

Construction is underway on new grandstand at Rockingham Park.

Return of The Rock: Work is on schedule

(Rockingham Park, closed since a fire devastated its majestic 74-year-old grandstand on July 29, 1980, is scheduled to reopen for a 143-day thoroughbred meeting on Memorial Day. As construction to resurrect the Old Rock continues, the future of New England racing becomes more and more indefinite. Will the reopening of the Salem, N.H., racetrack be a boon to the local racing industry or a serious threat to the welfare of Suffolk Downs and local horsemen? This is the first in a three-part series which will examine the possible effects the Rockingham reopening may have on the local racing industry. Today: Rockingham Venture's plans for Rock.)

SALEM, N.H. — As construction workers were busy putting the finishing touches on the exterior of the newly-built jockeys' building in full view from the window of his office in the old administration building, Joseph Carney spoke of his plans to successfully return thoroughbred racing to Rockingham Park.

Central to those plans is the one ingredient responsible for the long-enjoyed success of the Old Rock before fire shut down the Grand Dame of New England racing four years ago — atmosphere. The country atmosphere at Rockingham, said Carney, will in no small way help him and his partners in Rockingham Venture once again make a success of thoroughbred racing at the Salem, N.H., track.

"Everyone remembers the great atmosphere at Rockingham. It has always been here and it's still here," said Carney, who along with his brother Tom, former CIA deputy director Max Hugel and Eddie Keelan, bought Rockingham Park last summer for \$125 million from the New Hampshire Jockey Club. "The place has an atmosphere that people enjoy. Forget the new grandstand. Whether there's a new building or the old building, you still get the same feeling about the Rock. You'll still be able to sit on the

grass and eat a hot dog.

"What we'll have here is an old track with new ideas, a new clubhouse and grandstand, a refreshing atmosphere and easy access and egress. Even now, just take a look around and you can remember the feeling you used to get at the Rock."

In keeping with the country atmosphere, Rockingham Venture's architects have designed a two-level structure with an old-style exterior, including a tiled roof topped with cupolas. Open-air terraces, which will overlook the saddling area and walking ring, will be built on the far end of the new structure on both levels.

"We've tried to incorporate as much of old Rockingham's atmosphere into the plans as we could, while at the same time being able to offer the patrons the most modern facility possible," said Rockingham general manager Edward Callahan.

However, one element of the old Rock grandstand not incorporated into Rockingham's new grandstand is the bleacher-type seating featured at most racetracks. The Rockingham grandstand area will be situated on the first level of both the new structure and the old clubhouse building which survived the fire, while the new



ED GRAY

clubhouse will be housed on the second level of both structures. General seating will be in the form of "modular table and chair arrangements" throughout both the grandstand and clubhouse.

"We feel it is a very workable plan with an awful lot of seating," said Callahan.

□□□

Currently, a framework of steel stands on the foundation of the new grandstand site. According to Callahan, the construction is "right on schedule" for the planned May 28 reopening.

"The decking should be finished by the end of January and the whole structure should be closed in by mid February," said Callahan.

"Barring a major catastrophe like another Blizzard of '78, we should be right on schedule. Once the sides are up, we're in business. Most of the plumbing is already set and a lot of the electrical work is in."

Repairs to the existing barns have been ongoing since Rockingham Venture purchased the track and preliminary work on the racetrack itself has been completed in preparation for the arrival of horses during early April. Lights will be installed around the racetrack during the first week of May, allowing Rockingham versatility

in the scheduling of racing dates.

Tentative plans call for Rockingham to conduct both daytime and nighttime racing programs —

Tuesday afternoon, Wednesday, Thursday and Friday nights, and Saturday and Sunday afternoons.

"We think nighttime racing will add a lot of excitement to racing. The market is different today than when Lincoln Downs had night racing.

"We think it will provide more of a spectacle," said Callahan. "But it (scheduling) really depends on whatever discussions we have with Suffolk Downs. Nothing is concrete without concrete discussions with Suffolk."

The days of the Rockingham-Suffolk Downs circuit are gone. With Suffolk Downs operating on a year-round basis and Rockingham scheduled to race 143 programs between Memorial Day and the middle of October, conflicting dates are inevitable, causing great concern with area horsemen. However, Carney said he plans on asking Suffolk Downs to sit down with Rockingham Venture to discuss scheduling.

"I'd like to get together with Suffolk Downs and discuss things which would be mutually beneficial. But I'm not sure we can convince them," said Carney. "In any case, we have to do what we have to do. I think the horsemen understand that and I think Suffolk Downs does also."

(Tomorrow: The Horsemen's dilemma.)

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Salem

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Ross Moldoff of Portsmouth has begun work as Salem's new planning administrator.

A graduate of the University of Massachusetts in Amherst with a master's degree in regional planning, he will oversee the enforcement of building codes, revisions to the town's master plan, and economic development.

For the past 18 months he has carried out regional planning work in Rockingham and Strafford counties.

He said he sees the biggest planning issue in Salem as a need for a long-term solution to water quality and supply problems.

Moldoff is still living in Portsmouth pending a move to Salem.

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BACHELOR'S DELIGHT, — Feathers were ruffled two weeks ago when this paper ran a photo of Salem fire chief Don Bliss and noted that he was thought to be the most eligible bachelor in town. Ross Moldoff, Salem's new administrator of

development, and his crew beg to differ. Surrounding ONE OF Salem's most eligible bachelors are (left to right) Jean Knight, Barbara Lessard, Kathy Melvin, Jackie Gucciardi, Rosemarie Hartnett. (Observer photo by Deborah Bell).

NEW HAMPSHIRE
LOCAL NEWS

****13

Tie-in put off to 1986

4/2/84

Sewer project delay slows Salem growth

By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — Salem won't be able to tie in to the Greater Lawrence sewer plant until July 1986, a year later than town officials have been saying.

The delay means town officials must choose between no business growth or increasing sewage problems.

Salem's sewer plant is already overloaded. Until Salem ties in to the regional plant, it won't have the capacity to treat waste from new businesses.

Selectmen said as recently as February that tie-in would be in mid-1985. Other officials have said in the past tie-in would occur as early as this year.

Salem joined the Greater Lawrence Sanitary District, which runs the regional plant in North Andover, in 1982.

But Eric Teittinen, principal engineer of the sewage plant, said, "Salem's tie-in date to the Greater Lawrence Sanitary District was

first identified last month. This was the first time we talked about construction, before this time there was no firm schedule."

Teittinen said the total construction schedule has long depended on federal funding. He said that the way the federal government works, with different application periods, funding delays are common. "Money (for Salem's construction tie-in) will not be available until January 1985," added Teittinen.

At a work session last week, new Town Manager Michael Valuk presented the new Board of Selectmen with a list of short-term options available for the town.

One option is no growth until the 1986 tie-in. Another option is building holding tanks.

Selectmen Chairman Howard Glynn suggested trucking waste from Salem to the Greater Lawrence plant. This suggestion is being studied for cost impact.

Valuk said the town's best bet

is "infiltration reduction." That means sealing the system against incoming leakage from heavy rains and flooding. By sealing manholes and other sources of leaks, Valuk estimated the town could regain 300,000 gallons per day of capacity. The cost would be \$350,000.

Town engineers said the town's sewage plant was designed to handle 1.3 million gallons per day of sewage. The Environmental Protection Agency granted Salem permission to process 1.5 gallons per day of sewage on condition the town soon tie in to the Greater Lawrence plant.

Town engineers said that during peak flows the plant has put out as much as 3.5 million gallons per day. At this quantity, waste is not properly treated. It flows into the Spicket River in what's called primary treatment stage, which is just one level above raw sewage.

Until selectmen decide what to do, seven construction projects remain on hold for want of sewage permit.

Accident victim remains in North Carolina hospital

SALEM, N.H. — A Salem man seriously injured in a car crash remains in a North Carolina hospital. The father of three was injured in a car crash on Route 101 in North Carolina last week.

New
Hampshire
Scene

Glynn wants ^{4/30/84} 'grass-roots' planning help

By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — Selectman Chairman Howard Glynn told 100 people at yesterday's Chamber of Commerce breakfast that it's time for the town to look at the "big picture."

Glynn outlined a plan that he hopes will lead to greater citizen participation in planning the town's future.

He wants the town's future to be based a master plan that originates, not from town hall, but from the people at the grass roots. "The idea is to let the people and the town boards give their ideas. Let them come up with the town's top priorities."

"As selectmen, we see the multitude of things that people are concerned about, such as sewer, water, the landfill, Route 28," he said.

"We seem to be spending as lot of time and effort on one problem after another and we don't really have a common idea, as a community, as to where Salem is going."

Glynn said he senses "a feeling on the part of the citizens and the business community that the time has come to sit back and take a look at the big picture. People in Salem are ready to assess the challenges facing the town and to set some goals that can direct the energies of all our citizens."

Setting goals should not be limited to town officials, said Glynn, but rather it should involve a wide range of people and community interests.

"This is not something we can accomplish in one year, it should be an ongoing process ... People will give us good solid ideas of what should be done first," Glynn added as goals are reached, the town can move down the list and add to it from year to year.

Glynn presented a draft of his proposal to the other selectmen for their ideas. The draft suggests:

SENDING LETTERS of invitation to officials, community groups and agencies inviting their participation.

HOLDING THE SESSIONS in

Salem



“
People in Salem are ready to assess the challenges facing the town and to set some goals that can direct the energies of all our citizens.
”

—Howard Glynn

May or June in a location suitable to a large audience.

APPOINTING A CITIZEN MODERATOR, who will be assisted by the town manager.

STRUCTURING THE MEETING to allow all persons present to contribute their ideas.

CATALOGUING all the challenges facing the town.

DISCUSSING how the challenges can be met.

REACHING A CONSENSUS on what the goals should be and how they should be accomplished.

