TOWN OF WESTFORD
BOARD OF SELECTMEN
TOWN HALL
55 Main Street
WESTFORD, MA 01886
Telephone (978) 692-5501
Fax (978) 399-2557

November 13, 2012

David Fink
President
Pan Am Railways
1700 Iron Horse Park
North Billerica, MA 01862

Dear Mr. Fink:

The Westford Board of Selectmen hereby requests that Pan Am Railways discontinue the practice of allowing trains to idle on tracks located within the town of Westford. The Selectmen are gravely concerned with the risks associated with trains idling in Westford, and the unnecessary, negative impacts this practice has on our residents. Your agency has been unresponsive to the concerns of our community for decades, as evident in the attached letters and meeting minutes going back to 1988. Our specific concerns are as follows:

- An aquifer serving as a primary water supply for the community is located directly under the tracks. Any hazardous materials that spill into the wetlands could contaminate our public water supply.
- Idling tank cars create a condition of air pollution for our residents. Under 310 CMR 7.11: Massachusetts Vehicle Idling Regulation, Massachusetts Department of Environmental Protection (MassDEP) prohibits diesel locomotives from idling for longer than 30 minutes.
- The bridge over Bridge Street is often used as an idling location, and the constant weight of the trains creates additional stress on the aging bridge.
- Idling tank cars are prone to vandalism, illegal boarding of the trains, and other situations that are hazardous to our community.

The Westford residents who live near the tracks understood they would be listening to trains passing by on a regular basis. The residents did not expect, and should not be subjected to the continued practice of idling trains for multiple days on a regular basis, attached a sample of concerns expressed to us by our residents. Pan Am has explained that the idling of trains occurs when the drivers are changing shifts. Why was Westford chosen as the location for this shift change to occur, and when did this area become designated for this purpose? The town is formally requesting that you identify a new location outside of Westford to conduct the shift changes.

At a Board of Selectmen's meeting on March 8, 2011, Pan Am Railways Executive Vice President, Cynthia Scarano, committed to finding a solution to the idling problem. She also committed to providing the town with a copy of the settlement agreement that was reached in the idling case involving MassDEP and other communities in 2006. Although our Town Manager, Jodi Ross followed up with her via email (see attached) on March 14, 2011, a response from Ms. Scarano was never received.

Please contact Town Manager Jodi Ross via email at Jross@westfordma.gov or by telephone at 978-692-5501 to let us know when you will be available to attend a Board of Selectmen's meeting to discuss this matter. The town requests that you provide the following information prior to this meeting:

- A copy of the settlement agreement that was reached in the idling case involving MassDEP and other communities in 2006.
- A report showing the date and duration for each time a train has been left idling in Westford since 1/1/2012.
- A list of all locations on the rail line between Gardner and Ayer that the changeover of shifts occurs.
- An explanation of the precautions that are in place to secure the trains from unauthorized boarding, damage, theft, and vandalism while the trains are idling in our town.
- A description of the measures in place to prevent violating 310 CMR 7.11 that limits idle time of diesel engines to 30 minutes, and 49 CFR§174.14 that limits idling of train cars containing hazardous materials to a 48 hour rule. Copies of both of these regulations are also attached.

We look forward to hearing from you shortly and receiving the requested documents.

Sincerely,

Kelly J Ross

Kelly Ross, Chairman
Board of Selectmen

CC:
Senator John Kerry
Senator Scott Brown
Congresswoman Niki Tsongas
State Senator Eileen Donoghue
State Representative James Arciero
Frederick D. Fraini Jr, U.S. Department of Transportation
Abby Swaine, U.S. Environmental Protection
Christine Kirby, Deputy Division Director of Transportation Programs, MassDEP
Susan Ruch, Deputy Regional Director for Bureau of Waste Prevention, MassDEP
Cynthia S. Scarano, Executive Vice President Pan Am Railways
Zac Cataldo, Westford Board of Health

310 CMR 7.11: Massachusetts Vehicle Idling Regulation

7.11: U Transportation Media

(2) Diesel Trains.

(a) No person owning or operating a diesel powered locomotive shall cause, suffer, allow, or permit said locomotive to be operated in a manner such as to cause or contribute to a condition of air pollution.

(b) No person shall cause, suffer, allow, or permit the unnecessary foreseeable idling of a diesel locomotive for a continuous period of time longer than 30 minutes. 310 CMR 7.00 shall not apply to diesel locomotives being serviced provided that idling is essential to the proper repair of said locomotive and that such idling does not cause or contribute to a condition of air pollution.

(c) 310 CMR 7.11(2)(a) and 7.11(2)(b) are subject to the enforcement provisions specified in 310 CMR 7.52.

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49 C.F.R. § 174.14 Movements to be expedited.

Title 49 - Transportation

PART 174—CARRIAGE BY RAIL

Subpart A—General Requirements

§ 174.14 Movements to be expedited.

(a) A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded), after acceptance at the originating point or receipt at any yard, transfer station, or interchange point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train.

(b) A tank car loaded with any Division 2.1 (flammable gas), Division 2.3 (poisonous gas) or Class 3 (flammable liquid) material, may not be received and held at any point, subject to forwarding orders, so as to defeat the purpose of this section or of §174.204 of this subchapter.

