

TRAINRIDER

THE NEWSLETTER OF **TRAINRIDERS/NORTHEAST**



CHAIRMAN'S COMMENTS

submitted by Wayne E. Davis

Our special thanks to those who have responded to our request for assistance on "Inaugural Day." We will be contacting those who responded as soon as we are given a date for the inaugural events. (Remember, volunteers must be dues-paying members of TrainRiders/Northeast.) Presently, we have enough hosts to ride on the train that day. We do, however, need more volunteers for the station events. Responses to our initial request were: Durham - 1, Dover - 1, Haverhill - 1, Portland - 3, Boston - 1. Since we'd like at least three persons available at each station to assist with platform events, you can see that we need two more in Durham, Dover and Haverhill, while Exeter and Wells will each need three, and Boston two more. Please use the form on the back page of this newsletter to volunteer.

Once the roster is created, we will contact those who've responded and arrange at least one face-to-face meeting for everyone, at which time "job descriptions" will be created, followed by written instructions and verification of individual responsibilities for this one day VIP Inaugural Train. ■

THE STB SAYS IT LOUD AND CLEAR.

FOR THE THIRD TIME SINCE 1998, THE SURFACE TRANSPORTATION BOARD HAS ISSUED A RULING TO SETTLE DISPUTES THAT HAVE RISEN DURING OUR EFFORT TO BRING AMTRAK PASSENGER SERVICE TO MAINE AND NEW HAMPSHIRE FROM BOSTON.

ON JUNE 21st, THE FEDERAL RAILROAD ADMINISTRATION REASSERTED ITS EARLIER POSITION THAT PASSENGER TRAINS CAN TRAVEL SAFELY AT 80 MPH. ON JUNE 29th, THE STB ISSUED ITS RULING THAT, IN PART, SAID "GUILFORD MUST ALLOW AMTRAK ACCESS TO THE LINE SO THE CONDITIONS SET FORTH IN THIS AND OUR PRIOR DECISION MAY BE FULFILLED."

The first dispute, after nearly a year of deliberation, was settled by the STB in May of 1998. Terms and compensation were prescribed for Amtrak's access to rail facilities within the Guilford Rail System, owner of the tracks. Almost immediately there was a dispute about the operating speed of the trains, but construction on the right-of-way was started and, again, paper work was prepared and presented to the STB for evaluation

on the speed issue.

In October of 1999, the Board ruled "...the installation of 115-pound continuous welded rail would be adequate for safe operation of trains at speeds of up to 80 mph." On the strength of that ruling, right-of-way improvements continued.

In March of this year, when the project was nearing completion, Guilford refused to accept the ruling by declaring that Amtrak trains could not travel over 60 mph on their line. Furthermore, Guilford refused to allow Amtrak access to the track to conduct the federally mandated testing to assure compliance with the STB's ruling of 1999. Again, paper work was prepared by Amtrak and presented to the STB seeking clarification of the earlier ruling. This time, TrainRiders/Northeast filed as well with the STB as an intervener in the process. We pointed out that "Amtrak has operated passenger rail service over 112 and 115 pound rail at speeds AT LEAST 79 mph at various locations throughout the country."

We now wait for the safety tests ordered by the STB to be conducted by Amtrak. ■

AMTRAK ISN'T JUST TRAINS ANYMORE

Ordered by Congress to become self-sufficient by 2003, Amtrak has chosen several means to increase its income that have little to do with carrying passengers. In 1990, Amtrak derived 71% of its revenue from passenger service. Today, only 57% of its income comes from passenger service.

While income from passenger service increased by 10% in 2000, income from other sources increased by 15%. The other sources are:

Merchandise: Created and manufactured specifically for Amtrak, merchandise in the corporate colors and bearing its logo generate some of that needed income. T-shirts, jackets, umbrellas, caps and cups, and other items are sold online, in advertising and in stores.

Credit Cards: The railroad has a contract with MBNA, which offers Amtrak credit cards that earn points toward reductions in train fares.

Management services: Amtrak manages operations and maintenance for commuter railroads in California

and Washington on the West Coast, and for Connecticut, Maryland, Massachusetts and Virginia here in the East. These services generate yearly revenues of about \$275 million.

Rentals: Amtrak derives income from the space it rents in stations to shops, advertisers and vendors.

Communications: Income is also derived from a communications cable along the Northeast Corridor from Boston to Washington, DC. More than \$30 million may be derived from telecommunications alone in 2001.

Mail: Amtrak trains carry first-class and other mail for the Postal Service, and express delivery packages. Trains will soon be able to carry perishable goods in new refrigerated cars.

Real estate: Amtrak recently took out a \$300 million loan on New York City's Pennsylvania Station, which it owns. It has other valuable property as well, and is planning income-generating building projects near its stations in Philadelphia, Baltimore and Chicago. ■



Merchandise bearing the Amtrak name and logo help the railroad's bottom line.