5/84

Planner follows illegal dumper to Cambridge

SALEM, N.H. — Town Planner Ross Moldoff caught a Barron Avenue resident improperly leveling his yard with demolition material from a Boston housing project. Responding to a neighbor's tip on Tuesday, Ross Moldoff spotted a

Salem

truck, which had deposited nine loads of debris, at the 7 Barron Ave. residence of Dennis R. Michaud.

Moldoff and building inspector Sam Zannini followed the truck all the way back to a housing project in Cambridge. There they confronted a surprised demolition crew, telling them they were Salem officials and that the crew was dumping illegally.

Moldoff informed New Hampshire state officials about what took place. He also questioned Michaud, who Moldoff said appeared to be unaware of the laws.

Moldoff said Michaud dumped material, which included paint cans and food, in his backyard. Moldoff said Michaud's yard is on a flood plain and can't be filled in.

The state plans to inspect the site today, said Moldoff.

OBSERVER
5/2/84



BOSTON HOUSING — This demolition waste began appearing in Salem Monday, to the consternation of town officials. Land owner Dennis Michaud was intending to fill in some

of the Spicket River flood plain in his Barron Ave. back yard, not realizing, he said, that he needed state and local permits to do so. (Observer photo)

Yet another landfill site nipped in the bud

By Deborah Bell

SALEM — Two town officials turned detective yesterday as they followed trucks spotted dumping demolition material in a Salem residential neighborhood to a construction site in Cambridge, Mass.

Administrator of Development Ross Moldoff and Building Official Sam Zannini were alerted Monday to what appears to be illegal dumping of demolition materials on the bank of the Spicket River, at the residence of Dennis R. Michaud on Barron Ave.

Inspecting the site yesterday Moldoff and Zannini found "about nine dump loads" of construction waste including cinder blocks, food waste, and paint cans, said Moldoff, which violates the town wetlands and flood plain regulations.

Michaud said to officials that he was told several years ago by a town official, whose name he could not remember, that it was alright for him to put the fill there.

According to the resident who notified the officials, the materials were brought in on Monday afternoon and Tuesday morning. "It looked as if they intended to dump materials there all day," said Moldoff.

Following two of the trucks seen dumping at the site, Moldoff and Zannini went down Route 93, through Somerville and ended up at a Cambridge Housing Authority construction site. Explaining who they were, the Salem men met with a cold reception, and came home.

"We are fairly certain that state and local codes have been violated," said Moldoff, who has notified the State Bureau of Solid Waste Management in Concord and is waiting for a state inspector to clarify the situation.

Of particular concern to Moldoff is the proximity of the fill to the Spicket River. Now within two feet of the bank, Moldoff stated that it is unlikely that the material is intended to fill the yard area, which is now level, but may be intended for the bank of the river, where there is already a small quantity of trash.

The trash, which is actually in the water, appears to have been there for a somewhat longer amount of time, noted Moldoff.

Michaud explained that he intended to fill in a sloping part of his lawn, which according to Moldoff, is part of the flood plain.

Michaud also explained that he was unaware that he needed a state permit for the fill or that he was violating local regulations.

Main Street, including the Shell station at the corner of Route 28, could also be lost, said state engineers.

But under other options, most businesses could remain.

During the first phase, some small businesses could also be affected by land takings needed to widen the highway.

Sam Consentino, owner of Rockingham Woodcraft, which has operated on Route 28 for 38 years, said the Phase I expansion will take his parking lot and ruin his business. He wants the state to buy him out and relocate his business. He said the state has not yet made clear its intentions.

State Engineer Richard Aliotti said if the state decides not to buy out Consentino's property, he still has the option of going to the Eminent Domain Commission or court.

The town initially asked the state to approve the Route 28 project in 1981, according to Selectman Leo Beaulieu.

Aliotti said there is more traffic on Route 28 today than there was in 1980 before Rockingham Track burned down. The track reopens this month.

5/8/81 This section of Route 28 would be improved in Phase I of the plan

Route 28 improvements may crowd out some businesses

By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — Some Route 28 businesses could be bumped out of existence when Route 28 is widened.

But state engineers said that without the work, Salem faces massive traffic jams by the year 2000.

The Route 28 project was explained to businessmen and residents at a hearing last night at the high school cafeteria.

Here's what's planned:
PHASE I: Will involve widening the four-lane highway to five or six

lanes from the Methuen line north to the McDonald's restaurant, near Cliff Crossing Road. Work will begin in the summer of 1985 and will be finished in the fall of 1986.

It will cost \$4.7 million dollars, with 75 percent of the money coming from the federal government.

PHASE II: Will involve widening from Cliff Crossing to the west side of Route 28, from the Main Street (Route 97) intersection at Salem Depot. Phase II is still in the planning stage and work won't begin before 1987.

Exactly how many businesses will be affected by the project is still unknown. Phase II will have the greater impact, but plans for

the second phase are still undecided.

Appraisals of land to be taken for the first phase has already been completed and appraisals for the second phase are about to begin.

Under one version of the Phase II plans, the work could force the state to buy out businesses on the west side of Route 28, from the trophy shop and Berge's Real Estate office all the way to Salem Depot, and around the corner to the Salem Observer office on Main Street.

Businesses on the north side of

Please see ROUTE 28
Page 11

THE ROCK IS BACK

by Kevin Cash

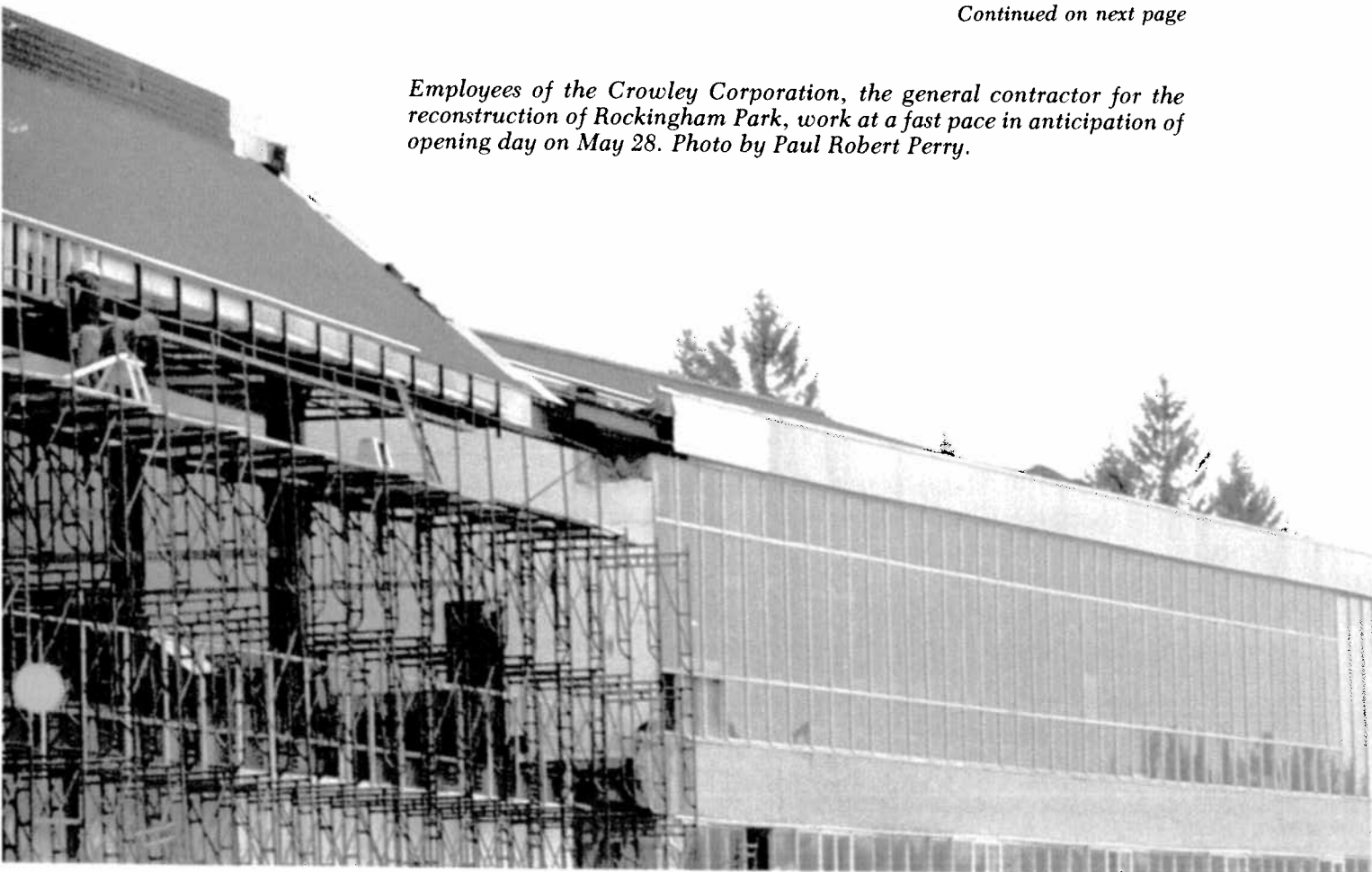
The "Sport of Kings" it is called, and it antedates nearly all of mankind's other pastimes. Horse racing in America, besides being the oldest organized sporting activity, consistently draws by far the largest number of spectators.

All of the above also may be said for New England in general and for New Hampshire in particular. For it was Rockingham Park in Salem Depot, New Hampshire, which, when it opened for public parimutuel horse racing on June 21, 1933, became the first such establishment in the six New England states. It operated uninterruptedly — and was regarded as one of the premier racing establishments in the nation — until a disastrous fire in the morning hours of July 29, 1980, destroyed the entire grandstand, and all racing activity was curtailed.

Three-quarters of a century before the 1980 blaze, the glamorous story of Rockingham Park began. The track was built in an era when America was slightly over a century old, an era when Americans were beginning to take more time for more

Continued on next page

Employees of the Crowley Corporation, the general contractor for the reconstruction of Rockingham Park, work at a fast pace in anticipation of opening day on May 28. Photo by Paul Robert Perry.



vestors were concerned. The Town of Salem had a race track on its hands, and nothing to do with it but to leave it to the mercy of the elements.