[Amdt. 174-26, 41 FR 16092, Apr. 15, 1976, as amended by Amdt. 174-68, 55 FR 52677, Dec. 21, 1990]

TOWN OF WESTFORD
BOARD OF HEALTH
TOWN HALL
55 MAIN STREET
WESTFORD, MA 01886
(978) 692-5509 FAX (978) 399-2558

CERTIFIED MAIL #7004 1160 0005 9443 6233
U.S. Mail, First Class

Mr. David A. Fink
Executive Vice President
Guilford Rail System
Iron Horse Park
No. Billerica, MA 01862

Re: Idling of Diesel Locomotive in Westford, MA 01886.

Dear Mr. Fink:

My office has received multiple complaints that diesel locomotives owned and operated by Guilford Rail System ("Guilford") have been idling in excess of thirty minutes in and around the North Main Street, Westford area.

Please be advised that pursuant to regulations promulgated by the Department of Environment Protection of the Commonwealth of Massachusetts, 310 CMR 7.11(2)(b) states that "no person shall cause, suffer, allow, or permit the unnecessary foreseeable idling of a diesel locomotive for a continuous period of time longer than 30 minutes." Furthermore, under said regulations [310 CMR 7.11(2)(a)], "no person owning or operating a diesel locomotive shall cause, suffer, allow or permit said locomotive to be operated in a manner such as to cause or contribute to a condition of air pollution."

Recently, according to said complaints (some documented by Westford Police report), Guilford's locomotives idled in Westford for an excess of thirty minutes on the following dates and times:

December 20, 2004	7:00 p.m. (start)	to	December 21, 2004	9:30+ a.m. (end)
December 21, 2004	12:45 a.m. (start)	to	December 21, 2004	2:45 a.m. (end)
January 10, 2005	9:24 a.m. (start)	to	January 10, 2005	10:39 a.m. (end)
January 16, 2005	5:30 a.m. (start)	to	January 17, 2005	6:45 a.m. (end)
January 28, 2005	2:15 a.m. (start)	to	January 28, 2005	6:45 a.m. (end)
January 30, 2005	8:08 p.m. (start)	to	January 30, 2005	10:00 p.m. (end)
January 30, 2005	10:25 p.m. (start)	to	January 30, 2005	11:25 p.m. (end)

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This excessive idling was unnecessary and foreseeable in that the operator of the locomotive knew or should have known that the parking of an idling locomotive would result in a violation of the regulations, and that the parking was for no purpose other than convenience of the owner and/or operator of the locomotive, and therefore constitutes a violation of 310 CMR 7.11.

Pursuant to 310 CMR 7.52 and Section 142B of Chapter 111 of the Massachusetts General Laws, Guilford is hereby **ORDERED TO IMMEDIATELY CEASE AND DESIST** any further unnecessary foreseeable idling of locomotive engines for a continuous period of time in excess of thirty minutes. This order shall not apply to diesel locomotives being serviced provided that idling is essential to the proper repair of said locomotive **and that such idling does not cause or contribute to a condition of air pollution.**

Guilford is hereby given notice that it has the right to request, within ten days, a hearing before the Commissioner of Environmental Protection pursuant to Chapter 30A of the Massachusetts General Laws. If no such hearing request is made within ten days, Guilford will be deemed to have consented to this Order.

Please be advised that violations of 310 CMR 7.11 are punishable in Superior Court by a fine of not more than $25,000 or by imprisonment for not more than one year, or both. Further, such violations are subject to civil penalties not to exceed $25,000 for each offense. Each day, or portion thereof, in which a violation occurs shall constitute a separate and succeeding offense, G.L. c. 111, §142B.

Should you have any questions or not understand your obligations outlined in this order, please feel free to contact my office. Thank you.

Sincerely,

Darren R. MacCaughey
Director of Environmental Services
Town of Westford Board of Health

10.5

The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

GEOFFREY HALL
STATE REPRESENTATIVE
2ND MIDDLESEX DISTRICT
AYER - PRECINCT 2
HARVARD, LITTLETON, WESTFORD

JOANNE BARNETT
STAFF DIRECTOR

Chairman
Committee on State Administration

ROOM 34, STATE HOUSE
TEL. (617) 722-2320

September 29, 2000

Mr. David A. Fink, Exec. V.P.
Guilford Transportation Co.
Iron Horse Park
No. Billerica, MA 01862

Re: Over-Extended Parking of Freight Cars and Offensive Noise of Freight Car Coupling During Unreasonable Night/Early Morning Hours

Dear Mr. Fink:

This is to bring your personal attention to a re-occurring problem in the Graniteville/Forge Village area that has been the source of concern and complaint of residents over the past 15 years more or less. People normally do not bring their complaints to us frivolously; they do so when they are particularly offended, angry and frustrated over an issue.

The matter of using that stretch of tracks in Graniteville as a substitute freight yard has been the subject of correspondence and meetings we have had in the past. The freight cars should be banned permanently from parking in this densely populated neighborhood. They not only represent a public danger, particularly to curious children, but using this location for transferring freight cars during nighttime hours, normal sleeping hours for most people, is grossly disturbing to the public peace and tranquility.

The noises from running engines, the bumping and coupling of cars resound for miles around, interfering with residents ability to rest. Residents reported to us that recently they had to endure freight car bumping from 2:45 a.m. to 5:45 a.m. Residents of both communities are again demanding that something be done to eliminate the uncorrected dangers and the concomitant abuse of their entitled peace.

RECEIVED
TOWN MANAGER
OCT - 2 2000
☐ FYI
☐ REVIEW & COMMENT

We recognize, as you informed an assistant during a telephone conversation, that you have a business to run and intend to do so. But business entities are also part of a greater community. It is good business to be sensitive as much as possible to neighbors honest complaints; a "public be damned" response is counterproductive as well as outmoded.

