

5/10/2018

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Office of Proceedings
May 11, 2018
Part of
Public Record

Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

Reference Docket No. AB 1256

As a 30-year Wilton resident and Chair of the Wilton Public and Gregg Free Library Board of Trustees, I am writing in strong opposition to the request by the Boston and Maine Corporation and the Springfield Terminal Railway Company (collectively known as Pan Am) to discontinue the authority to operate held by the Milford-Bennington Railroad Company over a rail line on the Hillsborough Branch. If this rail line is discontinued, it will have a significant negative economic and safety impact on the small rural community of Wilton. My specific concerns are as follows:

- Wilton is home to a large gravel operation which relies on the Milford-Bennington Railroad to transport gravel from the quarry in Wilton to a processing plant in neighboring Milford. If the rail line were discontinued, the gravel company would be forced to haul gravel using trucks traveling through the main streets of town. The Milford-Bennington Railroad has historically moved 30 rail cars a day which would translate to 90 trucks a day in each direction. I have a firm grasp of the volume of gravel being transported since I live within a half mile of the quarry. This level of trucking through downtown Wilton would damage the town's current efforts to make the Main Street area pedestrian-friendly, safe, and walkable.
- The historic Wilton Public and Gregg Free Library sits on State Route 31 which the trucks would use to go through town. From the front windows of the library, I have seen numerous trucks struggle to negotiate the sharp turn to go over the Stoney Brook Bridge and the subsequent sharp turn to access Route 101. Drastically increasing truck traffic is a significant safety concern for patrons, especially students, crossing the road to come to the library. In addition, the constant noise and increased pollution would negatively impact the library's patrons and staff, particularly those using our newly opened outdoor space.
- The library's outreach to the community has included partnerships with other Wilton civic entities, such as the Main Street Association and the Economic Development Team. Their work to bring businesses to Wilton's downtown would suffer due to the increased truck traffic. The development of the Riverwalk along Stoney Brook and the Souhegan River includes foot traffic which crosses Route 31 just after the turn onto the bridge. The potential

reinstatement of the Wilton Scenic Railway, which would draw significant numbers of people to town, would become impossible without access to the Hillsborough Line.

I strongly urge the Surface Transportation Board to reject the proposal by Pan Am due to the economic, safety, and quality of life impacts on Wilton.

This is my certification that I have served the Persons of Record with copies of my submission.

Signature /s/Ronald E.
I Brown Date 5/11/2018

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