

1/4

The New Old Colony Railroad update

A PUBLICATION OF THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

William F. Weld, Governor • Paul Cellucci, Lt. Governor • James J. Kerasiotes, Secretary & MBTA Chairman • Patrick J. Moynihan, General Manager

A Message from Secretary Kerasiotes



As construction moves ahead on the historic Old Colony Railroad, I want to talk about our goals for the transportation

system we envision for the region.

Restoring the Old Colony Railroad to service will bring a permanent balance to the transportation mix in the area for the first time. In 1959, when the new Southeast Expressway replaced the Old Colony as the primary

commuting route to and from the city, the seeds of imbalance were sown. With the highway grossly overused today, we have no workable alternative to the car. Boats shoulder some of the excess burden, but they will never meet all of the area's transportation needs.

The answer is to restore rail service in the three Old Colony corridors. We believe the Old Colony area will respond to the MBTA as communities all over eastern Massachusetts have done. The MBTA has one of the fastest growing Commuter Rail services in America, and the reasons are

simple: The service is convenient, dependable, and safe, for customers and neighbors alike.

If you need to use your car, a reliable rail service will mean the roads will have room for you. If you do not need your car, you can ride the T knowing you'll get to town and back again on time. That is what makes transportation choices into a system — each mode complementing the others. The Old Colony will bring the system to the South Shore, and it will make economic winners of us all.

Greenbush Rail Restoration Announced

Options for improving transportation service on the Greenbush Branch of the Old Colony has been announced — commuter rail service, said Transportation Secretary and MBTA Chairman James J. Kerasiotes.

As construction proceeds on two of the Old Colony's three branches, options for service on the Greenbush line from Braintree through Hingham to Scituate were given extra study. Options ranged from doing nothing, to expanding commuter boat service from Hingham, to several rail alternatives.

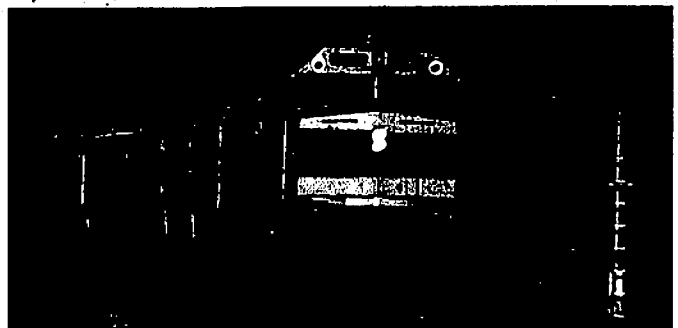
"While commuter rail remained a viable transportation option for the Greenbush corridor," Kerasiotes said, "public concerns regarding the impact of

rail service led us to examine the merits of a guided busway system."

Governor Weld recently announced his decision to restore Greenbush commuter rail service to the South Shore at a South Shore Chamber of Commerce breakfast in Randolph.

The 17.7 mile Greenbush branch of the Old Colony will serve South Shore residents in Weymouth, Cohasset, Hull, Hingham, Scituate, Norwell, and the Marshfield area. The Old Colony's Plymouth, Middleborough, and

Greenbush branches have not run since July 1959. The Plymouth and Middleborough branches are slated to open in December, 1996. Greenbush line design will begin soon with construction scheduled for 1997, and start of service in 1999.



MBTA
6/2/97



Inside: Construction Update, New Communications Office Opens

Construction Update

Middleborough, Plymouth, Main Lines All Under Construction

Work is well underway for construction of new tracks and stations on the Middleborough, Plymouth, and Main lines of the Old Colony. If you live along the tracks anywhere in the Old Colony service area expect an increasing amount of activity through the spring and summer to complete grade crossings, grade and level track bed, provide drainage, lay cable, new ties, and track, and prepare station sites.