Over the period of the next quarter century all manner of promotion was attempted at Rockingham Park. Aviation meets, lacrosse and football games, harness racing, county agricultural fairs, and auto racing were all conducted at the site of the former Kimball and Woodbury farms. The Federal government had even taken over the premises during part of World War I and used it as a staging area for troops of the 14th U.S. Army Engineers who were awaiting sailing orders to France from the Port of Boston. Owner succeeded owner and none could realize a profit from management of the racing track.

A board track had been laid down over the mile-long oval for auto racing, but this rotted out, and, in 1929 and 1930, dirt track auto racing was revived at Rockingham. Although it was obvious that financial success could not be realized with one or two auto races a year, two people were greatly impressed by the fact that about 50,000 people gathered at Rockingham Park for these auto races. These two gentlemen figured that geographical dimensions of the race track were proper to attract a throng for a reasonable event.

Louis Smith and Sam Simon apparently made up their minds, based on the 52,000 present at Columbus Day auto races in 1930, to go ahead and reopen Rockingham Park as a horse race track in 1931. Smith was the son of immigrant parents, and after leaving his New Jersey home at an early age had made his way through the Midwest and into Canada as a fight promoter and newspaper circulation man. In Canada, he became the distributor for a winery. Simon was himself an immigrant who had come to Boston and opened a delicatessen, parlaying his success in this endeavor to become concessionaire at the Boston Garden.

The business community of Salem was open to any and all ideas which would culminate in the reopening of Rockingham Park — especially on a daily basis even for a brief period of the year — so the town was warm in its welcome as Smith and Simon began gathering support for the re-establishment of Rockingham Park as a horse race track. They made no

Continued on page 20

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rior Court on Thursday, and the judge issued the necessary restraining order against the New Hampshire Breeders Association and its officers.

It was only a few days later that Smith and Simon closed down the track entirely. The townspeople of Salem immediately took the lead in beginning a drive to alter New Hampshire law so as to accommodate horse race gambling. Most of the nation was in the clutches of the worst depression in the history of the country, and this new horse race industry had given a new breath of life to the economy of a section of New Hampshire, and it was deemed senseless to let it get away. There was a one-day auto race held at Rockingham in 1932, but all efforts were focused on getting the 1933 New Hampshire General Court to enact legislation to allow parimutuel gambling.

Lobbying was intense, and all the stops were pulled out. Finally, the New Hampshire House voted 283-100 in favor of granting 100 days of racing to Rockingham, and the Senate went along, 19-4. One economic reason for the favorable vote was that the state would collect a 3.5 percent tax as its share of the betting handle. Governor John G. Winant allowed the act to become law without his signature, specifying that the revenues be used for the retirement of the state debt.

Well over 15,000 people attended the opening day on June 21, 1933, and the betting handle was \$87,643. The state's take was \$3,067. In all, Rockingham Park conducted 54 days of racing during that first year, 1933, and when all the dust had settled, the State of New Hampshire had been enriched to the tune of \$416,693.26.

The judgment of all was vindicated by the new source of revenue and, what is more, the Town of Salem had found itself two new citizens, the Messrs. Smith and Simon. Yankee skepticism gave way to true friendship as Smith and Simon did all they could to blend in and become part of the landscape.

The Simons, both of the Jewish faith, became fast friends of Reverend John J. Boyd who was in the process of building a Roman Catholic parish in the burgeoning town. Father Boyd said his Sunday mass in the clubhouse of the race track, and this was one of the friendly and neighborly acts in which both Smith and Simon participated.

Continued on page 24



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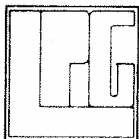
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growing in the esteem of practically everyone as a master promoter.

Smith was public-minded as well. He held Army Days, Navy Days, Pot and Pan Days, USO Days, all to aid the war effort. And he held many crowd-pleasing events: Cowgirl Specials, featuring the cowgirls from the rodeo circuit appearing at Boston Garden; the Plowhorse Derby, allowing farmers from neighboring towns to ride their own farm animals, and he brought "name" horses and "name" jockeys to Rockingham.

As the state faced the necessity of finding new forms of revenue, a Sweepstakes bill became law in 1963, and the lottery was predicated on a horse race at Rockingham called the New Hampshire Sweepstakes Classic. Lou Smith, promoter that he was, was able to convert this into a national event with network television coverage that attracted the finest three-year olds and the top jockeys in the country to Salem.

Besides the New Hampshire Sweepstakes, Rockingham Park became known far and wide for its charitable endeavors, principally its fund-raising efforts for the Crippled Children's Non-Sectarian Fund. In this effort, Mr. and Mrs. Lou Smith were aided greatly by the Archbishop of Boston, Richard Cardinal Cushing. Other principal beneficiaries of Rockingham charity efforts were the Boy Scouts of America and New Hampshire Catholic Charities.

Lou Smith died on April 19, 1969, and he was succeeded by Attorney Graf as president. Richard "Mac" O'Dowd died in 1973 and he was succeeded as vice president by Raymond Poirier, a former Lawrence news-

Continued on page 62

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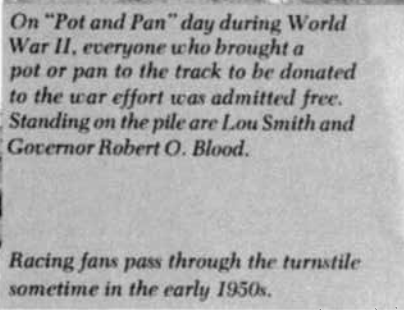
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ROUTE 28
SALEM, N.H.

A black and white photograph of a horse race in progress. Several horses and jockeys are visible on the track, with a large crowd of spectators in the stands in the background. A checkered flag is visible on the left side of the track.



Racing fans pass through the turnstile sometime in the early 1950s.

[illegible]

An advertisement in the 1906 Manchester Union Leader promoted the race track as "The Saratoga of New England."

Merrimack *Continued from page 61*

Summer theater is available at the Barn Playhouse in New London, 526-4631. The Kearsarge Theater Company, 456-2246, performs several productions throughout the year in the Warner Town Hall in Warner. The Concord Community Players, 224-4905, stages three major productions in the Concord City Auditorium each season.

Theater, music, and dance performances are also held in the Studio Theater at New England College in Henniker, 428-2211, in Sawyer Center at Colby-Sawyer College in New London, 526-2010 extension 518, and in Phenix Hall, 40 North Main Street in Concord, 225-5336.

Traditional music and dance are performed by Canterbury Folk, 783-4719. The Concord Chorale, a 60 member vocal group, performs several concerts each year. They will accept new members through auditions held in September, 225-5596. The Walker Lecture Series, 224-6350, offers free lectures and programs at Concord City Auditorium annually. The Pittsfield Arts Council in Pittsfield acts as an arts support group in that area. The New Hampshire Commission on the Arts in Concord, 271-2789, can supply information about art groups and activities throughout the state.

Activities

The Hopkinton Fair is held on Labor Day weekend in Contoocook at the fairgrounds. The Warner Fall Foliage Festival attracts large crowds to Warner each October. The Annual Canterbury Fair in Canterbury features Morris dancing, an auction, antiques, live country music, and crafts in late July or early August. August is also the month for the New Hampshire Folk Festival in Concord and the League of New Hampshire Craftsmen's Fair at Sunapee State Park in Newbury. The New Hampshire Audubon Society's Audubon House at Three Silk Farm Road in Concord, 224-9909, offers activities year-round.

Merrimack County

B. Mae Denny's City Edition

1 Depot Square, Concord 225-3536
Offers a variety of veal, steak, chicken and seafood dishes as well as a salad bar, and a jazz brunch on Sundays. Open daily, Monday to Saturday for lunch, 11:30 to 3; dinner, 5 to 10; and Sunday, 10 a.m. to 9 p.m. Lounge and entertainment on Friday, Saturday, and Sunday nights. Wheelchair access.
AE, MC, V. \$\$

Foxglove Restaurant

Route 28, Chichester 435-6974
Offers a variety of beef, seafood, and chicken dishes. Open, Sunday to Thursday, 11 to 8:30; Friday and Saturday, 11 to 9:30. Reservations accepted. Wheelchair access.
AE, DC, MC, V. \$

Hicks Red Horse Tavern

Main Street, Warner 456-2400
Offers steak and seafood. Open, Tuesday to Saturday, 3:30 to 9. Lounge. Reservations accepted.
AE, MC, V. \$

The Hide-Away Lodge

New London 526-4861
Offers an American and Continental menu. Dinner is served from 6 to 9 every day except Tuesday, from mid May to October. Reservations are required. Lounge. Wheelchair access.
No credit cards. \$\$\$

The Horseshoe Restaurant

Route 1, Concord 746-4501
Offers a variety of gourmet dishes. Open, Wednesday to Saturday, 5 to 9; Sunday, 12 to 8 or close. Reservations accepted.
MC. \$\$

Millstone Restaurant

1 Eagle Square, Concord 228-1982
American cuisine with varying chef's specials. Open daily for lunch 11 to 2:30; dinner from 5:30 on; Sunday brunch, 11 to 2:30. Lounge with piano music on Thursday, Friday, and Saturday nights. Reservations preferred. Wheelchair access.
AE, MC, V. \$\$



Millstone Restaurant

Newport Road, New London 526-4201
Offers American cuisine with daily specials. Open daily for lunch from 11:30 to 2:30; dinner, Sunday to Thursday from 5:30 to 9; Friday and Saturday from 5:30 to 10; Sunday brunch, 11 to 2:30. Lounge. Reservations requested. Wheelchair access.
AE, MC, V. \$\$

New London Inn

Main Street, New London 526-2791
Main Dining Room and Nelson's Tavern.
Offers a varied menu from cold cereal to steak for breakfast and hamburgers to lamb and veal for dinner. Open daily for breakfast 8 to 10:30; lunch, daily 11:30 to 5; dinner in the tavern from 5 to closing daily; dinner in the Main Dining Room from 6 to 9 Monday to Saturday. Reservations preferred for dinner in the dining room. Neatness in dress, no shorts, or swimsuits. Wheelchair access.
MC, V. \$\$

Pablo's Restaurant

112 Hooksett Road, Hooksett 625-9976
Mexican cuisine. Open, Sunday to Thursday, 11 to 10, Friday and Saturday, 11 to 11. Lounge. Wheelchair access.
MC, V. \$

Trinity Tavern

Route 3-A, Bow 224-2544
Casual elegant dining. Open for lunch, Monday to Friday, 11:30 to 2:30; dinner, Monday to Thursday, 5:30 to 9:30; Friday and Saturday, 5:30 to 10. Lounge. Piano during dinner. Reservations accepted.
AE, MC, V. \$

Rockingham *Continued from page 23*

paperman who had been quietly and effectively working his way up in the Rockingham hierarchy.

