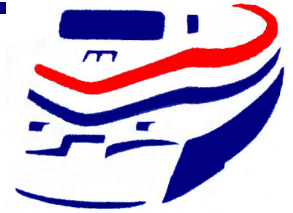


TRAINRIDER

THE NEWSLETTER OF TRAINRIDERS/NORTHEAST



Chairman's Update

And the news does indeed "get better" ...some of you may remember that way back in our infancy in 1989, we stated that three things were essential for the proposed service to be a success. As part of our original passenger rail restoration proposal to state and federal officials, we asked for 6 round trips, 80MPH speeds and the best equipment Amtrak had for the startup. What dreamers we were. We were offered 3 round trips at 60MPH with supposedly rebuilt Amtrak Metroliner cars. We held out for 4 trips and the promise of 80MPH "in time" and "as is" Metroliner cars. Well, hang on because the Northern New England Passenger Rail Authority has announced the beginning of a 5th round trip each day - knocking another 5 minutes off the operating schedule. on August 17th. This is the result of cooperative efforts amongst NNEPRA,

Late last year NNEPRA Executive Director Patricia Quinn was given the task of finding ways to extend the Downeaster to points north. The job came straight from Governor Baldacci as part of his commitment to provide more rail service to the citizens of Maine.

GOING BEYOND PORTLAND: TWO PROPOSALS for the DOWNEASTER

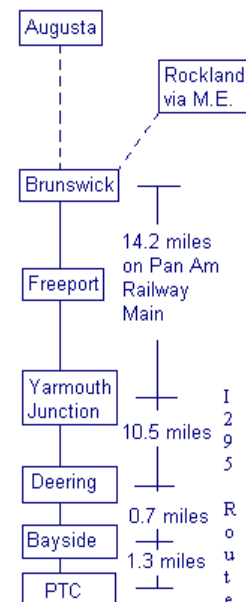
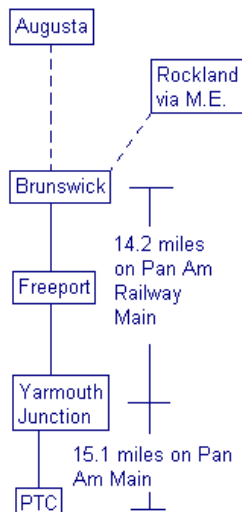
In an effort to inspire more interest the next logical step, Quinn made presentations to city managers, planners, members of the counsels of economic development and other officials and interested parties in Brunswick and Freeport. She also spoke with members of TrainRiders/Northeast. There are two options:

1) Upgrade and operate on Pan-Am Railway's existing freight corridor that runs from Portland through Yarmouth Junction and Freeport to Brunswick – at an estimated cost of \$31.5 million. It could be completed in two years.

2) Construct a new bridge over Back Cove to accommodate a line that would run roughly parallel to I-295 through Deering, Yarmouth Junction, Freeport and Brunswick. The estimated cost is \$61 million and would be ready for operation in 12 to 15 years.

Although the second option has the advantage of capitalizing on the anticipated increase in condo development in Portland's Bayside district, such development remains just that – in the future. While it is improbable that condos will not be built (and people show up to populate the area), it also may never happen.

TRAINRIDER'S OPINION IS THAT MAINE NEEDS AN EXTENSION TO FREEPORT AND BRUNSWICK AS QUICKLY AND INEXPENSIVELY AS POSSIBLE.



(Cont'd on Page 6)



L-R: Amtrak President Alex Kummant, NNEPRA Executive Director Patricia Quinn, TNE Chairman Wayne Davis, Capital Corridor JPA Managing Director Gene Skoropowski at the Annual Meeting.

TrainRiders/Northeast 19th Annual Meeting was held In April at the Portland Holiday Inn By The Bay, where we listened to talks by Patricia Quinn, Gene Skoropowski and Amtrak President Alex Kummant.

What follows are excerpts from Mr. Kummant's speech:

Where is Amtrak going?

Amtrak is in the community-building business, working every day on growth, sound service and continuous improvement. Northeast Corridor ridership is about 10 million per year, and it is up due to highway congestion and a socio-economic trend back to older city centers.

