

CURTIS T. HAMILTON

— TAX CONSULTANT —

P.O. BOX 141 UPPER TROY ROAD, FITZWILLIAM, NH 03447 • (603) 242 - 3888

September 13, 1982

Doug Eoute
Department of Resources & Economic Development
Bureau of Highway Vehicles
Louden Road
Concord, NH 03301

Dear Doug:

I am writing to you to express my views of the dismantelling of the so-called Cheshire Branch of the B&M Railroad South from Keene to the Massachusetts line.

This branch, as you know, has been abandoned and the B&M has removed the tracks, ties and now are removing the steel tressels and are talking about selling the granite bridges.

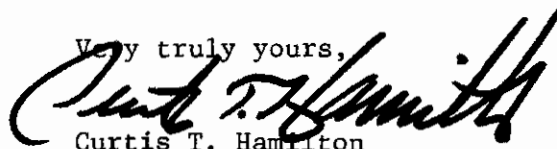
I live approximately one-half mile from this branch and know of the year round use of the railroad bed by all types of outdoorsmen. In Fitzwilliam Depot, sanctioned New Hampshire Sled Dog races were held for three years (until the tracks were so brushed in that they could not get through). The tracks are a source of access to Collins Pond for the fishermen. Ice fishermen use the tracks for access to Rockwood Pond, where last year there was a fishing derby for kids. Cross country skiers use the tracks heavily where they can get through and the tracks were the main trail, prior to establishing trails at the old ski tow. Snowmobiles use the bed as access to various trails and woodroads in the area as well as access to Keene. I have seen joggers, hikers, snowshoers and about every type of outdoors-person along the tracks at one time or another.

Now that the rails are removed and the brush cut back, the railroad bed offers even more potential for everyone to get out into the wilderness without difficult terrain to negotiate or the possibility of getting lost. However, removal of the bridges will severely limit the accessibility of much of the railroad bed. The opportunity to preserve a nature way from the Massachusetts state line to Keene is now at hand.

Much history along the tracks, such as granite quarries and bridges, show the early development and industrialization of the region. Without preservation efforts, all this will soon be gone.

The cost would be minimal, the cost of upkeep very small and the long term benefit large for those who enjoy the outdoors. Thank you for your consideration to this matter.

Very truly yours,



Curtis T. Hamilton

WZL

GUARDING THE PAST, TENDING TOMORROW

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Monday, April 15, 2002



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Motor vehicle accidents were plentiful this weekend, and one claimed the life of a Winchester teen 4-15-02

For SentinelSource

A spate of motor-vehicle crashes hit the Monadnock Region this weekend, with one in Keene claiming the life of a Winchester teenager.

Jason J. Hildreth, 17, of Old Chesterfield Road died Saturday night when the all-terrain vehicle he was driving slammed into a gate across a discontinued rail bed. His passenger was hurt but survived.

Other accidents -- none fatal -- occurred in Rindge, Peterborough, Swanzey and Marlborough.

Keene: Hildreth was riding on the former Boston & Maine rail bed shortly before 10:30 p.m. Saturday when his Honda 200 ATV struck a closed gate near the eastern end of Krif Road, police said.

"He hit the gate and (the impact) threw him and the passenger off," said Keene Fire Chief Bradley B. Payne.

Hildreth and Nichole Rounds, 20, also of Winchester, were taken to Cheshire Medical Center in Keene. Hildreth was pronounced dead of multiple injuries at 11 p.m.; Rounds was treated for facial, neck and head injuries and released.

Keene firefighters and police and N.H. Fish and Game officers responded to the accident, which occurred during a heavy rain. Keene police Sgt. Edward F. Gross is investigating.

The gate blocks the rail bed at Krif Road and is open only during the winter for snowmobiles. Richard D. Marcou, an investigator with N.H. Fish and Game, said the area is posted with signs warning that the trails

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fish and Game, said the area is posted with signs warning that the trails are for snowmobile use only. He also said the ATV Hildreth was driving was unregistered.

Marcou said Hildreth wasn't wearing a helmet, as required for riders younger than 18.

Hildreth was a senior at Thayer High School in Winchester.

"He loved being with his friends, his family and his classmates," his mother, Deborah, said this morning.

Hildreth is the second Winchester teenager to be killed in an off-road vehicle accident in less than six months.

In December, Joshua J. Bradley, 18, was killed when his motor bike crashed in the woods off Old Rixford Road in Winchester.

Rindge: A Franklin Pierce College student from Nashua was in serious condition at a Massachusetts hospital this morning after the sport-utility vehicle he was driving veered off College Road near the campus Sunday morning. He faces several criminal charges in connection with the crash.

James W. Perry, 26, was southbound shortly after 5 a.m. Sunday when the 1999 Oldsmobile Bravada he was driving left the east side of the road near Old Kimball Road. The vehicle slammed into a tree and rolled several times, Rindge police said.

Perry, who wasn't wearing a seat belt, was thrown from the SUV and suffered severe head injuries.

He was taken by Jaffrey Ambulance to Monadnock Community Hospital in Peterborough, then flown by helicopter to UMass Memorial Medical Center in Worcester. His condition has been upgraded from critical to serious, a hospital official said this morning.

Rindge police said Perry's speed -- of perhaps 80 mph -- and alcohol were involved; there were no passengers in the SUV.

"It was surprising to us that he survived the crash," said Police Chief Joseph J. Collins. Collins said Perry will be charged with aggravated driving while intoxicated, reckless driving, driving after license suspension and taking the SUV without the owner's consent.

Collins said the charges are currently classified as misdemeanors, but some could be upgraded to felonies. He said he couldn't release Perry's blood alcohol content level, at the request of the state attorney general's office, but called it "extremely high."

The SUV, which is registered to a Franklin Pierce student from New

York, was demolished. Collins said Perry took the keys from an acquaintance who didn't know the vehicle was missing until she was told by police.

Peterborough: Later Sunday, a two-car collision on Route 101 sent four people to the hospital with minor injuries.

Gregory S. Popores, 43, of Wilton was stopped in the westbound lane of Route 101, west of Route 123, shortly after noon, Peterborough police said. As he waited to turn left onto Lobacki Drive, his 1993 Pontiac Grand Am was rear-ended by a 1987 Chevrolet pickup truck driven by Christina Weeks, 28, also of Wilton, police said.

Weeks, Popores and his two passengers, Patrick Popores, 16, and Colleen Popores, 12, were treated for minor injuries at Monadnock Community Hospital and released, police said.

The police report is unclear whether any of them was wearing a seat belt.

Popore's car sustained extensive rear-end damage and was towed away; Weeks' pickup had minor damage.

The crash briefly closed Route 101 in both directions.

Swanzy: A Swanzy teenager was hurt Sunday afternoon when he crashed a motor bike on a former rail bed near the Cheshire Fairgrounds.

Kevin Putnam, 18, was driving an on- and off-road Enduro vehicle when he lost control and crashed, dislocating his elbow, Swanzy police said.

Marcou said Putnam was wearing a helmet, which saved him from more serious injury. He was taken by a private vehicle to Cheshire Medical Center for treatment.

In investigating the accident, police learned Putnam had a warrant for his arrest on a charge of simple assault. He will be arraigned in May.

Marcou said Putnam was driving illegally on the old rail bed, but Swanzy police said he won't be charged.

Marlborough: A Rindge teenager suffered minor injuries after apparently falling asleep at the wheel Saturday night.

Craig A. Melanson, 18, was driving north on Route 12 at about 11:30 p.m. when his 1985 Chrysler LeBaron smashed into a utility pole, Marlborough police said.

Melanson was treated at Cheshire Medical Center for cuts and scrapes on his face and was released. His car was demolished.

Craig & Kathleen Weed Sr.

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OCT - 3 2001

C/O Hinsdale Railroad Station

52 Depot St.

Hinsdale, NH 03451-2526

D.R.E.D.

Home Phone (603) 336-7245
Fax (603) 336-7471
Email rwydepot@sover.net

Page 1 of 3

October 02, 2001

Appointed Committee of ATV Trails
C/O John Alger (chairman)
935 E. Rummey Rd.
Rummey, NH 03266-3037

Dear John:

This letter is being composed at my home, which was formerly the old Hinsdale Railroad Station. I have dedicated over a decade of my time and personal expense, to renovate this historical icon to it's original status, in a hope to preserve a piece of New Hampshire's precious history. My intention for this restoration was for current and future generations to enjoy the serenity and beauty of New England, and at the same time, they can journey back to a period of one of America's greatest ventures, the emergence of the train into the transportation arena. Without a doubt, the railway played a significant role in our rise to economic and social prosperity.

In the early 1990's, soon after acquiring the Hinsdale Railroad Station, I joined the "Ashuelot Rails to Trail" committee in an effort to persuade the state of New Hampshire to purchase the Ashuelot and Fort Hill Railroad "right of way" from the former Boston & Maine Railroad (Guilford Transportation Co.). We, as a group, encouraged the State to create a trail that would be utilized by "nature lovers", such as bicyclists, hikers, and horse back riders for three seasons of the year, and the trail would be enjoyed by cross country skiers and snowmobilers during the winter season. This concept appeared to be widely accepted and welcomed by neighboring landowners. My wife and I have supported this idea and we have graciously signed this agreement every year with the State and the Pisgah Mountain Trailriders Snowmobile Club. (Note: Much of the State's R.O.W. has been removed, due to the relocation of Depot St.; therefore, a safe passage no longer exists and this is why we granted permission for these "nature lovers" to travel through our property.)

Approximately one year ago, the state of New Hampshire allowed the "All Terrain Vehicle" to be declared as a type of snowmobile. (By the way, this is the only state in the union that recognizes these as synonymous vehicles.) At first, this was acceptable to us and we continued to grant permission to these motorized vehicles to tour through our property during the winter season. But unfortunately, these ATV operators do not stay in the parameters of the winter season. They have taken advantage of the situation and parade through our property 12 month a year! With no regard for state laws, or respect to

private property. All along the trail, signs are posted at every gate "NO ATV'S, NO TRAIL BIKES"! Also, we as landowners along the trail, have to endure the loud noise and pollution that these vehicles emit. Not to mention, the tremendous ruts and ridges in the soil these machines create. This disturbed turf can present a danger to the bicyclist, hiker, and equestrian rider.

Over the summer of 2001, the amount of ATV'S that have traveled through our property has drastically increased. I contacted the "New Hampshire Bureau of Trails" at this time and they forwarded me to our local police department. On a regular basis, me or my wife have had to call the police to report these intruders. The local police has done well to respond to our calls, but they are handicapped in their efforts to stop this ATV traffic, due to the gates at all road crossings are closed and the State has not provided them with their own ATV'S to patrol the rail bed. Unlike the State and the Snowmobile Club, which approached us for the right to cross our property, the ATV riders have not approached us on any of these issues.

Ironically, on the weekend of September 26th, 2001, the President of our local ATV Club, stopped by and paid us a visit at our home. Ironic, in the sense that I attended the Hinsdale Board of Selectman's meeting, just one week prior to this unannounced visit (8/27/01). At the meeting, I presented a verbal and written statement in reference to this ATV matter. After much discussion over this ATV issue, I found this man to be limited in his comprehension of the problems incurred by these machines. His attitude was expressed in one simple sentence: "I think that ATV's should be able to operate all day and all night, throughout the year!" He appeared to be unconcerned with the repercussions that this statement conveyed. Such as, sleepless nights from the noise pollution that these vehicles make, to the dwellers that live along the path of the railroad bed.

House Bill 717, which was presented in the 2001 session, is crucial to my legal options for the following reasons: If ATV's are permitted to traverse these rail beds, I believe that this will discourage the "nature seekers", (i.e.. the bicyclists, horseback riders, and hikers,) during the mild climate months, to travel these trails. They will feel violated and safety will be a major concern. The State and Snowmobile Clubs cover insurance liabilities; however, there is no liability coverage at this present date, for these renegade ATV riders. This, without a doubt, could jeopardize our own insurance policy, if someone got seriously hurt. Worse yet, what if someone died on our property while riding an ATV?

Another reason we are so compelled to address this issue is because my wife and I hope to have a "Railroad Inn" at our train station home in the next several years. We plan on acquiring approximately four to six cabooses and transform them into overnight guest houses. This would be a real boost to the dwindling economy of the small town of Hinsdale. For example, this would appeal to the naturalist clientele who can afford to shop and eat out. This would probably promote quaint shops and good restaurants to spring up in our town. How nice it would be: to preserve a piece of New Hampshire's

Craig & Kathleen Weed Sr.

C/O Hinsdale Railroad Station

52 Depot St.

Hinsdale, NH 03451-2526

Page 3 of 3

history, while at the same time, improve the complexion and economic status of our town. Sounds like a WIN-WIN situation to us!

In closing, of course this cannot become a reality, if ATV's are part of the equation. The ATV theory would work fine, if the town of Hinsdale wished to become a miniature version of Laconia, NH and have a raging speedway screaming through the rail trails. I don't think the towns people would appreciate that concept. It is in my opinion, that the State has successfully met it's obligations to the ATV Clubs. It is also, in my opinion, that the State needs to recognize the other parties involved in this equation. Once again, the "naturalists", who come here to enjoy the beauty and serenity and peacefulness, that God bestowed on the state of New Hampshire. Why ruin something so special and beautiful.....and it is already here! God Bless America.

Sincerely,



Craig O. Weed Sr



Kathleen L. Dearborn-Weed

Craig & Kathleen Weed Sr.

**C/O Hinsdale Railroad Station
52 Depot St.
Hinsdale, NH 03451-2526**

Copy To: Arrain, Krystina - East Coast Greenway
Boudreau, Bill - NH Railroad Bureau
Clayton, John - Manchester Union Leader
Della Penna, Craig - Rails to Trails Conservancy
Dr. Donachie, Matthews
Donais, Craig - NH Office of Attorney General
Eaton, Thomas - NH Senator District 10
Ferguson, Ian - Pathways for Keene
Gray, Paul - NH DRED Trails Bureau
Jameson, Tom - NH Bicycle Coordinator
Jenks, Mark - International Mt. Biking Assoc.
Johnson, Robert - Selectman of Hinsdale
Manion, Pat - Keene Trails
McLeod, Rich - NH DRED Trails Bureau
Mitchell, McKim - Friends of Pisgah
Munn, Jack - City of Keene
Murphy, Tim - S/W Regional Planning
Proper, David - Keene Sentinel
Roberts, William - Representative District 04
Smith, Edwin - Representative District 06
Spoeri, Bob - NH DRED Trails Bureau
Watson, Duncan - Cheshire Rails to Trails
Appointed Committee for NH Bill HB 717
Sierra Club - NH Local Chapter
The Monadnock Conservancy - Keene, NH

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MAR 24 1993

D.R.E.D.

Ashuelot Rails to Trails Association
PO Box 4
W. Swanzey, NH 03469
March 25, 1993

PAUL

Bill Carpenter, Administrator
Bureau of Railroads and Transportation
NH Department of Transportation
PO Box 483
Concord, NH 03302-0483

Dear Mr. Carpenter:

I have spoken with you regarding the abandoned Ashuelot Line, owned by Guilford Transportation Industries, and formerly operated as the Boston and Maine Railroad.

Today I write to inform you of the formation of the Ashuelot Rails to Trails Association (ARTA), a group of citizens from each of the four towns through which the railway runs.

Enclosed is a copy of the letter ARTA is sending to the governing boards of Hinsdale, Winchester, Swanzey, and Keene. It is our intention to also maintain communication with your department and invite your input. We would find it helpful to receive updates from you regarding the State's progress with the procurement of the Ashuelot Line.

Looking forward to an effective and profitable communication.

Sincerely,

Bill Appel

Bill Appel, Chairman
Ashuelot Rails to Trails Association
357-3954

cc: Wilbur LaPage, Div. Parks & Recreation

Ashuelot Rails to Trails Association

PO Box 4

W. Swanzey, NH 03469

March 25, 1993

<name>
<address>
<town> <state>
<zip>

Dear <salutation>:

The State of NH is currently attempting to regain control of the Ashuelot Line of the Boston and Maine Railroad. As you well know this line which runs through Keene, Swanzey, Winchester and Hinsdale, has been abandoned by Guilford Transportation Industries. Since its abandonment, it appears various interests both private and public have eyed the railbed as potential for transportation, recreation, and/or personal expansion uses.

Because of the varied interests, we, a group of local citizens from the four communities, have formed the Ashuelot Rails to Trails Association. We would like to see the 13 mile railway corridor remain intact for regional transportation, conservation, and recreational uses, and not be divided among private interests. It is our intention that a cohesive plan be formulated that 1) reflects the interests of the general public in the local towns, and 2) can be implemented with State cooperation. We believe this goal can be achieved through cooperation and planning.

The existence of this line is ideal for multi-use transportation and recreation between Keene, Swanzey, Winchester and Hinsdale. We are asking the Selectmen, Planning Board, and Conservation Commissions to participate in and support this planning effort. The usefulness of the plan is greatly enhanced by the input received from the affected.

The Ashuelot Rails to Trails Association meets the third Wednesday of the month at the Winchester Town Hall at 7:30 PM. We invite you to send a representative or to contact me with your thoughts if you are unable to attend.

Sincerely,

Bill Appel, Chairman
Ashuelot Rails to Trails Association
357-3954

Letter sent to:

Swanzey Conservation Commission	PO Box 9 E. SwanzeyNH	03440	009
Swanzey Planning Board	PO Box 9 E. SwanzeyNH	03440	009
Swanzey Board of Selectmen	PO Box 9 E. SwanzeyNH	03440	009
Hinsdale Board of Selectmen	PO Box 13 Hinsdale, NH	03440	
Hinsdale Planning Board	PO Box 13 Hinsdale, NH	03440	
Hinsdale Conservation Commission	PO Box 13 Hinsdale, NH	03440	
Winchester Board of Selectmen	PO Box 25 WinchesterNH	03470	
Winchester Conservation Commission	PO Box 25 WinchesterNH	03470	
Winchester Planning Board	PO Box 25 WinchesterNH	03470	
Mayor Aaron Lipsky	3 Washington St. Keene, NH	03430	
Keene Planning Board	3 Washington St. Keene, NH	03430	
Keene Conservation Commission	3 Washington St. Keene, NH	03430	

The Keene Sentinel

New Hampshire

Thursday, January 27, 1994

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Region's old rail lines now headed for recreational use

By ERIC ALDRICH

Special Staff

The N.H. Executive Council approved a deal today that will make 186 miles of abandoned railroad lines state property.

About 70

miles — is on three abandoned lines in Cheshire County.

Local groups are trying to establish recreational trails on the three abandoned rail beds in Cheshire County, state ownership of those corridors is a key to the effort.

Rail-to-trail organizers say they were confident that the Executive Council would reaffirm today the conditional approval it gave the deal two weeks ago.

"We support that deal tremendously," said John Summers of

Dublin. "It's important for its potential as a trails network, and it's in the best interest of the state of New Hampshire."

Summers is helping Friends of Pisgah — an advocacy group for Pisgah State Park, a 19,000-acre

wilderness covering parts of Cheshire, Hinsdale and Winchester — to establish a trail on the abandoned Fort Hill rail line in Hinsdale.

On Jan. 12, the Executive Council (See OJDNH/ Page 7)

OJDN.H. rail lines are set to become new trails

(Continued from Page One)

collected 4-1 to approve the \$5.9 million deal — but ordered a hearing on concerns about an active rail line between Nashua to Wilton, which is not part of the buy-out.

Councilor Bernard A. Streeter Jr., R-Nashua, requested the hearing, saying that the state should buy that stretch, too, because it's the best route for a possible bypass of heavily commercialized Route 101A into Nashua. Streeter was the sole councilor to vote against the deal Jan. 12.

The Streeter-requested hearing was held Wednesday night. Streeter and fellow Councilors Earl

A. Rinker 3rd, R-Auburn, and Raymond S. Burton, R-Woodsville, listened to pleas from Nashua-area residents who want the state to buy the Nashua-Wilton line.

However, Rinker and Burton still support the railroad deal and didn't change their votes this morning.