An Unlikely Source of Support for Passenger Rail Service

The June issue of *Automobile* magazine featured an essay by Jamie Kitman. In "Noise, Vibration & Harshness; Let the Rails Save Our Roads," he writes, "There's an answer out there for those of us who want to preserve the thrill of the open road, however, and, forgive the heresy, the answer is not more roads. Sure, I'm for safer highways and fixing the roads we've already got. But there's an even better idea we gearheads ought to be rallying around: trains."

He notes that although trains won't run without subsidies, neither can airlines and cars. "...Do you believe," he adds, "the airlines paid for your nearest international airport and the air traffic controllers who keep planes from colliding? And that philanthropists built the interstates and that big oil companies pay to park the Seventh Fleet in the Persian Gulf to keep supply lines open as a favor to the American people?"

We seldom see such responsible thinking in our newspapers. It's certainly a surprise to find it in a magazine with an understandable bias toward the automobile.

—*Automobile Magazine*, June 2001

SCOUT RAIL MERIT PROGRAM REVIVED

July saw over 3,000 Boy Scouts, their parents and adult leaders enroll in the BSA Railroading Merit Badge program at Fort A.P., Virginia. Brought back from the brink of being discontinued two years ago, the Railroading Merit Badge instructs Scouts in the operations of freight and passenger railroads, career choices within the industry and how to travel and ship by rail as well as critical safety aspects.

All this took place during the quadrennial National Boy Scout Jamboree,

where railroading occupied the main pavilion along the giant midway. Some 40,000 Scouts attended.

For the railroad portion of the Jamboree, a new organization has been formed. Rail Awareness for Youth, Inc., based in Texas, seeks to educate young people about the advantages of rail transport and the safety challenges it creates, especially at highway crossings, according to Charles Anderson, the organization's CEO.

Assisting Anderson is Operation

Lifesaver, Inc., a nationwide organization promoting not only grade crossing safety but public awareness along railroad tracks once in disuse. New Hampshire also sent OLI presenters to the Jamboree.

According to Anderson, "The word on railroads as an alternative and viable form of transportation just isn't getting out to members of the next generation, or the general public for that matter."

—*Northeast News*, Fort A. P. Hill, Virginia

Maine Tells Amtrak Reform Council How It Should Be.

The Amtrak Reform Council (ARC) is an independent Federal commission established to recommend improvements in Amtrak operations and to monitor its financial performance.

In June, the ARC proposed dividing Amtrak's responsibilities into a profit-focused company responsible for train operations, a separate government-owned corporation to oversee assets like tracks and stations, and a new government oversight agency.

Maine Responds

The following is a summary of the testimony of Alan Stearns, Director, Environmental Office, Maine DOT, before the Amtrak Reform Council on June 26, 2001, at Newark, New Jersey.

The ARC report fails to define a vision for passenger rail in the nation, while the people of Maine have repeatedly defined a vision for the restoration of passenger rail. Contrary to the ARC's focus on operational self-sufficiency, Maine views passenger rail as a component of much larger systems with an array of costs and benefits. Our vision is mobility, connectivity, safety, preservation of Maine's environmental gems, air quality, downtown development, economic growth, and other components of integrated and sustainable transportation systems and communities. Rail is but one component of those systems.

Public investments in rail are the choice of Maine's entire Congressional delegation past and present, its Legislature, several of its administrations and many of its communities. Additionally, repeated support from voters in statewide referenda and legislation underscore grassroots support.

Maine's vision should not be separated from a continental, national or regional vision. We cannot have a system of interconnected states and provinces with disconnected regional or federal visions. A federal vision of route-by-route operational

self-sufficiency inherently works against feeder systems such as Maine's, and risks fragmentation and decline rather than connectivity and growth. Maine's contribution to a vision of a national network cannot be dismissed. The opportunity to connect VIA Rail's most successful route between Toronto and Quebec with Amtrak's most successful route between Washington and Boston points to opportunities for connectivity, growth and success.

Maine's vision of restored passenger service stimulates private sector investments in connecting modes, particularly high-speed ferries. If profitable private sector ferries feed into Amtrak service to Portland, state and federal decisions on intercity passenger rail policy should consider the larger economies of these



Alan Stearns

larger transportation systems.

Similar examples are innumerable—the interrelationships between passenger rail and airport capacity, passenger rail and feeder bus systems, passenger rail and tourism.

The ARC report fails to convincingly describe scenarios for adequate capital investment in passenger rail infrastructure. The State of Maine has invested close to \$100 million in the restoration of passenger rail, with federal stimulus but no consistent ongoing

predictable federal capital role. The ARC report does not credibly suggest a new paradigm—leading to fears that capital investment will continue to be piecemeal, threatening regional and national connectivity, with no clear federal role.

