



And the walls come tumbling down....At Last!



Watching the demolition of the Cleary Square railroad station are: left to right, Jack Doolittle, Chairman, MBTA; Katherine Monroe, representative of Governor's office, Joe Burke, Hyde Park Board of Trade; Tom Materazzo, Manager of Hyde Park Little City Hall; Mike Comperchio, Chairman of I-95 land use committee; and Angelo Scaccia, Representative, Ward 18.

All hands in the pie contributes towards razing of Cleary Square railroad station, Hyde Park landmark

After several months of negotiations by various local politicians, demolition of the Cleary Square railroad station took place last Tuesday.

In a surprise move by the MBTA, the structure was razed before the expected August date previously announced.

The concentrated efforts of Rep. Michael Paul Feeney, Rep. Angelo Scaccia, Board of Trade President, George Nedder, Little City Hall Manager, Tom Materazzo and other civic minded citizens has resulted, finally, in the demolition of the Hyde Park landmark.

On March 20th of this year a contract in the amount of \$54,600 was awarded to the Maffei Building Wrecking Corp. of Medway, the lowest of five

bids received.

On April 29th, the contractor was given a notice to proceed.

In the interim, responding to the insistence of many residents, Rep. Michael Paul Feeney contacted MBTA General Manager, Joseph C. Kelly, Board of Trade President, George Nedder contacted Anthony Pangaro, Development Co-ordinator of the Southwest Corridor, Tom Materazzo, Hyde Park Little City Hall manager was in touch with various city agencies, all requesting the same thing.

"When will the structure be taken down?"

Responding to Rep. Feeney's letter, General Manager Joseph Kelly stated:

"In response to your letter of

June 13 and your continued concern regarding the blight and public nuisance created by the abandoned Hyde Park Railroad Station, I wish to advise you that the Authority is diligently pressing the contractor to proceed with the installation of the new sets of stairs and demolition of the station.

The Authority shares your interest in correcting the hazardous and unsightly conditions in Cleary Square and had anticipated the work would have been completed about August 1.

The legal notice to contractors asking for bids was advertised in early February. Five bids were received and publicly opened on February 26. The low bidder was P.J. Maffei Building Wrecking Corp. of Medway.

The Authority's Board of Directors approved the contract

award to this firm on March 20 and the following day, the notice of award was mailed to the contractor asking him to come in to the Authority to sign the final contract documents.

On April 29, the contractor was given his notice to proceed.

Subsequently, the contractor ordered the prefabrication of the new stairs and met with Penn Central personnel regarding the hiring of a flagging crew (two flagmen, conductor and an engineer-inspector) who will be assigned to protect approaching trains while the demolition work is going on.

Due to the energy crisis that resulted in a steel shortage, the contractor has been unable to obtain delivery of the new stairs as expected. These stairs, as you know, must be installed for the commuters' convenience before the old station and stairs can be demolished.

While the stairs are not yet on the site, the contractor had a work crew there at 7:30 o'clock this morning and has confirmed that additional equipment, including a crane, will be on the site tomorrow, July 9, for demolition activities.

Hopefully, the stairs will be delivered in the very near future, so that the Hyde Park

Station Project can be completed as expeditiously as possible"

It is worth noting that the train schedule will remain unchanged. Penn Central will provide the same commuter rail service as in the past. This service is under contract to the MBTA.

FAIRMOUNT