

**SPRINGFIELD COMMUNITY PRESERVATION
FULL APPLICATION COVER SHEET**

I. PROJECT INFORMATION

CPA program area - check all that apply:

community housing historic preservation open space recreation

Project/Program Title: **Highland Rail Trail and Wason Trolley Development Project**

Brief Project/Program Summary:
Study of Immediate Development of the portion of the Highland Division between RMJ School and Hickory Street as a pedestrian/bicycle rail train for recreational use, with feasibility study of long-term implementation of a historic trolley service to connect Downtown with City and East Longmeadow locations for recreational, historic, and transportation use.

estimated start date: Nov. 1, 2021 estimated completion date: June 30, 2022

II. APPLICANT INFORMATION

Type of Applicant - check one:

City of Springfield Non-Profit Organization For-Profit Business Individual

Name of Organization: **Highland Heritage Rail Trail, Inc.**

Name of Contact Person: **Charles E. Knight**

Mailing Address: **1030 Worthington Street**

Mailing City/State/Zip: **Springfield, MA 01109**

Phone: **(413) 301-6308**

Fax: **(413) 259-0052**

Email: **highlandheritagerail@gmail.com**

Website: **N/A**

III. BUDGET SUMMARY

Estimated Project Budget: **\$25,000**


CPA Funding Request: **\$25,000**

Will you be seeking multi-year funding Yes No

CPA Request as Percentage of Total Project/Program Budget: **100%**

List Other Secured Funding Sources:
Many years of community member time and equity in rail trail and rail service planning and discussion from the 1970s to the present

List Other Prospective Funding Sources:
Mass DOT, U.S. DOT, private foundations, etc., provided political obstacles are addressed as part of the proposed project.

Applicant Signature: 

Date Submitted: April 1, 2021



Highland Heritage Rail Trail, Inc.



WORKING TO REALIZE THE POTENTIAL OF THE HIGHLAND DIVISION

March 2021

Greetings!!

We are once again proposing that the “Rail trail” on the Highland Division should be re-thought. As a long-time actual bicycle rider and member of the Rail Trail Committee I have been trying to convey that a successful facility cannot be built that has no real destination. If it does not have a real destination there will not be enough use to create “Natural security” and it will likely become dangerous and unfortunate things will happen as happened Downtown. We have seen too many times when well-intended projects were not well thought out, like the pedestrian bridge over I-291, and they ended up being wastes of energy and resources. I have tried to say it nicely in the past but there are those who did not want to listen. Therefore we are pursuing this application.

To be more specific we are asking that \$25,000 be set aside to plan for extension of the trail segments presently being designed to include the segment of Right-of-way between the Rebecca Johnson School and Hickory Street, as well as the segment connecting the “McKnight Section” to Downtown via either Union Station or Lyman Street.

In addition we would ask the consultants, and those who have worked on other segments, to review the feasibility of and potential requirements of conversion of the trail for use as a recreational trolley line using either Wason-built trolleys or authentic reproductions to connect Main Street with City neighborhoods and possibly East Longmeadow. Many of these cars exist in museum collections (SEE ATTACHED), or reproductions of these cars which appear to be available from GOMACO and other firms.

We feel that this is both very appropriate as historic preservation, given the role of trolleys in the City’s development history and the history of Wason Manufacturing in the City, as well as the proven record of these kinds of services as recreation uses in many museums around the country. We feel that this could have a great positive impact on Springfield, if it is feasible, perhaps as the cable cars are to San Francisco, and that it should be explored.

However the focus of this application is to include the two missing segments, which are as we speak being lost to other uses, for the rail trail to promote the success of the program and to insure equity instead of leaving neighborhoods out that should be included.

Charlie Knight, President



Highland Heritage Rail Trail, Inc.



WORKING TO REALIZE THE POTENTIAL OF THE HIGHLAND DIVISION

Use of trolley cars made in Springfield by Wason Manufacturing Co. in our North End is an alternative to use new cars with vintage designs. The cars listed below are Wason-built owned by regional trolley museums. It might be that one or more of these museums would allow our local services to restore and utilize some of these locally-built cars on the proposed new Highland Division rail facility. This possibility has not been explored these museums but the plan is to explore this if the Highland Heritage proposal is approved by the City Council.

Wason-built Trolley Cars in Nearby Trolley Museums

Connecticut Trolley Museums (Warehouse Point, CT)

Springfield Electric Ry. #10	1901 Wason Manufacturing Co.
Connecticut Co. #65	1906 Wason Manufacturing Co.
Bristol (CT) Traction #28	1907 Wason Manufacturing Co.
Connecticut Co. #1739	1918 Wason Manufacturing Co.
Connecticut Co. #3001	1922 Wason Manufacturing Co.
Montreal Tramways #2056	1927 Wason Manufacturing Co.