A state-federal balance on operational subsidies or capital investments is only the tip of the iceberg. The complexity not addressed by the ARC is the state-federal balance in planning and implementation beyond state boundaries. Maine has a fundamental interest in new links, new routes, and new planning around Boston. Maine's interests are not immediately parallel to Massachusetts' interests, thus a simple state-federal match for new projects is not the solution. A system-wide interest, such as Amtrak has played in national planning and implementation, is essential. Compare the interstate highway system. The federal vision and planning were central, yet with an important state role. There are no interstates that dead-end at state borders.

The ARC proposes a new entity for the New England Corridor (NEC), with NEC states at the table. Maine is troubled at the prospect of an east-coast entity without Maine at the table. The interests in capital planning along the NEC are critical to Maine. We have played an active role in NEC development. Amtrak has recognized this by including feeder states in its NEC business unit/business plan. The ARC's suggestion of "savings" to Maine by severing the NEC from Maine/Amtrak relations is flat wrong. Maine must be at the table. In the past, we've been at the table through our voice in Congress. We are not yet convinced that models presented by the ARC will be improvements. ■

TRAINRIDERS' ANNUAL MEETING FEATURED A CAST OF THOUSANDS!

The theme for this year's annual meeting was "See and Hear What's Been Going on BEHIND THE SCENES—WITH A CAST OF THOUSANDS!"

TrainRider members and guests, including federal, state and local officials, were treated to presentations made by a variety of persons directly involved in preparing for the upcoming arrival of Amtrak passenger rail service between Boston and Portland.

TrainRiders' 13th Annual Meeting was held April 18th at the DoubleTree Hotel in Portland.

Featured speaker was **Alan Yorker**, President of the National Association of Railroad Passengers, from Washington, DC, who noted that TrainRiders' efforts are a key piece of citizen advocacy in the U.S. today. He said that his home town, Atlanta, GA, has something in common with Portland, in that the route from Atlanta to Macon, GA, a distance of 95 miles, has also been designated a High Speed Rail Corridor, awaiting development of passenger train service of 90 MPH and higher. He urged all parties to continue to work for at least a 79 MPH initial speed for passenger service on the Portland/Boston route.

The Executive Director of the Northern New England Passenger Rail Authority, **Michael Murray**, thanked TrainRiders for their advocacy, patience and support, and declared, "This is a happy evening..." He then reeled off amazing statistics about the work performed to rehabilitate the Guilford track between Haverhill, MA, and Portland.

The Portland layover facility, to

be located near Sewall Street in Portland will cost about \$800,000. \$2.5 million was invested in the new bypass track for passenger trains at Rigby Yard, South Portland, and another \$1.7 million to improve track between Rigby and Sewall Street station. Over \$5.3 million was invested to equip the 37 grade crossings with bells, lights, gates and new wiring. \$20 million purchased 72 miles of 115 pound, continuously-welded rail which replaced the existing 112 pound rail manufactured in 1933.

Repairs to 31 bridges cost \$3.8 million, while \$2.3 million was spent to create four passing sidings, constructed at Old Orchard Beach and Wells in Maine, and Dover and Newfield in New Hampshire. These passing tracks are located at about 15 mile intervals.

When the \$54.6 million dollar project is completed, the line will be among the best in the entire Northeast.

Next, **David Willauer**, Transportation Director of Greater Portland Council of Governments, spoke of the combined efforts to educate school children and emergency response personnel in towns along the line.

In Maine, 45 schools are within one-half mile of the tracks; in New Hampshire, 15 schools are within the same distance. Amtrak, the Rail Authority and Guilford Rail worked together to present classes and materials for 56 four-hour courses attended by over 1,400 police, fire and rescue personnel.

Training has also been given to transit, truck and school bus drivers, with 274 of the latter attending classes so far. Safety brochures have been printed in English and French for

distribution to visitors centers and tourist accommodations in towns along the rail line.

One of the highlights of the evening was the presentation of **Sam Surprise** of Surprise Advertising, the agency handling advertising of the pending passenger service for the Rail Authority. He presented and demonstrated the new website for *The Downeaster*, which permits virtual tours of the station-stop towns along the line, including restaurants, hotels, entertainment sites and tourist attractions.

All the presentations tied in with displays which were set up that featured the architectural plans, site plans and, in some cases, models of the new passenger station facilities from North Station, Haverhill, Exeter, Durham, Dover, Wells, Saco, Old Orchard Beach and Portland.

TrainRiders' chairman, **Wayne Davis**, presented a plaque for **John Melrose**, Maine Department of Transportation Commissioner, to **Greg Nadeau**, who represented Governor King at the meeting. The plaque was given in recognition of the outstanding support of the Commissioner and the MDOT given to creating a more balanced transportation system. Greg spoke of the history behind the passenger rail movement and of how much the Governor is looking forward to welcoming another transportation choice for our citizens.

