

TRAIN RIDER

The Newsletter of TrainRiders/Northeast



We Got The Money !!!

\$28.5 Million Dollars For Improvements

CHAIRMAN'S REPORT

Submitted by Wayne Davis

Since our last newsletter much has happened. Perhaps the most reassuring event was the actual congressional appropriation of \$25.5 million dollars for track improvements to allow 80 MPH passenger trains. And, perhaps the next most important event was the successful passage of the Maine Rail Bond issue by Maine voters in June. \$3 million of that bond is the state match for the federal dollars. That provides \$28.5 million for right-of-way improvements and also activates the commitment from AMTRAK to supply \$20 million dollars worth of equipment for the service. While all of this was going on, the state of Maine was working diligently to complete the paperwork for the Federal Transit Administration, with the help of a 900 thousand dollar grant from that agency. The "updating" of ridership figures and environmental assessments of potential station stop locations, along with an alternatives analysis is a requirement of the FTA before final project approval can be given. It is anticipated that the paperwork will be completed and submitted to the FTA by the Maine Department of Transportation in mid-January. Assuming that there are no problems with the submission, project approval should be granted 30 days later. That approval will be the signal to release the nearly \$50 million dollars earmarked by the Federal Government and AMTRAK for the Portland/Boston service.

We understand from AMTRAK and state officials that the operating agreements currently being negotiated with the host railroad are proceeding in a satisfactory

manner. Assuming the FTA approval is granted in February, the paperwork moves smoothly, and materials are available in a timely fashion, there is technically no reason why the trains could not be operating by next year at this time.

Station locations

were completed some weeks ago - with the exception of the location in Portland. Haverhill, Mass., Dover and Exeter, N.H., Wells and Saco, Maine were selected as acceptable stops for daily service, with Durham, N.H. for weekend service.

Portland originally had proposed two sites, one on a dead-end spur to the waterfront, and one located at the beginning of the main-line tracks on St. John Street. Although TrainRiders never intended to become involved in the station site process, the fact that Portland would seriously consider a dead-

end site for the new service caught us all by surprise. It put us in the uncomfortable position of having to point out that though it would be easy for the city to consider only its own currently perceived needs in choosing a site, this would be shortsighted and would ultimately serve to discourage the use of the train.

Accordingly, on November 23, I sent a letter to members of the Portland City Council outlining our concerns. What follows are excerpts from that letter :

"The use of a dead end site would adversely affect the expansion of passenger rail service north of Portland. If the station were located somewhere on the main line, a north-bound train would merely continue on its way after picking up and discharging passengers.

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Robert Kahn and Douglas Richmond, architects from Brunswick, put on paper their vision of Wayne Davis' idea for a rail station in Portland. The idea of building a contemporary station that echoes the look of the original Union Station which was torn down in 1961. (See "Vision " on page 5)

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Fourtin "Buc" Powell, Editor, Rockland, ME.

Can TrainRiders Help?

Maine Tourism Coalition Study - Can TrainRiders Help?

Of the \$2.75 billion spent by tourists in Maine in 1991, nearly two thirds was spent by visitors staying in hotels/motels/resorts. Shopping accounted for \$1.7 billion, about 40% of that amount being spent in "South Coast" Maine, including the major shopping outlets of Kittery and Freeport. Not surprisingly, June, July and August represented 51% of total expenditures, followed by fall (September-December), with January through June producing the smallest expenditures by tourists. The economic impact of this spending was estimated to be 78,320 jobs in Maine, resident income of \$1.25 billion, state taxes of \$209 million and local taxes of \$109 million. Among those staying at hotels/motels/resorts, 62% were from out of state (44% U.S., 15% Canada, 3% other foreign).

Tourism has continued to grow in the face of a declining and inconsistent state marketing effort. However, this growth has not been evenly shared across the state. The South Coast area received 41% of the economic benefits. About three-quarters of the growth since 1986 has been in shopping rather than traditional tourism. Room occupancy has not grown since 1986. Travel for pleasure and from out of state has declined since 1986. Regarding travel, the study notes, "Yet out-of-state pleasure travel is the heart of a healthy tourism economy."