It would seem that for the sake of improved public relations, it would be a worthwhile business investment on your company's part to resolve nagging issues before they escalate. In this case, a resolution could be accomplished by your directing a search for a more secluded site in the region, away from residential areas, to conduct freight car transfers and parking. The residents cannot move their operations, but your organization has that flexibility. We hope you, as a businessman, will consider our comments objectively. They are respectfully offered for mutual benefit to all parties. We look forward to your reply.

Sincerely,

Rep. Geoffrey D. Hall
Chairman
Committee on State Administration

Sen. Steven Panagiotakos
Chairman,
Committee on Housing and
Urban Development

Cc: S. Ledoux, Westford Town Manager

The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

GEOFFREY HALL
STATE REPRESENTATIVE
2ND MIDDLESEX DISTRICT
AYER – PRECINCT 2
HARVARD, LITTLETON, WESTFORD

JOANNE BARNETT
STAFF DIRECTOR

Chairman
Committee on State Administration

ROOM 34, STATE HOUSE
TEL. (617) 722-2320

January 24, 2000

Mr. David A. Fink, Exec. V.P.
Guilford Transportation Co.
Iron Horse Park
No. Billerica, MA 01862

Re: Over-extended duration of parked railroad freight cars in Graniteville

Dear Mr. Fink:

Residents of the Bridge Street area in the Graniteville (Westford) have brought to our attention that many of your company's freight cars have been and remain, seemingly unendingly, dead-parked on tracks in that residential neighborhood.

This is not a new issue; it has been the source of concern and complaint of residents over the past 15 years off and on. The railroad company has been cooperative in the past, but periodically the dead parking issue resurfaces as it has during the past months.

The use of that stretch of tracks as a substitute freight yard is offensive to the neighborhood residents who in recent years have invested considerable financial resources in improvements to property. The cars also represent a public danger, while old, creosoled railroad ties stored in that area are falling onto an aquifer.

In the interest of all parties, we propose a meeting with you and/or your representatives and town officials to try to resolve this neighborhood problem in an amicable fashion. We would appreciate your most immediate attention to this request. Please let us know of possible earliest dates that such a meeting might take place.

Sincerely,

Rep. Geoffrey D. Hall
Chairman
Committee on State Administration

Sen. Steven Panagiotakos
Chairman,
Committee on Housing and
Urban Development

Cc: S. Ledoux, Westford Town Manager

TOWN OF WESTFORD

BOARD OF SELECTMEN

MINUTES

DATE: January 12, 1988

CONVENED: 7:30 PM

PRESENT: S. Boudreau, G. Hall, R. Herrmann, J. Berkowitz.
D. Earl had previously advised the Chairman that he would be unable to attend.

Administrative/Railroad Storage Cars

S. Boudreau updated the Board on his efforts and those of G. Hall relating to the ongoing problem of the Boston and Maine RR (aka Springfield Terminal Co., Guilford Transportation, etc.) storing railroad cars within the Stoney Brook aquifer in general and the Graniteville village area in particular. He reported that through the intervention of Cong. Atkins office and the Federal Railway Admin. the most recently collection of such cars, including several containing sulphuric acid, were removed. On the otherhand a new set of cars arrived this day and it appears that we will have ongoing problems with the railroad company.

He has been in touch with two individuals at DEQE: Julie Smith, Water Supply Division and Paul Dwiggins of Air Quality. Mr. Dwiggins advises that state regulations prohibit diesel engines to idle for longer than 30 minutes and advised that several local officials are empowered to enforce this regulation. They strongly advised adoption of the groundwater protection bylaw as the best course of regulatory action.

Mr. Hall commended Cong. Atkins office for their responsiveness and assistance. He also commented that the record of duplicity on the part of the railroad lends great credence to the reports of safety and labor problems in the Boston press.

Administrative/Solid Waste Advisory Committee

Ellen Harde and Pete Dunnigan presented a brief report on the committee's efforts and a recommendation that the Town pursue a program of recycling newspaper beginning as soon as possible. They mentioned that preliminary discussions with the MDPW indicate that the depot off Boston Rd. may be available as a location for such a recycling center. The Board offered encouragement for the initiative and supported the idea of including the startup costs within the FY 89 budget. Committee will work with Executive Secretary to develop the intitative. The committee will report back by February 23rd with a more detailed proposal and budget.

Budgets/Departmental Reviews

The Board reviewed the proposed schedule and offered comments on the process of reviewing departmental budgets. The consensus was that the Board was more interested in a qualitative discussion of budgetary and departmental needs. In particular the Board wants to hear about changes in proposed operating budgets or, conversely, about needs which aren't being met because of budget limitations. Mr. Berkowitz indicated that in the course of the budget presentations by the

TOWN OF WESTFORD

BOARD OF SELECTMEN

MINUTES

DATE: January 5, 1988

CONVENED: 7:30 PM

PRESENT: G. Hall, S. Boudreau, R. Herrmann, J. Berkowitz, D. Earl

Administrative/Affordable Housing Committee

Board met with the newly appointed members of the Affordable Housing Committee and discussed the Board's expectations and the charge for the committee. Specifically the consensus of the Board of Selectmen was before the committee proceeds to initiate or endorse a specific proposal it ought to proceed to detail the extent of the unique need for affordable housing in Westford; what are the range of options available to the Town to meet those needs; which options are best suited to our community; and what are the specific objectives or guidelines against which privately sponsored proposals will be measured to determine if they make sense for Westford. The majority of the Board indicated that they were aware that the committee had heard two proposals to date, one of which would involve the contribution of the site from the Town and the other a private sector proposal for a comprehensive permit. They indicated that before the committee took action on either proposal it should come back to the Selectmen with the information and guidelines discussed above.