As the evening wore on, Wayne lost his voice and could not speak above a whisper. At that point, **Cynthia Garfield**, TrainRiders' Vice-chair, stepped in to continue the proceedings, and to wrap up the meeting on schedule. ■

NEW HAMPSHIRE REPORT

Late May saw Michael Murray, Executive Director of the Northern New England Passenger Rail Authority, Ruth Griffin, the New Hampshire Governor's Executive Councilor, and TrainRiders' Chairman Wayne Davis join local supporters for the groundbreaking of Exeter Station. The platform and parking area will be off Lincoln Street adjacent to the former B&M station, now a private business.

As of mid-July a new drainage system was being installed. Construction is to conclude in the fall.

The Exeter Station Committee held an open house July 31st at the Exeter Town Building to plan the reception for the inaugural train.



EXETER'S BIG DIG: Breaking ground for the new Exeter railroad station are from left Michael Murray; Tracy McGrail, Executive Director of the Exeter Regional Chamber of Commerce; Bob Hall, a New Hampshire Director of TrainRiders/Northeast; Ruth Griffin; Wayne Davis and Exeter Selectman Paul Binette.

Durham Station is taking shape. The University of New Hampshire station, now a dairy bar, will once again serve passengers when Amtrak stops there weekends. A new canopy is being erected and site work is being done for platform construction.

In Dover, utility work for the new building has been put in place and the foundation poured for the new station, which will have 1,000 square feet including restroom facilities and a mini-station for the Dover Police.

The State acquired the final piece of Guilford-owned track and right-of-way on the line between the Route 28 overpass and Conway, NH. Having all of the line allows the state to begin

studying how this important rail corridor paralleling Route 16 will be used. NHDOT's plan is to keep track in place for future freight and passenger use.

New Hampshire NorthCoast Railroad has identified several businesses that have indicated interest in using a rail freight connection on the line. Short term plans see the right-of-way continuing as a recreational resource, especially in winter. Building a bike trail is another possibility.

The NHDOT is extending MBTA commuter rail service from Lowell, MA, to Nashua. Guilford, the FTA and the MBTA are cooperating on the project. \$3 million in New Starts funds has been committed. NHDOT has also

committed \$13 million in Congestion Mitigation and Air Quality (CMAQ) funds. Parsons-Brinckerhoff is the state's engineering consultant. The Nashua Regional Planning Commission is to help facilitate the process. The MBTA and the Northern Middlesex Council of Governments are considering another station location in Chelmsford, between Lowell and Nashua. NH Congressman Bass and MA

Congressman Mehan are working together to procure additional funding. A couple problems emerged: NH failed to enact a rail liability cap and neighbors were opposed to one of the station sites in Nashua. Preliminary engineering will be completed in early 2002.

In Exeter, COAST Transportation announced it will meet Amtrak trains stopping there. Its Route 7 serves Newmarket, Newfields, Exeter, Stratham, Greenland, Portsmouth and the Fox Run Mall. Changes for the route may include the purchase of a trolley bus and service to Hampton Beach from Memorial Day to Labor Day.

—TNE Directors Bob Hall, Bill Hunt and Andrew Singelakis

RHODE ISLAND NEWS

The Warwick station and parking garage designs are now past the 35% completion state. The DOT is pursuing building the garage out over the railroad tracks. This would allow for six levels instead of the nine or ten formerly contemplated. A fall groundbreaking is anticipated with service to commence in late 2002.

South of Providence, construction has begun to widen the bridge over Lincoln Avenue in Warwick to accommodate a third set of tracks. The bridge is expected to be completed in November of 2001.

MBTA has increased service to Providence. Since May 29th, there have been eleven trains departing with twelve arrivals. While no weekend service exists yet, the potential for such service will be strengthened when the new layover facility planned for Pawtucket is completed.

—RI Association of Railroad Passengers
Newsletter, 6/30

Passenger Rail Awaits Lease Signatures

Now that passenger trains may soon be permitted to run at 79 mph, communities along the route are waiting to sign leases that will allow station platform construction in New Hampshire and Maine.

Lease and sub-lease agreements have to be finalized and signed by each station platform host community. DOT officials in New Hampshire and Maine, Guilford Rail Systems, Amtrak, and the Northern New England Passenger Rail Authority.

Among the last details are environmental and liability insurance, which frees Guilford from liability at platforms, and frees all parties from liability if any hazardous materials are discovered during construction.

—Fosters Daily Democrat, Dover, NH, July 15.

Have You Noticed Trucks Keep Getting Bigger?

by JIM FRIEDLANDER

The trucking industry is out to further jeopardize the safety of car occupants. Furthermore, they want taxpayers to bear the cost.