"The whole deal went together as a package," Rinker said today.

Under the plan, the state will buy only those abandoned rail corridors whose ownership has been contested for years by state officials and by Guilford Transportation Industries of Billerica, Mass. Guilford will keep the active rail lines.

Because the Nashua-Wilton line still carries rail traffic, it's under the jurisdiction of the U.S. Interstate Commerce Commission. For the state to buy that stretch for a road bypass, ICC rules would require the state to provide a new rail corridor, state officials say.

Testifying in favor of the deal Wednesday were Summers and William Appel of Keene, who's helping efforts to establish a trail on the abandoned Ashuelot branch between Keene and Hinsdale.

"This deal shouldn't be held up by that stretch of rail operating from Nashua to Wilton," Summers said. "The \$5.9 million deal is an out-

of-cour- of seven law- of a new Hampshire's and Guilford and its subsidiaries the Boston & Maine Railroad.

The lawsuits, filed by Grafton and Hillsborough Co. superior court was an attempt to clarify who owned rail lines built between 184 and 1867. Guilford and the state both claimed ownership. State officials have said that, as facts emerged in the case, the state's position grew weaker.

Collin F. Pease, the Guilford Transportation official who helped negotiate the deal, was confident this morning that the Executive Council would approve it. "If anything, that hearing last

He strengthened support for this deal," Pease said.

Pease said that three abandoned lines in the area between the Connecticut River and the tri-state border near the Connecticut River in the state.

The 43.2-mile Cheshire branch between the Rindge-Fitz and Massachusetts border and the Connecticut River in North and West. A line cuts through Keene.

The 70-mile Fort Hill line along the Connecticut River in Hinsdale, plus more than 200 acres of wilderness along the river. The groups are planning for all three lines.

The Ashuelot Rails to Trails Association is a group of citizens who are promoting the development of the abandoned Ashuelot Branch of the old Boston and Main Railroad *for best public use.*

Their mission is to keep intact the 23 mile corridor for recreation, conservation and transportation purposes;

[REDACTED]

BACKGROUND

The Ashuelot Rail Line was abandoned in 1982 by its owners, Guilford Transportation Industries Inc. Federal and state laws have prevented GTI from selling to willing buyers because of the need to protect the public interest. In 1991 the State of New Hampshire claimed ownership and went to court for a ruling; *subsequently the State negotiated with GTI and has agreed to purchase the corridor in 1995.* The Ashuelot Rails to Trails Association believes that residents, the Towns, and especially abutting owners should have a role in determining future uses.

THE ASHUELOT TRAIL

The 23 mile corridor begins about a half mile north of the MA-NH-VT state lines at the Connecticut River. Bridge abutments stand as a testimony of the 19th century railroad

expansion and construction. The line linked the Connecticut Valley Railroad in Vernon VT to Concord NH through Keene.

The abandoned Fort Hill Branch took off from the Ashuelot Line at Dole Junction in Hinsdale (the same family established Dole pineapples). The Ashuelot Line followed the Ashuelot River past the covered bridge in Ashuelot, through Hinsdale to Winchester, then northeasterly through Winchester and Swanzy to Keene. The Line crossed the Ashuelot four times and these bridges are intact. Except for a small bridge over Ash Swamp Brook in North Swanzy and a trestle/fill just north of Winchester Village, culverts are still in place. Three underpasses have been removed - two in Hinsdale and one in Winchester. One overpass remains intact in West Swanzy.

The trail passes through scenic country, small communities and local industries of a bygone era. The River offers placid pools in Winchester and Swanzy and outstanding scenic rapids east of Hinsdale good for canoeing and white water races. The farms in Winchester and Swanzy provide open vistas, some toward Monadnock and the Franklin Domes. Wetlands in Keene and Swanzy provide wildlife habitat.

The trail links the Wantasticut-Monadnock Greenway at two places: in N. Winchester at

Highway 10 and in Hinsdale with the Fort Hill corridor.

Hinsdale is located at the south end of the corridor. This will make it a starting and ending place and users can be expected to pause to get lunch. They may also buy sports equipment and the trail will have a positive economic impact.

PROSPECTIVE OWNERSHIP

The State of NH expects to purchase the property in July 1995.

[REDACTED]

The Trails Bureau of the NH Division of Parks and Recreation is expected to have responsibility for future recreation and conservation use.

PARTNERSHIP

The Ashuelot Rails Association wishes to promote a strong sense of partnership between the State's agencies, DOT and DRED, and the Towns and members of recreational and environmental groups and individual members of the community.

[REDACTED]

PROBLEMS

The 23 mile corridor is big enough to accommodate many alternative transportation and recreational uses including walking, biking, snowmobiling, cross-country skiing and horseback riding. Some are easily compatible and some are not so compatible. Citizen interest and input is imperative to assure best use of a resource of such large scope. Abutting owners are usually most concerned because of possible abuse of the corridor. Towns want to share in the short and long range planning. And the State of NH will have its goals which respond to statewide considerations and objectives.

HOW YOU CAN HELP

A commitment of your time will be meaningful. You can work with the ARTA town committees and through the town coordinators.

ARTA has defined its mission. It is now time to encourage input and prepare a conceptual plan that will help achieve goals shared by the State agencies, the Towns, and citizens. The earlier essential goals and concepts are defined and accepted by all groups and interested individuals, the more sound will be the trail implementation in the future.

The Association needs information as do the Towns, the City and the State. It is preparing

to gather information from all interested abutting private owners

The Association meets the third Wednesday of the month at 7:00 PM in the Winchester Town Hall. The meetings are open to all.

Town coordinators have included:

Hinsdale: Craig Weed 336-7245
(weekends)

Keene: Paul Henkel 352-4547
Swanzy: Barbara Skuly 352-0987
Winchester: (Open)

Chairman: Bill Appel 357-3954



THE ASHUELOT TRAIL

in Hinsdale

ASHUELOT RAILS TO TRAILS
ASSOCIATION

P. O. Box 4
West Swanzy, NH 03469
Tel: 357-3954

ASHUELOT RAILS TO TRAILS ASSOCIATION
P.O. Box 4
W. Swanzey, NH 03469

Meeting No. 13
Wednesday, February 16, 1994
Winchester Town Hall

AGENDA

Introduction and Designation of Recorder

Minutes of Dec. 15, 1993 and Jan. ¹⁹~~20~~, 1994 Meetings

Reports:

Chairman ; Executive Council Public Hearing, Jan. 26, 1994
State settlement with Guilford Trans. Inds., Inc.
Paul Gray ltr. of Feb. 9, 1994

Swanzey

Winchester

Hinsdale

Keene

Old Business:

Draft Questionnaire to Abutting Owners and Community Survey

Application for Assistance through the Joint River Commissions

New Business:

Policy Statement, letter to State.

Announcements

Next Meeting - March 15, 1994, Wednesday, 7:00 pm - Winchester

LANDOWNER QUESTIONNAIRE

April 1994

Name _____
Mr. Mrs. Last, First, MI (optional)

Address _____ Town _____ State _____ Zip _____

The first questions refer to your property abutting the Ashuelot Railroad bed.

1. Do you currently own property abutting the Ashuelot Railroad bed?
___Y ___N

2. In which town is this property? _____

2a. In which town are you a resident? _____

2b. Approximately how many acres of your land abut the railroad bed _____ and how many linear feet along the railroad bed do you own? _____

2c. How long have you owned your railroad frontage property? _____

3. What is the current use of your railroad frontage property? (Please check the three most important uses.)

- A. ___ Full time residence
- B. ___ Second or vacation home
- C. ___ Rental property
- D. ___ Farming
- E. ___ Forestry
- K. ___ Other (Please specify) _____
- F. ___ Retail business
- G. ___ Lodging/Restaurant
- H. ___ Industry
- I. ___ Recreation
- J. ___ Investment

4. What plans for you have for your property? (Please check up to three answers).

- A. ___ Continue present use
- B. ___ Build residence
- C. ___ Subdivide
- D. ___ Commercial development
- H. ___ Other (Please specify) _____
- E. ___ Industrial development
Specify future use by:
- F. ___ Deed restriction
- G. ___ Conservation easement

5. Do you notice current public use of the railroad bed? ___Y ___N

6. Have you been affected by any of the following problems related to public use of the railroad bed?

- A. ___ Failure to respect "No Trespassing" signs
- B. ___ Littering
- C. ___ Noise
- H. ___ Other (Please specify) _____
- I. ___ Have you discouraged access as a result? ___Y ___N
- D. ___ Vandalism
- E. ___ Fire
- F. ___ Rowdy behavior
- G. ___ Dumping rubbish

Which of the following problems to you feel may result due to use of the railbed as a multi-use trail?

- A. ___ Failure to respect "No Trespassing" signs
- B. ___ Littering
- C. ___ Noise
- D. ___ Loss of privacy
- M. ___ Other (Please specify) _____
- H. ___ Vandalism
- I. ___ Fire
- J. ___ Rowdy behavior
- K. ___ Dumping rubbish
- L. ___ Decrease in property values

The next questions refer to the Ashuelot Railroad bed and your community in general.

8. Do you think a multi-use trail on the Ashuelot Railroad bed would contribute to the quality of life in your community? ___Y ___N

Which of the following do you think could occur?

- A. ___ Alternate path for commuting
- B. ___ Bicycle path for children
- C. ___ Attracts tourism
- D. ___ Increases property values
- I. ___ Safe path for physically challenged individuals
- J. ___ Keeps the corridor intact for future railroad use
- K. ___ Other (Please specify) _____
- E. ___ Path for exercise
- F. ___ Access for nature study
- G. ___ Adds to economy
- H. ___ Path for recreation

9. How important is it to you that a multi-use trail incorporate the following activities?

	Very Important				Very Unimport
	1	2	3	4	5
A. Bicycling	1	2	3	4	5
B. Snowmobiling	1	2	3	4	5
C. Crosscountry skiing	1	2	3	4	5
D. All terrain vehicles	1	2	3	4	5
E. Non motorized use in snowless months	1	2	3	4	5
F. Non motorized use year round	1	2	3	4	5
G. Walking/jogging/hiking	1	2	3	4	5
H. Path for physically challenged	1	2	3	4	5
I. Roller blading	1	2	3	4	5
J. Horseback Riding	1	2	3	4	5
K. Horse and Buggy	1	2	3	4	5
L. Exercise course	1	2	3	4	5
M. Nature study	1	2	3	4	5
N. Preserve railbed for future rail use	1	2	3	4	5
O. Use parts of railbed for road improvement	1	2	3	4	5
P. Other (Please specify) _____	1	2	3	4	5

1. Have you noticed any of the following problems on the Railroad bed? .
(Please check as many as apply). If there are problems of particular concern to you, please note their location in the margin.

A. Wet areas

C. Dumping

B. Excessive erosion

D. Physical barriers

E. Other (Please specify) _____

10. Do you feel management of a multi-use trail should involve which of the following? (Please check all that apply)

A. State government

C. State & town partnership

B. Town government

D. Volunteers

E. Other (Please specify) _____

12. What personal concerns have you that have not been addressed by this questionnaire? Please include any additional comments you may wish to make, and your phone number if you wish to be notified of the future public meeting to discuss questionnaire results.



State of New Hampshire
Fish and Game Department

2 Hazen Drive, Concord, NH 03301
Tel: (603) 271-3421
FAX: (603) 271-1438

TDD Access: Relay NH 1-800-735-2964

FILE
ASAP
BR

Wayne E. Vetter
Executive Director

March 23, 1998

RECEIVED

MAR 25 1998

D.R.E.D.

Mr. Anthony J. Bruno, Sr.
18 Railroad Street
West Swanzey, New Hampshire 03469

Dear Mr. Bruno:

I have received your letter dated March 9, 1998, in reference to the problems you are experiencing with the newly acquired Rail Trail in Swanzey.

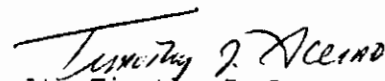
As you were informed, the use of the Rail Trail by motorized-wheeled vehicles is prohibited at this time. Unfortunately, as the Swanzey Police Department has experienced, the Keene District Court dismissed one of their cases of illegal operation. Therefore, until such time the Rail Trail is properly posted to prohibit this use, enforcement can not bring any additional cases before that court.

Statutorily, the New Hampshire Fish and Game Department is responsible for the enforcement of OHRV rules and regulations. The Bureau of Trails is responsible for all issues relating to the acquisition and maintenance of trails. Together, both Agencies work cooperatively to maintain a very successful recreational vehicle program. Unfortunately, the actions of a small minority continue to tarnish the reputation of all users.

A copy of this letter, and your letter, will be forwarded to Paul Gray, the Chief of the Bureau of Trails, requesting his assistance in resolving this issue. In the meantime, I have requested the local Conservation Officer continue to work cooperatively with the Swanzey Police Department to alleviate any future problems within their powers.

Thank you for your letter requesting a resolution to a potentially elevating problem.

Sincerely,


Lt. Timothy J. Acerno
Administrative Lieutenant

TJA:lml

cc: Lt. Christopher G. Berg
District Chief, District Four

✓ Paul Gray, Chief
Bureau of Trails


Discover New Hampshire

RECEIVED

MAR 11 1998

3/9/98
ENFORCEMENT
DIVISION

DEAR LT. ACERNO,

MY NAME IS ANTHONY BRUNO, SR. I RESIDE IN WEST SWANZEY AT 18 RAILROAD ST. BEFORE THE WINTER OF '96, MR. KLINE, WHOSE FIRST NAME I CANNOT RECALL, CONTACTED ALL US RESIDENTS WITH PROPERTY BORDERING THE ASHUELOT RAILROAD BED. THE PURPOSE WAS TO LET US KNOW THAT GROOMING WAS GOING TO BEGIN FOR THE PURPOSE OF SNOWMOBILING, HORSEBACK RIDING, HIKING AND BICYCLING. WE WERE INFORMED AND ASSURED THAT ATV'S AND DIRTBIKES WERE PROHIBITED FROM THE RAILBEDS. I CALLED MR. KLINE WHEN WE FIRST HAD PROBLEMS WITH ATV'S AND DIRTBIKES AND HE ASSURED ME THAT THE STATE WANTED TO BE A GOOD NEIGHBOR AND REFERRED ME TO BOB SPOERL. AFTER SOME GOOD "LEGWORK" AND INVESTIGATION ON BOB'S END, HE REFERRED ME TO THE FISH AND GAME DEPARTMENT FOR ENFORCEMENT. THE SWANZEY POLICE, IN THE MEANTIME, WERE MAKING GREAT EFFORTS TO ENFORCE THE ATV AND DIRTBIKE LAWS ON THE RAILBED BEHIND MY HOUSE. IN FACT, THE FATHER OF ONE OF THE YOUNG BOYS INVOLVED WAS BROUGHT TO

①

COURT. IT IS MY UNDERSTANDING THE CASE WAS DROPPED AS THERE ARE NO SIGNS POSTED INDICATING OR DESCRIBING THE USE OF THESE RAILROAD BEDS RUNNING THROUGH THIS TOWN. I'D LIKE TO MENTION THAT THE GATES PROMISED TO BE INSTALLED WITH THESE SIGNS ARE NOT THERE AS WELL. AT ONE POINT I WAS TOLD SIGNS WERE POSTED BUT WERE PROBABLY PULLED OUT BY VIOLATORS. I ASSURE YOU THAT NO SUCH SIGNS HAVE BEEN POSTED AT ALL.

BOB SPOERL REFERRED ME TO YOU. HE SPOKE VERY HIGHLY OF YOU. I DID STOP IN AT YOUR FACILITY LAST SUMMER TO TALK ABOUT THIS. REACTION FROM THE TWO OFFICERS I SPOKE WITH WAS NEGATIVE. I LEFT VERY DISCOURAGED.

THE REASON FOR THIS LETTER IS THAT THERE IS ALREADY ACTIVITY ON OUR RAILBEDS. THEY'RE NOT PEOPLE I RECOGNIZE, SO IT'S AN INDICATION TO ME THAT WE'LL HAVE MORE VIOLATORS THAN JUST THE TWO YOUNG BOYS WE'VE HAD.

IF YOU'D LIKE TO CONTACT THE SWANZY POLICE FOR INFORMATION, TALK TO OFFICER DE ANOLKE. HE'S THE ONE I

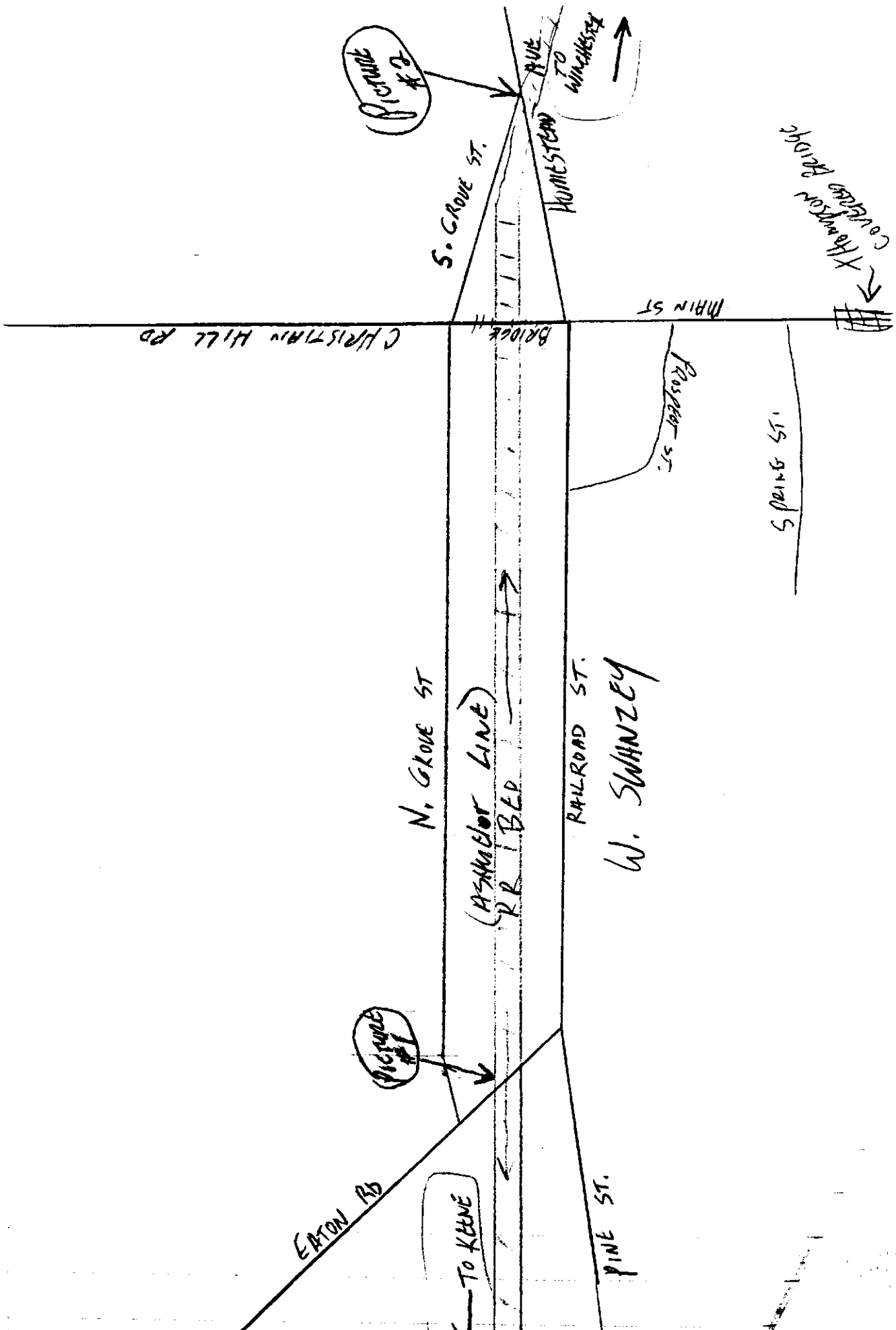
3)

HAD ONE OF THE BOYS' FATHERS IN COURT FOR THE VIOLATIONS. THAT PHONE NUMBER IS 352-2869. IF YOU'D LIKE TO TALK TO ME, MY NUMBER IS 352 3620.