The 1980 schedule called for 69 days of thoroughbred racing after the spring harness meet of 51 days. On the morning of the 21st day, at 6:40 a.m., on July 29, fire was discovered in the grandstand area of the track. It had gotten such a head start that, by the time firemen arrived, they could do nothing but contain the blaze. The entire grandstand was a total loss. The remainder of the year's racing program, both thoroughbred and harness, was cancelled, and the famous Rockingham Park went dark.

After the fire, the New Hampshire Jockey Club announced that the race-track and adjacent property were for sale. Numerous ideas were advanced for the reopening of Rockingham, including one by the Delaware North Corporation which proposed building an ice arena next door to the track and moving the Boston Bruin hockey team to New Hampshire. To accomplish its ambitious plans, Delaware North requested tax concessions from the state and permission to conduct dog races in the off-season. This last proposal, endorsed by the Town of Salem, ran into stiff opposition in the state legislature which expressed concern that dog racing at Rockingham might jeopardize dog racing at the Seabrook Greyhound Park less than 40 miles away. Denied a dog racing permit by the state legislature, Delaware North ultimately declined to purchase the track.

Last year, another new corporation, Rockingham Venture, Incorporated, purchased the property and immediately announced plans to reopen the track to thoroughbred racing in 1984. Chairman of the Venture group is Max Hugel, a southern New Hampshire industrialist, and other officers are Joseph E. Carney, Jr., president; Edward J. Keelan, vice president, and Dr. Thomas F. Carney, treasurer, the latter three officials of the Seabrook dog track.

As we went to press, Rockingham Park will open for racing on May 28 and continue offering thoroughbred racing for 143 days. The Rock is back in business. □

Kevin Cash, a native of Manchester, is the author of Rockingham Park, A History and Who the hell is William Loeb?

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Gift horse in the mouth last night.
Fire Chief Roland Estabrook
told them the town's fire company
is considering building an addition
to Central Fire Station — and
paying for it out of company funds.
But selectmen said they want
more information before they ap-
prove the gift.

Estabrook said he presented the
idea to see what the selectmen
thought. He said the company
doesn't want to invest a lot of time
and effort if the proposal is going
to be shot to down without consid-
eration by selectmen.

"It's only in the planning stage,
but we need permission because
it's a town building on town prop-
erty," said Estabrook.

The station was built in 1955 by
the company and then donated to
the town, said Estabrook. Now the
company wants to donate an addi-
tion.

The addition was the idea of
company President Russell Esta-
brook Jr. He presented it to the
company, which approved using
money from its various relief
funds. The company raises money
through social activities and
raffles.

Even though the addition would
be a gift, Selectmen Kenneth Bow-
ers and Anthony Pennisi were hesi-
tant. They said they need more
concrete ideas before they can
support the proposal.

"I need a plan," said Pennisi, "I
need to know two things. One, what
are the plans for the addition and
what are the department's needs?
Two, what is the impact in dollars
on the town in the future?"

Estabrook said the addition is
needed.

"Can't get by those trucks with
your gear on," he said. "The new
truck cause a tight squeeze." Esta-
brook said the addition could also
house old Engine 5, which is being
saved for historical purposes.

The town's new \$70,000 fire
truck is really too large for the
present bays. It would be more
efficient to have it in a 12-by-12
foot stall, said Estabrook.

Estabrook said the addition

Pennisi said the town should have
been informed of the proposal be-
fore it voted on the \$6,000 to side

Estabrook offered several
times to withdraw the idea. How-
ever, Selectman William Cook

tifications for the addition, in-
cluding a "ballpark" cost estimate.
The selectmen can make a decision.

Town will ask state to lift ban on sewer tie-ins

By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — Town officials
will ask the state tomorrow to lift
the ban on new tie-ins to the sewer
system.

Town Manager Michael Valuk
and selectmen will travel to Con-
cord to meet with the State Water
Supply And Pollution Control Com-
mission to get approval for their
sewer expansion project.

Cost of the Methuen tie-in pro-
ject is expected to cost \$760,000.

Project financing will come
from existing bonds, \$215,000 in
pre-construction payments from
private contributors and hopefully
another \$105,000 from future com-
mercial sewer users, said Valuk.

Even with these private
sources, the town will have to float
a bond for another \$482,750.

The "up-front private contribu-
tors" — Salem Professional Park
Trust, First Equity Corp., Keeway-

din Properties and JWM Prop-
erties — will be guaranteed sewer
tie-ins, said Valuk.

This will not affect the tie-in of
residential homes, said Valuk to
Selectman Stephen Buco.

Selectmen were upset by a let-
ter they received from Earl He-
bert, a frustrated and angry
Porcupine Park homeowner, suf-
fering from water and sewage
problems.

Hebert has lashed out at Town
Planner Ross Moldoff, claiming
Moldoff is in collusion with the
developers.

Planning Board member Lau-
rence Belair said Moldoff has done
everything possible to assist the
Heberts. "They bought a bad deal"
with the developer William Dickey,
said Belair, who added that their
only remedy seems to be in civil
court.

Belair agreed with Buco who
said, "The town and state have the
worst possible laws when it comes

to enforcing these (health viola-
tions at Porcupine Park)."

Three contractors have signed
agreements to begin dredging work
on Millville Lake by July 1.

A fourth contractor, Paul Gara-
bedian and Sons, the only contrac-
tor now working on the lake, is
expected to sign the agreement
shortly.

The three contractors, who
have signed the agreement, are
Lewis Builders of Atkinson, Wick-
son Trucking and LL&S owner
Peter Johnson.

Town Manager Michael Valuk
said Johnson is interested in re-
moving peat from the lake to use
in capping the landfill on Route 38.

Valuk notified selectmen that
the state has signed the Duston
Road barrel removal agreement,
which should start as soon as the
ground is dry enough.

Neighbors fight condo pern Plaistow

PLAISTOW, N.H. — About 30
residents of the Canterbury Forest
neighborhood met with selectmen
last night to protest the building of
four duplex condominium homes
on their street.

Dr. Daniel Collins said area
residents have filed an appeal with
the Board of Adjustment. The next
scheduled meeting of the board is

of frontage here and in two other
neighborhoods of the town.

She said the lots now are full of
water and have water present all
the year round. Construction calls
for filling in the lots and building
the houses with cement slab foun-
dations and without garages. The
neighborhood contains exclusive

and L Developn
thuen, but one
developer was St
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Planning Boa
er Garbati said t
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He said he has

Master ystique

sed when asked what him coming back to the

many who work on the t, Mitchell is drawn by ountain's mystique. He o be a fixture in his cor- tion for years to come.

June through Labor Mitchell lives in a cabin at g Railroad base station minutes to his job via the ilroad. From Labor Day Columbus weekend, I returns weekends.

Teague, the former of the railroad, holds the t with the U.S. Post Of- rian the mountain sta-

ell says the station ut approximately 2,000 f mail daily — mostly artists who want to send a card postmarked e summit. On a busy tchell says that figure ble.

is very little in-coming eceived at the office. said in-coming mail, g mainly of packages rs and mail for the at the summit facili- rages about 50 items a

years on the summit, said he has experi- e wide range of weath- ions that are a part of ntain's reputation. He hat high winds are and J snow in August.

Like It Or Not, Here It Is!

U.S. Postal Service Can Ignore Salem Town Planners

By ARIST FRANGULES

Sunday News Correspondent
SALEM, July 21 — Salem officials think the new post office proposed for their town is ugly and poorly situated. And there is nothing they can do about it.

According to Town Planner Ross Moldoff, the 15,000-square-foot building to be constructed on a 10-acre plot of land off Route 28 across from Rockingham Park has an unoriginal style, which, along with its location behind a bank building, has upset many local officials. But it has not undergone normal planning board review and public hearings, because, being a federal project, it doesn't have to.

"It's a long way from being attractive," said Planning Board Vice Chairman Laurence Belair. "It's probably closer to being ugly."

Moldoff said of the proposed one-story rectangular building: "There are no distinguishing architectural characteristics. It doesn't capture Salem or New England or stand out in any way at all."

As for the proposed location of the building, planning board members have complained that the view of the post office already would be obstructed by the bank and would be blocked further if another building were to go up on another parcel between it and Route 28.

The planners have said that a post office is considered a focal point of a community and that it should not be hidden. Arthur Doyle, of Palhof and Doyle Architects of Keene, designers of the proposed post office, defends the building's style and location.

"A lot of study went into the styling," he said. "It is not arbitrary, but related to its function. When they see it built in three dimensions, (the townspeople) will find it more satisfactory."

As for the location, Doyle said, the architects considered 10 to 15 approaches, but decided that if the building were "shoehorned" into the front lot of the 10-acre parcel, it would completely change the kind of building they wanted.

"We attempted several designs of a one-story building along Broadway and found it could not work," he said. "Although it is a 10-acre site, most of the land is wetlands and very little of it is usable."