There was also general discussion of the desire that, in the case of a proposal that would involve the use of town assets such as the contribution of a site, that a competitive process be put in place to assure the best possible result for the town.

P. Stewart, chairperson for the new committee, indicated that she saw a twofold charge for the committee: the first, which matches the consensus view of the Board of Selectmen, involves the development of a proactive plan or strategy to meet Westford's unique affordable needs from the community's perspective; and secondly, from a realistic point of view, the committee will have to react and negotiate with developers who, in the interim, come forward to take advantage of the comprehensive permit process made available to them by state law. It is understood that the Board of Selectmen prefered that the committee not proceed too fast with such negotiations until the larger plan and options are understood. There was also discussion of the fact that the relationship between the committee and other town boards, most notably, Conservation Commission and Planning Board must be considered.

The committee will be meeting on January 19, 1988 and will consider the Selectmen's comments and direction at that time.

Community Relations/Open Forum

S. Boudreau reported on the status of the Town's complaint with Guillford Transportation relative to the storage of tank cars with hazardous materials along the Stoney Brook aquifer in Westford. It was moved by Berkowitz, seconded

by Boudreau, and VOTED that the Board, over the signature of the Chairman, direct a formal letter to the governor, with copies to our state and federal representatives, outlining our concerns and the lack of responsiveness on the part of the railroad and requesting their active intervention on the Town's behalf.

Appointing Authority
It was moved by Boudreau, seconded by Berkowtiz, and VOTED that the Board appoint John Balco as a member of the Capital Outlay Committee through June 30, 1988.

It was moved by Earl, seconded by Boudreau, and VOTED that the Board appoint Rosemary Dunn to the Recreation Commission through June 30, 1988.

It was moved by Berkowitz, seconded by Boudreau, and VOTED that the Board appoint Ron Johnson to the Board of Appeals as a full member through June 30, 1989 to fill the unexpired term of Ron Nolin.

It was moved by Boudreau, seconded by Berkowitz, and VOTED that the Board appoint Ellen Doucette as an Alternate Member of the Board of Appeals through June 30, 1988.

Administrative/Landfill
It was moved by Berkowitz, seconded by Boudreau, and VOTED that the Board officially request that the Board of Health rescind the formal site assignment for the old sanitary landfill, on the condition that they reflect the fact that the Town has been ordered by the Mass. DEQE to do so.

Appointing Authority/Police Officer
It was moved by Berkowitz, seconded by Earl, and VOTED that the Board, based upon the recommendation of the Chief of Police, conditionally appoint Mary O'Connell as a permanent police officer for the Town, said offer of employment to be conditioned upon the candidate successfully completing medical and psychological reviews in accordance with our approved plan.

Correspondence
It was moved by Boudreau, seconded by Hall, and VOTED that the Board send a letter of congratulations to Mr and Mrs. Alberic Grenier on the occasion of they 67th wedding aniversary adn Mr. Gernier's 90th birthday on January 15, 1988.

Minutes
It was moved by Boudreau, seconded by Berkowitz, and VOTED that the Board approve the minutes of the meeting of December 22, 1987 as submitted.

Executive Session/Labor Relation
It was moved by Boudreau, seconded by Hall, and VOTED that the Board enter into executive session for the purpose of discussing collective bargaining. The Chairman announced that at the conclusion of the executive session the Board would adjourn without reconvening in open session.

Robert C. Herrmann, Chairman

Robert J. Halpin, Executive Secretary

Sample of Train Comments Updated: 11/13/2012

Date	Question/Comment
4/13/2011	I don't actually have any problems with the Pan Am Railways operations in Westford. Railways provide a valuable service to our country and help reduce the number of trucks on our roads. Suppressing railways will only lead to more truck traffic, which cause more damage to roadways than passenger car traffic. The one problem I have is with the bridge in the picture above. **I drive under this bridge a couple of times a week and it does not appear to be safe. The steel is rusting and the concrete supports are chipping. If anything needs to be address, it is this bridge.**
4/13/2011	I frequent the East Boston Camps an notice that rail tanker cars are parked over the Stony Brook Bridge. We have no idea what is in these cars and if they are leaking into our wetlands. **Shouldn't PAN AM Railways be required to store their excess cars in their own switching yards**?
4/13/2011	On many occasions, train just keeps going back and forth at the depot street train crossing, making us wait almost 15 minutes sometimes. If the gates close during the rush hour, it causes a big backup. It would be nice if they can choose a non-peak hour and make-up their mind before they close the gates.
4/13/2011	we live over by the forge village crossing. the trains blow their horns at all hours, and in some cases, it is a near continuous 30-45 second burst. **is there anything that can be done about 'quiet hours' through the night?**
4/13/2011	I have lived on Boutwell Hill Road for 8 years now. During those 8 years, the frequency which rail cars are parked along Bridge Street has increased. I was surprised to see some of the dangerous chemicals that are sometimes contained in some of the cars. I call Westford home and am raising a family with 3 small children here. I am concerned that if ever one of those cars leaked some dangerous chemicals into the air no one would every know until it was too late, given the proximity of my home to the train tracks. The rail cars are parked along Bridge Street sometimes for the whole weekend. **Please force them to park the train cars where there are no houses in close proximity to the parked railcars.**
4/13/2011	**What is the number of trains that pass thru the Depot road RR crossing ? Has that number changed in recent months** ? It seems multiple trains go thru this crossing at night and use whistle multiple times disturbing sleep. **Can you make other citizen's comments available for all to see** ?
4/13/2011	I certainly have questions about Pan Am and its operations in Westford. Just two days ago in the town I grew up in, a Pan Am train jumped the rails and several cars derailed: http://new.bangordailynews.com/2011/04/13/news/bangor/crane-used-to-right-derailed-train-in-old-town/ **I'd like to better understand the cause of THAT accident and potential risks in Westford if Pan Am equipment contributed to the accident.** I must confess having an additional interest as the railroad tracks run directly behind my home in the Nabnasset section of town.
4/13/2011	**I would like to know what type of materials the trains transport.** They run within several yards of various houses and not only the idling but the freight contents could pose a safety risk. Easy also for children to climb onto the tracks. They are disruptive to sleep as well. **I am also unclear why they sit, stopped at various places on the track, without the motor running, indefinitely.**
4/13/2011	Every time I have to drive under the bridge over Bridge Street I cringe. I think the weight of the train on the old rickety bridge scares me. Many times there is a train parked in that location. It seems unsafe.