BOTTOM LINE IS THAT THE TWO BOYS WE HAVE THE MOST PROBLEM WITH CAN STILL RIDE THE BEDS AS THERE ARE NO SIGNS. THEY ARE BOTH UNDER 12 YEARS OF AGE. THEY ARE CROSSING AND RIDING ON STREETS TO GET TO THIS SECTION OF THE RAILBED. AT TIMES THEY HAVE PASSENGERS AND ALSO HAVE BEEN PASSENGERS TO AN ADULT. THE "TOOLS" OF ENFORCEMENT ARE MISSING. AS SPOKESMAN FOR THE RESIDENTS THAT BORDER THE RAILBED ON THIS STREET, I CALL ON YOU TO SEE WHAT YOU CAN DO ABOUT GETTING THESE GATES AND SIGNS INSTALLED. THEY ARE NEEDED FOR ENFORCEMENT, AND THEY WERE PROMISED. THE SNOWMOBILE TRAFFIC IS IRRITATING ENOUGH.

THANK YOU FOR YOUR CONCERN AND TAKING THE TIME TO READ THIS LETTER OF FRUSTRATION.

Sincerely,
Cynthia Bann





KEENE DISTRICT COURT

FILE
ASHUELOT

RICHARD J. TALBOT, Justice
HOWARD B. LANE, Jr., Special Justice

LUCILLE J. GORGES, Clerk

State v. James Leahy
CR#97-6360

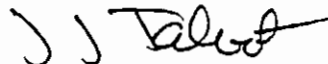
Defendant stands charged with a non-criminal violation for unauthorized use of an OHRV on railroad tracks in Swanzey. The tracks in question in fact consist of the abandoned right of way of Ashuelot branch of the Boston & Maine Railroad which has been purchased by the State of New Hampshire.

RSA 215-A:3-a(II) gives jurisdiction of OHRV trails, facilities and lands to the Commissioner of the department of resources and economic development as a member of the bureau of off highway recreational vehicles. These regulations provide:

8501.01 (a) No person shall operate an OHRV on DRED properties except in areas or trails established by the bureau for OHRV use.

The regulations do not appear to indicate specifically whether the abandoned railroad beds are approved for OHRV use. An accompanying letter from the Trails Bureau Chief (March 21, 1996) suggests they are not approved because of federal restrictions, but this prohibition appears to lack the force of law since it has not been incorporated into a regulation.

The complaint is dismissed for the failure of the State to establish that OHRV use is not permitted.


Richard J. Talbot, Justice

November 4, 1997

cc: Swanzey Police Department
James Leahy

November 3, 1997

Tom Deangelis
Swansey Police Department
P .O., Box 10009
Swansey, NH 03446-0009

Dear Detective Deangelis,

Per your request regarding information pertaining to the use of OHRV's on the state owned recreation trail in the town of Swansey.

It is the policy of the DRED that all lands owned or under lease to the dept are closed to OHRV's unless approved and signed open. {Res 8501.01 All of the state owned rail corridors in cheshire county remain closed to wheeled OHRV's use as a federal requirement place on the property at the time of purchase by the Federal Highway Administration.

A premise of OHRV law has been that it is the responsibility of the operator to obtain landowner permission before riding. The issue of ownership has been well documented in the local papers. When an OHRV operator calls our office they are told they can not ride on that property, or any of the other state owned rail grades in Cheshire County. We send out a brochure and map as to where they could ride legally upon request. The recreational trail has been posted closed to all motorized wheel vehicles, however the signs are vandalized almost as fast as we can put them up. The one exception to the rule is that some of the local trail groups have been assisting with the maintenance on the trail and they use pickup trucks and ATV's with our permission. They receive a letter pertaining to that permission and the local police department is sent a courtesy copy.

I believe we have already forwarded a copy of pertinent laws and rules to you. They are RSA 215-A:3-a, rules Res 8501.01, and Res 101.06. If you need certified copies please contact us.



STATE OF NEW HAMPSHIRE
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
DIVISION of PARKS and RECREATION

172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856

A.S. BARTLETT, JR.
Commissioner

603-271-3255
FAX: 603-271-2629

March 21, 1996

RICHARD MCLEOD
Acting Director
603 271-3255

Parks Bureau
603 271-3556

Trails Bureau
603 271-3254

Information
and Education
603 271-3556

Technical and
Community
Assistance
603 271-3627

REGIONS:

Northern
603 788-3155

Central
603 323-2087

Southwest
603 547-3373

Southeast
603 485-2651

Seacoast
603 436-1552

Chris Berg, Conservation Officer
NH Department of Fish and Game
Region 4
25 State Route 9
Keene, NH 03431

Dear Chris,

It has been brought to my attention that you are looking for information regarding the use of ATVs and motorcycles on the newly acquired rail corridors in your district. The federal funds that were used by DOT, Bureau of Railroads and Public Transportation to purchase the corridors specifies they cannot be used for motorized recreation with the exception of snowmobiles.

The Bureau of Trails has an agreement with DOT to operate the corridors as trails, but we are held to the above constraint. I have enclosed a copy of the agreement and pertinent DRED rules (Res 8500 & Res 8300) that address the use of OHRVs on DRED properties. More specifically, Res 8501.01(a) states "no person shall operate an OHRV on DRED properties except in areas or trails established by the bureau for OHRV use", and Res 8503.01(c) states "no person shall operate a trail bike or ATV off established bureau trails on DRED properties as listed in Res 8300". These corridors have not been established as OHRV trails and therefore anyone riding on them is operating illegally and should be prosecuted. Our statutory authority is found in RSA 215-A, and in RSA 216-F.

If you need more information or input, feel free to call so we can continue to protect this important state resource.

Sincerely,

E. Paul Gray
Trails Bureau Chief

EPG/BS/s



Rhett Lamb, Director
 Planning Department
 City of Keene
 3 Washington St.
 Keene, NH 03431

85 Washington St.
 Keene, NH 03431
 Dec. 10, 1996

Dear Rhett:

Several weeks ago, we briefly discussed an approach which might be taken to develop a conceptual plan for a pedestrian bicycle path on the abandoned rail corridor extending from Emerald Street in Keene to Matthews Road in Swanzey. My concern stems from the fact that the New Hampshire Trails Bureau is now a key player in the development and management of this corridor and some sort of assurance should be given to the City that the Bureau supports a safe crossing at the point where the corridor crosses Route 101.

Perhaps my concern is unfounded, because the Bureau and the City may already be holding discussions concerning the future development of this corridor; however, there remains some very significant issues which will have to be addressed to assure progress toward implementation of a truly multi-purpose recreation trail on this corridor. On a positive note, the approval of the ordinance creating a Bicycle/Pedestrian Path Advisory Committee is truly a giant step toward this and many other goals.

HE HOPES
 TO BECOME
 THE BIKE &
 PATH ZAR!

Because of recent developments relating to the Route 101 Highway Project, it seems to me that the next step needed to be taken relating to this corridor requires writing a conceptual plan that can be presented to both the communities of Swanzey and Keene and the various governing agencies which would be involved in some material way. All of these interests need to be drawn together to be supportive in order to attain the potential of this resource. The Trails Bureau has yet to demonstrate that it has the staff, or expertise, to undertake this urgent task. The City Council will be hesitant to take a more supportive role until a need is demonstrated; city staff can only take on this task after involvement of the various City committees, boards, sub-committees, commissions, etc., each having its own goals and agenda; advocacy groups can only do what is focused and in accord with their mission; members of the community will have to demonstrate their support; and Keene State College should be a vital partner. Since this corridor extends into the Town of Swanzey, liaison, coordination and support will be needed to have a soundly planned and developed product.

Page 2 DEC 10, 1996 - RHETT LAMB

It would be simple if the funds and bodies were readily available to write a conceptual plan which could be presented and circulated accordingly. Such a plan should require ample time for public and agency review. Much of this effort will have to come through volunteers and contributions. In that we are dealing with state-owned property, a draft conceptual plan would have to receive its concurrence and, hopefully, its support.

NOTE

BY THE TIME THE WHOLE SYSTEM WILL BE UP AND RUNNING.

I would be happy to talk with you and any of the various chairpersons you may suggest to keep this initiative moving ahead in a positive direction. Just as Jay Kahn presented a summary of the Master Plan of Development of the Keene State College to the Citizens Advisory Task Force for the Route 101 Project, I believe it is urgent to write a conceptual plan for this segment of the Ashuelot Branch Corridor and use it as a tool to justify public support and expenditure of public funds. The link to the Cheshire Branch Trail at Emerald Street; the reconstruction of Foundry Street; a safe crossing at Winchester Street which is closely linked to the Island Street intersection; the segment of the corridor intersecting the KSC campus, the bridge over the Ashuelot River; and so forth to, let's say, Matthews Road in Swanzey, all have multi-jurisdictional involvements. As a city planner, you know how complex this relatively simple development and use of the corridor can be.

A certain amount of persistence is necessary, and there is an urgency, only if to assure the NH-DOT engineers that we have the support of the Keene and Swanzey communities. A soundly developed conceptual plan can go a long way in meeting our goals at this time.

cc: Sue Warren

Sincerely,

William H. Appel

ASHUELOT RAILS TO TRAILS ASSOCIATION
P.O. Box 4
W. Swanzey, NH 03431

Sue Warren, Chairperson
Keene Planning Board
City of Keene
3 Washington St.
Keene, NH 03431

Jan. 12, 1997

Dear Sue:

NOTE - At our December meeting, the Ashuelot Rails to Trails Association voted to suspend further meetings. The successful acquisition by the State of New Hampshire of the Ashuelot Branch rail corridor assures it remaining intact, thereby completing ARTA's mission. ARTA also completed surveys of abutters and the general public, the findings of which have been summarized and made available for consideration by the impacted towns and user groups.

NOTE - ARTA believes that it will be up to advocacy groups in the four towns, Hinsdale, Keene, Swanzey and Winchester, to promote initiatives required to develop this resource to its potential. Pathways For Keene has been successful in enlisting community support in Keene to implement segments of the City of Keene's Bicycle/Pedestrian Pathways Master Plan, of which the Ashuelot Rail-Trail corridor is but one, and the various snowmobile clubs in each town are actively assisting the NH Trails Bureau to make the rail bed usable for winter recreational use.

MORE SABER RATTLING

PITTING OTHER USERS AGAINST SNOWMOBILIZED

There is little doubt that recreational and alternative transportation uses of this 23-mile corridor will have an impact upon each town. ARTA encourages the planning board and conservation commission in each town to take an active interest in its development and to assist the NH Trails Bureau in its responsibility to manage and operate this property for recreational uses.

IN OTHER WORDS,

Sincerely,

GET BUSY AND START TELLING THE TRAILS BUREAU GET IN LINE - DO IT

cc: Towns
NH Trails Bureau
Members
Pathways For Keene

William H. Appel, Chairman
Ashuelot Rails to Trails Association

NOTE - NO MENTION OF FOPR/TAC

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Page 2 JAN 12 1997 - SUE WARREN

It would be simple if the funds and bodies were readily available to write a conceptual plan which could be presented and circulated accordingly. Such a plan should require ample time for public and agency review. Much of this effort will have to come through volunteers and contributions. In that we are dealing with state-owned property, a draft conceptual plan would have to receive its concurrence and, hopefully, its support.

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A certain amount of persistence is necessary, and there is an urgency, only if to assure the NH-DOT engineers that we have the support of the Keene and Swanzey communities. A soundly developed conceptual plan can go a long way in meeting our goals at this time.

Sincerely,

cc: Sue Warren

William H. Appel

STATE OF NEW HAMPSHIRE

Inter-Department Communication

DATE 4/9/99

FROM Jim Pearce, Manager

AT (OFFICE) Pisgah State Park

SUBJECT Illegal use letter

TO Bob Spoerl
Trails Bureau

— Bob —

I picked up this letter in yesterday's mail and thought I'd pass it along to you guys. You're probably familiar with the area mentioned, but, in case you're not, the referred-to area is off Old Westport Rd from Old Spofford Rd towards and across Rt 10. The "rock barriers" referred to are, I think, the rocks that the town of Winchester installed next to the power substation on Old Westport Rd.

We also have seen an increase in illegal use this spring. Our first midweek workday (4/7) we spent improving Doolittle Tr. We hiked up Broad Brodc Rd - it's had lots of ATU use and several wet sections have been churned into liquid mud. I hope to get F46 to come in on the weekend.

April 5, 1999

To Fish & Game:

I am writing to express a concern about the degree of truck, four wheel and dirt bike traffic on the tracks and in the woods around the power line in Winchester. There has been heavy usage this spring. They are accessing beyond the rock barriers and through Kelly Farm roads. They are traveling at excess speeds and there is beginning to be "partying" and increased littering. I hope that Fish and Game will give serious consideration to changing the law back to no wheeled vehicles next snow mobile season. The law change appears to be the trigger for this increased heavy usage this spring.

My concern goes beyond the personal affect it has on my own enjoyment of the area. This area is a favorite of horse back riders and people walking. The new traffic is doing heavy damage to the tracks, trails and the Kelly's fields. It is now a very dangerous situation to be riding a horse in this area. They spook the horses and someone is going to get hurt. Kids play back there as well.

I know you folks do your best and can't be everywhere but the law change appears to have given the message that this is now O.K. to use the trails and surrounding woods.

I know everyone has their own choices for recreation but the situation out there is escalating and I hope it can be addressed, especially a second look at the rules for snow mobile trails.

I'd sign my name but I'm afraid of consequences. When I have tried to approach people about the rules in a positive manor, the response was pretty threatening. I even hesitate to write this letter but the situation needs addressing and if noone says anything, nothing will be done.

Thanks

cc: Pisgah State Park
Winchester Police Dept.

Feedback wanted on trail idea

By ERIC ALDRICH
Sentinel Staff

An organization that's trying to arrange a trail along a former railroad bed between Keene and Hinsdale wants people's opinions about the project.

Ashuelot Rails to Trails Association has been working with state officials to formalize arrangements for a trail along the former Ashuelot rail line.

The group of volunteers from Hinsdale, Keene, Swanzey, Winchester and other towns is conducting a survey of people interested in using the former rail bed as a 23-mile trail. The group wants to know how access for the future trail should be controlled.

It is conducting a survey to get that information; a copy of the survey is in an advertisement in today's Sentinel. Surveys can also be obtained from the association, P.O. Box 4, West Swanzey, 03469.

Environmental Agenda:

Sept. 8: Easy hike along Monadnock-Sunapee Greenway in Dublin and Harrisville with the Harris Center for Conservation Education. Group leaves at 10:45 a.m. at Howe Reservoir parking lot off Route 101 in Dublin.

Beginner bird walk with the Monadnock chapter of the Audubon Society of New Hamp-

shire. Three-mile walk in Hinsdale for beginners. Meet at Dunkin' Donuts on Winchester Street in Keene at 8 a.m.

Sept. 9: Clearing trails at the Harris Center. No experience necessary; 9 a.m. at the center in Hancock.

Beginners' bird workshop at Stonewall Farm in Keene, with naturalist David Moon. To register, call 857-7278.

Sept. 10: Hike along Monadnock-Sunapee Greenway in Stoddard with the Monadnock chapter of the Audubon Society of New Hampshire. Meet at the junction Routes 10 and 123 at 7 a.m.

For: Ash Grey
TRAIL BUREAU

GENERAL PUBLIC SURVEY OF ASHUELOT RAILBED USE

ARTA, Ashuelot Rails to Trails Association, is a group of citizens who are promoting the development of the abandoned Ashuelot Branch of the old Boston and Maine Railroad which runs through Keene, Swanzey, Winchester and Hinsdale. This corridor has been purchased by the State of NH and will be managed by the Trails Bureau of the NH Department of Resources and Economic Development. The State, through the Friends of Pisgah, intends to seek input from local towns and user groups to determine the best use of this 23 mile resource. ARTA is asking for individual citizen input in the belief that many potential users may not be reached through organized user groups. We will relay the survey results to the State and the Friends of Pisgah, so that a broad base will be represented in the planning. Please take a moment to complete this survey and mail it to ARTA, PO Box 4, W. Swanzey, NH 03469. Your input is highly valued! Thank You!

Name _____ Phone _____
Mr./Mrs./Ms. First, MI, Last
Town of Residence _____ State _____
User Group Affiliation?

1. Do you think a multi-use trail on the Ashuelot railroad bed would contribute to the quality of life in our region? Y N

Which of the following do you think could occur?

- A. Alternate path for commuting
- B. Bicycle path for children
- C. Attracts tourism
- D. Increases property values
- E. Path for exercise
- F. Access for nature study
- G. Adds to economy
- H. Path for recreation
- I. Safe path for physically challenged individuals
- J. Keeps the corridor intact for future railroad use
- K. Other (Please specify) _____

2. Please indicate how you would use the Ashuelot railroad bed if it were a multi-use trail.

	Highly Likely	1	2	3	4	Highly Unlikely
A. Bicycling (road bike)		1	2	3	4	5
B. Bicycling (mountain bike)		1	2	3	4	5
C. Snowmobiling		1	2	3	4	5
D. Crosscountry skiing		1	2	3	4	5
E. Walking/jogging/hiking		1	2	3	4	5
F. Path for physically challenged		1	2	3	4	5
G. Roller blading		1	2	3	4	5
H. Horseback Riding		1	2	3	4	5

The Keene Sentinel Tuesday, September 5, 1995

I.	Horse and Buggy	1	2	3	4	5
J.	Dog sledding	1	2	3	4	5
K.	Exercise course	1	2	3	4	5
L.	Nature study	1	2	3	4	5
M.	Path for commuting	1	2	3	4	5
N.	Other (Please specify)	1	2	3	4	5

3. How important to your use is having any of the following trail surfaces?

A.	Natural surface	Very Important	1	2	3	4	5	Very Unimportant
B.	Paved surface	Very Important	1	2	3	4	5	Very Unimportant
C.	Hardpacked surface		1	2	3	4	5	
D.	Side-by-side paved/unpaved		1	2	3	4	5	

SEP- 5-95 TUE 4:18 PM

P. 1

Police said the accident occurred at about 4 p.m. A 1989 Honda Civic driven by Erica L. Bollerud, 23, was stopped, waiting to merge onto Main Street from Route 101. Behind Bollerud's car was a 1994 Toyota Tercel driven by Andrea L. Britton, 20, who told police she thought she saw an opening and began to accelerate. But the Civic did not move and Britton's car rear-ended it, causing significant damage.

Stinchfield was a passenger in Bollerud's car; Wheeler was in Britton's. Police had no information this morning on where the drivers live.

Motorized vehicles barred from rail trails

N.H. officials are reminding drivers of off-highway recreational vehicles that rail trails are off-limits in the warmer months.

The reminder wasn't necessary until this year, when state officials allowed wheeled vehicles on those former railroad beds for the first time in the winter. Before that, the only motorized vehicles allowed on the trails were snowmobiles.

But motorcycle and all-terrain vehicle drivers still aren't allowed on those trails during the spring and summer. The ban is to protect both the trails and the bicyclists, hikers and joggers who use them.

The rail trails closed to those vehicles in the Monadnock Region are:

- The Ashuelot Branch, from Hinsdale to Keene.
 - The Cheshire Branch, from Fitzwilliam to Keene-Route 101.
 - The Cheshire Branch, from Keene Routes 9, 10 and 12 to Walpole.
 - The Fort Hill Branch in Hinsdale.
- Anyone caught driving an off-

BRIDGE WORK — Don Allen hitches brook water travels through a turn the bridge on Route 9 in Shoddart arch bridge. The bridge is being with a wider one, and the curve at is being straightened on both sides.

Send

highway vehicle on those trails before next winter could be fined and arrested, according to state officials.

"We're just trying to keep everybody straight," said Robert Spertel, program specialist at the N.H. Bureau of Trails. "We don't want anyone getting tagged for riding on the trails when they're not supposed to be."