Profitability and Investment

Show me a transportation system anywhere in the world that turns a profit. Amtrak's farebox recovery is over 70%. Amtrak operates nearly 22,000 route miles in 46 states and serves over 500 stations. In 2006 there were \$240M Amtrak/Federal funds plus \$112M third party funds invested in the Northeast Corridor. Since FY '03, Amtrak has invested \$1.36B in NEC infrastructure.

"Many thanks go to former President David Gunn, who insisted on a state of good repair and good feelings in Congress."

Amtrak is now transitioning to major capital items. Between FY '04-'06, 42 miles of concrete ties were laid for a total now of 159 miles and 111 new track switches have been replaced. Waterproofing NY tunnels has been completed and tunnel floodgates renovated.

The Acela is cash-flow positive on a day-to-day operational basis (123% farebox recovery), but this does not include capital costs.

The Downeaster

There were 338,000 riders in FY '06 and on-time performance was among the system's best at 94%. Ridership was up at all stations. *[Editor's Note: The Downeaster actually showed the highest ridership and revenue percentage increases of any Amtrak service]*

Federal Participation

The states need a strong federal capital funding partnership. The Lautenberg-Lott Reauthorization bill would advance such a partnership. Amtrak's last reauthorization expired in 2002 and there has been no real federal policy discussion for a decade. The current system of annual staggering is dysfunctional. Workforce recruiting is always subject to concerns about funding.

National Issues

Rail traffic is outpacing capacity. Freight railroads will ultimately have to decide if they want federal investment. What is the state of the entire rail network? Return on capital is very low. Many employees have been without a contract for five years. Amtrak needs to refresh the fleet. Passenger cars average 22 years old (age range 5 to 56) and have a useful life span of 40-50 years. Locomotives average 11 years old (5 to 25) and have a useful life span of 25-30 years.

Alex Kummant is a native of Ohio. He earned his B.S. in Mechanical Engineering, his Masters in Manufacturing Engineering and another Masters in Business Administration. He worked for the Union Pacific 1999 to 2003.

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**NARP'S  
 "GROW RAIL"  
 CAMPAIGN**

The National Association of Railroad Passengers released its "Grow Rail Campaign" on June 25. Coinciding with NARP's 40th anniversary, the campaign supports the Association's vision of passenger rail growth over the next 40 years. NARP aims to shift the national discussion from "What passenger train gets cut next?" to "Which routes do we add and how quickly can we add them?"

Of equal importance, NARP seeks to reinforce national efforts to increase U.S. railroad track capacity to permit speedy, reliable passenger and freight service.

NARP President, George Chilson states "our vision proposes a comprehensive 'grid and gateway' network that will increase the scope of America's passenger train network from 22,000 to 45,000 route miles, connecting 237 of the nation's 292 metropolitan areas and state capitals".

*Editor's note: We are pleased to report that NARP has included in its proposed passenger rail map TrainRiders/Northeast's 1989 proposals for extensions from Portland to Bangor via Freeport, Brunswick, Augusta, and Waterville as well as the extension from Portland to Bangor via Auburn/Lewiston and Waterville, with the direct service to Montreal from Auburn/Lewiston over the existing tracks of the St. Lawrence & Atlantic RR, serving many points in NH and VT enroute. Also included is our long time goal to restore the route to Montreal from Boston, through NH and VT points. We applaud NARP'S vision.*

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## MEET THE DOVER, NH STATION HOSTS

The Dover Station Host Program was initiated on September 21, 2004 when TNE held an informational meeting on site with prospective candidates. The true success is due to the dedication and sincere enthusiasm of the following individuals, who have signed on to take this station's charm to a higher level.



**William "Ed" Wentworth** is a retired journalist who simply loves being a Dover Station Host because of all the

different people he meets and the help he is able to give to those who need information or assistance with the Quik-Trak ticket machine. Ed maintains the weekly Dover Host Program schedule on a color spreadsheet he developed and often communicates with city officials regarding maintenance.