Sample of Train Comments Updated: 11/13/2012

Date	Question/Comment
4/13/2011	Not knowing the contents of these trains frighten me. It may be that they are carrying food, durable goods, or something else benign, but who knows... An accident, or an act of terrorism if there are explosive, chemicals, etc... is concerning.
4/13/2011	We appreciate the Selectmen's' concern on this issue. Noise and exhaust fumes from trains idling west of the Depot St crossing can be a nuisance for us.
4/13/2011	If these are the trains that run on our local Westford tracks, I've noticed that they are extremely long during daytime hours when there is a lot of traffic. I've frequently been caught waiting for these trains and been late for appointments. Anytime the train crossing signals a coming train, I just shut my engine off because I know I could be there for 15 or 20 minutes waiting for it to pass. I know there was another company, Guilford???, so I hope I'm not confusing the two. All I know is that I've waited at train crossings for what seems like an unusually long time.
4/13/2011	I'm concerned about the safety of our aquifer, as the trains are side-railed adjacent to Stony Brook. Many of the cars contain hazardous materials and an accident could contaminate our water supply. Love the sound of the trains traveling through town, the sound of the whistles. And I highly approve of rail as one of the most energy efficient means of transporting goods & people.
4/13/2011	Living about 1/3 of a mile above the old Depot Station, I enjoy the sound of the whistle and railroad. I would hate to see it go, but am concerned about what the trains are carrying. I would not look forward to an evacuation of my home.
4/13/2011	Freight trains make excessive blasts with whistles/horns at all road crossings - these linger for long periods at all hours of the day and night. **Can these be mitigated somehow - especially after 9pm?**
4/13/2011	At the train crossing on Plain Rd. The train will go through several times, back and forth over and over blocking traffic for several minutes, once I sat for almost a half an hour. We live on one side of the track and our child goes to Abbot Elementary school, on the other side of the track. It is difficult to be able to get to the school due to the train. Also, it seems, with the energy crisis in this country, having a train go through a heavily populated town and having to constantly stop at intersections and go slowly, it would be more economical to travel through a less populated area where it could travel at a constant rate of speed and conserve energy.
4/13/2011	Train idles which holds up traffic at Plain Rd near East Boston Camps and Stony Brook Acres. Train blows horn in the middle of the night (3-4 times) and awakens me as it passes across the street (Almeria Circle).
4/13/2011	In September of 2009, I contacted Jodi Ross regarding the freight trains. Jodi directed me to the LRTA which was extremely frustrating since this was not the correct organization to speak with. Finally, I got in touch with John Mangiaratti who told me about a case that went to the Ayer District Court and how nothing could really be done. **Specifically, I wanted to know if there was a schedule that was available to the general public so that we can plan our trips around town**. With three children ages three and under, getting stuck at the tracks for 20 to 30 minutes can be a disaster. I feel like there should be a website or something where residents can see schedules for the trains so that they can plan around it. I have been late to pick my daughter up from preschool b/c of a train and we have been late for church several times because of trains. One time we sat at the Depot Rd crossing for 45 minutes while a train was idling and when it started to move again, it went in reverse. I think there has to be a solution to this problem and would be willing to help in any way.