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Keene Sentinel
4/1/99
Page 3



GENERAL PUBLIC SURVEY OF ASHUELOT RAILBED USE

ARTA, Ashuelot Rails to Trails Association, is a group of citizens who are promoting the development of the abandoned Ashuelot Branch of the old Boston and Maine Railroad which runs through Keene, Swanzey, Winchester and Hinsdale. This corridor has been purchased by the State of NH and will be managed by the Trails Bureau of the NH Department of Resources and Economic Development. The State, through the Friends of Pisgah, intends to seek input from local towns and user groups to determine the best use of this 23 mile resource. ARTA is asking for individual citizen input in the belief that many potential users may not be reached through organized user groups. We will relay the survey results to the State and the Friends of Pisgah, so that a broad base will be represented in the planning. Please take a moment to complete this survey and mail it to ARTA, PO Box 4, W. Swanzey, NH 03469. Your input is highly valued! Thank You!

Name _____ Phone _____
Mr./Mrs./Ms. First, MI, Last

Town of Residence _____ State _____ User Group Affiliation?

1. Do you think a multi-use trail on the Ashuelot railroad bed would contribute to the quality of life in our region? ____Y ____ N

Which of the following do you think could occur?

- A. ____ Alternate path for commuting
- B. ____ Bicycle path for children
- C. ____ Attracts tourism
- D. ____ Increases property values
- E. ____ Path for exercise
- F. ____ Access for nature study
- G. ____ Adds to economy
- H. ____ Path for recreation
- I. ____ Safe path for physically challenged individuals
- J. ____ Keeps the corridor intact for future railroad use
- K. ____ Other (Please specify) _____

2. Please indicate how you would use the Ashuelot railroad bed if it were a multi-use trail.

	Highly Likely	1	2	3	4	5	Highly Unlikely
A. Bicycling (road bike)		1	2	3	4	5	
B. Bicycling (mountain bike)		1	2	3	4	5	
C. Snowmobiling		1	2	3	4	5	
D. Crosscountry skiing		1	2	3	4	5	
E. Walking/jogging/hiking		1	2	3	4	5	
F. Path for physically challenged		1	2	3	4	5	
G. Roller blading		1	2	3	4	5	
H. Horseback Riding		1	2	3	4	5	
I. Horse and Buggy		1	2	3	4	5	
J. Dog sledding		1	2	3	4	5	
K. Exercise course		1	2	3	4	5	
L. Nature study		1	2	3	4	5	
M. Path for commuting		1	2	3	4	5	
N. Other (Please specify)		1	2	3	4	5	

3. How important to your use is having any of the following trail surfaces?

	Very Important	1	2	3	4	5	Very Unimportant
A. Natural surface		1	2	3	4	5	
B. Paved surface		1	2	3	4	5	
C. Hardpacked surface		1	2	3	4	5	
D. Side-by-side paved/unpaved		1	2	3	4	5	

Paul: I got this from John Twitchell. THOUGHT YOU'D LIKE TO SEE IT.

AL



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STATE OF NEW HAMPSHIRE
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
 DIVISION of PARKS and RECREATION

172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856

WILLIAM S. BARTLETT, JR.
 Commissioner

603-271-3255
 FAX: 603-271-2629

Wilbur F. LaPage
 Director
 603 271-3255

Parks Bureau
 603 271-3556

Trails Bureau
 603 271-3254

Information
 and Education
 603 271-3254

Technical and
 Community
 Assistance
 603 271-3627

April 13, 1994

Bruce Fontaine
 159 Liberty Lane
 Keene, NH 03431

Dear Bruce:

Paul asked me to look into your recent request for a route you could take to gather information on OHRV's registered in the Towns of Ashuelot and Winchester.

REGIONS:

Northern
 603 788-3155

Central
 603 323-2087

Southwest
 603 547-3373

Southeast
 603 485-2651

Seacoast
 603 436-1552

Well, here's the contact person and address for that type of information:

NH State Prison for Women
 OHRV Division
 ATTN: Greg Weeden
 317 Mast Road
 Goffstown, NH 03045-2417

There may be a slight fee for that type of information, however, I'm sure Gregg will be able to help out.

Sincerely,

Alan W. Smith, Program Specialist
 Trails Bureau

AWS/s

Discover the New Hampshire Heritage Trail



Paul Gray
BOHV
PO Box 856
Concord NH 03302

RECEIVED

MAR 31 1994

D.R.E.D.

Dear Paul;

I hope you can help us out. Our Club, The Ashuelot Valley Blazers, is interested in purchasing a list of all the OHRV'S Registered in Winchester and Ashuelot. We would like this list for the purpose of recruiting new members. If you could send us the information we would need it would be very helpful. If not could you direct us to whomever would have the information we requested. Thank you very much.

Yours truly



Bruce Fontaine
Secretary,
Ashuelot Valley Blazers

Bruce Fontaine
159 Liberty Lane
Keene, NH 03431

~~\$~~ for a fee.

Need to request from Correction Dept
NH ST. PRISON FOR WOMEN
GREG WEEDEN OHRV DIV.

317 MAST RD

LOBSTOWN 03045-2417



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

RECEIVED

July 31, 1996

AUG - 5 1996

LEON S. KENISON, P.E.
COMMISSIONER

D.R.E.D.

*503
F4I
86*

William H. Appel
85 Washington St.
Keene, NH 03431

Dear Bill,

You recently inquired about compliance requirements that would protect the recreational uses of abandoned railroad corridors in Cheshire County. I have done some research on the questions you raised about the impact that highway or other projects may have on the recreational corridors.

As you know, the state purchased these corridors with Transportation Enhancement funds, as authorized by the provision allowing purchase of abandoned railroad corridors. There is no statutory or regulatory requirement that the corridors be used for recreational purposes, although this was and remains the Department's intent. Thus, there is no limitation on actions that may have an impact on the recreational use. In practice, the Department will normally consult with the Trails Bureau as projects are being developed that may have an impact on the recreational user. Admittedly this did not happen early in the process of considering the removal of the two railroad bridge abutments, but both departments are now working together to arrive at a mutually satisfactory solution on that issue.

I believe that the Trails Bureau and this Bureau have provided any town officials in the area with all information they have requested on the railroad corridors and their acquisition.

With regard to the Keene project and its impact on recreational use, since this is a major project in the region I am sure there will be ample opportunity for local input on how to accommodate trail users. Although I am sure the Department will be responsive to a local request to accommodate recreational users as much as feasible, the mere existence in the past of a railroad crossing of Route 101 in no way means that in the future a recreational crossing must be provided. It is unlikely that a trail crossing at grade of Route 101, a limited access highway, would be possible. For more information on the procedures for permitting such crossings, you could contact the maintenance district at 352-2302 or Edward E. Kyle, assistant highway maintenance administrator, at 271-2693.

I hope this information is helpful.

Sincerely,

Christopher Morgan
Administrator

cc: Trails Bureau
James F. Marshall, Director, Public Works & Transportation

File: Aban/Ashuelot

RECEIVED

JAN 11 1996

D.R.E.D.

Craig & Kathleen Della Penna
639 Silver Street
Agawam, MA 01001-2986
413-789-2256

Sunday, January 07, 1996

Bob Spoerl, Program Specialist
State of New Hampshire
Department of Resources and Economic Development
P.O. Box 856
Concord, NH 03302

Dear Bob:

I just wanted to send you a copy of what we sent to Finn Posner about what Kathy and I hope to accomplish with the Ashuelot Station.

I'll let you know when the slide show firms up and hope you can come.

Sincerely,



Craig P. Della Penna

Craig P. & Kathleen A. Della Penna
639 Silver Street
Agawam, MA 01001-2986
413-789-2256 Eve.
413-534-4331 Day.

Sunday, January 07, 1996

Finn Posner
State of New Hampshire
Bureau of Railroads & Transportation
91 Airport Road
P.O. Box 483
Concord, NH 03302-0483

Dear Finn:

It was a pleasure to speak with you on December 28, 1995 regarding the possibility of our purchasing the Ashuelot Station in Winchester, NH. You mentioned a series of procedures that are standard for the purchase of State-owned property. Please correct me if I'm wrong in the terms or in the order of sequence

- (1) Write a letter telling you who we are, and what we intend to do with the building
- (2) It must be declared surplus to the State of New Hampshire's needs. This is decided by a legislative subcommittee known as the Council of Resources and Development.
- (3) The property must be appraised at our expense.
- (4) Another legislative committee (The name of which I'm not sure) will decide on the matter. I think that we will have to appear and testify before this body.
- (5) The Governor's Council will handle the closing.

And with all that said-and-done let me begin the letter writing phase of this process.

I am in my early-forties and have been employed for the past five years as the manager of Railroad Distribution Services, an industry leader in inter-modal transportation. My wife, Kathleen has been employed for twenty-three years by the State of Massachusetts, Division of Employment & Training most recently as a Review Examiner. We have no children and are financially secure .

As a sideline business I was contracted to write two books on *"The Great Rail-Trails of the Northeast"*. The first one, about trails in New England came out in October 1995 and is doing well enough to go into a second printing later this winter with a second edition of this title in about 15 months after that. The second main book will be about trails in NY and NJ with a tentative publication scheduled for mid 1997.

In the course of the research for these books we found the Ashuelot Rail Trail. As we were cataloging a mileage guide for the trail, we came upon the abandoned Ashuelot Passenger Station in the town of Winchester. Kathy and I both fell in love with it. More than a few times in the course of our travels, we had discussed how it would be fitting for us to find, acquire, and restore an old depot for use as weekend / retirement house. And to provide a badly needed, multi-seasonal, friendly base for trail users.

One day on one of the trips to the Ashuelot, we met Craig Weed at his Hinsdale Station and saw first-hand the scope of a restoration project that we were toying with. It really lit the fire in us so-to-speak. We mentioned to him our dream and he was really in favor of us looking into purchasing the property. He thought that the Cechvala family owned the site (they put up the No Trespassing signs anyway) and might be agreeable to selling to us.

We wrote to them the day after Christmas, asking if they were interested in selling the station. As of yet, we haven't heard back from them.

As a coincidence shortly before the end of the year, Bob Spoerl and yourself were in the area on an inspection of the trail looking for encroachment by the abutters and also to meet with Craig Weed at his house. He thought to call me when you left, telling me of the state's interest in preserving the right-of-way from encroachers and also to mention that you folks felt that the station was owned by the State of New Hampshire.

Now that we are up-to-date, I'd like to quickly go over what we feel that we could do to improve the site and be a positive influence to the area.

- (1) We would secure the site with a burglar / fire sensing system.
- (2) We would undertake a restoration of the building to meet all current town and state building codes for a residence of that sort.
- (3) We would finish the outside in the color scheme appropriate for a Boston & Maine RR station of that era.
- (4) The exterior would include correct appointments that would lend themselves to welcoming trail-users. A baggage cart that held water for thirsty summer travelers along with brochures of the trail, nearby attractions, and happenings.

Gardens and plantings would be both perennial and annual type so something would be in bloom from Spring to Fall. Minor tools and air would be available to bicyclists.

- (5) The site could be used as the base of operations for on-trail activities. These might include yearly seminars by covered-bridge experts (to take advantage of the old #1 nearby). Children oriented activities might include evening camp-fire tales told by local authors or storytellers. Some other interesting trail oriented activities might include some walks / talks about the RR or industrial archaeology that is still visible or nature oriented walks to discuss the flora and fauna that is around the neighborhood .
- (6) In the winter the parking area could be used for snow-mobilers and the services that we could offer would be perhaps use of tools for minor repairs etc.

I feel certain that Kathy and I could go beyond the mechanical restoration of a lovely old depot. We would bring some warmth and a sense of being caretakers to a historic and important site.

We would bring to the area something more than a destination for tourism.

We would bring a place that the residents of Winchester-Ashuelot will be proud to say is in their community.

Sincerely,

Craig P. Della Penna



STATE OF NEW HAMPSHIRE
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
DIVISION of PARKS and RECREATION
172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856



ROBB R. THOMSON
Commissioner

FAX 603 271-2629
WEB: www.nhparks.state.nh.us
E-MAIL: nhparks@dred.state.nh.us

RICHARD MCLEOD
Director
603 271-3556

July 21, 1997

Officer Richard Marcou
State of New Hampshire
Fish and Game Department
25 State Route 9
Keene, NH 03431

COPY

Dear Officer Marcou,

Thank you for your recommendations on controlling the illegal activities occurring on the Ashuelot Branch Rail Trail.

While we are not required to post no use signs in order to enforce the state laws, you are probably correct that they would be advantageous in a court case. Considering both departments share responsibilities in the OHRV program, help with posting and keeping it posted would be greatly appreciated. If you need additional signs please contact us and we can mail them out.

We are also planning to post the enclosed public notice in the local papers, to see if that helps in getting the message out.

Sincerely,

Bob Spoerl
Program Specialist

rs

cc: Clyde Kimball, Area Supervisor



STATE OF NEW HAMPSHIRE
 DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
 DIVISION of PARKS and RECREATION
 172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856



ROBB R. THOMSON
 Commissioner

RICHARD MCLEOD
 Director
 603 271-3556

March 21, 1996

FAX 603 271-2629
 WEB: www.nhparks.state.nh.us
 E-MAIL: nhparks@dred.state.nh.us

Chris Berg, Conservation Officer
 NH Department of Fish and Game
 Region 4
 25 State Route 9
 Keene, NH 03431

COPY

Dear Chris,

It has been brought to my attention that you are looking for information regarding the use of ATV's and motorcycles on the newly acquired rail corridors in your district. The federal funds that were used by DOT, Bureau of Railroads and Public Transportation to purchase the corridors specifies they cannot be used for motorized recreation with the exception of snowmobiles.

The Bureau of Trails has an agreement with DOT to operate the corridors as trails, but we are held to the above constraint. I have enclosed a copy of the agreement and pertinent DRED rules (Res 8500 & Res 8300) that address the use of OHRVs on DRED properties. More specifically, Res 8501.01(a) states "no person shall operate an OHRV on DRED properties except in areas or trails established by the bureau for OHRV use", and Res 8503.01(c) states "no person shall operate a trail bike or ATV off established bureau trails on DRED properties as listed in Res 8300". These corridors have not been established as OHRV trails and therefore anyone riding on them is operating illegally and should be prosecuted. Our statutory authority is found in RSA 215-A, and in RSA 216-F.

If you need more information or input, feel free to call so we can continue to protect this important state resource.

Sincerely,

E. Paul Gray
 Trails Bureau Chief

EPG/BS/s



Wayne E. Vetter
Executive Director

State of New Hampshire
Fish and Game Department
Region 4

25 State Route 9, Keene, NH 03431
(603) 352-9669

Headquarters
2 Hazen Drive
Concord, NH 03301

TDD Access: Relay NH 1-800-735-2964
Fish and Game Headquarters: (603) 271-3421

RECEIVED

JUN 26 1997

D.R.E.D.

June 24, 1997

Bob Spoerl
Program Specialist
Department of Resources and Economic Development
Division of Parks and Recreation
Bureau of Trails
PO Box 1856
Concord, NH 03302-1856

Dear Mr. Spoerl,

Thank you for your letter dated June 10, 1997 regarding the illegal ATV activities in the Town of Swanzey. A review of the area does confirm the complaint and ATV activity in the area. I have also received other complaints from abutters in the area regarding the same problems.

It has been my experience that once an area is utilized as a trail for snowmachine activity, its is extremely difficult to keep these same riders off and out of the same trail system that they used in the winter during the summer.

I recommend the following to help correct the current situation. While it may not be financially feasible to erect gates and barways at the road and trail crossings, I feel it is imperative and beneficial that the area is posted with signs that call to the attention of the off road riders that the corridor is not open for wheeled vehicle activity. The above posting would be especially advantageous for law enforcement in a contested court case. Additionally, posting provides a stagnant educational tool for periods when the area cannot be actively patrolled by law enforcement. I feel this is a necessary first step to addressing and managing the problem.

Wild
Discover New Hampshire



STATE OF NEW HAMPSHIRE
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
DIVISION of PARKS and RECREATION

172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856

WILLIAM S. BARTLETT, JR.
Commissioner

603-271-3255
FAX: 603-271-2629

Director
603 271-3255

August 23, 1995

Parks Bureau
603 271-3556

Theodore P. Smith
Chief of Police

Trails Bureau
603 271-3254

Troy Police Department
16 Central Square

Information
and Education
603 271-3254

Troy NH 03465

Technical and
Community
Assistance
603 271-3627

Dear Ted:

REGIONS:

Northern
603 788-3155

Central
603 323-2087

Southwest
603 547-3373

Southeast
603 485-2651

Seacoast
603 436-1552

The railroad line in Troy (commonly called the [redacted] is now in State of New Hampshire ownership. It was purchased with federal ISTEAs funds a short time ago by the Department of Transportation's Bureau of Railroads and Public Transportation. We at the Bureau of Trails are the stewards of the line and are responsible for the management thereof.

The answer to your question regarding the use of ATV's on the Cheshire Branch is very clear-cut. Because ISTEAs funds were used to purchase the line, federal guidelines dictate that "NO OHRV's", other than snowmobiles in winter, are to be operated upon the corridor. Furthermore, there is "NO LANDOWNER PERMISSION" granted to any person or persons using the line for OHRV use, with the exception as previously stated. However, law enforcement officers may utilize OHRV's on the rail corridor in performance of their duties.

Thanks for your query and if this office can be of further assistance simply contact either myself or our Bureau Chief, Paul Gray.

Sincerely,

Alan W. Smith, Program Specialist
Bureau of Trails

AWS/s

Discover the New Hampshire Heritage Trail



TDD ACCESS: RELAY NH 1-800-735-2964 recycled paper

DIVISION OF PARKS AND RECREATION 603-271-3255



**THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION**

October 17, 1996

**LEON S. KENISON, P.E.
COMMISSIONER**

Lee Ann Blastos, Business Administrator
Jaffrey-Rindge Cooperative School District
10 Main St.
Jaffrey, NH 03452

Dear Ms. Blastos,

Thank you for your letter concerning the possible sale of a portion of the former Monadnock Branch railroad line to a third party. I appreciate knowing of the school district's interest in maintaining a recreational corridor on this line.

It is our intent to maintain a continuous corridor for trail use. We have agreed in principle to accept a recreational easement on the parcel in question off County Road, which would guarantee access for trail users, in exchange for allowing the land sale to go forward. This transaction has not yet taken place, but I am hopeful we will be able to meet this objective. I have also notified Guilford Transportation Industries of the state's interest in acquiring the rest of the corridor from the state line to Route 124 in Jaffrey.

Again, thanks for your interest in this matter, and feel free to contact me if you need any further information.

Sincerely,

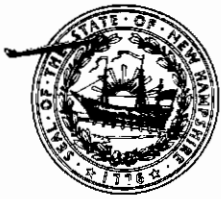
A handwritten signature in cursive script, appearing to read "Christopher Morgan".

Christopher Morgan
Administrator

File:Aband/Monadnock

BUREAU OF RAIL & TRANSIT

91 AIRPORT RD. ■ PO BOX 483 ■ CONCORD NH 03302-0483 ■ TELEPHONE: 603-271-2468 ■ FAX: 603-271-6767
TDD ACCESS: RELAY NH 1-800-735-2964



STATE OF NEW HAMPSHIRE
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
DIVISION of PARKS and RECREATION

172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856

TEL. 603 271-3255
FAX 603 271-2629

Commissioner

RICHARD MCLEOD

Director
603 271-3556

October 28, 1996

Parks Operations
603 271-3556

James & Gail Thomas
PO Box 125
34 School St
Troy, NH 03456

Ski Operations
603 271-2006

Trails Bureau
603 271-3254

Dear Mr and Mrs Thomas,

Community and
Technical
Assistance
603 271-3627

Thank you for taking time to write to us with your concerns about the Cheshire Branch Recreation Trail.

