

Dalton Conservation Commission

Tuesday September 16, 2025 Meeting Minutes

In attendance: Jon Swan, Carol Sheltry, Gina Damiano

Call to Order: 6:02PM

1. Review/Approve August 19, 2025 Meeting Minutes
 - a. Motion from Carol, Second Gina. Approved.
2. Bank Account: \$46,653.37
3. 2025 Land Conservation-see October 2 NHDES Well Workshop Handout
 - a. 20 people from Dalton signed up
 - b. Kits will be provided at the event with pick up dates and locations provided
 - c. Will include a small flyer about land conservation at the event that includes contact information for DCC if someone wants to learn more
4. GSL Updates-Wetlands/AoT RFMI deadlines:
 - a. September 19th for Wetlands
 - b. September 24th for AoT
5. GSL DCC Experts Reimbursement Request Update
 - a. Awaiting response from Selectboard to request to submit
 - b. Jon to send a follow up to the board noting lack of response and that if they are not going to submit the reimbursement the DCC will be happy to do it.
6. UNH Speaker Topics for 2025 in partnership with Whitefield
 - a. Bird Landscaping of interest with Whitefield
 - b. Need to determine a date and see if the Whitefield Library will be able to host
7. Forest Lake State Park Beach Sand Restoration Project and other improvements:
 - a. Nancy Morrison's letter to the editor was a great recap of the work that has been done at the state park this summer
 - b. The work in the park looks great, they are doing a great job
8. NHACC Annual Conference-November 1, 2025
 - a. At Pembroke Academy, Jon will attend
9. Vermont Rail System (VRS) Dalton Rail Line Reactivation For Freight
 - Elise Lawson environmental assessment proposal:

Dalton Conservation Commission

- Check has been sent and work has commenced.
- Will this assessment take into account the current impact of existing environmental impacts as is as well as future impacts with the return of rail?
- We are hoping to learn more from those in charge of the project as they did recently in Vermont and also from the state as to the permitting process.
- Attached documents for reference from Vermont meeting with VRS

Motion to Adjourn: 6:27PM, motion from Gina, seconded by Jon. All approved.

Please mark your calendars for the following:

- Next Meeting, October 21, 2025, 6PM

***Public Meetings:** Anyone, not just local residents, may attend, take notes, record and photograph the meeting. However, except as required in a public hearing, the public has no guaranteed right to speak. RSA 91-A:2

https://www.nhnmunicipal.org/sites/default/files/uploads/documents/public_meetings_governmental_records.pdf

**In order to save time during public meetings, and to ensure accuracy in response, the Dalton Conservation Commission requests that all comments and questions from the public be submitted to the DCC email address*

Approved

John

WAO

Guadalupe

Nancy Comau

Carol Shetty

Bank Reconciliation Report

Conservation Commission

Reconciliation # 106

Statement Date: 9/11/2025

Start Date: 8/01/2025

End Date: 8/29/2025

Bank Statement

Beginning Balance: 46,649.66
 Plus Cleared Deposits/Trx: 3.71
 Less Cleared Checks/ACH: 0.00
Calculated Balance: 46,653.37
Statement Ending Balance: 46,653.37

Statement Variance: 0.00

Bank Statement Adjustments: 0.00

Adjusted Statement Balance: 46,653.37

Unreconciled in GL prior to this statement:

GL Bank Beginning Balance: 46,649.66
 Prior Deposits/Trx UnRec: 0.00
 Prior Checks/ACH UnRec: 0.00
Adjusted GL Beg. Balance: 46,649.66

Variance from Bank Stmt Beg. Bal: 0.00

GL Bank Account

Beginning Balance: 46,649.66
 Plus Current Deposits/Trx: 3.71
 Less Current Checks/ACH: 0.00
Calculated Balance: 46,653.37
Ending GL System Balance: 46,653.37

GL Balance Variance: 0.00

GL Bank Adjustments: 0.00

Remaining Unreconciled in GL after Reconciliation:

Prior Deposits/Trx UnRec: 0.00
 Current Deposits/Trx UnRec: 0.00
 Prior Checks/ACH UnRec: 0.00
 Current Checks/ACH UnRec: 0.00