**Paul Richards** had the luxury of growing up right around the corner from the Dover Station. He was born in

February of 1935 and has always lived in Dover. He took the train on a regular basis for five years to commute to the Perkins School for the Blind in Boston. Upon his return he went to work at the Star Market on upper Central Ave for the next 35 years. When the store closed, Paul hired on at the new Wal-Mart in Somersworth in 1991, where he worked for the next 14 years until his retirement.



**William Congo** was born in Hartford, CT in August of 1937 but has lived from one end of MA to the other. He graduated

from Tufts University in 1959 and went immediately to work for Liberty Mutual. After a period in the US Army he returned to Liberty, transferred to the Dover Home Office in 1991 and retired in 1999. He now resides in Dover with his wife.



**Bill Croft** has also lived in Dover all his life and has been our host of the evening trains and most

recently the Downeaster substitute bus for the fifth round trip. He modestly states his reason for hosting is simply that he enjoys helping people. Whereas the station is closed by the time Bill shows up for duty, he maintains a much-needed presence out on the platform waiting with passengers headed out and greeting those arriving and making sure they have a ride to their destinations.



**Bob Jaffin** has been a train rider since he was six when he got to ride the Erie RR from Hoboken

NJ to upstate New York each year to go to summer camp. While in high school in New York City, Bob spent many weekends exploring every subway line in the city - riding to both ends of every line. He has always loved trains and got to take the train from New York to California for his advanced Naval Electronics training in the mid 60s.

He is a long time supporter of TrainRiders even though he moved out of the area in 1981. Bob has since moved back to the area and lives in Rochester.



**Steve Piper** grew up in Keene, NH and moved to the seacoast in 1980 to go to school at UNH. Today he lives in Dover with

his wife and son and works for the NHDOT. He currently hosts Train 690 on weekends and holidays and is the liaison between Amtrak and NNEPRA for maintenance of the NH Quik-Trak ticket machines. He also sits on the Board of Directors at TNE.



**Steve Covert** is a native of the Dover area and at 18 years old is the youngest member of the station host program. When the Downeaster made

its first run through Dover, he was there to see it. He enjoys hosting because it gives him the experience he'll need when he applies to work for the railroad someday. He loves helping people and making them feel comfortable when they travel through Dover. He attends NH Technical College.

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### PUSH IS ON FOR A REGIONAL RAIL STATION

"We're like Paul Revere, shouting to anyone that will listen, 'The baby boomers are coming, the baby boomers are coming!'" jokes Charline Oelfke.

The couple, who live in Shirley, MA, have been lobbying for transportation improvements in their region for 15 years and as Ayer, their neighbor to the east,

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proceeds with plans to build a parking garage for its downtown train station, they are lamenting that an important opportunity is being lost.

Given the number of baby boomers who will become dependent on public transportation over the next 10 to 15 years, the Oelfkes argue, Ayer should be looking more regionally. "The town has an opportunity to control its destiny", John Oelfke said.

But Ayer leaders don't see it that way. They say it has taken years of planning and politicking to get \$5.1 million in state and federal dollars for improvements and expansion of the existing 80-space garage. Earlier this year the Town of Ayer voted by a 3-to-1 margin to keep a station downtown and the town's selectmen have been lobbying hard to have the money released so design work can begin.

### \$5 MILLION IN SUBSIDIES FOR EXPANSION OF AN 80-SPACE PARKING GARAGE

The Oelfkes and other regional transportation advocates say it's a mistake. John Oelfke says plans should be made to build a regional rail station near the Devens Verbeck Gate in Ayer with a much larger garage and with a network of shuttle buses to bring in riders from area communities. He also

recommends linking the proposed station with regional bike paths to reduce traffic.

### LINK THE RAIL STATION WITH A NETWORK OF BUSES AND BICYCLE PATHS

Oelfke's plan has been aired at several public meetings and will be brought up at a future selectmen's meeting.

Ayer has a long history tied to its train service. For 150 years freight and passenger trains have bisected the community and today the MBTA's Fitchburg commuter rail line runs directly through.

It is a well-traveled route: 300 to 400 people a day board the train in Ayer for Boston's North Station or Fitchburg, which has comparable ridership numbers to Ayer.