Information
and Education
603 271-3556

The state took ownership of the corridor in October of 1994 from Guilford Transportation. Since that time we have been working with the local community and snowmobile clubs to develop the corridor for recreational use. In your letter you addressed many different concerns that have to do with the management and maintenance of the corridor.

REGIONS:

Northern
603 788-3155

Central
603 323-2087

Southwest
603 547-3373

Southeast
603 485-2651

Seacoast
603 436-1552

Your concern about the speed that some of the sleds travel at is a legitimate one. In our state laws, RSA 215-A:6, the speed limit on trails where no limit is posted is 45 MPH. All law enforcement officers are able to enforce this law. Trash and illegal use, including ATV's and motorcycles, should be limited by the control gates we are installing. The esthetic qualities of the trail are definitely impacted when the work is first done but when it is finished I am sure it will be a trail you will enjoy using no matter what your mode of recreation is. You are correct that it is illegal to burn railroad ties and I will be alerting the club to that fact. Snowmobiles are not permitted to run on the sidewalks unless they have permission from the town selectmen, also found in RSA 215-A:6.

I did notice that you acknowledge that not all snowmobile operators are irresponsible. I would encourage you to contact the local snowmobile club and work with them. The clubs have an excellent record of working with the local community and land owners. The address of the club doing the work in your area is the Monadnock Sno Moles, Tom Coneys, Bancroft Road, Rindge, NH 03461.

Please let me know if, after you have contacted the club, you still have concerns about the trail and the effects it will have on your community.

Sincerely,

Bob Spoerl
Program Specialist

cc: Tom Coneys

rs



October 20, 1996

Bob Spoerl
Division of Parks and Recreation
N.H. Trails Bureau
Po Box 1856
Concord N.H. 03302-1856

RECEIVED

OCT 23 1996

D.R.E.D.

Recently it has come to our attention that the State of N.H. has purchased the old Railroad land in Troy for use as a hiking, biking, cross country skiing and snowmobile trail. We have many concerns regarding this issue. Your name was given to us by Barb Skuly, she thought you might be able to help us or can direct us to the appropriate person.

The first concern we have is the tracks are 150 feet behind our house and we have small children who play in our back yard. The Troy Elementary School is one house away from us, and is less than 100 feet from the tracks. The big problem we had last year is at all hours of the day, and night the snowmobiles go along the old train tracks. We would not object to the snowmobiles if all the riders used common sense. The problem is about half the snowmobile drivers go over 50 miles an hour down the tracks now that they have smoothed out all the bumps. Somebody is going to get killed. I would like to see someone try to ski down the tracks and live to tell about it. A co-worker recently bragged that he and his friends go as fast as 75 MPH behind my house. Isn't there some way to reduce the speed, such as police monitoring?

The second problem we have had is with the snowmobiles trying to get to the railroad tracks. Last year one individual almost ran over my daughter and the Nun who lives across from us when they were walking on the sidewalk. I know not all snowmobile drivers are this inconsiderate but I fear someone is really going to get hurt here. Do all communities in NH let snowmobiles fly in high residential areas?

The third problem we have encountered is with the maintenance that is being done to the tracks. It used to be an enjoyable walk down the railroad tracks, there was plenty of room for my whole family to walk side by side with room to spare. We used to see some wildlife when walking down the tracks. For example rabbits, deer tracks and a family of pheasants. Now all you see is dug up old railroad ties, trees, and brush piled up on both sides of the railroad tracks. We were informed by Mr. Holman that they plan to burn these piles. First of all I believe it is illegal to burn old railroad ties with creosote on them. Second of all one big pile is behind my house pushed into a thick tree area onto private property. If Mr. Holman burns this pile he runs a big risk of taking many houses with it. They also dug up along the side of the tracks making

PO Box 125, 34 School St., Troy, NH 03465

drainage possible just past our house but they put nothing to stop the erosion. It is worse than when the drainage went down the middle of the tracks.

I will be the first one to tell you not all was well before they started. Many of the neighbors have made brush piles along the tracks and some even throw rubbish by the tracks. My house was that way when I bought it 10 years ago but I cleaned up the area and made it look nice. We used to have four wheelers going by all summer long but they at least went a reasonable speed. Probably because of the mounds of dirt they had to go over which has since been removed by volunteer workers.

I know most of the work on the tracks is done by volunteers. The volunteers are people like Mr. Holman who have lots of big equipment and do massive amounts of damage in hours that takes someone like myself with no equipment years to try to fix. I invite you to walk down the tracks and see the work that has gone on for two years. The only thing we see is a path big enough for two trucks to pass each other, with piles of junk on each side. The idea of this is to be able to drive a snowmobile down at high rates of speed in residential areas. If you are a brave soul come back and walk the tracks during the winter or try to ski on them. We will probably see your name on the front page of the newspaper as a victim of a snowmobile hit and run accident.

We look forward to any information you might be able to give us regarding these problems. Thank you for your time.

Sincerely, James & Gail Thomas

James & Gail Thomas

TEMPORARY USE AGREEMENT

Agreement made this ____ day of _____ 19__ between the State of New Hampshire, by and through the New Hampshire Department of Transportation, Bureau of Railroads and Public Transportation, Concord, New Hampshire, hereinafter referred to as the "State" and Moore Forestry, % Kimball P. Moore, P.O. Box 22, Brookfield, MA 01506 hereinafter referred to as "Grantee".

WHEREAS, the State is the owner of a section of land and railroad tracks in the City/Town of Fitzwilliam, County of Cheshire, State of New Hampshire.

WHEREAS, the Grantee is desirous of obtaining temporary use of a portion of the right-of-way of the State-owned Cheshire Railroad being more particularly described as: construct, use, maintain, and reconstruct a logging access road within the right-of-way from approximate Valuation Station 613+00 to 653+00, Map V39.1/12 & 13, hereinafter referred to as the "facility", from the date first written above to December 31, 1996.

NOW THEREFORE, subject to and conditioned upon the performance by the Grantee of all the covenants set forth below, the State grants to the Grantee, permission to construct, use, maintain, repair, and reconstruct said facility on the above-described section of land and railroad.

1. Construction and Maintenance

- 1.1 Grantee agrees that it is liable for the cost of all work required to use, maintain, repair, and reconstruct said facility and that any such work shall be performed at a time and under conditions acceptable to State. At no time shall any work interfere with the use of the property by the State, its lessees or assigns.
- 1.2 The Grantee is required to obtain, before construction may begin, any and all other permissions, permits, and easements required for said facility by federal, state, county, or town governments; and their agencies or boards; or any other political subdivision thereof.
- 1.3 Grantee shall coordinate any and all work within the railroad right-of-way with the Department of Resources and Economic Development's Bureau of Trails, and NHDOT Bureau of Railroads and Public Transportation by contacting railroad personnel at 745-2474 and 271-2468 respectively and giving them a minimum of 48 hours advance notice of the work to be performed in the construction area so that the operating railroad and inspectors can schedule railroad related work around the construction.
- 1.4 At the completion of the term of this Agreement the facility will be inspected and approved by State personnel prior to release of any bonding.

2. Indemnification and Insurance

- 2.1 Grantee and its employees, contractors and agents agree to defend, indemnify and hold harmless the State, its successors, assigns, officers, agents, employees, against any and all loss, cost, damage and expense, including damage to State's property or to the property of others, injury or death to State's employees or to others, due directly or indirectly in any way to the use, maintenance, installation, removal or existence of this facility and to pay the premiums on a policy or policies of insurance covering the following at said facility, designating the State of New Hampshire as additionally insured.
 - 2.1.1 Contractors' Public and Property Damage Liability:
\$1,000,000 each occurrence/\$2,000,000 in the aggregate
 - 2.1.2 Contractors' Protective Public and Property Damage Liability:
\$1,000,000 each occurrence/\$2,000,000 in the aggregate

procurement and delivery to the State of New Hampshire a certificate indicating such insurance acceptable to the State is a condition precedent to the receipt of the easement. Nothing contained herein shall be construed as a waiver of sovereign immunity.

3. Fees

3.1 In consideration of this agreement, the Grantee shall pay to the State a preparation fee of Three Hundred Fifty (\$350.00) Dollars.

4. Bonding

4.1 A performance bond or a bank's irrevocable letter of credit in the amount of \$2500.00 subject to all of the above specified covenants shall be posted with the State of New Hampshire Department of Transportation, Bureau of Railroads and Public Transportation, prior to issuance of this Agreement.

5. Default and Removal

5.1 Should the Grantee failure to perform any of the above specified covenants, the State shall, after fourteen (14) days written notice to Grantee, deny access to the Grantee and if necessary be authorized to utilize the bond to repair any damage to the facility.

IN WITNESS WHEREOF, the parties hereto have executed this agreement in duplicate, the day and year first written below.

GRANTEE

WITNESS:

DATE

STATE

WITNESS

DATE

This is to certify that the above-Agreement has been reviewed by this office, and is approved as to form and execution.

OFFICE OF ATTORNEY GENERAL

DATE



Connecticut River R

C.R.

Abutter challenges rails to trails

TROY

Steven Lindsey
Contributing Writer

TROY — "This was kind of isolated before," said John Fitzpatrick, walking behind his house on a crisp November morning. "(Then) they just sort of came in and put the bridges in," he said.

Fitzpatrick was referring to a new snowmobile trail which was recently built behind his house at 267 Main Street in Troy, on a section of the Cheshire Branch railroad line which runs between North Walpole and Fitzwilliam.

The trail is being built with federal funding under the sponsorship of the Snowmoles, a snowmobile club.

What's happening at the other end of the Cheshire Branch rail line?

As if on queue, a little boy on his bike rode up to the bridge nearest Fitzpatrick's home in the back of an old factory building. He asked permission to proceed. Fitzpatrick answered in the affirmative.

"I think the Dept. of Transportation could learn a lesson from the kid," quipped Fitzpatrick, "It just rubbed me the wrong way."

Fitzpatrick said he was notified to remove a deck which the state said had encroached upon the right of way in a letter written by a NHDOT engineer. He replied by sending them a copy of his deed which Fitzpatrick says conveyed the land to him.

A second letter arrived from NH State Attorney Nicholas Cort which told Fitzpatrick the state owned the railroad right of way, and to remove his deck.

Fitzpatrick contacted his

Continued on page 3

A case of spit or misdirected

Family divided over strange incident

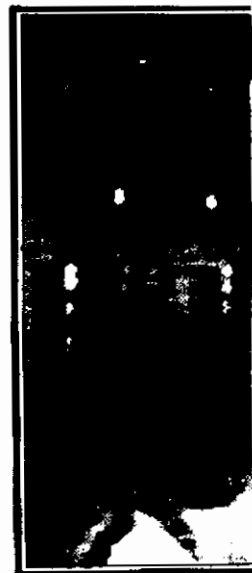
SPRINGFIELD

Steven Lindsey
Contributing Writer

SPRINGFIELD — Four bereaved sisters were put through unnecessary pain—their recently deceased mother was dug-up after the funeral, and her cremated remains left on one of their back porches.

The suspect in the case was another sister, who was apparently alienated from

Continued on page 20



Fiery crash cl



Grim accident scene. At left is what remains of the Lincoln crash that ultimately claimed the life of Ed

Abutter challenges ra

Continued from page 1
attorney Gary Sheldon. A third letter, a notice of eviction arrived, ordering Fitzpatrick to remove the deck. Fitzpatrick challenged the state. He said the corridor formerly used by the B & M was conveyed to him in his deed.

He said the state's version is that the deed statements on the corridor were put there to protect future rights if the railroad corridor was abandoned.

The state, by recently passed legislation, has first rights to railroad corridors no longer used by a railroad company. The state's interest is in protecting the corridor for future uses—as in the case of another railroad, a snowmobile trail, or for fiber optics cable-laying.

Fitzpatrick said he would have challenged the overall premise of the law, saying he doubted that a right-of-way could be transferred to another use such as a snowmobile trail, if he had a small fortune to spend on legal battles.

As it is, he will challenge the state based on his deed. His wood deck extends out from his building into the corridor. The deck was built this fall.

For the state, the deck was provocation, a red flag challenging their ownership. For Fitzpatrick, the deck is merely the continuation of owner-usage of a small part of land at the rear of the building.

The building, known as the Troy Power House, was built as a picking plant for



John Fitzpatrick and his deck. The snowmobile trail can be seen behind him. Note the new bridge in the distance between two of the deck's uprights.

the Troy Blanket mill. Bundles of rags were shipped up from the Boston market via the railroad to the mill, where employees picked the rags and rendered them into smaller parts to be rewoven into blankets.

The state is not challenging the building which encroaches slightly into the rail corridor, since it was built during the last century.

"I want them to recognize it is my land," said Fitzpatrick. He said he was not looking for compensation.

The state, in its petition for ejection, says it is the owner of the railroad corridor, and that Fitzpatrick, as owner of the deck, has refused "to comply with the state's request, but have asserted their ownership of the land in question, without any basis in fact."

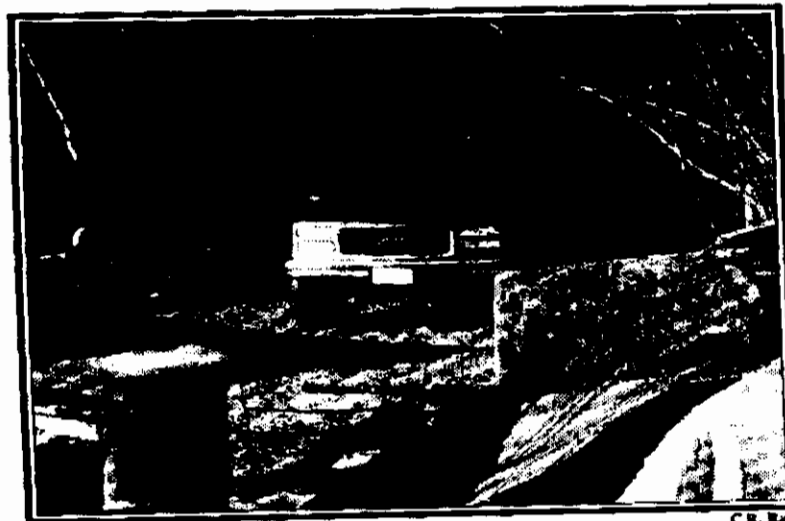
The "structuring conference" of the legal battle will take place on November 26 in Cheshire County Superior Court at 1:30 pm. Both sides will try to reach some sort of resolution at various stages of the legal process.

The state is confident it will prevail according to NH Bureau of Trails Bob Spoerl who said they would not have proceeded with the construction of the two bridges if they were not confident of victory. Spoerl offered his views at last week's Charlestown trails group hearing.

Fitzpatrick says he has nothing against snowmobilers or cyclists. He would like to see some restrictions on the hours of operation. He says his bedroom is about ten feet away from the trail. "I don't want them speeding through here," said Fitzpatrick.

The trail does need further work. Signage regulating user-behavior, and barriers prohibiting auto traffic need to be erected.

Fitzpatrick also criticized the trail program for prohibiting motorized traffic other than snowmobiles. The rural



A GMC truck, apparently driven by a hunter, drove down the line while Fitzpatrick gave his interview. The trail "viator" did not stick around long once his photo was taken, documenting his transgression.

ails to trails

trail will be open to mountain bikers, equestrians, joggers, hikers, and snowmobilers.

Fitzpatrick has always allowed kids with dirt bikes to use the railroad corridor if they asked permission. He would like to see them have a place to go instead of using busy Route 12.

NH does allow motorized use of trails if a petition is successfully circulated advocating this usage.

"The thing that really irks me is they never knocked on my door," said Fitzpatrick. "There was no public hearing," he added.

"If there was one, it was not well-publicized." He said the Troy trail case differed greatly from the trails proposal in Walpole where a trails group is holding open, monthly meetings.

Railroad man criticizes Troy trail

TROY — John Fitzpatrick, a former foreman with the B & M railroad and abutter, criticized a contractor's job of converting a rail bed into a snowmobile trail.

Noting the flatness of sections of the trail, Fitzpatrick said this would result in poor drainage, leading to muddy conditions. The beveled "crown" had been scraped flat.

"When the railroad built a road bed, they did it right," said Fitzpatrick, who takes his dog on the line every day. "Come springtime, this is going to be a mess."

An informal survey of flattened portions of the line behind his property did reveal muddy portions which were largely absent where the bed crown still existed.

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THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

CHESHIRE BRANCH

LEON S. KENISON, P.E.
COMMISSIONER

November 5, 1996

George R. & Freda J. Graves
RR1 Wentworth Road
Walpole, New Hampshire 03608

Rob

Re: Cheshire Line V39.1/47, 2383+00

Dear Mr. & Mrs. Graves:

This is to inform you that the State of New Hampshire has purchased the Railroad Corridor known as the Cheshire Branch from the Boston and Maine Corporation. The date of the transaction was July 5, 1995 and the deed was recorded on August 3, 1995, in book 1530, page 715, Cheshire County Registry of Deeds.

The Bureau of Rail and Transit is ultimately responsible for the property and has executed an agreement with the Department of Resources and Economic Development for the temporary use of the railroad bed for recreational activities.

During a recent inspection of our line we noticed that a gravel road has been constructed thru the railroad bed to access a pit in the vicinity of Old Route 12 just south of the Westmoreland - Walpole town line. We have nothing in our records that permits the crossing nor would we grant such a request. If you have such a document would you please provide us with a copy.

This is to officially notify you that although no immediate action will be taken restoration of the line to at least provide continuous access to trail users is of the utmost concern.

Please contact this office on any information you may have regarding this matter.

Sincerely,

Louis W. Brissette
Right of Way Abstractor

LWB/sim

CC: Paul Gray, Chief, Bureau of Trails, D.R.E.D

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**THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION**

December 2, 1996

**LEON S. KENISON, P.E.
COMMISSIONER**

*Bob
Pelle*

Denise A. Campbell and Jeffrey G. Campbell
South River Road
Walpole, New Hampshire 03608

Re: Cheshire Line, Valuation Sheet 39.1/49

Dear Mr. & Mrs. Campbell:

It was a pleasure meeting with Mrs. Campbell on Wednesday and as a follow up to our conversation, I have enclosed a copy of the Railroad Valuation Map that shows the railroad line bisecting your property. The State of New Hampshire purchased the Railroad Corridor known as the Cheshire Branch from the Boston and Maine Corporation. The date of the transaction was July 5, 1995 and the deed was recorded on August 3, 1995, in book 1530, page 715, Cheshire County Registry of Deeds. The Bureau of Rail and Transit is ultimately responsible for the property and has executed an agreement with the Department of Resources and Economic Development for the temporary use of the railroad bed for recreational activities.

As you know we staked the line using white and green flagging or risers measuring as near as possible from the old center of the tracks. These risers are set at or within a couple of feet of the actual property line and give an approximation of its location. It is apparent that the land behind the home near the deck is State property.

The detour that deviates from the railroad bed and runs parallel in a South, North direction to meet with the trail on Mr. Hubbard's property is on someone else's land. We have no authority to trespass and therefore must utilize the corridor as it exists.

We realize and understand your concerns about the safety of your children and yourselves co-existing with the usage of the corridor by trail users, but I am sure that they will take that into consideration when passing by the home.

In the meantime I would suggest that you might want to consider leasing some of the State's property that you are now utilizing for your back yard.

BUREAU OF RAIL & TRANSIT

91 AIRPORT RD. ■ PO BOX 483 ■ CONCORD NH 03302-0483 ■ TELEPHONE: 603-271-2468 ■ FAX: 603-271-6767
TDD ACCESS: RELAY NH 1-800-735-2964



FITZWILLIAM POLICE DEPARTMENT

P.O. BOX 488 • FITZWILLIAM, N.H. 03447 • 603-585-6565

December 9, 1998

Division of Parks and Recreation
Trails Bureau
Concord, N.H.

Attn. Robert Spoerl

Dear Bob,

A quick note to you regarding the old rail system through Town. I have read a recent newspaper article published in the Keene Sentinel stating that the trail system is now allowing wheeled OHRV's to use the trails. Is this the case??

Could you please clarify this as soon as possible. I along with our officers are getting questioned by citizens on the official lifting of the once banned OHRV's .