Adjusted GL Ending Balance: 46,653.37

Reconciliation Summary:

Adjusted Statement Balance: 46,653.37
 Adjusted GL Ending Balance: 46,653.37

Variance: Statement vs. GL Balance: 0.00

Treasurer: _____

Adjustment Detail

Trx Date	Description	Amount
Adjustment Count:.....		0
Adjustment Total:.....		0.00

Prior Unreconciled Checks - Still Unreconciled

Check #	Check Date	Deposit Date	Mod	Payee	Chk Amount	Rec Amount
Check Count:.....				0	Check Total:.....	0.00
					0.00	0.00

Unreconciled Checks - This period

Check #	Check Date	Deposit Date	Mod	Payee	Chk Amount	Rec Amount
Check Count:.....				0	Check Total:.....	0.00
					0.00	0.00

Prior DIT Remaining

Trx Date	Account #	Description	Debit	Credit
Transaction Count:.....		0	Transaction Total:.....	0.00
			0.00	0.00
			Total:.....	0.00

Current DIT

Trx Date	Account #	Description	Debit	Credit
Transaction Count:.....		0	Transaction Total:.....	0.00
			0.00	0.00
			Total:.....	0.00

Free Workshop & Water Testing for Private Well Users in Dalton, Lyman & Monroe



NH Department of Environmental Services
invites private well users in Dalton, Lyman & Monroe:

Private Well Workshop

Thursday, October 2, 2025 @ 6:00PM

Dalton Municipal Building
756 Dalton Rd.

Keep your family safe from health risks of common well water contaminants. **Test your water.**

At the Private Well Workshop we'll:

- Explain what contaminants you should test for and why;
- Send you home with a test kit and tell you when & where to return with filled bottles;
- Test your water for common well water contaminants including: radon, arsenic, lead & PFAS;
- Teach you about selecting the appropriate water treatment if contaminants are found.

Workshop & water testing are free (a \$400 value), and registration is simple! Just send an e-mail saying you plan to attend to Amy Hudnor, NHDES Private Well Coordinator at welltest@des.nh.gov or call Amy at 271-5986.

**Please register & we'll see you at the
Dalton Municipal Building Oct 2 @6pm!**

Got questions? Feel free to contact:

NHDES: Amy Hudnor at (603) 271-5986 or welltest@des.nh.gov



DRAFT Rail Corridor Proposals for Stakeholders

Lunenburg Outdoors: Recreation, Trails, and Tourism

Draft, Dated 9/12/2025

Proposal	Specific Request
Fencing: Low, attractive, for houses with yards and homes close to the ROW, for safety of children and pets	-Permission to install fencing within the ROW at pre-determined locations marking the edge of yards, within the ROW, for the safety of children, pets, businesses
Crossing(s): -to enable public access to the forest & Connecticut River -for snowmobile crossings	-Identify grade crossings for public recreational access and establish agreements -Collaborate on culvert crossing at River Road in South Lunenburg
Rail with Trail: where possible to get travelers off busy roads Trestle Bridge: is there potential for Rail Trail as a side-bridge here, must be able to accommodate snowmobile groomer (10,000lbs) Is it a question of safety alone or financing?	-Plan for Rail-with-Trail -Respect residential landowners, bypass backyards where ROW is very tight -Collaboration, permission -Plan for Rail-with-Trail at Bridge Crossings; secondary bridge, or side bridges
Scenic and Passenger Rail Cars for Transportation: For transportation of citizens for work. To get travelers off busy roads and connect railtrail where rail-with-trail is not feasible, and to support the outdoor recreation economy. Train cars to transport Bikes? Snowmobiles?	-Explore passenger rail opportunities
Train Station/Welcome Center/Historical Museum	-Assistance in identifying locations, collaboration and permission to construct if desired by community
Long term sustainability and benefit to Town	-Long term plan for maintenance and feasibility
Other:	

Lunenburg Village ⇒ Gilman Village ⇒ South Lunenburg ⇒ West Lunenburg ⇒ Mill Village

LUNENBURG OUTDOORS: RECREATION, TRAILS, & TOURISM (RTT)

PURPOSE: A group of volunteers organized to promote, create, and expand on our existing trail networks and outdoor recreation resources; including Walking, Biking, Aquatics, Railway, VAST, VASA, and Equine. Connect residents and visitors to outdoor recreation and our local businesses via trails, signage, and other resources.