Given those numbers, John Oelke said, a regional station would bring in more revenue and efficiency. Instead of a small garage, Ayer could become a transportation hub that allows for continued growth.

"It's never too late to stop a bad decision," said Oelfke. "This isn't a new idea, it's just a better use of resources."

Ayer Town Administrator Shaun Suhoski disagrees. He said Ayer has been working with surrounding communities and the Montachusett Regional Transit Authority for years to fine-tune the current plan. Ayer, he said, has already

received support from Shirley, Groton, Littleton, and Pepperell to keep its garage downtown. Putting a new garage "in the middle of the field" would stunt the smart growth planned for downtown, he said.

"We have one of the highest walk-up ridership rates in the regional system because our neighborhoods are downtown," said Suhoski. "Around 3,000 people live within a 1-mile radius of the station. It is part of Ayer's heritage."

Elizabeth Falk, Assistant Administrator of the Montachusett Regional Transit Authority, said the door is not closed on any ideas quite yet. She said she had heard of a similar plan to regionalize the Ayer station in the past.

"We are still open to ideas," said Falk. "Nothing has been designed yet and quite a few ideas have been batted around."

Oelfke, who said he isn't interested in leading an effort to force Ayer to act, wants officials to keep the discussion open. "This is a proposal that has died despite an active process", he said. "I'm hoping that it's a phoenix that can once again rise from its own ashes."

*Excerpted from the Boston Globe, by  
Melissa Beecher, August 19, 2007*

Says WAYNE to the EDITORS:

*"The train out of Portland turns right at Lowell Junction to Ayer and on to Worcester, Providence, New London and New York - **without the Boston transfer.**"*

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## Costs don't stop drivers from going it alone

**More than ever commute solo as suburbanites can't change habits.**

WASHINGTON: MORE PEOPLE THAN EVER ARE DRIVING ALONE TO WORK AS THE NATION'S COMMUTERS BALK AT CARPOOLS AND MASS TRANSIT.

Regardless of fuel prices, housing and work patterns make it hard for suburban commuters to change their gas guzzling ways.

For most commuters, "it's hard to find someone to ride with, and it's hard to find public transportation," said Alan Pisarski, author of "Commuting in America." "There aren't always a lot of options."

People have been flocking to the suburbs since the end of World War II. Jobs have followed, enabling commuters to move even farther from central cities — and public transportation systems.

Mass transit is most popular in older cities such as New York, San Francisco, Washington and Chicago, according to the Census Bureau. Midwesterners are the most prone to solo driving — half of the top 10 metro areas for driving alone to work are in Ohio.

Carpooling is most popular in the West, driven in part by immigrants. Seven of the top 10 metro areas for carpooling are in California. Most are in the center of the state, where immigrant farm workers share rides.

Ron Hughes runs a ride-sharing program in central California. In 2000, the program started supplying vans to transport farm workers from the suburbs to the fields, he said. It has since grown to more than 300 vans and includes workers in other industries, operating much like a rural mass transit system. Riders pay \$25 or more weekly.

"It just grew, and we just added people and vans to meet that growing demand," said Hughes, executive director of the Kings County Area Public Transit Agency.

According to the American Automobile Association, the average price of regular unleaded gasoline increased from \$1.50 a gallon at the start of the decade to \$2.28 a gallon in 2005. During the same period, the share of people carpooling dropped from 12.2 percent to 10.7 percent. The nation's public transportation systems report that ridership is up, but the share of commuters using transit stayed the same at 4.7%, according to the Census Bureau.

Gasoline prices have since topped \$3 gallon and miles driven by Americans have increased through 2006, though they leveled off in the first three months of 2007.

The report on commuting came as the Senate started debating a recent energy bill that would raise auto fuel economy standards for the first time in nearly 20 years. Democratic leaders in both the Senate and House say they wanted broad energy legislation passed before the Fourth of July congressional recess, though President Bush has opposed mandatory increases in fuel efficiency.

AAA spokesman Geoff Sundstrom said commuters are willing to drive more fuel-efficient autos but are loath to give up the keys entirely, regardless of gas prices. He said many people equate carpooling and mass transit with "a decline in their personal standard of living." He added, "The freedom of mobility that comes with the use of a personal automobile is something we are very, very reluctant to give up as individuals".