If you'd like, please be informal and just fax me a reply at 585-7760.

Thank you.

Sincerely,

Bruce L. Newton
Chief of Police

*Called Him
12/10
BS*



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

LEON S. KENISON, P.E.
COMMISSIONER

*Bob
File*

December 2, 1996

RECEIVED

DEC - 5 1996

D.R.E.D.

Dale Hubbard
Old Drewsville Road
Walpole, New Hampshire 03608

Re: Cheshire Line, Valuation Map 39.1/49 & 50

Dear Mr. Hubbard:

It was a pleasure meeting with you this past Wednesday to discuss the State's railroad corridor that bisects your property and your rights. As promised I have enclosed the copy of the RSA 228:60 regarding acquisition of railroad property.

I will continue to pursue the possibility of establishing a cross easement in regards to the usage of the trail. In the meantime should you have any questions or concerns please feel free to contact me.

Sincerely,

Louis W. Brissette
Right-of-Way Abstractor

LWB/sim
Enclosure

cc: Paul Gray, Chief
Trails Bureau, D.R.E.D

S:\SANDY\WORD\ENCROACH\LETTERS\HUBBARD1.DOC

BUREAU OF RAIL & TRANSIT

91 AIRPORT RD. ■ PO BOX 483 ■ CONCORD NH 03302-0483 ■ TELEPHONE: 603-271-2468 ■ FAX: 603-271-6767
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RECEIVED

JAN 29 1996

D.R.E.D.

STATE OF NEW HAMPSHIRE
INTER-OFFICE COMMUNICATION

DATE: January 26, 1996

FROM:  Christopher Morgan, Administrator
AT: Bureau of Railroads
and Public Transportation

SUBJECT: Cooperative Agreement

TO: Paul Gray, Administrator
Bureau of Trails, DRED

Enclosed is a signed copy of the agreement for DRED management of the state-owned abandoned railroad corridors.

Thanks for the time you have devoted to drafting and reviewing this agreement. I am confident it will improve our efforts to work together to benefit the public use of these resources.

COOPERATIVE AGREEMENT

Agreement this 23rd day of January, 19 96 by and between the New Hampshire Department of Transportation, herein after DOT, and the New Hampshire Department of Resources and Economic Development, herein after DRED.

Whereas, with the approval of the Governor and Executive Council DOT in the name of the State of New Hampshire has acquired certain railroad corridors as described in attachment A.

Whereas, DRED, Division of Parks and Recreation, Bureau of Trails desires to use the corridors for multi-use trails as part of the statewide trails system provided for in RSA 216-F;

Now therefore, DOT, Bureau of Railroads and Public Transportation and DRED, Division of Parks and Recreation, Bureau of Trails enter into the following cooperative agreement regarding the use and maintenance of certain railroad corridors as described in attachment A.

DOT, Bureau of Railroads and Public Transportation hereby agrees as follows:

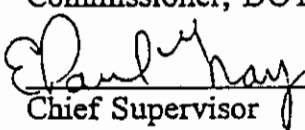
1. To grant to DRED, Division of Parks and Recreation, Bureau of Trails, the authority to use and maintain the corridors as described in attachment A, for recreational purposes in conjunction with the Statewide Trails System provided for in RSA 216-F, except as provided in Section 5.
2. That DRED, Division of Parks and Recreation, Bureau of Trails may grant "Special Use Permits" to private parties, and/or municipalities for purposes of trail construction and/or maintenance or for other uses consistent with the intent and purpose of this agreement and as authorized by New Hampshire Statutes. Agreements may be for periods of up to two (2) years, however, said permits may be terminated on one hundred eight (180) days written notice if all or any part of this property is needed for transportation of goods or services of any kind or for any other purpose deemed necessary by the Commissioner, DOT.
3. To reserve the right to terminate or modify this agreement on one hundred eight (180) days written notice if all or any part of these corridors are needed for transportation of goods or services of any kind or for any other purpose deemed necessary by the Commissioner, DOT.
4. To consult with the Bureau of Trails prior to entering into agreements, easements, or special use permits with third parties that would affect the use of the corridor as a recreational trail.
5. To pay a mutually agreed portion of actual expenses, invoices to be submitted by DRED, to maintain the properties and facilities which shall include but not limited to drainage, culverts, walls, crossings, bridges and structures. The Department of Transportation shall not be liable for expenses in excess of the revenues generated for the Special Railroad Fund from those corridors listed in Attachment A.
6. To reserve to itself the decision, whether, when and how repairs will be made on

major maintenance expenditures such as but not limited to bridge collapse, culvert washout, and slope failure.

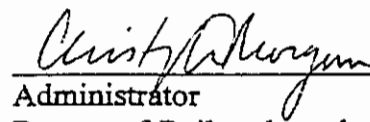
DRED, Division of Parks and Recreation. Bureau of Trails hereby agrees as follows:

1. To recognize and respect the articles and reservation as found in the Boston and Maine Corporation Deeds to the State of New Hampshire, DOT.
2. To accept the corridors described in attachment A and utilize the same for recreational purposes in conjunction with the State Trail System provided for in RSA 216-F.
3. To cooperate in the management of the corridors including protecting the states ownership rights and maintenance of all overhead, surface, and/or underground facilities, drainage, culverts, walls, crossings, bridges and structures.
4. To relinquish certain corridors on one hundred eighty (180) days written notice if needed by DOT, Bureau of Railroads and Public Transportation for transportation of goods or services.
5. To pay a mutually agreed portion of actual expenses to maintain the property and its facilities which shall include but not limited to drainage, culverts, walls, crossings, bridges and structures.
6. To prepare and submit, one year in advance, to the Bureau of Railroads and Public Transportation, a yearly plan of maintenance including activities and anticipated costs.
7. To prohibit the installation or use of any facility, unauthorized by DOT, such as, but not limited to pipes, wires, vehicular crossings, and structures which may unreasonably limit the ability to restore rail service should it be required in the future.


Attachment A may be revised upon agreement of the Commissioner, DRED and the Commissioner, DOT.



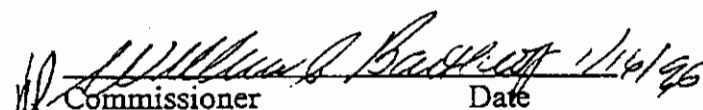
Chief Supervisor 1/8/96
Bureau of Trails Date



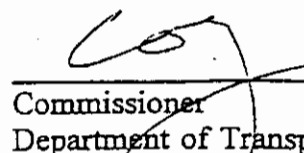
Administrator 1-22-96
Bureau of Railroads and Date
Public Transportation



Acting Director 1/8/96
Division of Parks and Date
Recreation



Commissioner 1/16/96
Department of Resources and Date
Economic Development
rev. 1/96



Commissioner 1/23/96
Department of Transportation Date

ATTACHMENT A

Approximately 21 miles of the so called "Ashuelot Branch" beginning at approximate centerline engineering station ("CLE") 3+20 in the Town of Hinsdale and continuing through the towns or cities of Winchester, Swansey and Keene to the terminus at CLE 1134+65, all within Cheshire County, New Hampshire. Said property is shown on a series of 22 primary sheets entitled, "Right-of-Way and Track Map, Connecticut River R.R. Co., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 42 miles of the so called "Cheshire Branch" beginning at approximate centerline engineering station ("CLE") 569+58.5 in the Town of Fitzwilliam and continuing through the towns or cities of Troy, Marlborough, Swansey, Keene, Surry, Westmoreland and Walpole to the terminus at CLE 2784+05, all within Cheshire County, New Hampshire. Said property is shown on a series of 42 primary sheets entitled, "Right-of-Way and Track Map, Fitchburg R.R. Co., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 8.4 miles of the so called "Conway Branch" beginning at approximate centerline engineering station ("CLE") 2970+00 to CLE 3412+57 all within the Town of Madison, Carroll County, New Hampshire. Said property is shown on a series of 9 primary sheets entitled, "Right-of-Way and Track Map, Boston and Maine R.R. Co., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 8.9 miles of the so called "Fort Hill Branch" from at approximate centerline engineering station ("CLE") 2651+48 to CLE 3120+79.4 all within the Town of Hinsdale, Cheshire County, New Hampshire. Said property is shown on a series of 10 primary sheets entitled, "Right-of-Way and Track Map, Connecticut River R.R. Co., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 4.4 miles of the so called "Fremont Branch" beginning at approximate centerline engineering station ("CLE") 3672+88 in the Town of Fremont and continuing to the terminus at CLE 3907+93 in the Town of Epping, Rockingham County, New Hampshire. Said property is shown on a series of 5 primary sheets entitled, "Right-of-Way and Track Map, Boston and Maine R.R., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 7.75 miles of the so called "Hillsboro Branch" beginning at approximate centerline engineering station ("CLE") 1197+06 in the Town of Bennington and continuing through the towns or cities of Antrim, Deering and Hillsboro to the terminus at CLE 787+77.4 all within Hillsborough County, New Hampshire. Said property is shown on a series of 8 primary sheets

entitled, "Right-of-Way and Track Map, Peterborough and Hillborough R.R., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 8.24 miles of the so called "Manchester and Lawrence Branch" beginning at approximate centerline engineering station ("CLE") 1774+48 in the Town of Salem and continuing through the Town of Windham to CLE 2060+78 at the Windham Derry/Town line then beginning again at CLE 2300+62 to the terminus at CLE 2474+82 all within the Town of Londonderry, Rockingham County, New Hampshire. Said property is shown on a series of 12 primary sheets entitled, "Right-of-Way and Track Map, Manchester and Lawrence R.R., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 59.3 miles of the so called "Northern Railroad" beginning at approximate centerline engineering station ("CLE") 383+59.4 in the Town of Boscawen and continuing through the towns or cities of Franklin, Andover, Wilmont, and Danbury to CLE 2190+15.5, all within Merrimack County and continuing from CLE 2190+15.5 through the towns or cities of Grafton, Orange, Canaan, Enfield and Lebanon to the terminus at CLE 315+69, all within Grafton County, New Hampshire. Said property is shown on a series of 60 primary sheets entitled, "Right-of-Way and Track Map, Northern R.R. Co., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 25.3 miles of the so called "Portsmouth Branch" beginning at approximate centerline engineering station ("CLE") 522+57 in the Town of Newfields and continuing through the towns of Epping, Raymond, Candia, and Auburn all within Rockingham County and terminating at CLE 1967+15.5 in the City of Manchester, Hillsborough County, New Hampshire. Said property is shown on a series of 16 primary sheets entitled, "Right-of-Way and Track Map, Concord and Portsmouth R.R., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 11 miles of the so called "Wolfeboro Railroad" beginning at approximate centerline engineering station ("CLE") 9+50 in the Town of Wakefield and continuing through the Towns of Brookfield and Wolfeboro to the terminus at CLE 611+84.2 all within Carroll County, New Hampshire. Said property is shown on a series of 13 primary sheets entitled, "Right-of-Way and Track Map, Boston and Maine R.R., operated by the Boston and Maine R.R.", dated June 30, 1914, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

Approximately 8.7 miles of the so called "North Stratford to Beecher Falls Line" beginning at approximate centerline engineering station ("CLE") 2457+43.4 in the Town of Colebrook and continuing through the Town of West Stewartstown all within Coos County, New Hampshire and terminating at CLE 2918+50 in the Town of Cannan, Vermont. Said property is shown on a

series of 10 primary sheets entitled, "Right-of-Way and Track Map, Upper Coos Railroad, NH & VT, operated by the Maine Central Railroad Company", dated June 30, 1916, on file with the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P.O. Box 483, Concord, NH 03302-0483.

399-4987

36 Old Rte. 12 N.
Westmoreland, NH 03467

March 9, 2003

George M. Bald, Commissioner
Department of Resources & Economic Development
State of New Hampshire
P.O. Box 1856
Concord, NH 03302-1856

RECEIVED

MAR 11 2003

D.R.E.D.

Dear Mr. Bald:

Yours of March 4th received yesterday on March 8th to which I believe a reply is warranted to clarify a few items.

You mention the unlikely possibility of moving the trail to an easterly location. I can't agree with you more fully as it never crossed my mind you would even suggest such a costly move that actually would probably create a much larger noise problem than already exists, plus the cost would be exhorbitant.

I would much prefer you refrain from erecting signs to reduce speed, no idling, etc. Maybe it helped in other areas but we are already getting flack because I dared to bring our problem into the open. While I have much more matters to do than look into our back yard to see who is either passing, slowing down or stopping to stake out our home, and the latter happens more than we feel comfortable with, word evidently has been passed along that there is an ogre in Westmoreland who is anti recreational vehicles. We are not anti recreational vehicles but have always lived in the country where we had peace and quiet plus a relatively safe atmosphere until this trail became active the past few years, especially the last two. If wanting quiet and safety is being an ogre, then I plead guilty.

As far as the club erecting some form of a fence, my thinking would be this fence would be something more to maintain and no doubt would be an eyesore to both those using the trail as well as the three families that would be forced to look at it from their homes. I believe I have a much better plan, if this is the route that will be chosen.

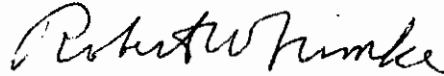
Your last paragraph sounds well on paper but that is not the solution. We cannot expect anyone to spend their time patrolling this area. First off, you may have forgotten but as of this winter, a skimobiler can get on the trail in our back yard and go north to Canada and/or South to the Mass. line. The amount of large groups passing yesterday would indicate that most were not from the immediate area. These are just the ones I noticed going by. The ones in the snowless months are no doubt local as I recognize most of the machines as repeaters time and time again. The latter, of course, are ATV's and dirt bikes, which we both know are being used illegally.

I would think that the best solution would be the one I suggested in my original letter as a minimum amount expenditure and labor would probably be required. I say probably because I did not walk the section closest to the Wentworth Road end as I expected Mr. Robert Spoerl to send a representative to see me as he hoped he could last fall. Time evidently did not permit it or for some other reason he hasn't called as yet for the on site meeting. My suggestion would allow skimobiles, what have you, to go about as fast as they like, not be heard and play to their hearts content, And we would never hear or see them!! Everyone gets his wish, which I am assuming the state is trying to accomplish. I learned on the railroad never to assume anything. I hope I'm wrong this time.

I also have a plan B, which really doesn't accomplish that much and which would be a bit more costly than Plan A. I suggest that someone from the Trails Bureau staff or someone from the Westmoreland Club, or wherever they are from contact me and I would be more than happy to go over both plans. Also bring their camera as the two most important photos were never taken, those being what we see from the rear of our homes.

Something that just came to mind. Our three homes close proximity to the trail certainly will not enhance their possible resale should we be forced to sell for one reason or another. My Plan A eliminates this more than likely problem.

Sincerely,



Robert W. Nimke

cc: Gene G. Chandler
Speaker of the House

P.S. Please send a copy of the above to Rep. Royce as we do not know him or where he is.

*done -
lc
3/11/03*

Margaret Morrison

From: Margaret Morrison
Sent: Friday, June 27, 2003 9:09 AM
To: Bob Spoerl
Subject: FW: TROY RR BED USE?

Margaret Morrison
Bureau of Trails

-----Original Message-----

From: Tom Walsh [mailto:twalsh@mrsd.org]
Sent: Thursday, June 26, 2003 12:23 PM
To: Margaret Morrison
Cc: walshroadtrip@aol.com
Subject: TROY RR BED USE?

To: Chris Gamache?

I have a few questions concerning the use of the rail bed in Troy NH by the logging operation.

**What is the procedure to apply for use of the RR bed by motorized vehicles? and is that stipulated in an RSA?
If it is please supply the RSA.**

First, do they have to post a bond?

Are they required to bring the crown of the bed back to the original surface?

(I feel that the depressions from the extreme vehicle weights will cause puddling and pooling of water causing more damage than any amount of ATV traffic could possibly inflict)

Who is monitoring the operation and how often do they visit the Rail bed?

Why did they have to come from the Troy Depot and not from the south end in Fitzwilliam that would have been a much shorter distance and caused less wear and tear on the RR bed?

Thank you for your attention to these questions.

Sincerely,

Thomas A. Walsh
Troy NH
walshroadtrip@aol.com

6/27/2003

Bob Spoerl

From: Bob Spoerl
Sent: Friday, June 27, 2003 1:52 PM
To: 'walshroadtrip@aol.com'
Subject: Troy Cheshire Recreation trail use

Hello Thomas,

No there are no RSAs pertaining to the use of the railroad bed by special uses. We do any that are temporary in nature here at DRED. Permanent uses are done by DOT. Logging access is temp in nature so we do them here.

Yes they post a bond...in addition to providing \$2M in insurance and sign a Special Use Agreement that stipulates that they will leave the trail in as good a condition as they found it or better. They walk it before use with our area supervisor. We can require them to bring in fill if needed.

Our Area Supervisor visits the site but I can not say how often.

They and the town requested that they access from the town end, due to better road and sight distances where the truck comes out.

Bob Spoerl
Program Specialist, NH Bureau of Trails
603-271-3254
bspoerl@dred.state.nh.us



THE STATE OF NEW HAMPSHIRE **RECEIVED**
DEPARTMENT OF TRANSPORTATION

JUN 16 1994

D.R.E.D.

CHARLES P. O'LEARY, JR.
COMMISSIONER

*File
Rail Trail 1*

June 7, 1994

Bill Appel, Chairman
Ashuelot Rails to Trails Association
P.O. Box 4
West Swanzey, New Hampshire 03469

Dear Mr. Appel:

Thank you for providing me with a copy of your letter to Executive Councilor Bernard A. Streeter, Jr. in which you express support for the efforts of the New Hampshire Department of Transportation (D.O.T.) to preserve not only the Ashuelot but also other rail corridors. I am pleased that the Governor and Council approved the "Settlement Agreement" between the State and Guilford Industries that will preserve an additional 186 miles of rail corridors, including the 23 mile Ashuelot Branch, for transportation, conservation and recreation purposes.

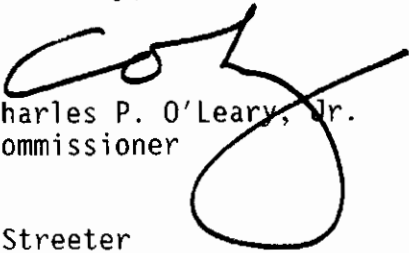
I am enclosing a copy of the aforementioned "Settlement Agreement" for your use. You will note that the Ashuelot Branch is in Phase II of Federal Fiscal year 95. Therefore it is probable that the State will take title sometime in the Summer of 1995. After the D.O.T. takes title on behalf of the State, it is intended that an agreement will be negotiated with the Department of Resources and Economic Development (D.R.E.D.) to develop recreational management plans for the corridor. This Department will work with D.R.E.D. at information gathering meetings for this process.

Regardless of what you are hearing, this Department has experienced complete cooperation from Guilford Transportation Industries insofar as permitting necessary staff and consultants to view these corridors to complete the required appraisal, environmental, and historical reviews.

If you have questions regarding the Settlement Agreement or wish to see the maps of the proposed acquisition feel free to contact William H. Carpenter, Administrator, Bureau of Railroads and Public Transportation, directly.

Thank you again for your support.

