200 feet



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FORM F – STRUCTURE

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number USGS Quad Area(s) Form Number

5-1-27

Millers
Falls

TRC-42

Town/City: Erving

Place (*neighborhood or village*): Farley

Photograph



Address or Location: On Briggs Brook, West side of Wheelock Street

Name: Dam on Briggs Brook (W13)

Ownership: ☐ Public ☒ Private

Type of Structure (*check one*):

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> boat or ship | <input type="checkbox"/> pound |
| <input type="checkbox"/> canal | <input type="checkbox"/> powderhouse |
| <input type="checkbox"/> carousel | <input type="checkbox"/> street |
| <input checked="" type="checkbox"/> dam | <input type="checkbox"/> tower |
| <input type="checkbox"/> fort | <input type="checkbox"/> tunnel |
| <input type="checkbox"/> gate | <input type="checkbox"/> wall |
| <input type="checkbox"/> kiln | <input type="checkbox"/> windmill |
| <input type="checkbox"/> lighthouse | |
| <input type="checkbox"/> other (<i>specify</i>) | |

Date of Construction: ca. 1930

Source: Field Inspection

Architect, Engineer or Designer: Unknown

Materials: Concrete

Alterations (*with dates*): None Known

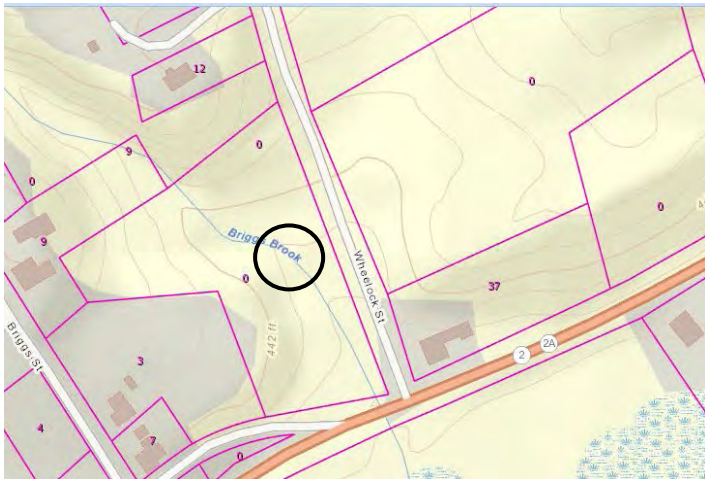
Condition: Good

Moved: ☒ no ☐ yes **Date:**

Acreage: <1 acre

Setting: Located on the outskirts of the small village of Farley

Locus Map



MA GIS 2015

Recorded by: G. Henry/E. Rankin

Organization: TRC Environmental for FirstLight

Date (*month / year*): July 2015

INVENTORY FORM F CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
ERVING

ADDRESS
BRIGGS BROOK,

Area(s) Form No.

TRC-42

- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

DESIGN ASSESSMENT

Describe important design features and evaluate in terms of other structures within the community.

This ca. 1930 dam is located on a parcel on the west side of Wheelock Street in Erving. It does not appear on past or current USGS maps; it does appear on a 1961 aerial photograph, the earliest historical image found. The dam spans Briggs Brook, a tributary of the Millers River which is located a short distance to the south. The purpose of the original construction is unknown; the weir is used by FirstLight during the draining of the Northfield Mountain upper reservoir for station maintenance as well as by the Erving Fire Department as a stocked source of water. In its present condition, the dam consists of poured concrete walls with a small dip where water is released.

HISTORICAL NARRATIVE

Explain the history of the structure and how it relates to the development of the community.

There was significant development of the economic center at Millers Falls with the establishment of the Millers Falls Company in 1868. As paper mills began to replace the furniture industry, smaller industrial areas developed. The earliest was at the new village of Farley, and although the 1883 mill was located on the Wendell side of the Millers River, the small village of Farley developed on the north side. During the twentieth century, there was a gradual economic decline in Farley and today it remains a small cluster of houses. The construction date and original use of this dam are unknown; it is currently used by the Erving Fire Department.

BIBLIOGRAPHY and/or REFERENCES

1992 MHC Reconnaissance Survey Report of the Town of Erving. Accessed Online at
<https://www.sec.state.ma.us/mhc/mhcpdf/townreports/CT-Valley/erv.pdf>

INVENTORY FORM F CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN
ERVING

ADDRESS
BRIGGS BROOK,
Area(s) Form No.

	TRC-42
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ADDITIONAL PHOTOGRAPHS



2015 View of Dam (Source: TRC)



2015 View of Dam (Source: TRC)

APPENDIX D
TABLE OF CONSULTATION WITH
LOCAL HISTORIC PRESERVATION
COMMISSIONS AND TOWNS OF GILL
AND MONTAGUE

HISTORIC ARCHITECTURAL RESOURCES SURVEY & NATIONAL REGISTER EVALUATION
ADDENDUM

APPENDIX D

**TABLE OF CONSULTATION WITH LOCAL HISTORIC PRESERVATION COMMISSIONS
AND TOWNS OF GILL AND MONTAGUE**

Contact	Position	Correspondence	Date
Bonnie Parsons	Author of Gill Center and Riverside Historic District Nominations	Email Correspondence	May 21-29 2015
Ivan Ussach	Chair of Gill Historical Commission	Telephone Call	May 28 2015
Ivan Ussach	Chair of Gill Historical Commission	Email Correspondence	May 30 2015
Bonnie Parsons	Author of Gill Center and Riverside Historic District Nominations	Email Correspondence	June 1-2 2015
Mary Melonis	Archivist Montague Historical Society	Email Correspondence	June 2-3 2015
Ed Gregory	Local Historian in Gill and Montague	Telephone Call	June 3 2015