Incredibly, Maine is the focal point of lobbying by the trucking industry both in Augusta and Washington, since **Maine is the only Eastern State that permits truck weights of 100,000 pounds.** Maine allows weights of 100,000 pounds on the Maine Turnpike (which preceded the interstate system and used no Federal funds) and local roads, which are built to standards far inferior to that of the interstates.

The bill at issue is H.R. 2151, introduced by Congressman Baldacci, that would allow 53-foot, six-axle trailers, weighing up to 100,000 pounds on Maine's portion of the interstate system stretching from the Canadian border to Augusta.

Canada already allows 110,000-pound weights. If Maine allows heavier weights, then the Canadian monsters will be permitted to travel south to New Hampshire, where 99,000-pound weights are allowed.

Note the truckers' strategy—Maine and New Hampshire are the ONLY eastern states allowing truck weights over 80,000 pounds. If the increase is allowed in Maine, we'll witness a domino effect, with the pressure shifting southward.

While the bill would not permit triple trailers as such, truckers are already arguing in favor of them as a means of "better distributing the weight." Called *longer combination vehicles* (LCV's), these monsters are 110 feet long, the size of a 737 airplane!

Imagine trying to pass a three-trailer, seven-axle, 26-wheeler on a curving road. Or imagine the blinding spray of rain or snow as one of these giants passes YOU.

Truck drivers themselves concur that they have no emergency control over the third trailer, which can swing violently and can easily jack-knife, roll over, or separate because of the violent swinging.

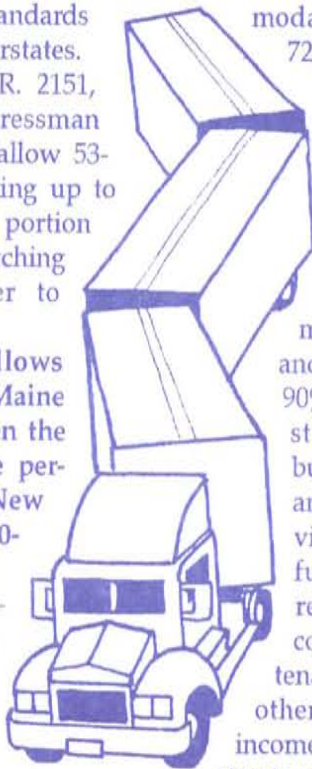
To understand what's at stake you have to know a little history. In the 1950's, the Interstate System was designed and built to accom-

modate truck weights of 72,500 pounds. Congress, yielding to massive lobbying pressure, subsequently raised the weights allowed on Interstate highways to 80,000 pounds.

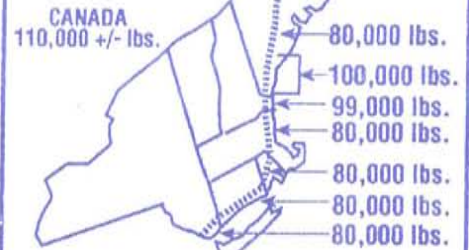
The eventual result? A more rapid decay of roads and bridges. The Feds paid 90% of the original Interstate construction costs, but maintenance has been and still is paid for by individual states. With motor fuel taxes declining in relation to maintenance costs, more of road maintenance must be borne by other revenue sources—

income taxes and, on municipal streets, property taxes.

Truckers advertise how much they pay in fuel taxes. The truth of the matter is they pay only a fraction of the cost of repairing damage they do to roads. Now they want to raise weights again. THIS time, they tell us that instead of centering weights on four axles, they will spread it over several trailers. Hence their cry for longer consists.



THE PUSH FOR HEAVIER TRUCKS



Allowable weights for
53-ft. tractor trailers on I-95

The alibi for all this is NAFTA. Canada and Mexico allow much heavier road weights. Canada's limit is 110,000 pounds and truckers want it to go to 130,000. This accounts for the fuss over Canadian and Mexican trucks on the Interstate System. But at some point trucks leave the interstates and travel on local roads and highways.

The trucking people have already lobbied our State Legislature to allow 110,000-pound weights on state and local roads as well as on the Maine Turnpike. If the heavier weights are allowed, our road maintenance costs will certainly increase.

It's clear that what the trucking industry really wants is to operate TRAINS! They just don't want the responsibility of maintaining rights-of-way. In our view, if shippers need to transport heavier weights on longer consists, they should use the railroads already in place.

TrainRiders/Northeast has always been supportive of the Coalition Against Bigger Trucks, a grassroots group of citizens and organizations established to counteract the threat to our safety and the raid upon our pocketbooks. See the next page for information on how you can help.

ARE PASSENGER TRAINS AN ENDANGERED SPECIES?

They are, unless Congress acts to save Amtrak soon!