A marketing strategy has been formulated to attract those who would have gone somewhere else to visit Maine. The goal of the marketing strategy is to increase "person visits" by 4.30% or 1,850,000 over five years. These additional visits are projected to generate, over five years, an additional \$554.5 million in visitor spending; 16,400 person years of full time employment; and \$153 million in increased wages, salaries and income for Maine residents. The anticipated \$41.6 million in increased state revenue is almost matched by the \$41.0 million savings to the state from transfer payments such as welfare and unemployment benefits that would be avoided by the increased income and employment resulting from the increase in tourism. So how can TrainRiders/Northeast affect this strategy?

We have been focusing on better use of an existing resource, Maine's in-place railroad network, to provide rail passenger service to

and through Maine, initially from Boston to Portland. As the tourism study notes, "Tourism offers one of the best opportunities to achieve growth, because many of the resources required to attain that growth are already in place."

The consultants stated that Maine lacks the "mass" of major facilities, attractions and activities available to visitors, such as Disneyworld and natural attractions such as the Grand Canyon and that visitors have, "a narrow perception of what a given locale may offer in terms of overall resources for comfort and enjoyment."

While one may wonder whether or not Acadia National Park and Baxter State Park qualify as major natural attractions, or whether another imitation of reality such as Disneyworld would be needed or desired in Maine, (reports from the new Disney theme park near Paris, France have not been encouraging) it would appear that Maine's attractions are being compared to places where all the attractions are located within a very short distance. Mt. Desert Island, the site of most of Acadia National Park, is reasonably compact, but many of Maine's natural and cultural resources are strung out along its coast, lakes, rivers, and mountains. Highways and railroads reach most of the major tourist attractions. Therefore, to assist the visitor in enjoying more with little effort, improved local public transportation - including local rail passenger service at some locations and in some seasons - would help Maine to overcome the perceived disadvantages of its geographically dispersed attractions.

Better information available to visitors may broaden their grasp of what each locale offers and increase their enjoyment and likelihood of return visits. Why not have system maps, such as are found in many urban transit systems, placed in the lounge cars of trains operating to Maine? These would let the visitors locate their destinations and see what was near them. For further information, brochures (the same ones now found at tourist information centers on the highways) could be placed in the railroad cars. Remember, when you're not driving, you can read on the train. At major stations, rental cars need to be available, just as they are at many airports.

Publicity is recommended to be directed to specific markets areas. The existing market is defined as that area within four hours travel from a Maine destination. While those traveling by air can fly a long distance in that time, those limited to the highways can plan

on covering not much more than 200 miles in four hours. A reasonably high speed rail passenger service could expand that distance somewhat, in part because people may be willing to travel for longer times when they don't have to drive.

Greater distances could be included if overnight train service returned. Northern Maine used to be served by overnight Pullman cars from destinations as far south as Washington, D. C. Amtrak's *Auto Train*, operating overnight from Lorton, Virginia to Sanford, Florida, is popular enough to earn a profit of \$3.5 million annually! Once new equipment arrives, Amtrak is thinking of placing auto carrier equipment on their Chicago-Los Angeles *Southwest Chief* in anticipation of \$8 or \$9 million in additional annual revenue. While sleeping cars and auto carrying operations are not part of the proposed Amtrak start-up of four round trips daily from Portland to Boston, once the track is improved, the equipment available, and the stations provided, additional services can be accommodated with only minor additional cost.

The tourism strategy recommends New York and Ontario as markets from which tourists would come with Maine as a primary destination. They recommend marketing Maine as part of a tour of New England, with all the New England states cooperating to their mutual benefit. Interstate cooperation is seen as even more important for more distant markets. Publicity, toll-free calling for information and reservations, and other means are suggested to reach these new markets and reinforce existing tourist markets.

"The mystique of Maine: It's closer than you think!" is the proposed slogan for the expanded tourism promotion. With rail passenger service in place, Maine could be a lot closer than a lot of people think it is!

A Marketing and Development Investment Strategy for Maine Tourism, October 1992, Davidson-Peterson Associates, Inc., York, Maine. *Trains Magazine*.

Renewed your membership?

If you haven't renewed your membership in TrainRiders - please do it now. Remember, we're a membership organization that needs members in order to carry out its goals and objectives.

Along The Track

Maine Coast Railroad Passenger Service

The Georges River Tidewater Association sponsored two excursion trains on the Maine Coast Railroad from Thomaston to Warren on Sunday, October 18, 1992. The trains carried about 430 persons, using equipment of the Maine Coast Railroad & Navigation Company which operated trains during the summer from Wiscasset to Newcastle, combined with boat trips on the Sheepscot River from Wiscasset. Two boat trips on the HARDY III carried a total of 185 persons, giving them a close up view of the St. George River estuary.