Shelburne Falls Trolley Museum (Shelburne Falls, MA)

Shelburne Falls #10	1911 Wason Manufacturing Co.
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Shore Line Trolley Museum (East Haven, CT)

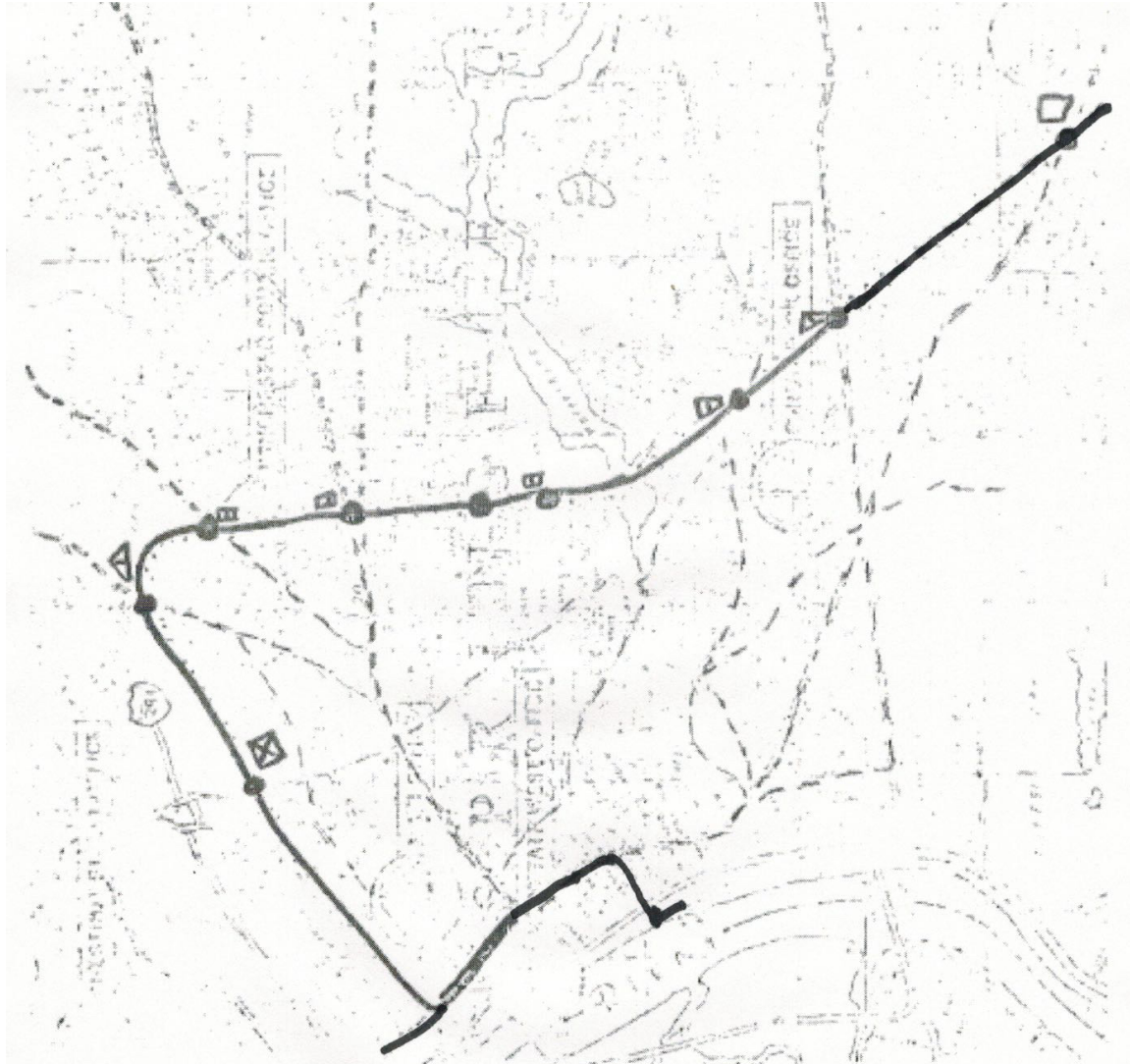
Connecticut Co. #865	1906 Wason Manufacturing Co.
Connecticut Co. #1602	1922 Wason Manufacturing Co.



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PRELIMINARY ROUTE MAP - This is a map showing where the new Heritage Rail Line might go, connections to several neighborhoods from Metro Center to East Forest Park, as well as AIC at Mason Square, and Springfield College, and including new street-based track in Main Street connection to the MGM Casino and Basketball Hall of Fame. The idea would be a 24' roadway including a bike lane and rail line, with short double-tracked sections where trolleys could pass each other. At the lower left the track could access the Trolley Barn at Memorial Square in case that facility could be used.