UPDATES	
Outdoor Recreation	<p>We are working on a Comprehensive Outdoor Recreation Plan, reach out if you want to help! We need mapping specialists, digital gurus, recreation enthusiasts, gear heads, gardeners, small machinery to borrow, etc!</p> <p>We are collaborating with other groups* to revitalize the Gilman Ball Fields/Fox Field & Forest Outdoor Recreation Area. We have a comprehensive plan for the space and are gathering funds to make improvements in phases. Reach out if you would like to make a donation! (The Town of Lunenburg, Community Events & Recreation Task Force, Lunenburg-Gilman Community Trust)</p>
Trails	<p>NEK Gravel has added a scenic gravel route through Lunenburg, check it out!</p> <p>Do you love horses? Consider being our local liaison for the Vermont Horse Council, who is currently investing time and resources into improving trails in the area! A collaboration is already underway between VHC & Lunenburg Polarbears Snowmobile Club on trails.</p> <p>Vermont Rail System (VRS) has begun work clearing the Rail Corridor in Gilman, and is under negotiations for obtaining rights to operate through to St. Johnsbury. They intend to have trains up and running on the line from NH to Gilman within a year, and to St. Johnsbury within 5 years.</p> <p>A feasibility study is underway in NH for a section of Rail-with-Trail, lessons learned from this could lead to broader Rail-with-Trail opportunities along the rail corridor in our community. September Railway Flyer</p>
Tourism	<p>Check out our draft brochure for the area and let us know what YOU want to see! We are starting with the bare bones of a custom USGS map. Lunenburg Outdoors Brochure</p> <p>The NEK Chamber of Commerce is doing a lot of work to promote the Northeast Kingdom. Consider becoming a member and adding events to their calendar!</p> <p>Trail Finder is a great resource for VT & NH outdoor enthusiasts, add your business to the map to help them find you!</p> <p>We are continuing to work with regional partners to identify opportunities for funding, partnerships, and inspiration.</p>

ABOUT: This task force of community **volunteers** is a byproduct of the Community Visit process facilitated by The Vermont Council on Rural Development. We welcome all community input, please join us at our next meeting or contact the task force chair to be added to our email list.

NEXT MEETING:

Wednesday, October 8, 2025

6:00-8:00pm @ Lunenburg Town Office Community Room

Task Force Chair:

Kathryn Baxter | lunenburgoutdoors@gmail.com

RAILWAY INFORMATIONAL FLYER

On Monday, March 10th, 32 community members joined Transportation Secretary Joe Flynn and Senator Russ Ingalls at the Gilman Senior Center to discuss the proposed re-activation of the Twin State Railroad.

Previous grassroots efforts had been working to turn this same track into a Rail-trail for walking, biking, and non-motorized outdoor recreation that would connect to other existing Rail-trails in the region for a total of 204 miles of Rail-trail connectivity.

Since this time Our community has been working on proposals for stakeholders involved in this revitalization. Some of them include:

Rail-with-Trail: Make the connection between the Lamoille Valley Rail Trail and the Ammonoosuc Rail Trail

Passenger Rail: Make transportation more accessible! *If* rail-with-trail is not feasible, connect the two rail trails with cars that can accommodate trail users.

Grade Crossings: Make safe public access to lands and recreation a priority!

These proposals require collaboration from many stakeholders, but the good news is that many hands make light work!