"We do think the people of Salem will look upon this building as a landmark."

Despite whatever differences town officials may have with the post office on the building's design, what upsets them most is how little say they have in its approval.

According to Moldoff, the postal service has had only two brief meetings with the planning board on the proposal — on June 28 and July 10.

While most developments in town would have to pass a whole series of planning board review and public hearings for approval, town officials do not have final say on the post office building because it is a federal project. In

addition, since no local building permits are required for the structure, town officials don't know what authority town code inspectors have regarding the building.

When planning board members stated their concerns about the structure at the two meetings with the postal service representatives, they were told the project is too far along for changes and is already going to contract, Moldoff said.

Moldoff has written a letter to James Howard, district manager of the Northern New England District of the U.S. Postal Service in Manchester, requesting that the town's concerns with the proposed post office be considered.

In a telephone interview, Howard, who has final approval powers over the project, said he could not comment on Moldoff's letter until he has had a chance to meet with his staff on the issue. Such a meeting will not take place before early August, he said.

In the meantime, Salem officials are wondering what kind of building they will end up with.

"I and the rest of the community know that a new post office is needed," said Moldoff. "The problem is with the process. They told us they are not showing this down our throats, but I'm disappointed with the way it has worked out so far."

Town officials do not have final say on the post office building because it is a federal project. No local building permits are required.

Depot area again identified as town center; funds wanted

SALFEM, N.H. — The time for chasing federal revitalization dollars is here again and, like last year, officials want money to redevelop the depot.

Town Manager Michael Valuk, like his predecessor Robert J. LeBlanc, stressed the importance of creating an identifiable town center. Both men named the depot, with its Rockingham Hotel, as the logical choice.

Valuk said the Main Street area, from Fisk School to Woodbury School, is the ideal location for development. He said that, with the post office moving from its present location and with Route 28 expansion slated to improve transportation, the area has great possibilities.

He asked for and got permission from selectmen to schedule a public hearing on his plans and to pursue the application process for government funding.

The federal government gives money to community projects, which can be shown to be a benefit to low income residents. For an area to be eligible for assistance, it must have 51 percent of its population living in a low income bracket.

Last year, LeBlanc said the town lost out on the money because the plan was too inclusive, in that it tied in sewage construction with depot redevelopment, and could not be shown to benefit a predominantly low-income area.

Valuk said it is hard to find an identifiable area in Salem that qualifies for low-income designation.

His funding plan for the privately-owned Rockingham Hotel is to get \$500,000 in Community Development Block Grant money, work with the owner, Gus Tilton, to transform the 30-room hotel into 15 to 20 efficiency apartments for low-income and elderly and use the "spin-off" money for lighting, sidewalk and possibly facade improvements in the depot.

If the town gets the funds, they will be administered through a local bank. The money could be used as leverage to encourage businesses to invest in facade improvements or as low interest loans to assistance-worthy projects.

A potential problem with the Rockingham Hotel is whether elderly apartments and a downstairs restaurant and bar would be compatible.

Valuk said the hotel is an eyesore as it is now and something must be done.

Selectmen Chairman Howard Glynn said he will defer supporting the project until citizens make their feelings known at a public hearing.

Some citizens at the worksession suggested tearing the building down.



DIGGING FINISHED — Workman wearing a respirator carries away a crumpled drum brought up at the Duston Road excavation site. More

Help solve a bu

SALEM — The Salem Police are asking for citizen assistance in solving a burglary that occurred August 16 on North Policy Street sometime between the hours of 9:30 a.m. and 1:00 p.m. Crime Prevention Officer Donald Bolland said a 1975 to 1977 light green pick-up was seen in the yard of the burglarized home. He said the truck appeared to be hand painted and was being operated by a white male approximately 25-30 years of age with blonde hair. If you have any information about the vehicle

FUEL OIL CASH 939 DISCOUNT if paid in 10 days MAC DUFFIE PETROLEUM 26 Derry St., Hudson, N.H. 883-6400 24 Hour Burner Service

In observance of Labor Day, the SALEM OBSERVER office will be closed Monday, September 3rd. Due to the holiday, the OBSERVER will have an early deadline for the September 5th issue. Deadline for all news and advertisements will be Friday, August 31st at 12 noon. Advertisers and persons submitting news, are requested to make a note of this deadline as it can not be extended.

Transit Authority could tap fed funds

"We need to know where the town is going," Planning Board Vice Chairman Laurence Belair was primed for the session. It was his table at the recent Goals Setting session which added code enforcement to the list of things with which the new Board of Selectmen should be concerned.

Thus the joint public hearing Monday night was, to some extent, the result of seeds he has planted. Reminding the gathering that Salem "went through all this before, in 1977 and 1978," he said, "I am trying to rekindle that spirit among selectmen." It was as a result of that earlier effort, he reminded the board, that Salem established the post of Code Enforcement Officer.

Henry Potvin, who was the first man named to that post, is currently a member of the Board of Selectmen. Belair believes we need to go back to that office, and that there needs to be, once again, a full time code enforcement officer. Here are some of the 42 suggestions which accumulated on poster-sized sheets of (Continued on Page Four)

ROBINSON SHERIFF SEPT. 11 Political Adv.

Advertisers will be paying somewhat more per column inch, but with the wider columns (six columns on a narrower page, as compared with nine on a wider one) there becomes more effective advertising space, more impact, per column inch. Thus the effective cost remains the same.

Readers will find fewer words per page — which inevitably means less news content — and that is the essential reason we have taken so long in deciding to go along with the trend. We reporters and editors will just have to find ways to say things in fewer words. Never use a long word when a short one will do. Say, maybe that's not such a bad idea.

enforcement in Salem is not bad, but it could be better. Administrator of Development Ross Moldoff opened the three-hour hearing with four "perceptions," offered after Valuk as moderator had made it clear that enforcers "deal in perceptions."

Moldoff's list: 1. We will never catch all the violations before they occur. It simply is not humanly possible. 2. Few of the violations in recent months have posed a threat to health or safety. Most of those which have been spotted are breaches of the zoning code or of site plan stipulations. They are more apt to affect neighbors' property rights. 3. There seem to be a few bad apples in the barrel. 4. Court action is a last option in dealing with those violations which have been found.

Planning Board Chairman William Kelly, who made it clear that his agency has no enforcement powers, said the process needs to be consolidated.

"I have seen a deterioration in the code," said Chairman Kelly, a former Salem Town Manager.

Board of Adjustment Chairman William Pry said his agency's greatest need is for a master plan — a jointly agreed upon scheme for the town's future.

"What do the Planning Board and the Board of Selectmen have in mind for the future of development?" he wanted to know.

"bottom line" for which is economic. Newsprint prices have been going up. So has postage. And the size has forced a growing number of newspapers, starting with metropolitan dailies and followed by an increasing number of weeklies to cut costs by narrowing the page.

The pressure has been less severe on community papers, with circulations under 10,000 copies, because the potential savings were smaller in comparison with the nuisance of fundamental change.

But as more and more papers have made the shift across the country, advertisers have been faced with confusion. They have had to adjust

Transit Authority could tap fed funds

SALEM — The people closest to the ongoing problem of zoning code enforcement in Salem came up — individually — with 42 suggestions Monday night for doing a better job of it. Some of the suggestions overlapped.

And some of them were an amalgam of several ideas.

But all of them were offered at the invitation of Town Manager Michael Valuk, acting as moderator of a joint public hearing which brought together the Board of Selectmen, the Planning Board, the Board of Adjustment and the Dredge and Fill Advisory Committee in the presence of the building and code enforcement inspection staff.

The nearest thing to a consensus: Code

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Permits

SALEM — The week's list of building permit applications adds up to \$254,672 in proposed construction activity.

The permits will be issued Tuesday, Sept. 4, if no request for an appeal has been filed before that date.

J&S Labs., 49 Pelham Road - comm. add. \$5000; John Draper, 236 Shore Drive - foundation only \$3000; George Batal, 93 South Broadway - comm. alt. \$1000; Pierre & Leonard Michaud, 6 Cyclesdale Road - res. add. \$3000; George & Susan Mancini, 20 Douglas Drive - res. add. \$3000; Glynn Family Realty Trust, 321 North Main comm. alt./fence \$200; and John Draper, 236 Shore Drive - res. add \$7000.

Also, Lou Gaumont, North Main Street - chimney \$2600; Edward Bailey Golden Oaks Drive - res. alt. \$100; Douglas Hargreaves, 6 Taylor Street - chimney \$1150; Rick Roy, 56 Hampstead Road - res. addition/alteration \$57,000; Fox Realty Trust, Route 111 duplex \$60,000; Walton Toyota Dodge, 54 Main Street, tent; and William Durham, Carriage Lane - foundation only \$5000.

Also Pio & Grace Frittitta, 20 A Atkinson Road - single family dwelling \$60,000; Mr. Chin, 71 Brady Avenue - shed \$1500; Ronald & Evelyn Raley, 119 Brady Avenue - res. alt. \$272; John Gaumont, Marianna Road - chimney \$3000; Alan & Joyce Hatfield, 86 Pleasant Street - single family dwelling \$40,000; Lewis Builders, 4 chimney permits at \$400 each for Stanley Brook Drive; and Pauline Gauthier, 9 James Street - res. alt. \$250.

Certificates of Occupancy are required on new residential and commercial and for change in commercial use. Certificates of occupancy issued for the week of August 20: Gaumont Construction Company, Marianna Road - single family dwelling; David Coish, 8 Teague Drive - single family dwelling; Michael & Claire Garabedian, Salem Street - single family dwelling and Robert Shadick, Salem Street - single family dwelling.

about the board or Selectmen. The truth is that both boards are slightly frightening, even to the most sophisticated witness, because they are by their very nature powerful.

They wield power. That's why people have to go before them from time to time. That's the way the system works.

And that brings us back to the "reactive" nature of laws as they are commonly used.

We think there is a better way, but it won't quite fit in this column. We'll get around to it, eventually.