On the Middleborough Line new high level platforms are nearly complete at Middleborough/Lakeville, Bridgewater, Campello, Brockton, and Holbrook/Randolph stations. On the Plymouth Line platforms are nearly complete at South Weymouth, Abington, Whitman, and Hanson stations.

Fences are going up along work areas, and it is extremely important for everyone in and around the tracks to stay away from the construction equipment at all times. Over the years, since the original Old Colony shut down in 1959, local residents have become accustomed to crossing and playing on the right-of-way. Now that construction is under way, with full train service approaching in late 1996, the days of casually walking along the Old Colony tracks are gone.

We are handing out safety leaflets and putting up posters in the construction areas, and we hope everyone will cooperate. Please stay off the right-of-way and away from the tracks.

The Old Colony project has been divided into many separate contracts to maximize participation of smaller and minority or women-owned firms in the \$480 million project. Here's how some of the major contracts are progressing:

- The Neponset River bridge connecting the South Shore to Boston – the "missing link" that was destroyed by fire in 1960 – was finished in 1995. The bridge runs parallel to the Red Line bridge over the river.
- The Pearl Street Grade Separation in Braintree is lowering Pearl Street

and raising the railroad above the street to allow trains and local traffic to run independently. A bypass road is in place to divert traffic around construction, retaining walls are up, and railroad bridges are constructed.



Roadbed and crossing construction, Middleborough Line.

- Work is expected to be finished in fall of 1996.
- Work has begun in the Braintree yard to provide Old Colony tracks and a station platform.
- Route 3/3A interchange highway/railway work in Kingston is under way. The project involves two railroad underpasses beneath Route 3 and

another under 3A. Traffic lanes have been shifted on Route 3 in both directions, and grading, excavation, and ramp work are under way. Work is expected to last until fall of 1996.

- In Quincy, work continues on the Hancock Street Overpass (expected to be finished in spring of 1996) and on the Billings Road Pedestrian Overpass near the North Quincy Red Line station.
- Work is well under way on the South Bay Undercrossing, which will take Old Colony trains beneath the Red Line in South Boston. That job is expected to be finished in fall of 1996.
- Relocation of Red Line signals to make room for the Old Colony tracks is finished, and work has begun on the Old Colony's signal and communications systems.
- Grade crossing work has progressed in many communities, and signal work is now being conducted at a number of crossings.

A Message From the General Manager



For South Shore residents, the Old Colony Railroad Restoration represents a major step forward for mobility and quality of life in the region. But from my per-

spective in the General Manager's office, the project has even greater importance. By filling in the last remaining wedge of Greater Boston without public transportation, we connect our entire network of services to a population that lost its transit alternative 37 years ago. By taking thousands of cars off local roads and streets and the

Southeast Expressway as well as out of downtown Boston, we will help the entire city cope with Central Artery construction. By completing a project of this magnitude we will provide thousands of jobs for local contractors and workers, as well as better access to jobs once the service is running.

I want to express our firm commitment to moving the Old Colony project forward on schedule and on budget, and to giving the people of the South Shore and the entire state full value for their investment in this important new transportation service.


Patrick J. Moynihan
General Manager

Communications Office Open in Braintree

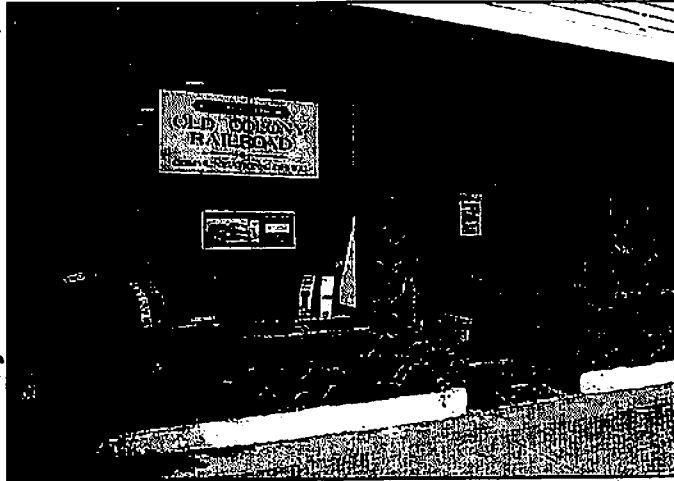
A special Old Colony communications office opened in Braintree, close to communities where two Old Colony lines are now under construction. The office, which is staffed by MBTA personnel, is designed to give the project a direct link to the towns affected by the construction.