Brief Rail Corridor Recap:

The Twin State Rail Corridor runs between Whitefield, NH and St. Johnsbury, VT. The Rail Corridor from Whitefield, NH to the Gilman, VT Grade Crossing on River Road/Commercial Ave is owned by the State of NH with operating rights leased to Vermont Rail System (VRS), which is a Vermont-based privately owned family railroad business. The Rail Corridor from the Gilman, VT Grade Crossing on River Road/Commercial Ave to St. Johnsbury is currently owned by CSX Transportation, which is a large publicly traded railroad corporation. VRS & CSX are engaged in negotiations to revitalise that section of rail corridor. VRS has already begun improving the Rail Corridor between Whitefield, NH & Gilman, VT, and hopes to have trains running on that section, with Service to the Gilman Mill within one year. VRS hopes to begin work on the Rail Corridor between Gilman, VT and St. Johnsbury, VT as soon as possible, and have trains running on the entire Twin State Rail Corridor within 5 years. Traffic will begin slowly, starting at 5-15 mph. Again, this corridor is significant, and the maps VRS brought to this month's meeting illustrates why this connection is important for freight. Collaboration for Rail-with-Trail is already underway in NH, assessing feasibility for Rail-with-Trail on Wing Road in Bethlehem—This effort involves the NH Snowmobile Association, the Twin State Rail Trail Project, Vermont Rail System, NH DOT, NH Bureau of Trails, just to name a few, and is a testament to the power of collaboration.

Definitions:

Vermont Rail System (VRS): is a Vermont-based privately held family company that operates seven short lines providing freight and passenger services. The sectors and commodities they move include: Forest and Building, Government, Energy, Metals, Agriculture, Chemicals, Minerals such as (talc, granite, slate, marble, limestone). Some of the rail lines VRS operates are owned and operated outright, while others are operated and leased from other entities.

The Twin State Railroad: runs from St. Johnsbury, VT - Whitefield, NH, and is currently owned in two sections: the majority by *CSX Transportation*, purchased in 2022, and is about 20 miles long. A small section of the corridor from Gilman, VT - Whitefield, NH is owned by the State of NH, and *Vermont Rail System (VRS)* owns the operating rights to it. VRS is under negotiations to acquire operations of this track and bring it back into operation, and connect to the New Hampshire Central Railroad. The intention is to have trains up and running on the entire corridor within five years, and within one year on the corridor from Whitefield, NH - Gilman, VT.

New Hampshire Central Railroad: In 2024, VRS acquired the lease from the State of NH to operate this railroad. It is operated in two segments; between North Stratford-Colebrook and between Groveton-Littleton. This railroad has operating rights for the spur of track that runs from Whitefield, NH through South Lunenburg to Gilman, VT, about 1.8 miles of track. This railroad via the North Stratford and Groveton interchanges, connects freight to the broader North American rail network, including 6 Class 1 railroads throughout the continent. (The stretch of rail between North Stratford and Groveton is a Class 1 run by Genesee & Wyoming). VRS has already developed new traffic in Whitefield and has begun making improvements to the Rail Corridor through to Gilman, VT.

Twin State Rail Trail: is a project to convert a section of the Twin State Railroad into a non-motorized walking, running, and cycling recreational trail that spans New Hampshire and Vermont. It would connect the existing Lamoille Valley Rail Trail to the existing Presidential Rail Trail and the existing Ammonoosuc Rail Trail.

Rail-trail: or Rail-trail, is a public path built on the right of way of an abandoned* or railbanked* railroad. They are open to the public for walking, biking, and other recreational activities. Railbanked railroads can be reactivated for freight or passenger rail service if needed in the future.

Rail-with-Trail (RWT): is a public path built parallel to an active railroad, used for walking, biking, and other recreational activities.

***Railbanked:** Railbanking is a process under the National Trails System Act that preserves a railroad corridor for potential future rail use by allowing its interim use as a recreational trail or for other purposes. Under this system, a railroad can transfer its right-of-way to a trail sponsor, typically a public agency or private organization, which assumes responsibility for its management and any legal liability. This prevents the permanent abandonment of the corridor, ensuring it remains intact and available for reactivation for freight or passenger rail service if needed in the future.

***Abandonment:** When a rail corridor is not railbanked, the underlying land, or the easements on that land, may revert to the adjacent property owners who initially granted them to the railroad. A railroad is not considered abandoned unless formal paperwork is filed through the Surface Transportation Board (STB).

For More Information: <https://irp.cdn-website.com/cefd8893/files/uploaded/Rail-Resources.pdf> ***This information has been gathered from publicly available resources by volunteers, please reach out with any concern for errors so that we can make amendments and corrections***