* Enforcement

(Continued from Page One)

notepaper as Moderator Valuk identified them while they were being offered:

Francis DeCesare, senior engineering aide in Public Works who is chairman of the Dredge and Fill Advisory committee: "Inspectors lived in fear that decisions can come down on their heads. We need clear instructions from legal counsel."

Paul Fradet, former Town Engineer who is now a private consultant in the engineering field: "We need to rewrite the regulations, to get a current master plan. And it has to be applied with more equity, so that one development is not treated differently from another."

Earl Hebert, condominium property owner in Porcupine Park: Enforcement should be the same for everyone. There needs to be one person with whom to talk.

Sam Burke, real estate dealer who has consistently attended recent meetings of selectmen: Make violators bear the cost of code enforcement, through a carefully worked-out system of fees and penalties.

Daniel Dunn, a member of COPE: we need a clearly understandable code, with one enforcement agency.

Emil Corrente, Planning Board member:

Merrimack Valley, suggested that the creation of a local transit authority might pave the way to a system of fixed route buses.

Reminded that voters recently voted down a \$5,000 appropriation as seed money for a fixed route bus system here, Lyons pointed out that "Attitudes could change."

Chairman Howie Glynn explained to the proponents that no action on the matter was possible Monday night, since it was a public hearing, not a posted session of the board.

He said it will be on the agenda for the board's next meeting, after Labor Day.

Make it clear to the consuming public that the code is meant to protect, not individuals, but the town as a whole, "the people in aggregate."

Everett McBride, President of the Salem Taxpayer's Association: the code needs to be continuously reviewed.

Charles McMahon, Planning Board member: Rule out surface wells, and plug other such gaps in the code.

Phyllis Raynowska, Board of Adjustment alternate: unimproved roads, failed septic systems and the abuse of wetlands are problems which need addressing.

Kenneth Folsom, Board of Adjustment member and a former chairman: the town must always stand ready to go to court.

Butch Kealey, electrical inspector: the public needs to be made more aware of the rules on such things as swimming pools and fences.

Donald Bliss, Fire Chief: We need to create incentives for the private sector to stimulate them to take more responsibility in prevention.

Edward Blaine, the new Director of Public Works: Salem needs a comprehensive master plan, and full support from the political body in town.

Laurence Belair, Vice Chairman of the Planning Board: More press coverage of the Planning Board and the Board of Adjustment.

Michael Valuk: We will try to shake it out, and to come up with specific proposals in time for the budget writing season, if that should be necessary.

In this century, the draft has been necessary to every major conflict and has fairly utilized during our Vietnam involvement. Deferments were excessive and the Reserve and National Guard became legitimate hideouts.

To ease tension and suspicion between ourselves and Russia and make some headway on arms reduction, we can cut our standing Army to the bone. Logistic bases in potential hot-spots maintained and build a reserve system through the draft, with no deferments equal in number for a major conflict. These divisions should be trained with state-of-the-art weaponry and material with specialized training for various climatic conditions.

There would be more caution in the use of force if all our citizens were affected. Reliance on a reserve system would slow the move to a major conflict using conventional weapons.

In a nuclear age, all means to slow down a major war is necessary and a nation our size with so much to lose should have the cooperation of all its citizens.

Women protest

CONCORD — The New Hampshire chapter of the National Organization for Women (N.O.W.) held a silent vigil across from the State House on Wednesday, August 22nd, to protest the re-nomination of Ronald Reagan as the Republican Party's candidate for President. The vigil was one of many similar events sponsored by N.O.W. in state capitals across the country.

Signs displayed by N.O.W. members spelled out their belief that current administration policies hurt women and children. New Hampshire N.O.W. feels it is their responsibility to call to the attention of the public the plight of women and children under Mr. Reagan's policies.

"Mr. Reagan's claim to care about the American family is in direct conflict with his actions as President," said Mary Holland, Rockingham County N.O.W. President. "Under the Reagan administration 2½ million women have fallen below the poverty line. More than 2 million children have followed suit."

Salem gets tougher on contractors

By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — The Planning Board is getting tough on contractors who break the law or bend the rules.

That message was sent out loud and clear last night by members.

One contractor will be hauled into court, and a few others were scolded by Planning Board members for ignoring building codes.

Planning Board Chairman William Kelly said his board has been criticized for lacking enforcement power, but he said that would not stop him from giving irresponsible contractors a piece of his mind.

Town Planner Ross Moldoff had some strong language of his own for Contractor Andrew Grasso III. He called Grasso's rehabilitation work of an old building on Hampshire Road "a blatant example of disregard for the town's regulations."

Moldoff said his department had to issue two stop-work orders and initiate court proceedings against Grasso before he stopped.

Moldoff said Grasso will have to appear in Salem District Court in two weeks.

Town inspectors found that Grasso had rewired the electrical system in the building, completed major plumbing alterations and substantially completed interior and exterior renovations without site approval from the Planning Board.

Grasso's father said his son's electrician forgot to get a permit, his son didn't know he needed a plumbing permit, his carpenters forgot to inform each other of the first stop-work order, and he thought the initial building permit covered all work done prior to site plan approval, said Moldoff.

Kelly, whose board denied Grasso's site plan, said he found the lapse of memory "incomprehensible," and Laurence Belair, another Planning Board member, said, "Give me a break, this guy's built 30 buildings in the community."

In other business, a gymnasium and classroom expansion plan for the Fundamental Baptist Church also received criticism last night.

The church was called a bad neighbor by Planning Board Member Emil Corrente, who said it hasn't lived up to old site plans and now is developing "hard up" against abutters.

Corrente criticized Paul Fredette's layout plan for "woefully inadequate" parking. Fredette, who is an engineer representing the church, was also criticized by Belair for not being well-prepared.

The church's neighbors are concerned that the expansion plan will cause flooding to their homes. The site plan was continued to a later date so more information could be gathered.

Illegal junkyards on the decline

NEWTON — Slowly but surely, selectmen are whittling away at the town's illegal junkyards.

Their efforts date back to March when selectmen sent police out to pinpoint the town's illegal junkyards.

A junkyard, according to state law, is any yard storing two or more unregistered motor vehicles.

Police Chief David Barrett gave selectmen a list of 80 potential violators.

On June 1, letters were addressed to the owners asking them to rectify the problem or state their innocence.

Selectman Anthony Pennisi said the first round of letters got a strong response, but a second letter was necessary.

Only sixteen ignored the second mailing.

The sixteen were then contacted in a third mailing. They were asked to attend the selectmen's meeting.

Several of the 16 attended to say they would get rid of their junk cars.

Selectmen said they will visit those who failed to attend the meeting.

"We are hoping to have the problem totally resolved by the fall," Pennisi said.



Eagle-Tribune Photo

he's brewing up something brary yesterday. Alexander science magic tricks. Here,

to go on stage last year



Here's where to buy tickets

Here's a list of places to buy "Up with People" tickets:
AAA: 155 Parker St., Lawrence

Eagle Tribune: Turnpike St., North Andover
320 Essex St., Lawrence

Local News

Editor: Joyce Heeremans, 685-1000

15



his father Julio at finish line

ini completes untry odyssey

By Dan Lyons
Eagle-Tribune Writer

HAMPTON BEACH, N.H. — Surrounded by a wild crowd that swarmed Ocean Boule-

People aren't playing by the rules in Salem

By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — The towns rules that govern everything from yards sales to subdivisions are so confusing, out-of-date and poorly enforced that people think they can get away with just about anything.

That was the consensus of town employees, officials and community leaders who met last night to talk about enforcement of the town's codes.

They agreed that many people in town — from people who have yard sales without a permit to big developers — are ignoring or circumventing the codes.

Planning Board members said there's a gap between what they want done and what town inspectors enforce. Town inspectors said enforcement is getting better, but they can only enforce what's on the books.

Selectman Stephen Bucu called code enforcement the hottest issue in town. Others agreed.

Planning Board member Emil Corrente said community awareness of code enforcement problems has been heightened by major health and environmental problems of the last year.

The uncovering of hazardous waste barrels on Duston Road, the LL&S Landfill fire and odor problems at the town's sewerage treatment plant have aroused people's emotions and increased their involvement, he said.

But town officials said it's the everyday, minor violations that give code enforcement a bad name.

Code enforcement is a process that begins with the Planning Board, sometimes goes through the Board of Adjustment and always ends up in the town planning office — and the building, electrical, plumbing and health inspectors whose job is enforcing the codes.

Forty-two suggestions for better code enforcement were made last night. Selectmen said they'll

Officials agreed that many people in town — from people who have yard sales without a permit to big developers — are ignoring or circumventing the codes.

study them and call another meeting to announce what they're going to do to improve code enforcement.

Officials said last night the problem starts with peoples' attitude towards the rules.

Many don't know what the codes are or are afraid to come before the Planning Board, said Selectmen Leo Beaulieu.

"Some have told me they'd rather be in violation than come before the board," said Beaulieu. He suggested more explanation and help from board members.

Planning Board Chairman William Kelly said the negative perception starts out with violations as small as yard sales conducted without permits and mushrooms to an attitude of "If they can do it, why can't we do it?"

"We've got to get some little successes. You're not going to change (things) all in one fell swoop."

Planning Board member Laurence Belair said the "code is badly out of date." He said that it should be rewritten for the 1980s and in a way that doesn't require a judgement call by enforcement officials.

Town Engineer Frank DeCesare said inspectors need proper training because they feel that certain actions they take may come down on their heads.

8/30/84

the Region

Drafted for Selectmen

42 Suggestions Made To Catch Code Violators

By ARIST FRANGULES
Union Leader Correspondent
SALEM — The town needs to tighten up its codes and their enforcement to crack down on violators.

Town officials and residents came to that conclusion this week at a work session on code enforcement.

Forty-two suggestions were drafted for the selectmen's consideration.

William Pry, chairman of the Board of Adjustment, said many problems arise from the precedents set by code variances.