Date	Question/Comment
4/13/2011	The diesel fumes from the train idling are horrible. I have reported the problem to the police on several occasions. They talk to the train engineer and the practice continues. I was under the impression that Westford has a bylaw prohibiting the trains from idling for more than one hour. If we have laws on the books we need to enforce them
4/13/2011	I have been blocked on Depot st for a few times during the rush hour. The long line (half mile to a mile) caused heavy traffic congestion on both Plain road and Depot road.
4/13/2011	Thank you so much for what you are doing to help Westford. Idling trains cause unnecessary air pollution for our town and it's people, wildlife and nature. Parked trains have the potential to cause reckless, avoidable, disastrous tragedy. Pan Am surely understands and will want to avoid future risk to Westford residents and the repercussions of such risk. I wish you great luck in your true and right purpose. Thank you so much for taking care of us and for taking on such a great task.
4/13/2011	Train cars often idle on the tracks behind our home. The train will loudly blow it's whistle, well before the Plain Rd/Depot St crossing where the whistle is needed, and then move at a crawl in one direction, then reverse and move at a crawl in the opposite direction. Sometimes it seems the train is just moving back and forth. It is incredibly loud and the diesel fuel exhaust seems to fill the neighborhood. The house vibrates while the engines pass, so when it idles, it effects the noise level and air quality for extended periods of time, much more than if the train passes by at a normal pace. We can hear what we think is freight shifting. We don't know what is in the train cars behind our home or what the effects of the exhaust is on us. The rumble of the engines passing by is bad enough, but extended idling has woken the whole household on many occasions and is disruptive and aggravating.
4/14/2011	I live on North Main St and have noticed a significant increase in idling trains, especially throughout the night time hours. **If there is any way to decrease this activity it would be much appreciated.**
4/14/2011	I live near to the Brookside Road railway crossing. I am concerned that there is no system in place to prevent traffic from crossing when trains come by (drop down barriers). This causes 2 things: **1.** Risk for a major railway accident if a car tries to cross "at the last minute" before the train. **2.** The train needs to blow its horn - usually several times - at all hours of the day and night to avoid concern #1 from happening. I can tell you that the trains move at very different rates of speed, and many do not slow down at all at this crossing. I do not understand why this road crossing is any different from others in town and a short way up the tracks in Chelmsford where there are both signal lights AND drop down barriers for public safety. **I'd like information on what needs to be done to get barriers installed at the Brookside Road crossing.**
4/14/2011	Idle tank cars and other rail cars containing potentially harmful materials present an undesirable risk for a serious incident that could have a significant impact upon our comfortable and enjoyable environment. I support the Town's effort to keep the freight moving along the rails.

Date	Question/Comment
4/14/2011	This has been a concern of mine for many years. Especially the railroad crossing at Depot Street which I have counted well over 100 cars on many occasions. They slow right down almost to a complete stop. Why is this allowed and, what would happen in the event emergency vehicles needed to get through that crossing? Also the railroad tracks above the road (I don't know the name of it) on the way to St. Catherine's church, has railroad cars simply parked and not even moving almost every Sunday morning before the 9:00 Mass.
4/14/2011	For years railcars have been parked over Dubey's bridge for days at a time on a regular basis many times each year. Although I've never actually counted, I would estimate that, at least one quarter to one third (possibly more) of the time during each year when I drive under that bridge, there are train cars stopped on the bridge with no apparent regard for the weight of the railcars or for the structure of the bridge. Occasionally, two trains are parked side-by-side, doubling the impact. There have also been reports of hazardous substance stored within these cars on different occasions. This appears to be a tremendous safety concern in addition to the obvious effect on the quality of life of those local residents who are impacted on a daily basis.
4/15/2011	I see train cars parked along the tracks near St. Catherine's nearly every weekend. After the news story detailing the town's efforts to get Pan Am to move the cars, they were gone for one weekend -- and then promptly returned. What is stored in those cars is anyone's guess... I'd bet the contents are not always "benign". Is the continual weight of these cars sitting on the tracks (and bridge) pictured above a structural safety concern? That bridge is old and looks to be in questionable condition when one drives under it. These cars are left for days -- and sometimes weeks -- without any movement. That's a safety concern. And an eyesore. Is Westford to become the Parking Lot for Pan Am? My husband has an art studio near the Western Avenue canal in Lowell. Trains regularly park there and idle until someone calls to complain. Then it stops for a day and starts right back up. It's a cycle that seems to be this company's MO..... they do nothing unless someone (continually) is on their case.
4/15/2011	I am quite concerned with the constant storage of rail cars (quite often filled with graffiti)on the bridge on Bridge Street. I have often wondered why they are always there and why they don't seem to move for days (maybe even weeks). Each time I drive under the Bridge I wonder when it will give and collapse. **Is that bridge strong enough to hold the weight? Is it safe to drive under it**? I am also VERY concerned about the increased volume and frequency of the train horns at all hours of the day and night. I cannot imagine what might be happening on the tracks at 10 and 11pm that would require a horn so often recently when such noise was not needed in the past. **Did schedules change? Is this route's usage increased recently? I'm curious about that.** We don't live that close to the tracks so when we hear the horns it is quite disturbing.
4/18/2011	Frequency, timing and length of freight trains are all increasing and causing a major disruption getting into and out of Westford Center. Also, I thought that a new requirement was recently passed, that no longer require freight trains from blowing their whistle, particularly in very early morning if the roadway crossing has automatic gates and signals. If so, it doesn't appear that the new requirements are being followed.