As we know, it takes money to operate modern, environmentally friendly passenger rail service. With adequate capital investment, rail will provide a complement to our highway and aviation systems, resulting in a more effective national transportation system.

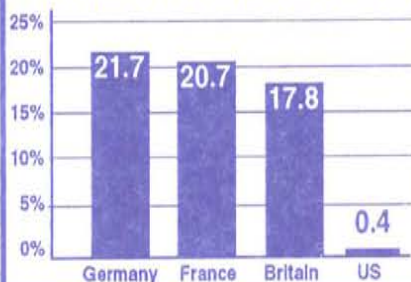
We can help by asking our senators and representatives to support the High Speed Rail Investment Act. This innovative bill would let Amtrak sell \$12 billion in bonds over ten years, mainly for federally designated high-speed rail corridors around the country. The Federal Government would give bond holders tax credits instead of interest. States would then provide a 20% match in funds, which would be placed in an escrow account and used to pay off the bonds.

If possible, use regular mail (or fax) to contact your representatives, as legislators' offices are flooded with e-mail. Ask your Senators to support the High Speed Rail Investment Act—Bill S.250. Ask your Represent-

tative to support HR 2329.

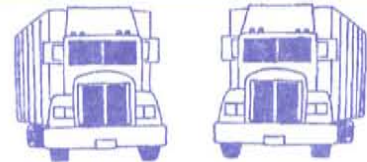
And while you're at it, send the same message to the Bush Administration, your governor, and your local newspaper.

RAIL CAPITAL SPENDING, AS SHARE OF TOTAL TRANSPORTATION CAPITAL SPENDING



CAN OUR ROADWAYS POSSIBLY GET WORSE?

Can You Tell Which Truck is More Dangerous?



Probably not. The difference between a truck carrying a safe weight and one carrying a dangerous weight is seldom discernible to the naked eye.

According to a study done by the University of Michigan Transportation Institute, there is a link between higher truck weight and a greater risk of fatalities. The U.S. DOT's *Comprehensive Truck Size and Weight Study of 1997* found that as a truck load goes from 65,000 to 80,000 pounds, the risk of an accident involving a fatality goes up 50%.

Yet, some truck industry experts describe increasing truckload weights as "reasonable progress for productivity." Making our highways less safe is not the kind of progress we want.

Truck industry forces are dedicated to passing a proposal in Congress to allow bigger, heavier and less safe trucks on our roadways. Call and let your representatives in Washington know how you feel about this issue. A list of their telephone numbers is in the box below.

—USDOT *Comprehensive Truck Size and Weight Study, Phase I, 1997*;
University of Michigan Transportation Institute;
Newsletter of the Northern New England Coalition
for Safe Roads, Summer 2001.

Use the addresses or phone numbers below to register your concern over the two issues above.

Maine:

Senator Olympia Snowe
250 Russell Building
Washington, DC 20510 (202) 224-5344

Senator Susan Collins
172 Russell Building
Washington, DC 20510 (202) 224-2523

Representative Tom Allen
1630 Longworth Building
Washington, DC 20515 (202) 225-6116

Representative John Baldacci
1740 Longworth Building
Washington, DC 20515 (202) 225-6306

Massachusetts:

Senator Edward Kennedy
315 Russell Building
Washington, DC 20510 (202) 224-4543

New Hampshire:

Senator Robert Smith
307 Dirksen Building
Washington, DC 20510 (202) 224-2841

Senator Judd Gregg
393 Russell Building
Washington, DC 20510 (202) 224-3324

Representative John Sununu
316 Cannon Building
Washington, DC 20515 (202) 225-5456

Representative Charles Bass
218 Cannon Building
Washington, DC 20515 (202) 225-5206

Senator John Kerry
304 Russell Building
Washington, DC 20510 (202) 224-2742

Governor Angus King, Jr.
1 State House Station
Augusta, Maine 04333
(207) 287-3531

Governor Jeanne Shaheen
State House
Concord, New Hampshire 03301
(603) 271-1110

Governor Jane Swift
State House, Room 360
Boston, Massachusetts 02137
(607) 727-9173

President George W. Bush
The White House
Washington, DC 20500

An Update on the Missing Link

With our long-awaited Portland/Boston rail service just about to begin, it's time to focus on the next major rail project for New England...completing Amtrak's Northeast Corridor by building the North/South rail link. The proposed underground connection would not only link North and South Stations but it would integrate the northern and southern segments of the regional rail network (the MBTA) and extend Amtrak's Northeast Rail Corridor, which currently dead-ends in Boston, to Portland.

Connecting North and South Stations in Boston and extending Amtrak's successful Northeast Corridor service through Boston to Maine, New Hampshire and Vermont will enable the rest of New England to enjoy direct connections to Montreal and the Maritime provinces, while northern New Englanders and Maritime Canadians would enjoy direct connections to Amtrak's new 150-mph Acela service to New York City, Washington and beyond. Amtrak's Acela service is already exceeding ridership projections and completing this project would bring even greater ridership. It would also increase the frequency of service to Maine, New Hampshire and Vermont.