Sincerely,

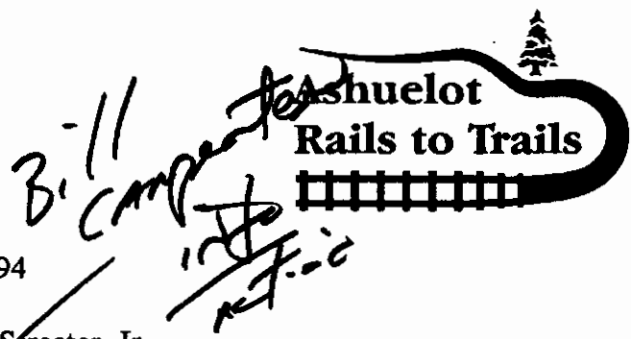


Charles P. O'Leary, Jr.
Commissioner

CPO/sim

Enclosure

cc: Executive Councilor Bernard A. Streeter
William H. Carpenter, Administrator
Bureau of Railroads and Public Transportation
Paul Gray, Chief
Bureau of Trails - D.R.E.D.
Selectmen Town of Hinsdale
Selectmen Town of Swanzey
Selectmen Town of Winchester
Keene City Council



RECEIVED

MAY 31 1994

BUREAU OF RAILROADS AND PUBLIC TRANSPORTATION

RECEIVED COMMISSIONERS OFFICE

MAY 27 1994

THE STATE OF NEW HAMPSHIRE

May 25, 1994

Bernard A. Streeter, Jr.
Executive Councilor, District Five
26 Indiana Drive
Nashua NH 03060

Dear Councilor Streeter:

Your participation at the Southwest Trailhead dedication on May 22 was most welcome, as it was evidence of your continuing support for conservation and recreation opportunity here in Cheshire County. You were among the first to support the mission of the Ashuelot Rails To Trails Association to keep the rail corridor intact for conservation, recreation and transportation purposes.

We have been informed through the media and through informal telephone conversations with representatives in the Department of Transportation that the State of New Hampshire and Gilford Transportation Industries Inc. have agreed to clarify titles, the Ashuelot Branch being one of several. *We would like to have a copy of the agreement which the Executive Council and the Governor signed. A clear understanding of this agreement would help us in continuing our effort to help the towns of Hinsdale, Keene, Swanzey and Winchester and the State of New Hampshire in providing preliminary input in the planning process.*

We are greatly concerned the Ashuelot corridor is continuing to deteriorate rapidly. This causes distress not only to the abutting owners, but to the four communities and concerned recreation interests. There is no doubt in our mind that the State, when it gains clear title to the Ashuelot property, will need all the community town and citizen support it can muster. We hope that the State Department of Transportation can bring about a timely solution of this problem.

We get reports that abutting owners are telling people walking on the corridor to stay off of "their" property. We also hear that GTI has told the State to stay out of its property until title is passed. We enlist your help to assure the State completes the purchase as soon as practical.

Sincerely,

Bill Appel, Chairman

cc: ✓ Commissioner, NH DOT
Town Selectmen / City Council

SETTLEMENT AGREEMENT

AGREEMENT made as of this 6th day of January, 1994 by and among the Boston and Maine Corporation, a Delaware Corporation with its principal place of business at Iron Horse Park, North Billerica, Massachusetts 01862 (hereinafter referred to as "B&M"), the Maine Central Railroad Company, a Maine Corporation with its principal place of business at Iron Horse Park, North Billerica, Massachusetts 01862 (hereinafter referred to as ("MeC"), and the State of New Hampshire, Department of Transportation, with its usual place of business at John O. Morton Building, P. O. Box 483, Concord, New Hampshire 03301-0483 (hereinafter referred to as the "State").

WITNESSETH:

WHEREAS, B&M and the State are opposing litigants in the following cases in the New Hampshire Superior Court relating to ownership of certain railroad lines known as the Northern Railroad, Hillsboro Branch and Manchester and Lawrence Branch:

- (1) Hillsborough North No. 92-E-102;
- (2) Hillsborough North No. 92-E-142;
- (3) Hillsborough North No. 92-E-207;
- (4) Hillsborough South No. 92-E-034;
- (5) Rockingham No. 92-E-162;
- (6) Merrimack No. 92-E-171; and
- (7) Grafton No. 92-E-051;

WHEREAS, B&M claims fee simple ownership of certain portions of the following named railroad lines, among others: the Ashuelot Branch, the Cheshire Branch, the Northern Railroad, the Hillsboro Branch, the Manchester and Lawrence Branch, the Portsmouth Branch, the White Mountain Branch, the Conway Branch, the Lakeport Branch, the Fort Hill Branch, the Gonic Branch, the Hollis Branch, the Blackmount Branch, the Cocheco Branch, the Concord and Claremont Branch, the Goffstown Branch, the Hopkinton Branch and the Greenville Branch all located in the State of New Hampshire (the "Rights-of-Way");

WHEREAS, the State claims fee simple ownership of certain of these same Rights-of-Way pursuant to their original layouts and pursuant to NH RSA 228:60-a(V);

WHEREAS, the parties are desirous of settling the above-referenced litigation and resolving all issues of title, as between the State and B&M, in and to the Rights-of-Way; and

WHEREAS, B&M's affiliate, MeC, owns in fee simple certain portions of a railroad line known as the Mountain Division and Quebec Junction and desires to convey the non-operating portions of said railroad line which are located within the State of New Hampshire to the State and the State desires to purchase the same from MeC.

NOW THEREFORE, in consideration of the promises, covenants, terms, and conditions contained herein, the parties agree as follows:

1. Railroad Lines Subject to this Agreement. The following railroad lines are subject to this Agreement:

- A. Non-Operating Lines: the non-operating portions of the Ashuelot Branch, the Cheshire Branch, the Northern Railroad, the Mountain Division (hereinafter including Quebec Junction), the Fort Hill Branch, the Gonic Branch and the Lakeport Branch (hereinafter, the "Non-Operating Lines"). All of the Non-Operating Lines are more fully described in Exhibit A, annexed hereto and made a part hereof, and are shown on the Valuation Plans indicated by red outline on said Plans. Duplicate sets of said Plans have been initialled for identification by B&M and by the State, contemporaneously with the execution of this Agreement, and are delivered herewith.
- B. Operating Lines: the operating portions of the Hillsboro Branch, the Northern Railroad, the Mountain Division, the White Mountain Branch, the Conway Branch, the Lakeport Branch, the Manchester and Lawrence Branch, the Portsmouth Branch, the Concord and Claremont Branch, and the Hollis Branch (hereinafter, the "Operating Lines"). The Operating Lines do not include those parcels previously conveyed to the state for highway or other public purposes. All of the Operating Lines are more fully described in Exhibit B, annexed hereto and made a part hereof, and are shown on the Valuation Plans indicated by yellow outline on said Plans. Duplicate sets of said Plans have been initialled for identification by B&M and by the State, contemporaneously with the execution of this Agreement, and are delivered herewith.
- C. Abandoned Lines: the abandoned portions of the Hollis Branch, Blackmount Branch, Cochecho Branch, Concord and Claremont Branch, Goffstown Branch, Hopkinton Branch, and Greenville Branch. All of the Abandoned Lines are more fully described in Exhibit C, annexed hereto and made a part hereof.

2. Conveyance of Non-Operating Lines. B&M shall acknowledge, by execution of deeds without covenants running to the State to be recorded in the appropriate Registries of Deeds, the State's acquisition by virtue of RSA 228:60-a(V), all of B&M's right, title and interest in and to the Non-Operating Lines, except the Gonic Branch and Fort Hill Branch and Mountain Division, certain portions of which B&M and MeC, respectively, shall separately convey to the State by release deed without

covenants. In consideration of the settlement of this litigation, the conveyance of certain portions of the Gonic Branch and Fort Hill Branch and the Mountain Division, and the extinguishment of B&M's claims to the Non-Operating Lines, and in payment of just compensation pursuant to RSA 228:60-a(V), the State shall pay to B&M and MeC the total sum of Seven Million Four Hundred Thousand and 00/100 Dollars (\$7,400,000.00), (hereinafter, the "Just Compensation Payment").

3. Conveyance of Operating Lines. Contingent on the State's receipt of the necessary approvals, the State shall convey to B&M by release deed without covenants all of its right, title, and interest in and to the Operating Lines.

In consideration of the conveyance of the State's fee simple interest in and to the Operating Lines, the State shall receive a credit against the Just Compensation Payment of One Million Five Hundred Thousand and 00/100 Dollars (\$1,500,000.00) for a net compensation due to B&M in the amount of Five Million Nine Hundred Thousand and 00/100 Dollars (\$5,900,000.00) (hereinafter, the "Net Compensation").

4. Transfer of Interests; Closings.

- A. Closing I. The first closing under this Agreement (hereinafter, "Closing I") shall take place the earlier of either (i) within thirty (30) days of the State's receipt of all required approvals or (ii) September 30, 1994. It is agreed that time is of the essence of this Agreement. At Closing I, B&M shall convey to the State all of its right, title and interest in and to the Gonic Branch, the Fort Hill Branch, and the Lakeport Branch. At Closing I, MeC shall convey to the State all of MeC's right, title and interest in and to the non-operating portion of the Mountain Division located in the State of New Hampshire, including all rail and other track material located thereon from the Intervale switch north. Rail and other track materials from the Intervale switch to the New Hampshire/Maine state line shall remain the property of MeC, and MeC shall be entitled to remove the same. Upon completion of said conveyances at Closing I, the State shall pay to B&M Two Million Nine Hundred Fifty Thousand Dollars (\$2,950,000.00), by check drawn upon the State of New Hampshire, such sum being one-half of the Net Compensation. At Closing I the State shall also convey to B&M the State's fee simple interest in and to the Operating Lines.
- B. Closing II. On or before September 29, 1995 (hereinafter, "Closing II") B&M shall convey to the State all of its right, title and interest in and to the Northern Railroad, the Cheshire Branch, and the Ashuelot Branch. It is agreed that time is of the

essence of this Agreement. Upon completion of said conveyances at Closing II, the State shall pay to B&M Two Million Nine Hundred Fifty Thousand and 00/100 Dollars (\$2,950,000.00) by check drawn upon the State of New Hampshire, such sum being the final payment of the Net Compensation.

5. Pro-ration of Rents, Etc. All rents, water and sewer fees (if any), and taxes shall be pro-rated as of the date of delivery of the deeds.

6. Title to Abandoned Lines. The State and B&M agree that the railroad easements laid out under Ch. 128 of Laws of 1844 have been extinguished on the Abandoned Lines by operation of law due to their legal abandonment for railroad purposes. The State acknowledges that it has no claim of title to the Abandoned Lines under RSA 228:60-a(V).

7. Acknowledgements, Waivers and Releases.

- A. Operating Lines. The State acknowledges that B&M has, prior to and during the period from June 18, 1991 (the effective date of the amendments to RSA 228:60-a(V)) to the date of Closing I, by contract or otherwise, granted certain property rights in and to the Operating Lines to third parties. The State hereby waives and releases any claim against B&M or any third party grantee or assignee of B&M for any payments received by or payable to B&M prior to or from June 18, 1991 to the date of Closing I.
- B. The Northern Railroad. The State acknowledges that B&M has entered into a certain Fiber Optic Easement Agreement dated August 27, 1987 with AT&T relating to the installation and operation of communications transmission systems in, on, upon, over, under, across, along or through B&M's rail corridor between Manchester, New Hampshire and White River Junction, Vermont, which rail corridor includes the Northern Railroad, v.s. 32.1, Maps 9-67 (hereinafter, the "Northern Fiber Optics Agreement").

B&M has provided the State with copies of the Northern Fiber Optics Agreement, any amendments thereto, and any assignments thereof, including a certain Sale Agreement dated as of January 1, 1988 between B&M and Portland Terminal Company (as sellers) and Peoples Security Life Insurance Company ("Peoples") and Commonwealth Life Insurance Company ("Commonwealth") (as buyers).

The State has reviewed such documents and hereby waives and releases any claims against B&M pursuant to the Northern Fiber Optics Agreement, and any claims against Peoples or Commonwealth for payments made by AT&T to Peoples or Commonwealth.

The State recognizes the validity of AT&T's easement interest which it acquired from B&M pursuant to the Northern Fiber Optics Agreement and waives and releases any claims against AT&T relating to said easement.

8. Covenants of the State. Subject to B&M's full performance of its obligations contained in this Agreement, the State covenants and agrees as follows:

- A. The Abandoned Lines, the Non-Operating Lines (except the Fort Hill Branch and Gonic Branch and the Mountain Division) and the Operating Lines which are the subject of this Agreement are the only railroad lines owned or operated by B&M or Springfield Terminal which were laid out under the Act of December 25, 1844 (Chapter 128), as amended; and
- B. Neither the terms of this Agreement nor the provisions of New Hampshire RSA 228:60-a(V) affect B&M's title to any railroad lines which are not subject hereto.
- C. Any claims brought against B&M within the period allowed by RSA 228:60-a(V) by third-party reversionary interest holders relating to any taking effected by the State under said statute shall be the responsibility of the State.

9. Covenants of B&M. Subject to the State's full performance of its obligations contained in this Agreement, B&M covenants and agrees as follows:

- A. With respect to the Abandoned Lines, the Operating Lines, and the Non-Operating Lines (except the Fort Hill Branch and Gonic Branch and the Mountain Division) which are the subject of this Agreement, B&M waives any and all rights it may have to make a claim for damages pursuant to RSA 228:60-a(V), and the payment provisions of this Agreement are in lieu of any such claims; and
- B. With respect to the Abandoned Lines, the Operating Lines and the Non-Operating Lines, B&M agrees not to challenge the validity of RSA 228:60-a(V).

10. Consent Decrees. Within thirty (30) days after Closing II, and provided that B&M and the State have met all of their respective obligations hereunder, the parties shall execute a court-approved Consent Decree for filing in each of the following actions currently pending in the New Hampshire Superior Court:

- (1) Hillsborough County North, No. 92-E-102;
- (2) Hillsborough County North, No. 92-E-207;

- (3) Hillsborough County North, No. 92-E-142;
- (4) Hillsborough County South, No. 92-E-34;
- (5) Rockingham County, No. 92-E-162;
- (6) Merrimack County, No. 92-E-171; and
- (7) Grafton County, No. 92-E-051.

Said Consent Decrees shall be substantially in the form of Exhibit D, annexed hereto and made a part hereof.

11. Survival of Covenants. The covenants of the State and B&M set forth in Sections 8 and 9, above, shall survive the delivery of deeds and filing of consent decrees contemplated by this Agreement and shall continue to bind the State and B&M, its successors and assigns.

12. Contingencies. This Agreement is contingent upon (1) the State's receipt of all approvals required by law, (2) the approval of the Governor and Council of the State of New Hampshire, and (3) upon the State's obtaining federal funding pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991, or other applicable federal funding legislation.

13. Notices. Any notice or other communication contemplated by or in connection with this Agreement shall be deemed to have been given when made in writing and mailed to the parties, by registered or certified mail with the United States Postal Service, at their addresses as set forth below or at such other address as may hereafter be designated by notice:

If to B&M: Leonard Lucas, Vice President Real Estate
Guilford Transportation Industries, Inc.
402 Amherst Street - Suite 300
Nashua, New Hampshire 03063-1287

With a copy to: James Q. Shirley, Esq.
Sheehan Phinney Bass + Green, P.A.
P.O. Box 3701
Manchester, NH 03105-3701

If to the
State: William H. Carpenter
Administrator, Bureau of Railroads
Department of Transportation
P. O. Box 483
Concord, NH 03301-0483

With a copy to: Michael Walls, Esq.
Senior Assistant Attorney General
Office of the Attorney General
25 Capitol Street
Concord, NH 03301

14. Default; Remedy. In the event that either party, at or prior to either Closing I or Closing II fails to perform such

party's obligations hereunder, the party claiming default shall have the right, in addition to pursuing any other remedy in law or equity, to activate the pending litigation and seek the relief requested therein from the Hillsborough County Superior Court.

15. Binding Effect. This Agreement shall be binding upon the parties hereto, their assigns and successors in interest.

16. Governing Law. This Agreement shall be governed by the laws of the State of New Hampshire as such laws are applied to agreements between New Hampshire residents entered into and to be performed within the State of New Hampshire.

17. No Third Party Beneficiaries. With the exception of those third parties explicitly referenced in Section 6(B) hereof, this Agreement is solely for the benefit of B&M, MeC and the State, and nothing herein shall be deemed to create enforceable rights in any other third parties nor shall this Agreement be referred to in interpreting independent rights and obligations of other third parties.

IN WITNESS WHEREOF, the parties hereto set their hands and seals on the day and year first above written.

BOSTON AND MAINE CORPORATION

F. L. O. P. M.
Witness

By: David A. Fink
David A. Fink, President

MAINE CENTRAL RAILROAD COMPANY

F. L. O. P. M.
Witness

By: David A. Fink
David A. Fink, President

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

Karin Miller
Witness

By: Charles P. O'Leary, Jr.
Commissioner

MJL/1170/AF4
January 4, 1994

EXHIBIT A

"Non-Operating Lines"

<u>Branch</u>	<u>Val.</u> <u>Sec.</u>	<u>Map</u>	<u>Station</u> to	<u>Val.</u> <u>Sec.</u>	<u>Map.</u>	<u>Station</u>
Asheulot	42.5	1	3+20	42.5	22	1134+65
Fort Hill	42.1	52	2651+48	42.1	61	3120+79.4
Cheshire	39.1	12	569+58.5	39.1	54	2784+05
Northern	32.1	8	383+59.4	32.1	68	3515+69
Gonic	6	94	4920+80	6	96	2770+00
Lakeport	4.2	9	434+69.5	4.2	10	512+90
Mountain	17	1	2312+95.5	17	53	5060+25
Quebec Junction	19	1	0+92	19	1	33+00

EXHIBIT B
"Operating Lines"

<u>Branch</u>	<u>Val.</u> <u>Sec.</u>	<u>Map</u>	<u>Station</u> to	<u>Val.</u> <u>Sec.</u>	<u>Map.</u>	<u>Station</u>
Hills- borough	17	1	1+20	17	16	814+55.4
M&L	10	1	1567+28.2	10	4	1772+01
M&L	10	18	2475+72	10	24	2797+25
White Mountain	21	35	1835+35	21	36	56+75
Northern	32.1	1	12+60	32.1	8	383+59.4
Northern	32.1	68	3515+69	32.1	70	3661+48
Lakeport	4.2	8	395+48.5	4.2	9	434+69.5
Lakeport	4.2	10	512+90	4.2	17	891+46
Conway	2	68	3685+31	2	68	3699+12

(All Land North of Line Drawn 33' From Centerline of Main Line)

Conway	4.1	S1	16+81	4.1	S3	322+70
Conway	4.1	5	224+64	4.1	14	702+71
Portsmouth	3	SL55A	-13+05	3	SL55A	33+00

(Formerly V.28, MAP SL1)

Portsmouth	28	2	33+00	28	11	522+57
Portsmouth	28	38	1967+15.5	28	41	2104+08
Concord and Claremont	21	35.1	16+70	21	35.2	92+40
Hollis	6	47	2444+20	6	47	2408+35

EXHIBIT C

"Abandoned Lines"

<u>Branch</u>	<u>Val.</u> <u>Sec.</u>
Hollis	6 (excepting those portions listed on <u>Exhibit B</u>)
Blackmount	21
Cocheco	4.2
Concord and Claremont	21 (excepting those portions listed on <u>Exhibit B</u>)
Goffstown	23.2
Hopkinton	33.2
Greenville	36.4

NOTE: Where an entire rail line is referenced, only the Val. Sec. is given. When necessary to delineate portions of a rail line, the Map and Station referenced are provided.

EXHIBIT D

THE STATE OF NEW HAMPSHIRE

HILLSBOROUGH, SS
NORTHERN DISTRICT

SUPERIOR COURT

Hillsborough County North:

92-E-142 Boston and Maine Corp. V. Charles P. O'Leary, et al.
92-E-102 Boston and Maine Corp. V. Charles P. O'Leary, et al.
92-E-207 State of New Hampshire V. Boston and Maine Corp.

Hillsborough County South:

92-E-034 State of New Hampshire V. Boston and Maine Corp., et al.

Rockingham County:

92-E-162 State of New Hampshire V. Boston and Maine Corp., et al.

Merrimack County:

92-E-171 State of New Hampshire V. Boston and Maine Corp., et al.

Grafton County:

92-E-051 State of New Hampshire V. Boston and Maine Corp., et al.

STIPULATION FOR ENTRY OF CONSENT ORDER

NOW COME the parties to the above captioned cases and agree that the Court issue the following order in these consolidated cases:

1. Docket Nos. 92-E-102 and 92-E-142 shall be marked: "Neither Party. No costs. No further actions to be brought for the same causes, or any combination of them."