Date	Question/Comment
4/20/2011	20 April 2011, approx. 12:40pm, Four engines were parked near the bridge over Stoneybrook. The engines were running. Difficult to tell how many cars and tank cars were parked as the train stretched as far as the eye could see from the bridge on Graniteville Road. The tank cars included calcium carbonate. Two liquified petroleum gas cars were parked directly behind 12 Broadway. This very dangerous and callous and shows complete disregard for the people living next to these tracks.
4/22/2011	I'm curious to know how this has suddenly become an issue. My family has lived with the railway practically in our back yard for over 20 years. We have experienced no ill effect on our quality of life, and I have never heard of any safety incidents around railcars. Is there a specific reason why the Selectmen are suddenly so concerned about practices that have been in existence for decades?
4/24/2011	What are the strategic priorities of Westford; are we a residential, commercial or industrial town? What are the tax revenues realized from the railroad and do they represent fair compensation for the noise and sight pollution? How do we quantify the risk of a catastrophic accident? What specifically is it that the railroad does in Westford and is there another location along the line where the company could just as well meet its requirements?
4/28/2011	The noise pollution at night from these idling trains is horrific. It really makes it impossible to enjoy ones own home. It's bad enough in the winter, in the warm weather I dread having to open the windows. I can't run a lawnmower during certain hours, but this company gets to ruin everyone's peace with these trains. I have no idea what the economies are for them to keep them going rather than powering them down, but I feel they are imposing their financial interests over resident's ability to have a quiet evening/night. I was glad to find the notice about this survey in the Globe and sincerely hope that something can be done to force the company to be respectful of other peoples rights.
4/28/2011	I have entered comments on the idling train issue as well, and if I am only permitted one input, that is the one that is more bothersome from my perspective, however, if I am permitted two responses, I feel that these trains create a visual blight that does not reflect well on the community/neighborhood. I am not sure who "owns" the tracks, I am sure there are ordinances in Westford that preclude residents from storing excessive equipment, commercial vehicles on their property due to the impact on the neighborhood, yet this company feels free to do so.
5/2/2011	We live right below this Bridge Street bridge, and have 2 young children. The fumes from the idling trains smell horrible and they cannot possibly be healthy for us all to breathe. Also the vibrations and noise from idling trains is still disturbing, in an otherwise peaceful setting. We all would appreciate if you minimize or prevent this idling from happening in future.
5/4/2011	I live close to a section of the railroad and it irritates me when they blow the horn sometimes early in the morning.
5/16/2011	Trains idling since 6 am this morning and it is now 2pm. **What is the agreement that was reached between the town and the railroad? Are they allowed to have trains idling for long periods of time?**

Date	Question/Comment
5/16/2011	Hello, my family and I live on Kylemore Drive and can often hear the train (and see it) idling/or parked at the small bridge shown in your picture above and cannot figure out why this is? There is no "train station" that we know of for these trains' personnel to stay at overnight, etc.? It seems very strange to us and we are concerned with the terrible shape the little bridge they park on is in....we're no structural engineers, but, the bridge seems to be coming apart more and more month to month and is quite concerning to us and others when we drive under it - especially when a train happens to be going over it at the same time. And, not to mention the unnecessary pollution the train spews out when it idles there - sometimes for an half an hour or more. **Also, can you answer as to why it is so necessary for the train conductors to sound their horn four very loud times in the middle of the night in our very sleepy town at an area of crossing that is not very populated at all?** Some nights it is such a disturbance of peace and wakes us up even when we're in deep sleep. Any further explanation you can provide is welcomed. Thank you!
5/23/2011	Westford should pass an ordinance as other towns have to prevent the trains from blowing horns especially during the evening hours.
6/6/2011	We are considering buying a house in Westford and have some questions about the freight train. **Does the train have a specific schedule that it runs through the town of Westford on weekend days and weekends?** We are looking at a house that is located a few feet from the train tracks and we want to sit in the neighborhood to hear how the train sounds when it goes by but we need to know what time the train passes by so we can be there at the right time.
6/21/2011	8:44PM 6/20/11 **many engines have been idling outside our house for hours, very noisy, especially now with windows open. Why are they here, where are the drivers & why are we still having to put up with it.** After the meeting with Pan Am things were better for a while but have been gradually going back to the way it was. All night banging & clattering, LPG & chemical cars left sitting on the tracks.
6/21/2011	After a complaint to the police dept the previous train moved out around 9:40PM but now another one has moved right in at 9:53PM with more engines left running. Will it ever end?
7/2/2011	well if you are tracking this kind of thing... Trains idle on the siding along North Main all the time. I don't have the behaviour well documented, but if it would help stop it, I can arrange to note the different occurrences, as I live directly across from the siding... I'd love to have trains shut off their engines when stopped.
7/8/2011	I reside directly next to the railroad tracks. There are times when the trains are left with their engines running for days at a time. When I have spoken to the railroad crew I was told it was "cheaper to leave them running." This is very difficult to deal with as they often blow air and the loud noise makes it impossible to even leave my windows open. I have no way of knowing what is in the tanker cars or how dangerous they may be if something ever leaked. The parked trains are not as much of an issue however as the trains that remaining running for days, especially at night given I have a 5 year old son who is woken up by this.
7/27/2011	At the intersection of Bridge Street and North Main Street the engines often sit for up to two days with the engine running/idling and occasional releases of pressurized air. It is intrusive and very annoying. **Aside from complaining, what actions can be taken?**

Date	Question/Comment
7/31/2011	North Main Siding, parked and idling!! all day on Sunday July 31. Can we do anything about the idling? Parked is one issue, but making disturbing noise, late at night, on weekends etc is poor form **can you please let me know what potential recourses are? Would a more comprehensive record of activity be useful to getting problems addressed?** thanks for being concerned
8/1/2011	Yesterday, Sunday 7/3, I awoke to engines idling across the Bridge Street bridge, I retired last night at 11:30PM & they were still there. I did make a call to the police dept. in the afternoon. So very, very annoying listening to the noise all day. Where were the drivers, obviously Pan Am doesn't care about our concerns?
8/5/2011	train idling again at N Main siding... better part of the day. **anything to stop the idling.**
8/30/2011	allow me a train report. Tues Aug 30th, train idling since I arrived home from work around 5.30pm. It going on 10pm and it is still idling. Don't know how long before that it was idling. Last weekend (Aug 20-21) - freight train parked on siding for almost 2 days (maybe longer but not much) During the week of Aug 15th (don't recall the day), train heard idling in middle of the night. Woke up and got to listen to train while trying to get back to sleep. I don't know how long it sat there as I went back to sleep. **Is any progress being made in discussions? What is Pam Am Railways saying? Does the town have any recourse available to compel Pan Am to shut down locomotives if they are going to idle for longer than an hour (or less) ?** If the construction project on 225 and E Prescott by Forge Pond is any indication of the speed of progress when dealing with Pan Am, I suppose that the technology will progress to hover trains before they ever agree to turn off their waiting locomotives... thanks for your help
8/31/2011	there are three engines that have been idling now for over twenty four hours close to the Bridge Street bridge, has anyone called Pam Am to move them?
9/1/2011	I haven't looked closely to see what the train is carrying, but this morning (Thurs 9/1), the same train (2 locomotives, first one navy blue) was still sitting on the siding idling. This seems to make it almost 2 days straight. If it is still there this evening, I'll take a look to try and determine the general make-up of the freight cars. Thanks for checking with Pam-Am. Do we have any idea on what their policy is on allowing trains to idle? When are they required to keep the engine running and when do they park?