*Excerpted from the Associated Press*

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In 2005 there were 43,443 fatalities on America's highways

House subcommittee approves Amtrak funding for '08

FUNDING FOR AMTRAK AND SEVERAL FEDERAL HOUSING GRANTS WOULD REMAIN INTACT as part of a proposed fiscal 2008 spending bill, despite a request from President Bush to cut funding for the programs.

The bill was approved unanimously without amendment by the House Appropriations subcommittee on Transportation, Housing and Urban Development and related agencies.

Money for the programs is part of \$50.7 billion in discretionary funds for agencies including the Transportation Department, Housing and Urban Development Department, National Transportation and Safety Board and Washington Metropolitan Area Transit Authority — \$2.8 billion more than the president requested and a 7 percent increase over fiscal 2007's spending level.

"The subcommittee was forced to flat-fund or cut numerous programs," said Rep. John Olver, D-Mass. "However, we have restored the president's deepest cuts and were able to continue some important investments in housing and transportation."

The president's request included significant cuts to Amtrak subsidies. **The bill as passed by the subcommittee includes \$1.4 billion for the agency — the president requested \$800 million.**

Olver said the bill includes slight staffing increases to air traffic control personnel and airport safety engineers and inspectors, but also includes slight staffing cuts within multiple agencies and programs.

Exactly which agencies will experience those cuts will not be known until the text of the bill is released. It will be available for review at the full committee's markup next week.

The bill also contains \$3.6 billion for the airport improvement program for upgrades at airports across the country, \$850 million more than the president's request; and \$40.2 billion for highways, \$600 million more than requested.

Excerpted from FederalTimes.com

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**Chairman's Update** (Cont'd from Page 1)

Pan Am Railway, Amtrak and the MBTA and the Maine DOT during the past 6 months. A \$6M upgrade, including over \$1.5M from NH makes all these improvements possible. Just think, when the service began on 12/15/01 the trip took two hours and 45 minutes at speeds no greater than 60MPH. Thanks to the elimination of many original "slow orders", the Downeaster service now makes the trip in 2 hours and 25 minutes, servicing 8 intermediate stops at speeds of up to 80MPH using Amtrak's rebuilt "capstone" series cars that were designed for the Acela Regional Service between Boston and Washington. So, as of August 17<sup>th</sup>, 2007 the Downeaster Service consists of 10 trips per day between Portland and Boston.

We apologize for the lateness of this newsletter - it was kept on hold in anticipation of news of the settlement of the permanent funding issue for the Downeaster (still unsettled), as well as the proposed extension to Freeport, Brunswick (and Auburn/Lewiston too) - also still unsettled. We'll have to wait for the next newsletter for ongoing word on these issues. However, we're all still here doing what we've been doing since 1989 as volunteers - giving citizens in the northern New England region transportation choices. We appreciate your support for our efforts and your timely membership renewals.

Wayne E. Davis, Chairman, TNE

## FUEL-SIPPING TRAINS

WITH ENERGY PRICES HIGH AND LIKELY TO GO HIGHER, it would make sense for the nation to embrace a transportation policy that puts a premium on energy efficiency.

Transportation, along with electrical power generation, is the country's biggest consumer of fossil and renewable fuels. So what is the most fuel-efficient form of transportation available in the U.S. today? AMTRAK.

According to a recent study published by the U.S. Department of Energy's Oak Ridge National Laboratory, Amtrak uses less energy per passenger mile than cars, airlines or even subways and commuter rail systems. In fact, the relative disadvantage of commercial airlines and cars is particularly pronounced - both use more than one-fifth more energy per passenger mile than Amtrak's trains.

The study doesn't take into account rail's many additional environmental benefits. Passenger trains tend to support pedestrian- and transit-oriented development, for instance, while emissions from aircraft have a far worse impact on global warming because of the high altitude.