Located at 395 Washington Street in Braintree, the office serves as a clearing house for public information on the Old Colony project and a base of operations for communications staff to keep tabs on construction.

"This office helps us keep the communities served by the Old Colony aware of the progress and impact of construction," said Transportation Secretary and MBTA Chairman James J. Kerásiotes. "It also helps us spread the word about the kind of service South shore residents can expect when the Old Colony begins operations. Service, safety, and construction information are all crucial to the communities, and this office gives us a new communications vehicle to get the word out more effectively."

MBTA General Manager Patrick J.

Moynihan called the new office "clear evidence of our commitment to the people of the Old Colony service area. We are bringing back an extremely important transportation service. The people along the Plymouth/Kingston,



Need Old Colony Information? Call the Braintree office.

Middleborough/ Lakeville, and Greenbush lines deserve detailed information on the project, and this office will make it possible for us to provide that information in a timely and responsive way."

The phone number at the Braintree office is 617-222-3074 or call the Old Colony project hotline at 617-222-5913. MBTA personnel field calls from neigh-

bors concerned about the Old Colony project, attend community meetings, monitor construction progress, work directly with residents and businesses in the Old Colony service area on project and service issues, and distribute general information about the project. Working with communications staff at MBTA headquarters in Boston to develop information materials, the group gives the people most intimately affected by the Old Colony work a face-to-face information link with the project.

The Old Colony Communications Office also houses the MBTA's Business Outreach Center, which had been located at Massasoit Community College in

Brockton to provide Old Colony and other T construction information to contractors interested in bidding on T work. The center focuses on helping minority and women-owned businesses qualify to work on MBTA projects. The phone number for the Business Outreach Center is the same as the Communications Office, 617-222-3074.

Park-and-Ride Lots Make Old Colony More Than a Rail Project

Restoring the historic Old Colony Railroad means bringing transit service back to a three-branch system that could not survive the opening of a new highway, the Southeast Expressway, in 1959. But today, the MBTA is adding a new wrinkle to the Old Colony for its return to the South Shore – a series of park-and-ride lots that will use buses to make the three-branch Old Colony into a four-corridor transportation system when service begins late in 1996.

Improvements to bus service from

the South Shore to downtown Boston are part of the Old Colony project because the railroad won't directly serve every town in the service area. Three new park-and-ride lots are proposed along the Route 3/53 corridor in Pembroke, Kingston, and Plymouth.

The paved lots will have between 200 and 250 parking spots each, shelters for waiting customers, lighting, and landscaping. Private bus carriers will take park-and-ride customers to and from downtown Boston.

Expanded South Shore bus service is even more attractive now that a high occupancy vehicle lane has been installed on the Southeast Expressway to help lure drivers out of their cars particularly during Central Artery construction in downtown Boston.

The new parking lots are scheduled to be ready for business when Old Colony rail service begins in December of 1996. For more information, call the Old Colony Hotline at 617-222-5913.