The board, he said, does not have the "police power" to enforce stipulations in variances granted by the board and, as such, they are often not followed.

Building officials said, however, they do not have the stipulations in easy access to be able to enforce them.

Town Planner Ross Moldoff cautioned that the town cannot catch all violators before they occur and that most zoning violations do not involve public safety.

Most violations that involve his office are caused by a "few bad apples," said Moldoff.

Complaints, investigations and the issuances of stop-work orders are used first against violators with court action only a "last option," he said.

SALEM

Planning Board Vice Chairman Laurence Belair called for "more aggressive, more specific enforcement," admitting that the town is "letting things happen" and there is no one really at fault.

Belair said town codes are "badly out of date" and need "comprehensive review" to make them more understandable and appropriate for the 1980s.

Daniel Dunn, a member of the environmental watchdog group COPE, agreed, calling for a code that a "lay person could understand."

Several agreed that the town should appoint a single code enforcement coordinator.

Earl Hebert, 104 Lowell Road, complained there is "no one person to talk to in the building department."

Planning Board Chairman William Kelly said code enforcement should be coordinated so an inspector who specializes in one area also is aware of code requirements in another area.

Selectman Leo Beaulieu said town boards should make those who come before them "feel at home" so they will not be intimidated and be tempted to circumvent requirements.

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Market Basket Asked To Help Pay for Signals

By ARIST FRANGULES
Union Leader Correspondent
PLAISTOW — The state has responded to Police Chief Michael Murphy's request for temporary traffic lights at the

PLAISTOW

help because of
calls to



Comes after slump in early 80's

Construction booms again in Salem

By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — Building is booming again in Salem after a slump in the early 1980s.

There was more building last year than in 10 years and this year there will be even more, town officials say.

The boom should help Salem's 7.3 percent unemployment figure, the highest in New Hampshire towns, local officials say.

It could also affect town resources such as water, sewerage, schools and roadways. But officials say the town is in good shape for future growth.

There's been a renaissance in single-family home building. Town Planner Ross Moldoff said. Last year 151 private homes were built. This year, as of July 1, new home permits reached 84. From 1980 through 1982, only 153 single-family homes were built.

Building permits

Year	Single-family homes	Duplex houses	Business buildings	Total permits
1975	101	14	5	718
1976	123	12	10	808
1977	137	6	9	783
1978	121	4	13	798
1979	102	8	13	958
1980	72	3	8	886
1981	37	3	10	915
1982	44	5	6	835
1983	151	16	13	1,064
1984*	84	7	11	617

*Through July

Duplex construction is also up. Planning office figures indicate more duplexes were built in the past two years than in the previous six years combined.

Moldoff said total building permits issued this year should top 1,200. Last year 1,064 permits were issued. In 1983 only 836 per-

mits were given.

The total value of construction in town could reach \$20 million in 1984. That's not as much as the Rockingham Face Track-led total of \$33 million last year, but it's better than in previous years, said Moldoff.

Moldoff said Rockingham Park has had a definite impact on the town's service industries. "It brings 4,000-6,000 people into town daily," he said.

While the new construction will increase the demand for town services, town officials say they can cope.

A temporary sewerage connection to Methuen will give Salem an additional capacity of 600,000 gallons per day until 1987, when the town ties in to the Greater Lawrence Sanitary District's regional plant in North Andover, said utilities supervisor Eugene Ronkier. The tie-in will provide an "ultimate capacity" of 6 million gallons

Here's what's in the works:

Here is a list of major building projects approved by the Salem Planning Board so far this year:

- A SHOPPING CENTER on North Broadway (Route 28)
- A SEAFOOD RESTAURANT next to Bank East on South Broadway
- MORE WAREHOUSE SPACE (57,000 square feet) on Garabedian Drive and (14,400 square feet) on Raymond Avenue
- A 25-HOUSE SUBDIVISION on North Main Street and a 12-house subdivision on Brady Avenue
- A 99-UNIT CONDOMINIUM complex on Cliff Crossing Road
- 30 MORE MOTEL ROOMS at the Parkview Motel on Route 28
- A LARGE INDUSTRIAL building on Keewaydin Drive
- MORE SHOPPING SPACE, including a new Zayre store at Salem Plaza
- A CLASSROOM-GYMNASIUM addition to the Salem Christian School
- A 30,600 SQUARE FOOT ADDITION to Klein Associate's manufacturing facility
- DOUBLE THE SPACE at Salem Mini-Storage on South Policy Street
- A FUNERAL HOME on North Broadway
- A STREET HOCKEY RINK on Brookdale Street
- MORE OFFICE SPACE on Delaware Drive, Trolley Lane, Pelham Road, Stiles Road and Main Street

New Hampshire Scene

Freeze backers stage walk

CONCORD, N.H. — A "grandmother for peace" travelling around the country to research a book on "peace-makers" paid a visit to New Hampshire for a national freeze weekend.

Marybeth Webster, 55, was one of about 25 people who walked the 10 miles from Hooksett to Concord Saturday as part of a nationwide grassroots appeal for a mutual, verifiable freeze on the development and production of nuclear weapons.



Candidates in N.H. clash on Seabrook

NASHUA, N.H. (UPI) — While Gov. John Sununu boasted of bringing New Hampshire the country's lowest unemployment figure,

day as police chief in Par-
W. Va. The job pays
half of the \$58,400 he
makes a year. ... **LONG**
ACH — The Coast Guard
ended its search for Norm
ona, 22, and Steven Bailey,
The Newport Beach sailors
appeared aboard a motor
last week. ... **SAN**
ANCISCO — A state ap-
peals court refused to reopen 5
bathhouses closed by a
last week in a campaign
city health officials to fight
spread of AIDS. A hearing
a permanent shutdown is
cheduled for Nov. 8.

FLORADO

URANGO — Elk hunter
d dead in snow: The body
ouis Brennan, 76, was locat-
in nearby mountains. He
been missing since Satur-
... **AURORA** — The pilot
Navy training plane killed
crash Monday near Buck-
Air National Guard Base
identified as Lt. Cmdr. Ste-
Brandenburg, 31, of Witt-
... **DENVER** — May-
promised an investiga-
into alleged police
ssment of homosexuals in
s and theaters.

CONNECTICUT

NEW HAVEN — Yale stu-
s file claims: Graduate
ning assistants at Yale Uni-
ity have filed legal claims
st the school because they
n't been paid since early
ember, when clerical
ers went on strike. The
inistration says the payroll
e hasn't been fully staffed
e then. ... **ENFIELD** —
ices are today for award-
ing mystery writer Thom-
Walsh, 76, who died Sun-
He won the first Inner
tum Mystery Award with
1961 version of *The Eye of*
Needle. ... **HARTFORD** —
11 million state surplus is
lected for this fiscal year.

LAWARE

WINGTON — Tax pro-
ers can't hold office: Stan-
N. Justis Jr., 40, and Rich-
Allan Thompson, 38, sen-
ed on tax charges, can't
e in the Legislature even if
win, the state attorney
eral's office says. The

USA JOURNAL/Salem, N.H.

Residents weigh proposal to keep track open all year

*This is one of occasional
reports focusing on state
and local elections across
the USA.*

By Jon Prestage
Special for USA TODAY

After the last thorough-
bred gallops across the fin-
ish line Nov. 25 in Salem,
N.H., most of Rockingham
Park's 500 employees will
lose their jobs until spring.

But at the urging of track
owners, employees are ask-
ing residents to help make
the track a year-round en-
terprise by voting for dog
racing and jai alai in a non-
binding referendum Nov. 6.

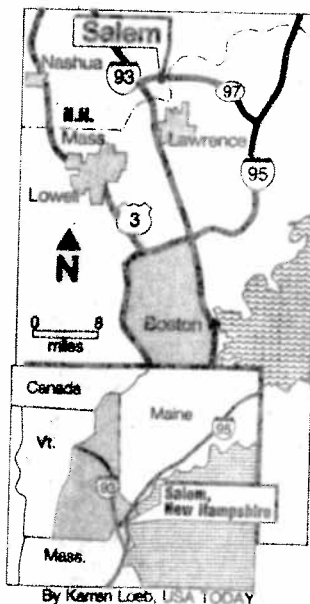
Jai alai (pronounced hi-li)
is a handball-like game,
played with a curved basket
fastened to players' arms
for catching the ball and
hurling it against the wall.

"A person has to work
year-round today," said se-
curity guard John D. Reilly,
71. "I'm in favor of whatev-
er the track needs to keep
open year-round."

Some residents say the
jobs issue is minor com-
pared with the additional
gambling — betting is al-
lowed on the horse races —
and growth this community
would face.

"You can't get something
for nothing," says the Rev.
Gary Clark of the First Bap-
tist Church of Salem. "We
have to concern ourselves
with the morality of all this."

Residents have turned
down dog racing three times



By Karen Loebe, USA TODAY

since 1971. They approved it
in 1981, but it was tied to an
unsuccessful plan to bring
pro hockey's Boston Bruins
to New Hampshire.

This time, Rockingham
Ventures Inc. hopes to gain
approval by promising the
town 0.5 percent of the addi-
tional take from pari-mutuel
betting, a 5,000-seat arena, a
hotel and convention center.

"What we want to do is
build a mini-Meadowlands
here in Salem," says Max
Hugel, one of the track's
owners and former deputy
CIA director. The town
would get up to \$500,000 a
year from betting revenues.

"We don't need dog rac-
ing or jai alai, no matter
what the price," says Joe Be-

zuka, 66, a retired federal
employee. "What kind of
image will this town have?"

Even if endorsed by vot-
ers, dog racing and jai alai
at Rockingham Park would
need approval of the state
Legislature.

Salem's image has long
been tied to Rockingham
Park, which was started in
1905. The grandstands
burned four years ago, but
the track was reopened in
May. It attracts more than
5,000 people a day.

In 2½ decades, Salem's
population has nearly tri-
pled to 26,000. Many new
residents are from Massa-
chusetts, whose state line is
the town's southern border.