**US DEPT. OF ENERGY:  
AMTRAK IS THE MOST  
FUEL EFFICIENT FORM  
OF TRANSPORTATION**

Yet Amtrak continues to be treated as little more than an afterthought in national energy and environmental policy discussions **and President Bush proposed spending a half a billion dollars less than was spent the year before.**

The public has been more supportive. Ridership has increased each of the last four years and it's up again this year. The biggest gains were posted

on relatively short routes of 500 miles or less.

Amtrak recovers about 67 percent of its operating costs through sales, but the rest requires a taxpayer subsidy - much in the same way that highways, bridges, airports, transit buses and other forms of transportation infrastructure are subsidized.

**What passenger rail really needs is billions of dollars in additional capital investment to replace aging equipment and upgrade track so that Amtrak may better compete with airlines.**

From China to Germany, other countries are making that kind of investment in the future while the U.S. sits on the sidelines. High-speed rail has enormous potential, but it first requires government support.

*Excerpted from the Baltimore Sun*

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**THINGS ARE GETTING
BETTER ALL THE TIME**

Paula Rougny

It came as good news that the June 21 passage of LD 1790, "An Act To Secure Maine's Transportation Future," included language for (not funding for) the Downeaster service. It will begin July 1, 2009, when CMAQ funding ends, and come out of the General Fund. Like other public monies, it is "permanent" until the next state election, when a new Legislature will be required to approve it.

We wish the Legislature had included some of the practical recommendations made by the governor's Executive Committee on Passenger Rail, but it did not and we must rest content with a modest beginning to what we trust will become an extension of the Downeaster's run to Brunswick within two years.

It is hard for rail advocates to be content when passenger rail is funded in the billions of dollars (\$16 billion for one project, \$17 billion for another) in other countries, where trains that have easily cruised at 150 mph for many years now edge up to 200 mph. Such trains are so supersonic with their long

sleek nosecones and uninterrupted lines that they look like fantasies out sci-fi.

Have you seen the DVD of Casino Royale with Daniel Craig? Cool shots of a train as it races silently through Montenegro in the dark of night.

Back to Maine: When the Legislature reconvenes in January it will determine where in the General Fund the funding for the Downeaster will come from. And let's get something straight. People who should know better call government support for highways and airways "funds" but support for railways "subsidies." Subsidy is a word that carries a faint connotation of ineptitude, as if the recipient should work harder and not depend on others. It is with respect and good humor that we suggest to members of the Maine Legislature that they refer to *funds* when they discuss railways just as they do when addressing highways and airways.

What follows is a breakdown of the USA's transportation funding dollar:

Highways 52¢ Airways 22¢ Coast Guard 9¢ Other 5¢ Railways 1¢.

This unbalanced state of affairs was criminally wrought in the late 1940s when giants of the auto and oil industries schemed to eliminate long-distance trains and local trolley cars in favor of private cars and public buses. Cities across the country lost their streetcars during an infamous night when trolleys were stacked like giant sticks of firewood and torched. (A documentary called *The Torching of the Trolleys* records the events.)

Simultaneously, old city neighborhoods had their hearts cut out to accommodate new highways. Long-distance trains lost favor to private vehicles and beautiful new super highways that eventually replaced farmland with homes, schools, shopping centers, industrial "parks", traffic lights and additional roads.

If the explosion of new housing evolved by degrees to serve an expanding population, the well-planned killing off of passenger and freight trains and streetcars was an act of corporate greed. The companies (General Motors, Firestone and Standard Oil of California, among others) that conspired to wipe rail off the map were

brought to court and slapped on the wrist.

Many years ago I read that new cars out of Detroit were shipped around the country by rail. In the middle of the night, paint would be dumped off overpasses onto the lines of cars as the train passed. The cars were ruined, no one was ever caught, and cars were soon shipped by truck. But that was a minor criminality in the overall pattern of conspiracy.

Almost 60 years later our country has not recovered from the blow of sacrificing its "green" mode of transportation to the heavily oil-dependent modes of highways and airways. We deal with the costs of polluted air, lost work hours, lost profits, the despoiling of the countryside, and the costly maintenance of a military presence in oil-producing countries.

This leads back to Maine's transportation dilemma: you can't get there from here unless you drive.

The Legislature owes it to every citizen of Maine and every tourist for whom Maine is a dream destination to fund rail travel and fund it again and again.