2. Docket Nos. 92-E-207, 92-E-034, 92-E-162, 92-E-171, and 92-E-051 shall be marked: "Decree for Petitioner. The State of New Hampshire owns those portions of the Northern Line, the Hillsborough Branch, and Manchester and Lawrence Line described in Exhibits A, B, and C, attached to the respective petitions, in fee simple absolute, unencumbered by any leasehold or other interest of the Boston and Maine Corporation."

WHEREFORE, the parties hereto respectfully pray that the Court enter appropriate orders in accordance herewith.

Respectfully submitted,

BOSTON & MAINE CORPORATION

By its attorneys,

SHEEHAN PHINNEY BASS + GREEN
PROFESSIONAL ASSOCIATION

By:

James Q. Shirley, Esquire
1000 Elm Street, P.O. Box 3701
Manchester, NH 03105-3701
(603) 668-0300

THE STATE OF NEW HAMPSHIRE AND
CHARLES P. O'LEARY, JR.,
COMMISSIONER, DEPARTMENT OF
TRANSPORTATION

By their attorneys,

JEFFREY R. HOWARD, ATTORNEY
GENERAL

By:

Michael J. Walls, Esquire
Senior Assistant Attorney
General
State House Annex
25 Capitol Street
Concord, NH 03301
(603) 271-3675



City of Keene

3 Washington Street

New Hampshire 03431

RECEIVED

JUN 16 1999

D.R.E.D.

June 10, 1999

Mr. Paul Gray, Chief
Trails Bureau
Department of Resources and Economic Development
P.O. Box 1856
Concord, NH 03302-1856

Re: City Council Resolution – ATV Use
City of Keene, NH

Dear Mr. Gray,

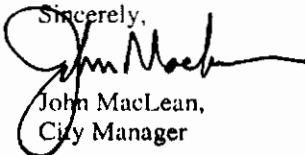
On June 3, 1999, the City Council adopted the enclosed Resolution R-99-15 regarding all terrain vehicle (ATV) use on the rail beds within the City of Keene. The resolution specifically asks that the State Trails Bureau install necessary signage prohibiting ATV's and other similar motorized vehicles from using the state-owned Ashuelot Rail Trail between Emerald Street and the Ashuelot River adjacent to Keene State College within the city limits.

As stated in the resolution, the City of Keene has been awarded federal transportation enhancement funds from the New Hampshire Department of Transportation to construct a paved bicycle/pedestrian path along this corridor in FY 2000/2001. The City of Keene is concerned that the State Trails Bureau's policy allowing ATV's to use this rail bed during the winter snow conditions conflicts with the objectives of this new bicycle/pedestrian path.

Further, the City of Keene's Bicycle/Pedestrian Path Advisory Committee has found that the mixing of pedestrians, bicyclists and ATV's on a paved bicycle path is not safe, particularly in a densely populated downtown area adjacent to a public college. Also, it is our understanding that the Federal Transportation Equity Act of the 21st Century (TEA-21) strictly prohibits ATV's and other motorized vehicles from using paved bicycle paths built with federal transportation enhancement dollars.

Based upon these reasons, we respectfully request your response to this request and your cooperation and assistance in implementing this restriction and installing the necessary signs. Please contact Mr. Rhett Lamb, Planning Director at 352-5474, if you require any additional information.

Sincerely,


John MacLean,
City Manager

352-9804

cc: Commissioner George M. Bald
Mayor & City Council
Tom Powers, Police Chief
Kurt Blomquist, Public Works Director
Rhett Lamb, Planning Director

**Area Code 603
Phone**

Airport 357-9835 • Assessment 352-2125 • City Attorney 357-9806 • City Clerk 352-0133 • Code Enforcement 352-5440 • Facility Maintenance 357-9844
Fleet Services 357-9831 • Fire 357-9861 • Finance 352-1013 • Health 352-5440 • Human Resources 357-9858 • Human Services 357-9809 • Information
Management Services 357-9802 • Library 352-0157 • Mayor 357-9804 • Manager 357-9804 • Recycle Center/Transfer Station 352-5739 • Parks, Recreation &
Facilities 357-9829 • Planning 352-5474 • Police 357-9815 • Public Works 352-6550 • Purchasing 357-9800 • Revenue Collection 357-9801
Water Treatment Facility 357-8483 • Wastewater Treatment Plant 357-9836 • Water & Sewer 352-3239 • Youth Services 357-9810

FAX

Airport 357-9853 • Assessment 357-9857 • City Clerk 357-9884 • City Hall 357-9847 • Fire 358-3420 • Recycle Center/Transfer Station 352-8325
Revenue Collection 357-9898 • Library 352-1101 • Parks, Recreation & Facilities 357-9859 • Police 357-9823 • Public Works 357-9848
Water Treatment Facility 358-1008 • Wastewater Treatment Plant 357-9854

Website

www.ci.keene.nh.us



CITY OF KEENE

R-99-16

In the Year of Our Lord One Thousand Nine Hundred and Ninety-nine

A RESOLUTION Requesting the State of New Hampshire to prohibit all terrain vehicles (ATV) from using the state-owned Ashuelot rail trail corridor between Emerald Street and the Ashuelot River adjacent to Keene State College within the city limits of the City of Keene.
Resolved by the City Council of the City of Keene, as follows:

WHEREAS: The City of Keene's recently adopted Bicycle/Pedestrian Path Master Plan recognizes that Keene will become the hub of a regional public system of bicycle paths and multi-use paths occurring along the Cheshire Branch Rail Line (north and south) and the Ashuelot Rail Line and that these state-owned corridors will interconnect to form a comprehensive and meaningful alternative transportation system within the City limits;

WHEREAS: The City of Keene has been awarded federal transportation enhancement funds from the New Hampshire Department of Transportation in FY 2000/2001 to construct a two-directional paved bicycle path along the state-owned Ashuelot Rail Line between Winchester Street and Emerald Street;

WHEREAS: The City of Keene's Bicycle/Pedestrian Path Master Plan recommends that this paved bicycle path be extended south of Winchester Street along the state-owned Ashuelot Rail Line by Keene State College to a new pedestrian overpass to be built by the New Hampshire Department of Transportation over Route 101 as part of the Keene-Swanzey Bypass Project;

WHEREAS: The Trails Bureau of the State of New Hampshire has recently adopted new rules which now allow ATV use (during the winter months only at this time) on the state-owned Ashuelot Rail Line north of Route 101 to Emerald Street within the city limits of the City of Keene;

WHEREAS: The City of Keene's Bicycle/Pedestrian Path Advisory Committee has reviewed these rules and have found that the mixing of pedestrians, bicyclists and ATV's on a paved bicycle path is not safe, particularly in a densely populated downtown area adjacent to a public college; and,

WHEREAS: The federal Transportation Equity Act of the 21st Century (TEA-21) strictly prohibits ATV's and other motorized vehicles from using all paved bicycle paths built to federal transportation enhancement funding standards.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Keene that the Trails Bureau and the Department of Transportation of the State of New Hampshire install signage expressly prohibiting ATV's and other similar motorized vehicles from using the Ashuelot Rail Trail between Emerald Street and the Ashuelot River within the city limits of the City of Keene.

PASSED

June 3, 1999
In City Council May 20, 1999
Referred to the Planning and
Development Committee.

Patricia T. Russell
Patricia T. Russell, Mayor

Patricia Callahan
City Clerk

A true copy; attest:
Patricia Callahan
City Clerk

More people say they saw it in the Valley Times-Journal!

Bridging gap: Old railroad trestle key to interconnecting bike paths

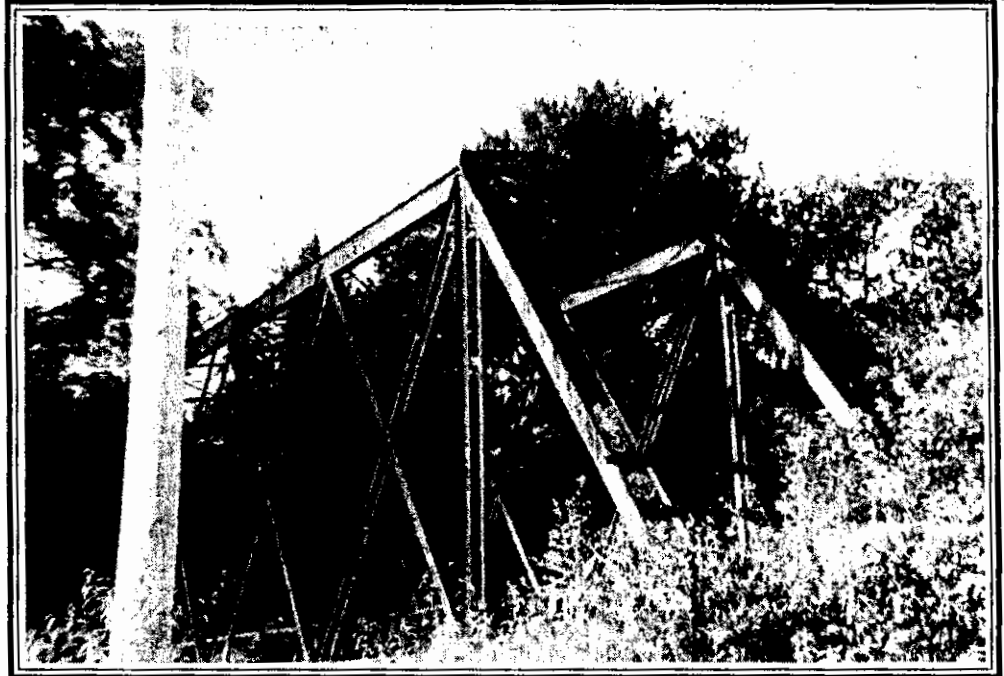
KEENE

by Heather Gray

KEENE—The Elm City is working on creating pathways to give bikers and pedestrians an alternative route for getting around the town. Committees have formed, meetings held, and plans made for an extensive "rails to trails" network. The trails are for non-motorized use.

Phase One of the project, known as the Cheshire Branch Trail, will run from Main Street to Rtes. 9 and 10 in West Keene. It has been approved and authorized by the state and a grant has been obtained to facilitate it.

Continued on page 3



Steven Lindsey

An iron bridge built for the iron horse. This railroad trestle is used by Keene State College students traveling between campus across the Ashuelot River to athletic fields and a nearby shopping center. Rails welded across the bridge portals and signs are ignored at this popular crossing. The bridge was built by the Boston Bridge Works and replaced an earlier covered bridge.

Bridging gap: Old railroad trestle key to interconnecting bike paths

Continued from page 1

Phase Two will run on the old rail bed from Main Street, cross Water Street to Eastern Avenue. The Pathways for Keene Committee is currently working on this segment of the trail system.

Phase Three—not to be completed for several years—will follow the old rail bed from the Center at Keene mall southward, cutting an edge of Keene State College, across Rt. 101 towards West Swanzey.

Squarely in the middle of the plans lies the Ashuelot River and the problem of how to cross it. At one time two railroad trestles, at convenient sites, spanned the river. Today only one remains. Around 1985, one, downstream from the West Street Bridge, was torn down. According to Geordie Heller, a city planner, it may have to be replaced if the bike path is to work.

The remaining bridge lies between the Owl's Nest residential area of Keene State College and the Riverside Shopping Center.

The existing trestle bridge has long been used by students as a short-cut between the campus and the shopping center, even though the college has taken measures to discourage the practice. The KSC grounds department welded iron rails across the bridge to close it off as well as posting signs forbidding it's use. The signs were stolen and the barrier ignored. Travel over the bridge continues.

Plans for the trestle remain in limbo. It is not included in plans presently in the works, but does have clear potential for future use as well as present use by the students. According to Retha Lindsey at the KSC Dept. of Public Relations, the college recognizes that students are using the bridge, but there is not enough

rehabilitation of the span.

Lindsey also questioned the new addition being built by the shopping center and its influence on students' traveling routes. The new building connects the two main shopping center buildings, making student access from the river side difficult. Questions as to liability and funding as well as the span's benefiting the college have arisen.

When one crosses the trestle, one must walk on railroad ties which are spaced five to six inches apart, giving the traveler an unpleasant view of the river running under the bridge. Brush and overgrowth obstruct the route to the bridge. Security is nonexistent.

"Whether sanctioned or not, people are using it," said Chuck Redfern, Chair of Pathways for Keene. "It could be rehabilitated and then it would be no more of a liability than any other sidewalk."

Redfern suggested that by developing the bridge, KSC may also alleviate some of its parking problems. KSC has paved a sizable parking lot off Winchester Street. It is on the bank of the river opposite the campus. The bridge could also give college maintenance vehicles easier access to both sides of the river.

Another group interested in use of Keene's railroad right-of-ways is the Ashuelot Rails to Trails Conservancy. This is the local branch of the National Rails to Trails Conservancy, an organization reaching from coast to coast. The Ashuelot Rails to Trails would like to see the old rail beds turned into pathways for non-motorized use as well.

Bill Appel, a member of the Rails to Trails group, would like to see a network of paths, not only connecting the city of Keene, but also connecting the Elm City with the surrounding towns.

Cheshire County's trail system connected to an even larger system that would begin in Montreal. But this is a long way off. More immediately, he feels that in the next five to ten years the city and the appropriate concerns will begin to focus on breaking out of Keene and into the surrounding towns.

Recently the state acquired the old rail corridors as well as the iron bridge. Bill Apple sees this as encouraging. When the property was privately owned the public had no legal access to the corridors. Now the state has taken possession and it is possible to develop the rail corridors into pathways.

Examples of rail beds turned into trails are found in Massachusetts. Eight-and-a-half miles of rail bed have been rehabilitated between Northampton and Amherst, connecting the colleges in the region. Another trail, known as the Minuteman Trail, runs from the Alewife station on Boston's subway system out to Bedford, MA.

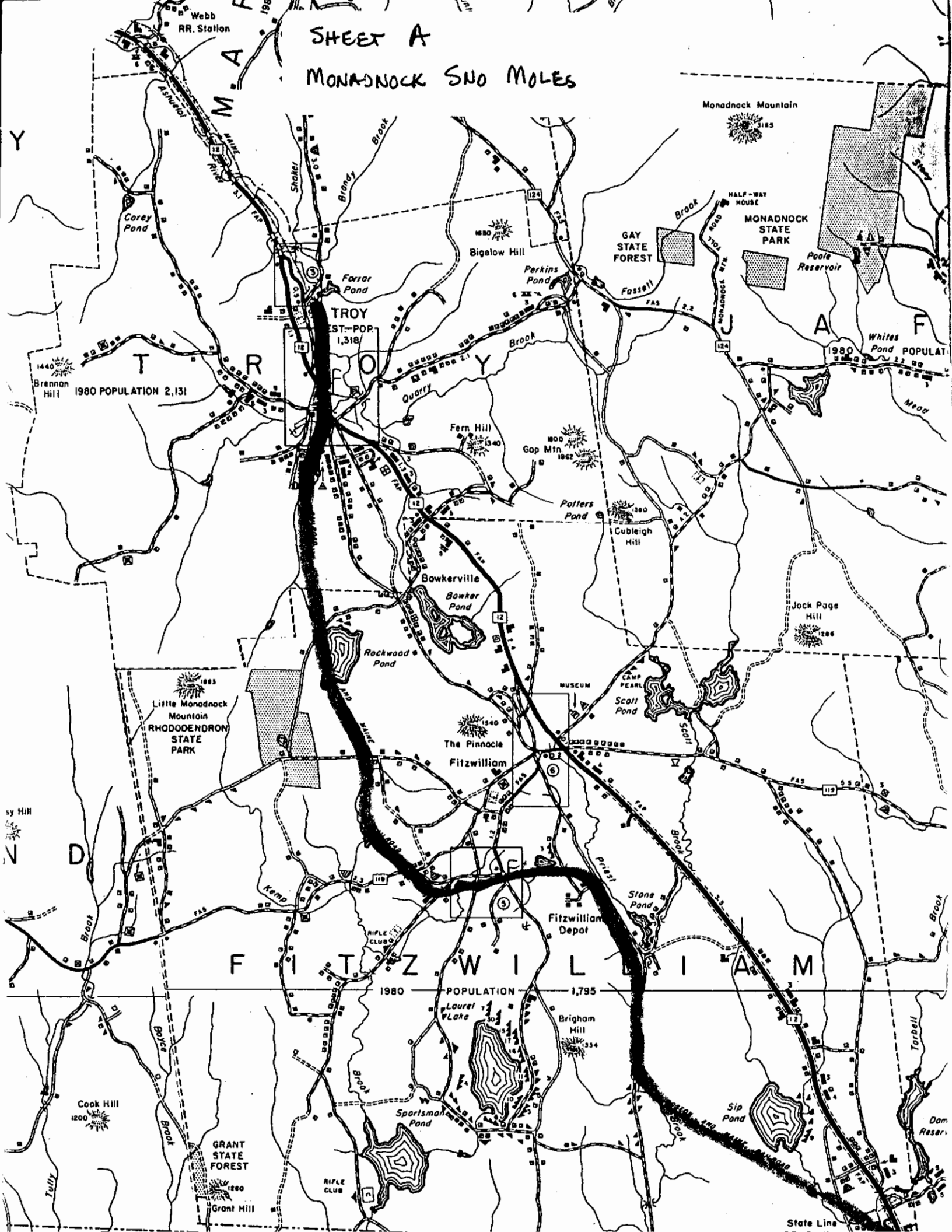
As far as Keene State College is concerned the fate of the trestle bridge is on hold for the moment. When the students return in the fall the administration will be open to holding discussions with the student body to discuss the issue further. They also said the college would be open to talking with both the Pathways for Keene and the Rails to Trails groups to see if possibly there are ways that they could work together.

For those wishing to comment and/or for more information, write to: Rails to Trails, P.O. Box 4, W. Swanzey, NH 03469.

Rails to Trails meetings are held on the third Wednesday of the month in Winchester, NH. Place and time of the meetings were not available at press time. For information, contact Bill Appel at

CHESHIRE
ASHUELOT

SHEET A MONADNOCK SNO MOLES



RECEIVED


NOV - 4 1997

D.R.E.D.

FRIENDS OF *Pisgah*, INC.

P.O. Box 134
Chesterfield, New Hampshire 03443-0134
603-363-8159

October 31, 1997



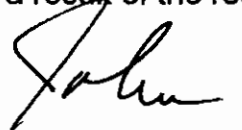
Mr. Paul Gray
Chief, Bureau of Trails
Concord, NH 03302-1856

Re: Dedication of New Bridge, Cheshire Line N.

You are cordially invited to attend the Black Brook Bridge dedication ceremony to be held at the bridge which is parallel to Route 12 N., (1.4 miles north of the main entrance to the Black Brook Industrial Park) at 10:00 a.m., Saturday, November 15, 1997. Sufficient parking exists at the turn around off Route 12 and an individual will be provided to assist in parking and providing directions to the adjacent site.

Construction of this bridge which lies within the City of Keene, is a part of the on-going efforts to repair the infrastructure and convert abandoned railroads to useable trails for alternative transportation. Construction of the bridge was made possible by a \$7800 grant through the National Recreational Trails Act and \$8,000 of in-kind donations of heavy equipment and labor provided by members of Pathways for Keene, a local Equestrian group, volunteers to deck the bridge from Monadnock Sno-Moes and design and support from the N. H. State Trails Bureau.

Completion of this bridge results in a total of 14 bridges valued at over \$100,000 that have been reconstructed or are in the process of construction on both the abandoned Ashuelot and Cheshire Rail lines and will allow thousands of trail users including equestrians, snowshoers, cross country skiers, mountain bikers, snomobilers and hikers to pass through Keene via the proposed multi-use trail system currently in design by the CATF Keene-Swanzey Citizen Advisory Task Force and NH DOT. Significant benefits also will be derived from eco-tourism in the area as a result of the reconstruction of these bridges.



John Summers

Chair, FOP Rails/Trails
Advisory Committee

Sincerely,



Patrick Manion

President,
Pathways for Keene

Information packet to follow