Safety Update

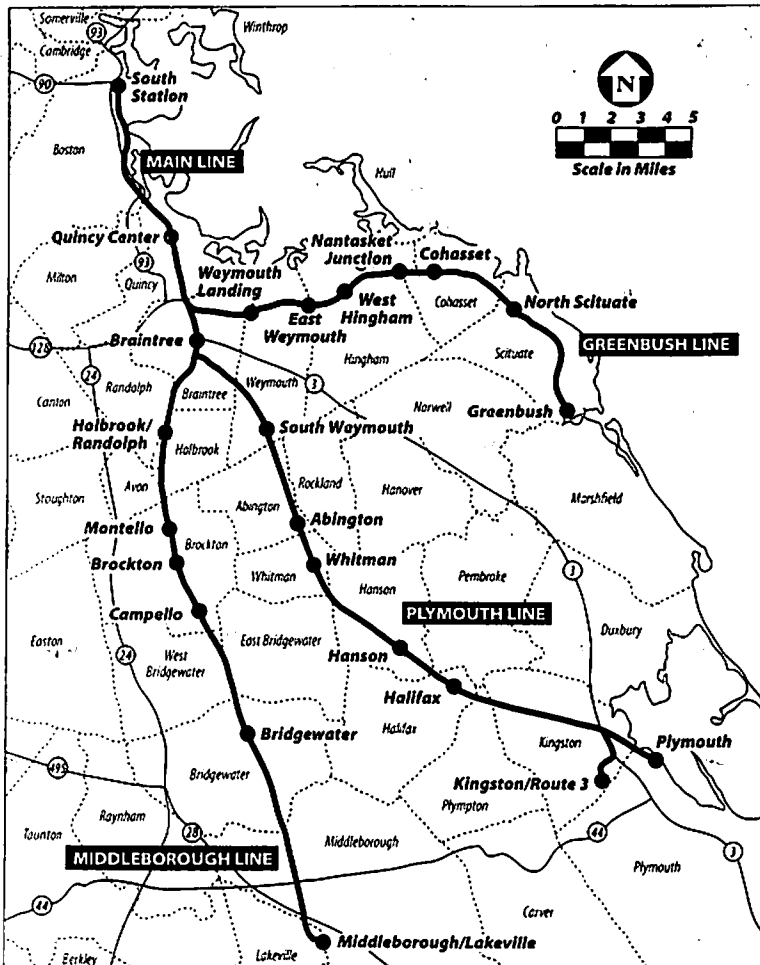
The Old Colony safety program will roll out with steadily-increasing intensity through the end of construction and right on into the start of Old Colony service late in 1996. Neighborhood and school outreach on safety in construction zones has already started as construction on the Middleborough/Lakeville and Plymouth/Kingston lines continues.

We have prepared safety materials for school and community groups to make sure every possible audience hears our messages about responsible behavior around a railroad. The T has one of the best safety records in the business, and one important reason is that the people who live in our service area have learned the ABC's of railroad safety, such as:

- Never drive or walk around a lowered railroad crossing gate. Always wait for the train to pass.
- Cross the tracks only at designated crossings.
- Never play or walk on the right-of-way, either now during construction or when service is running.
- Stand behind the yellow platform stripe as you wait for your train.
- Keep this simple phrase in mind at all times: "Look, Listen, and Live."

Watch for T safety and informational programs in schools and elsewhere as the start of service approaches. We have already started contacting school officials and educating local fire and police departments in dealing with train safety procedures. The MBTA Old

Colony Project is working in conjunction with Operation Lifesaver, a national organization that promotes railroad safety. To date, 55 police, fire, and other public safety officials from 18 South Shore cities and towns have completed a presenters training program, allowing them to teach the public about railroad safety. We will leave nothing to chance to provide a safe service. That kind of safety commitment has made the T one of the safest transit operations in the business.



Map of the Old Colony Lines

• New Quincy Center Stop on the Main Line announced, information in a future issue of update

The New Old Colony Railroad

Important Phone Numbers

- Old Colony Project Hotline617-222-5913
- Braintree Communications Office617-222-3074
- T Fare and Schedule Information617-222-3200
- Hearing Impaired TDD617-222-5146

In Future Issues of Update

- Station and fencing plans
- New Quincy Center stop information
- Central Artery update
- Intersection improvements
- Fare, T Pass, and Schedule information

SOUTH STATION
 1 way \$4.00
 TO MIDDLEBOROUGH
 1 way \$4.00
 PLYMOUTH