

Laconia, New Hampshire
August 27, 1946

To: The Record

From: M. B. Bruce, Assistant Supervisor, Forest Service

Subject: U-USES-General (Power Line, Public Service Co. of N. H.)

On the afternoon of August 26, Mr. R. C. Mossrop, Vice President of the Public Service Company of New Hampshire, and Mr. H. D. Resseguié, Construction Engineer for the same concern, called at this office. They discussed the proposed power transmission line which would extend from the vicinity of Berlin, N. H., to the southern part of the State. The matter was discussed with Supervisor Graham and Assistant Supervisor Bruce.

CVG

It seems that the previous location, which contemplated a power line running from Berlin to Gorham, thence through Shelburne on National Forest land, then crossing the Wild River valley to the head of Basin Brook to Chatham, and down the east boundary of the State to Conway, had not proved satisfactory from a power distribution viewpoint. Considerable study had been made and it seemed that the most economical location for the north and south transmission line would be from Whitefield to Lincoln via Franconia. The Public Service Company was aware that proposing a power line in the immediate vicinity of Franconia Notch would bring up many objections. Their proposed location was from Whitefield to the Village of Franconia, thence ~~down~~^{up} the valley toward Easton to the mouth of Coppermine Brook. From that point it was proposed that the power line would head directly up the Coppermine Brook drainage, crossing the height of land in a sag between the Cannon Balls and Profile Mountain. The proposed line would cross the State Reservation close to Lonesome Lake and at one other point before it reached Lincoln. Generally speaking, it would be out of sight of the Franconia Notch road until it crossed at Lincoln. It would not be out of sight of the observation point at the end of the Aerial Tramway but probably would be in full view from that point. Mr. Graham questioned them as to their reason for not attempting to cross the main range via Reel Brook, Bog Pond, and Harvard Brook. This location, it would seem, would be less rugged and more accessible than the proposed location. At the same time it would not be visible from any point in Franconia Notch or from the Aerial Tramway. Mr. Mossrop stated that sometime ago the Public Service Company had scouted a location in that very path. The consensus of the engineers had been that construction would be excessively expensive due to the rugged nature of the country. It was assumed that this new location could be constructed more easily. Supervisor Graham indicated that he felt a thorough investigation might prove the new location they had chosen to be the most desirable. He also indicated to the Public Service Company representatives

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that they were treading on precarious ground in that they were proposing a power line so close to Franconia Notch and the Aerial Tramway as to bring about extensive comment and resistance. He suggested that it might be well for the Public Service Company to run a ~~very~~ preliminary line over this new location and compare it with the Bog Pond location before even attempting to discuss the matter further. He cautioned Mr. Mosscroft that it might be advisable for him to contact the State Department of Forestry and Recreation and advise them of what his men were doing in the vicinity of Franconia Notch, rather than have the State organization find out that his surveyors were in there and then come to him in a highly indignant manner to find out what they were doing.

It was agreed that the Forest Service would send a letter to the Public Service Company within a day or so authorizing their engineers to make preliminary surveys on National Forest land in that general vicinity.

MBruce:AES

W. B. Bruce

cc: Penigewasset
Ammonoosuc
Evans Notch
Androscoggin