With both North and South Station terminals operating at close to maximum capacity at peak

hours, growth in rail service throughout New England will be seriously compromised without the rail link. Closing this century-old break in our rail system will transform what is now a 19th-century stub-end terminal system into a modern, efficient and convenient run-through system that can accommodate growth well into this new century.

If the link is not built, there will be major adverse consequences, economic and environmental, not only for the planned expansion of MBTA commuter rail services for Boston, but also for the growth and competitiveness of the new Amtrak service to Maine and New Hampshire, as well as to the 150-mph Acela high-speed service between Washington and Boston.

This is an increasingly viable and important project that is now quite far along in its environmental review process, thanks to the efforts of multiple grass-roots citizens' organizations. Extensive analysis of the link's transportation, environmental and economic benefits have already been completed; and it is expected that a financial study will be finalized in several months. However, the long awaited Major Investment Study and Environmental Impact Study is still incomplete.

The Federal transportation appropriation process for fiscal year 2002 is well underway in Washington and

will be taken up by the Transportation Appropriation Conference Committee in late August or early September. Amtrak and the MBTA are continuing work to address the environmental, financial and engineering issues associated with the project.

Now is the time to approach our elected officials. Senators Edward Kennedy and John Kerry are requesting funds to complete the study on these issues to insure the rail alignment through Boston, between the two stations, is secured. They need your continuing expressions of support for this project. Please call the senators in your state (*see page 7 for addresses and telephone numbers*) and ask them to support Senators Kennedy and Kerry in their ongoing efforts to obtain FY02 appropriation of funds for this high-priority rail project.

The contact person in Senator Kennedy's office is David Oliviera at (202) 224-2613. John Phillips is the person to contact in Senator Kerry's office at (202) 224-3095. Or write to the senators (*see page 7 for their addresses*). Also let Massachusetts Governor Jane Swift know that you support FY02 appropriation funding for the project.

Remember, there are three kinds of people in this world: those who make things happen, those who watch things happen, and those who wonder what happened!

—submitted by Susan Hamilton

...NARP REPORTS

continued from the preceding page

aviation. They're essential to people who don't like to fly or cannot fly for medical reasons, permanent or temporary. They are appreciated by those who like the unparalleled view of America's physical beauty that most Amtrak long-distance routes offer.

These trains also perform non-pas-

senger functions, including carrying mail and express. [The latter] business, also conceived to improve Amtrak's long-distance economics, had a rough start, with too much emphasis on revenue and not enough on cost. Amtrak's appointment last year of Lee Sargrad as President-Mail and Express reflects a focus to enable express, like mail, to make a significant contribution to the bottom line while relieving highways of

some traffic.

There are also benefits for freight railroads. Amtrak has been a leader in improving grade crossing safety, and its express initiative has inspired freight railroad efforts to recover some of the time-sensitive cargo lost to trucks years ago. Motorists, public safety, and energy efficiency generally benefit when cargo switches from road to rail. ■

Amtrak To Mortgage Penn Station

United States Transportation Secretary Norman Y. Mineta is allowing Amtrak to proceed with negotiating a \$300 million loan that would use New York's Pennsylvania Station as collateral, corporate officials said in June.

Amtrak will use the money to cover the shortfall in its operating budget before the fiscal year ends on September 30. Amtrak has borrowed money before for capital needs, but has never sought a loan for operating expenses in its thirty-year history until now.

—The Washington Post, June 7.

TrainRiders Welcomes New Members

Chris Beeuwkes, Maine
Edward Bromage, Mt. Desert, Me
William I. Burke, Windham, ME
Mark A. Caron, Springvale, ME
Marion S. Goodman, Damariscotta, ME
Diana Jaye Jackson, Germantown, MD
Paul Kegler, Oceanside, CA
Jane A. Lisberger-McCarthy, Exeter, NH
Martha Muldoon, W. Buxton, ME
Guido Perera, Lincoln, MA
Bruce Russell, Newark, NJ
Michael Shook, Southwest Harbor, ME
Tom Tanguay, South Portland, ME

PROPOSED NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY FARE SCHEDULES FOR THE NEW AMTRAK BOSTON-PORTLAND SERVICE JULY 18, 2001