They were drawn by New
Hampshire's income tax-
free lifestyle, easy access to
Boston via Interstate 93 and
rural setting. About 60 per-
cent of the city's work force
commutes to Massachusetts.

The city also is known for
its 4-mile-long commercial
district on Route 28 that of-
fers tax-free merchandise.
Massachusetts residents
flock here by the thousands
during holiday sales.

The Rev. Lawrence
Miller of the St. David Epis-
copal Church, like most res-
idents, is concerned about
the additional traffic that
more gambling could bring.

But, "the track does not
have to dominate us," he
says. "We can become a re-
sort town without losing the
kind of atmosphere we want
to bring up our children."

Rep. Elliott Levitas testified
that federal officials say it's not
"justified in terms of cost and
transportation value." ...

TYBEE ISLAND — Nature has
reversed the beach damage
caused by Hurricane Diana in
September, so the Army Corps
of Engineers has withdrawn
the \$400,000 in emergency
money to repair a :

INDIANA

INDIANAPOLIS — Police
canvass state for fake art:
State police are investigating
forged paintings and drawings
that reportedly had been done
by famed state artist T.C.
Steele, the *Indianapolis Star*

ternational Association of
Chiefs of Police will hold its
1989 convention here.

LOUISIANA

BATON ROUGE — Money
sought for school settlement:
Gov. Edwards will seek
\$400,000 from the state Interim

Town needs strong dredge/fill agency

11/2/84

SALEM — Salem's town fathers are wondering what can be done to beef up local control over dredging and filling.

While the state's Dredge and Fill Board takes a long, hard look at proposals, selectmen wonder if state review is enough.

The town has — and has had for several years — an advisory committee on dredge and fill, but members of that agency say they are frustrated by lack of power.

"The last time we held a meeting," said Chairman Frank DeCesare Monday night, when selectmen were considering the matter in a work session, "only one other member

showed up.

"And he resigned," Kenneth Fulsom, who identified himself as the member who resigned, agreed with the chairman.

He said local Conservation Committees are the only agency which the state's Dredge and Fill Board recognizes, and he proposed that the local advisory group be abolished.

Fulsom thinks the job should be handed to the Conservation Commission, and that it should create a sub-committee to review local dredge and fill requests.

Conservation Commission Chairman George Jones takes a

broader view of the matter. He thinks the ConCom has too many other responsibilities to be tied down to dredge and fill, but he believes the town should develop its own criteria.

He suggested, too, that the town might start issuing its own dredge and fill permits.

He does not believe the town should issue permits in cases where the state has refused to do so, but suggests the town's own criteria might rule out a permit in cases where the state sees no reason to deny.

Local ConComs have the authority to hold dredge and fill requests for 40 days, so that they may be reviewed, before the state agency will act.

Salem's ConCom has not made a practice of holding requests that long, however, Chairman Jones said.

"In practice, we don't intervene unless we see it as a major issue," he explained.

Selectmen, having listened to all sides, seem to think Salem ought to have a strong dredge and fill



committee, based on a local ordinance and given powers which will help relieve the frustration the present advisory group is feeling.

The matter was tabled Monday night until the Board can get an opinion from legal counsel as to just how strong a local dredge and fill board might legally be.

Local News

Suburban 14, 15 Television 16, 17

Church 20, 21 Police 22

****13

Editor: Alan White, 685-1000

— Thursday, November 29, 1984

Say valuable land will be wasted

Salem businessmen see red over push for more greenery

Salem, N.H. — Town officials want more greenery along Route 28 and Main Street, and businessmen are turning a zoning law request that businessmen set aside 30 percent of their property for landscaping, shrubbery or grass. The law, on the books for years, has been only loosely enforced. But at a meeting two weeks ago, the Planning Board moved towards stronger enforcement by voting to interpret the law to include buildings, parking lots and paved areas in the 70 percent that can be developed.

“They should quit the Planning Board and join the garden club.”

—William Loosigian

Businessmen say the land in the main business sections of town — Route 28 and Main Street — is too valuable to leave 30 percent undeveloped. Robert Yennaco, owner of Granz Main Street for 50 years, said the board shouldn't change the rules now. “People like MacDonald's have got their way and developed 90 percent of their property,” he said. “Now they're saying to us we can't develop it. To continue my future, I have to develop it.” At a Salem Business and Professional Association luncheon yesterday, a dozen merchants and real estate dealers made plans for marshalling the business community behind them and calling on the town manager and Planning Board chair man to resolve the problem. Town Planner Ross Moldoff supports the new interpretation. He said he doesn't want Salem to become “a sea of concrete.” He said voters have expressed support for green areas in business districts at past town meetings. He said the law will be clarified and submitted to voters at town meeting. Businessmen are furious with Moldoff and Planning Board members, calling them power-hungry and insensitive. William Loosigian, owner of Depot Plaza, said, “The Planning Board makes up its own rules and votes on them at midnight when there's no one around. They should quit the Planning Board and join the garden club.” Engineer Paul Fredette said the Planning Board “wanted to pacify Ross Moldoff in voting for 70 percent ... but a town counsel letter said they couldn't enforce it. Lloyd MacLean, owner of Salem Building Supply, said selection shouldn't appoint anti-business people to the Planning Board. Edward Newman of Newman Ford, said, “I don't think it's as big as we're making it.” He suggested that a delegation of businessmen meet quietly with town officials to resolve the problem.

By Ken Butterworth
Eagle-Tribune Writer

Dawn M. Shaw

Hampstead

Congratulations to tournament winners

Congratulations to the winners of the Middle School Annual Basketball Invitational. The Windham girls took first place in the finals beating the Hampstead Hawks 48-27. The Hampstead boys' team defeated Windham 42-38.

Girls named to the All Tourney team are: **Keryn Goldstein, Hood School; Sandy D'Amico, Woodbury; Krissy Moynihan, Windham; Kim Krzywicki, Windham; Sharon McConnell, Hampstead.**

The boys' team members: **Greg Warren, Hood; Kevin Thier, Woodbury; Scott Walden, Windham; Brian Newman, Hampstead; Scott Madson, Hampstead.**

In regular season action, the Hawks girls lost to Hooksett 27-24 then beat Litchfield 43-31 and St. Pat's 36-7, giving them a 4-2 league record.

Miss McConnell scored 19 points against Litchfield and Cheryl Garcia racked up 13 points. Outstanding defensive players were Julie Thorne, Jennifer Ott, and Shannon Curran. In the game with St. Pat's, Miss Curran was top scorer with 12 points. Miss Curran and Mary Morrison were tied for Outstanding defensive player.

Readiness and first graders

Question of safety

Town fights store owner in court over illegal driveway

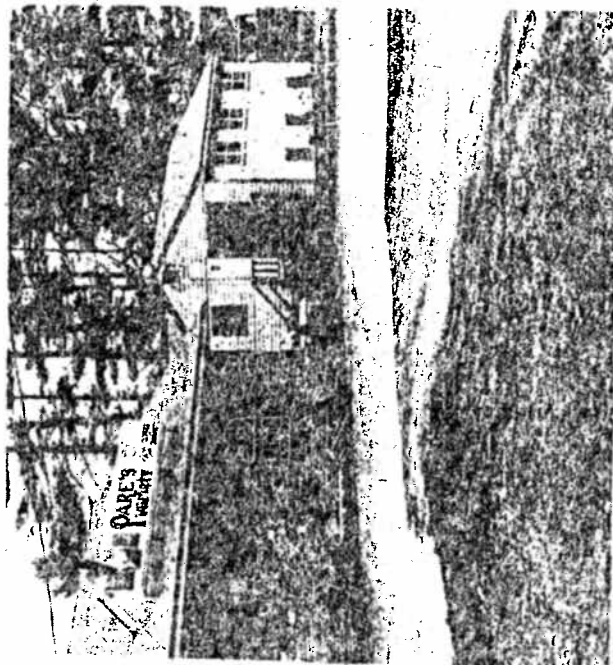
By Ken Butterworth
Eagle-Tribune Writer

SALEM, N.H. — The town is taking a shop owner to court for installing a driveway without a permit. The owner insists it's needed for safety.

Town Planner Ross Moldoff is taking Sharon Pare, owner of Pare's Variety on Rte. 38, to court on Dec. 28 because she installed an additional driveway on her property without town or state permission.

Mrs. Pare said she knows permits are needed, but she said hazardous turning conditions created by the single angular driveway forced her to correct the problem. She said she had to get the driveway in before winter.

"What's right is right. It has to be there. Without it someone will get killed. We will win in court even if we have to tie it up for 10 years. It's a necessity. We're not just being stubborn," Mrs. Pare said.



The driveway in question

LAKE STREET GARDEN CENTER

What's right is right. It has to be there. Without it someone will get killed. We will win in court.

93

— Sharon Pare

"We care about our customers. We're not going to take their money and let them drive out that parking lot and get killed."

Mrs. Pare said customers have complained about the hazardous driveway that lets out onto busy Rte. 38 near Hedge Hog Pond.

Two hundred customers have signed a petition asking the Planning Board to allow the second driveway to stay.

Mrs. Pare said the Planning Board ignored the petition and

expressed its disapproval of the driveway installation at a recent meeting.

"No one from the Planning Board has come down to see the traffic at night when it's hectic," Mrs. Pare claimed.

Moldoff said he's seen the driveway and has no problem with it from a technical sense.

"It's just that they didn't follow the rules," Moldoff said. "We have rules that everyone voted for. It's my job to enforce them."

"As taxpayers, they're paying to take themselves to court."

Representing the Pares in district court will be Atty. Bruce Barron.

Barron was himself threatened with court action by the town over a driveway dispute at Merrimack Valley Montessori School.

In that case, the town wanted the driveway built, so children wouldn't have to be dropped off on the street. The town withdrew its suit against Barron when he broke ground on the driveway.

Mrs. Pare said she won't let her driveway or occupancy permit be taken away. So she'll take her case to court.