The Legislature owes it to every citizen of Maine and every tourist for whom Maine is a dream destination to fund rail travel and fund it again and again. It should fund expansion beyond Portland until every person who prefers to leave the car at home for a day can step off a train and be somewhere between walking distance and a thirty-minute ride to his destination.

In the Scottish Highlands you can detrain in the tiny fishing village of Mallaig, walk around the corner to the ferry whose schedule is coordinated, ride it to the Isle of Skye, walk a few feet and catch the local bus whose schedule is also coordinated.

I recognize that Governor Baldacci wants trains to run. He wants the Downeaster to reach Freeport and Brunswick as much as the people who live in those communities do. The Bicycle Coalition of Maine wants trains to go there for additional opportunities in their popular

take-the-train-one-way-cycle-the-other

adventures. People who live in Wiscasset and Rockland want Downeaster service to come to Brunswick because when it does the seasonal excursion train out of Rockland will run year-round and coordinate schedules with the Downeaster.

Where is the holdup in more trains for Maine? The Catch-22s run the gamut from bureaucratic turf-guarding to balky municipalities that, in one case that shall go nameless, fear that a train will ruin the town's looks. They have it backwards, as the verdict has been returned to show without a doubt that a train is a powerful incentive for people to move downtown, condoize old buildings, build vestpocket parks, jog, walk babies, open new markets and cafes and otherwise lift the economy out of the doldrums it sank into after the burning of the trolleys.

The most difficult Catch-22 for Governor Baldacci in expanding rail service may be the perverse attitude that persists in Washington. President Bush has tried to *kill* Amtrak. To be fair, he is one in a string of Presidents to sweep gridlock under the rug. The federal DOT itself has tried to kill rail. Why? Look to the same oil-greedy industries as sixty years ago.

Their lobbies are so powerful as to be well nigh omnipotent. They are super rich, and they are as anti-rail now as they were in the early 20th century. If they weren't, railways would be funded with more than 1¢ on the transportation dollar. Rail would receive an amount of funding appropriate to its use by the public.

But how can a poor rural state like Maine hold up its end of support for passenger rail if the federal government does not hold up its end? How can Governor Baldacci find room to think creatively and act positively when the big petroleum guns have willfully brought Amtrak to its knees?

How can the governor, the Maine Legislature and the Maine people get around Washington's overwhelming attachment to oil? How can we hope to look to five trains a day in towns all over the state (connecting with Canadian rail service) when trains are not even being made in the United States?

(See **THINGS** cont'd on page 8)

WE CAN SUCCEED WITH YOUR HELP

I want to join TrainRiders/Northeast and help extend Amtrak's great Downeaster service beyond Portland.

Enclosed is my contribution of \$_____

Name_____

Phone_____ Date_____

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Please make checks payable to:

TrainRiders/Northeast
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Portland, ME 04112

Don't forget – TrainRiders/Northeast is a 501(c)(3) nonprofit organization. Contributions may be tax deductible. Please consult a tax advisor.

THINGS (cont'd from page 7)

When the federal government doesn't provide funds for new infrastructure? When rail is tossed 1¢ and told to go away?

I'll tell you one thing. We did it with a Boston/Portland train. We did the *impossible*. In the 1980s we faced political opposition, media ridicule, dirty tricks, and many sayings of the old saw, "The trouble with trains is they have to be subsidized." It took 15 years of hard work to bring Maine out of its position of being one of only three states that did not offer Amtrak service.

(Thank you Wayne Davis; thank you Senators George Mitchell, Olympia Snowe and Susan Collins; thank you Governors Angus King and John Baldacci, thank you Congressmen Tom Allen and Mike Michaud; thank you former MDOT director John Melrose, thank you NNEPRA director Patricia Quinn; thank you Victor Salemme of Amtrak; thank you every single member of TrainRiders Northeast.)

We did it then, and we'll do it again. We still need everybody's help, and we need the serious regard of the Maine Legislature.

*Paula Rougny is the former editor of the **TrainRider**. She lives in Bangor and sits on the Board of Directors at TNE.*

THE TRAINRIDER

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