	PTLD	OOB	SACO	WELLS	DOVER	DURHAM	EXETER	HAVER	BOSTON
PORTLAND									
OOB	\$ 4.00								
SACO	\$ 6.00	\$ 4.00							
WELLS	\$ 8.00	\$ 6.00	\$ 4.00						
DOVER	\$ 10.00	\$ 8.00	\$ 6.00	\$ 4.00					
DURHAM	\$ 12.00	\$ 10.00	\$ 8.00	\$ 6.00	\$ 4.00				
EXETER	\$ 14.00	\$ 12.00	\$ 10.00	\$ 8.00	\$ 6.00	\$ 4.00			
HAVER	\$ 16.00	\$ 14.00	\$ 12.00	\$ 10.00	\$ 8.00	\$ 6.00	\$ 4.00		
BOSTON	\$ 21.00	\$ 20.00	\$ 19.00	\$ 17.00	\$ 15.00	\$ 13.00	\$ 10.00	\$ 7.00	
R / T	\$ 35.00	\$ 34.00	\$ 33.00	\$ 31.00	\$ 27.00	\$ 25.00	\$ 19.00	\$ 13.00	
10 Trip Fares									
PORTLAND									
OOB	\$ 34.00								
SACO	\$ 51.00	\$ 34.00							
WELLS	\$ 60.00	\$ 51.00	\$ 34.00						
DOVER	\$ 85.00	\$ 68.00	\$ 60.00	\$ 34.00					
DURHAM	\$ 102.00	\$ 81.00	\$ 68.00	\$ 51.00	\$ 34.00				
EXETER	\$ 119.00	\$ 102.00	\$ 85.00	\$ 64.00	\$ 51.00	\$ 34.00			
HAVER	\$ 136.00	\$ 119.00	\$ 102.00	\$ 85.00	\$ 64.00	\$ 51.00	\$ 34.00		
BOSTON	\$ 170.00	\$ 165.00	\$ 160.00	\$ 145.00	\$ 128.00	\$ 115.00	\$ 85.00	\$ 64.00	
Monthly Fares									
PORTLAND									
OOB	\$ 64.00								
SACO	\$ 96.00	\$ 64.00							
WELLS	\$ 128.00	\$ 96.00	\$ 64.00						
DOVER	\$ 160.00	\$ 128.00	\$ 96.00	\$ 64.00					
DURHAM	\$ 192.00	\$ 160.00	\$ 128.00	\$ 96.00	\$ 64.00				
EXETER	\$ 224.00	\$ 192.00	\$ 160.00	\$ 128.00	\$ 96.00	\$ 64.00			
HAVER	\$ 256.00	\$ 224.00	\$ 192.00	\$ 160.00	\$ 128.00	\$ 96.00	\$ 64.00		
BOSTON	\$ 336.00	\$ 320.00	\$ 304.00	\$ 272.00	\$ 240.00	\$ 208.00	\$ 160.00	\$ 155.00	

Become a Part of Inaugural Day!

Many members have volunteered for Inaugural Day activities, and we want to thank you for your enthusiasm. Each one of you will be contacted when we have a firm date for the inaugural run. We presently have enough volunteers to serve as guides on the inaugural train, but we still need people to serve as guides in towns along the route. Volunteers will tend our information table on each platform and assist visitors and dignitaries.

☐ YES, I WANT TO VOLUNTEER AS A GUIDE IN A TOWN ON INAUGURAL DAY. I have not mailed in a form like this nor have I called in to volunteer before. This is the first time for me.

Name _____

☐ Portland

Address _____

☐ Old Orchard

City _____ State _____ Zip _____

☐ Wells

Telephone: (____) _____

☐ Dover

e-mail (optional): _____

☐ Durham

I would like to volunteer as a guide in this town(s):

☐ Exeter

First Choice: _____

☐ Haverhill

Second Choice: _____

☐ Boston

If you have volunteered for a town already, you don't need to send this in.

You'll notice this issue of TrainRider is different—and later—than usual. Our excuse is that Fournier "Buc" Powell, its editor for over twelve years, recently had major surgery at Maine Medical Center in Portland. Happily, he is recuperating, but didn't feel up to putting this issue of the newsletter together. We're hoping he'll be eager to resume his post for the fall issue, because we're eager to have him back in control.

Our Drum is Beat

We use our office copy machine a lot. Now the repair people tell us its drum has seen better days and probably won't see many more.. They've tried to fix it but, alas, it cannot be saved. They tell us we need either a costly new drum or to have the present one rebuilt. We'd be happy with the less costly rebuilt drum. Still, even it will cost us \$300 we don't have. If you'd like to contribute to our drum fund, we'd appreciate it.

THE OPINIONS EXPRESSED IN THIS NEWSLETTER ARE THOSE OF THE CONTRIBUTORS
AND MAY NOT NECESSARILY REFLECT THOSE OF TRAINRIDERS/NORTHEAST.

THE TRAINRIDER

Box 4869, Downtown Station
Portland, Maine 04112

(207) TRY-RAIL (879-7245)

NONPROFIT ORG.
U.S. POSTAGE
PAID
PORTLAND, ME
PERMIT NO. 654

Return Service
Requested