Sample of Train Comments Updated: 11/13/2012

Date	Question/Comment
9/25/2011	our friends at Pan Am are at it again. Freight on the siding since Sat., idling the whole time (it is now Sunday afternoon). I'll let you know if it is still there on Monday. Additionally, over the last few weeks there have been 2 or 3 instances where I have observed the train to idle for a few hours and then leave. Say there at dinner time, gone by the time I go to bed or there in the middle of the night, gone by the time I got up. These I didn't bother to report. The more I think about it, there may exist legitimate reasons why the train must idle when it is stopped (I would hope not, but it might be necessary), so the question must be, why is Pan Am using the siding here as a marshaling yard (parking trains here for long periods of time). Has Pam Am offered any explanation to their behavior? Is there any chance that they will be convinced/cajoled/coerced to not park trains for long periods of time?
11/10/2011	I live close enough to the bridge st. bridge to hear the engines idling, and I really feel that they should shut them down instead of running for hours. I am most sensitive to this from about 11:00 PM to 6:00 AM. (I think I have gotten used to the whistles!) Couldn't they shut them down at night?
11/22/2011	The town should look into rail overpasses in the town. Improving the existing ones and getting the railroad to install new ones. Winchester Center for example. Also, by parking on the tracks are the railroads violating any right of ways? People have a right to walk across the track. The railroad right of way is a transitory right, not a right of occupancy.
11/28/2011	Train has been idling at least since I passed under the bridge at 6:30pm this evening. It's now 9:30pm. I can hear it at my house (44 Pine Ridge) even with my windows shut. I feel bad for the residents of the house at the bridge. This should not be acceptable in a residential neighborhood. What progress has been made in resolving this issue?
12/23/2011	A train idling since yesterday & seven tankers (heaven knows what's in them) in front of my house. Please make sure we don't have to look at trains as we sit down for our Christmas meal on Sunday, have them park the trains further down the track where there are no houses. Things haven't been any better since the last meeting with Pan Am, maybe it's time to meet again!
1/2/2012	The trains do not need to blow their horns so loudly in the middle of the night. There is basically no traffic in Forge Village at night but the trains (even if it is 3 am) blow their horns. Some do this very excessively in terms of duration and frequency. I also am concerned about idling trains.
1/24/2012	What are the current speed limits and time slots for those limits for the railroad line through Westford? Also are there time limits for blowing the train horn a RR/road crossings?
2/22/2012	Is there any way to limit the use of the horn? I live near Lowell Rd and hear the horn as early as 5:30 AM most days.
5/4/2012	The trains have been parked frequently for long periods of time recently. The fumes from the idling can drive you indoors depending on the direction of the wind. We had close to a 24 hour time period last week where the train was parked in the side and idling. VERY Frustrating!
5/28/2012	I've noticed late at night the increased frequency of train whistles... is this really necessary at 2-3am?

Sample of Train Comments Updated: 11/13/2012

Date	Question/Comment
9/26/2012	For the last three nights, Fri 9/21, Sat 9/22, and Sun 9/23 the trains in Graniteville have been idling all night. Last night the train left at about 1:30 with 4 horn blows. The idling can be really grating at night, has been excessive, and from what I understand not permitted. I've noticed a return to more nighttime noise and especially weekend nighttime idling from the railroad. Please confirm that this message has been received.
9/26/2012	Last night (9/25 evening) the trains were constantly idling. I was awoken at 1am and heard idling constantly until about 4 am. I have also submitted a report due to the constant idling Fri, Sat. & Sunday night of this past weekend. I'm getting tired of being awoken by this constant vibration and idling. I live at the far end of Broadway. I can't imagine what it's like for the folks that live much closer to the tracks. We've definitely backtracked on progress with the railroad company. I'd appreciate a response from the town.
10/22/2012	Hello good afternoon we live on school Lane where the railroad tracks sit right behind our houses the trains have been idling and grinding and scraping the track several times during the week nights including weekends while blasting the whistles for long drawn out time going down the tracks at all hrs of the night some of us work we all have school children that need their sleep some of us have small children the blasting the train whistles and idling have been happening quiet a bit lately not only at all hours of the night during the week but weekends late night /early mornings seems like they love to just lay on that whistle while squealing and grinding down the tracks and at time leaving the train idling all night long. There must be something that can be done? People have to sleep and kids need their rest for school my kids have trouble sleeping and have been sleepy during the school day where the school nurse is calling us ,some of us work long hours and like to get our sleep or rest on weekends we all do not want to hear a idling train and whistles blasting from midnight to all hours of the morning or all night long