Beginning next spring, the Maine Coast Railroad plans to have excursion service running from Brunswick to Augusta. Because of an eagles nest, located near the track in Richmond, the line must be in operation by January 1, 1993 so that when the eagles return in the spring, the railroad will already be in operation. Freight trains are to operate on an infrequent basis, increasing as business builds on the line, which has been out of service for a number of years. Repairs to the track and reactivation of grade crossing signals are to be completed so that the entire line can be operated as of Memorial Day, 1993. *Portland Press Herald*

Washington and Hancock Counties May See Rail Service Return

The New England Southern, a New Hampshire based short line with railroad operations in Massachusetts and New Hampshire, has been talking with the Maine DOT about operating the former Maine Central line between Bangor and Calais. The New England Southern, which responded to a request for proposals from the MDOT to operate the line, has cut brush and repaired washouts along the line. They contemplate freight operations between Cherryfield and Brewer and possible tourist operations between Holden and Green Lake in Dedham. An estimated \$2 million in public funds would be needed to upgrade the 126 mile line enough for freight operations. [This is slightly more than the cost of the Route One bridge over the St. George River between Warren and Thomaston, completed about a year ago. Ed.

Rehabilitation of this railroad would allow Georgia-Pacific to ship via its former rail route, a route which may become a necessity if the Canadian Pacific line across Maine is abandoned. Improvement of this line as far as Ellsworth, about 30 miles from Bangor, has long been contemplated by TrainRiders/Northeast as an eventual route for passenger service to Acadia National Park.

Railroad Bond Issue Defeated

On November 3rd, Maine voters turned down a \$3.0 million bond issue which would have acquired the Belfast & Moosehead Lake Railroad (B&ML) from Belfast to Burnham, Jct. and the former Maine Central Railroad branch line from Newport Jct. to Dover-Foxcroft. The President of the B&ML, Rod Rodrigue, advertised for the bond issue in Knox County newspapers, pointing out that acquiring such lines if they revert to non-railroad use would be vastly more expensive. However, Knox County voters defeated the proposal by a count of 10,646 for and 12,423 against, a trend which carried statewide.

The branch to Dover-Foxcroft, which once connected to a long-gone line of the Bangor & Aroostook Railroad from Milo to Greenville Jct., where it connected to the Canadian Pacific Railway, has not been operated in recent years. However, it could be useful for moving pulpwood from northwestern Maine to Guilford's main line at Newport Jct, thereby relieving Maine's highways of some of their truck traffic.

The B&ML, which lost nearly all its freight traffic when the poultry industry moved out of Waldo County, now carries tourists, operating mostly between Belfast and Waldo Station, with occasional excursions over additional parts of their line. They reportedly had a very successful 1992 season. The management of the B&ML has indicated its desire to take up their tracks on the Burnham Jct. end of the line, severing its connection with the former Maine Central main line. At present, no freight uses the line.

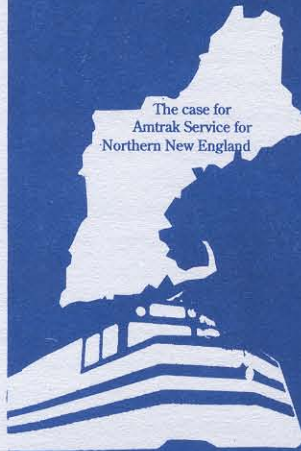
TrainRiders/Northeast took no position on this bond issue, which was not directly related to our main purpose of bringing railroad passenger service to Maine and northern New England. Once passenger service is restored beyond Portland, as far as Bangor, both the above lines would have the potential to connect with AMTRAK. Although neither line serves a tourist or other passenger destination of a size likely to need rail passenger service in the near future, the B&ML has proven (along with the tourist trains over the Maine Coast Railroad) that a railroad need not serve a transportation function to be a Maine tourist attraction. As the tourism study noted, additional attractions encourage more tourism. There may be more reasons than simply transportation to preserve an existing rail line. *The Free Press, The Courier-Gazette*

Come to Me by Train

TrainRiders has published a brochure, entitled, "Come to ME by Train", to reach the business community for more support for our efforts. The brochure outlines the advantages of passenger trains, the direct benefits of such trains to Northern New England, and ways of helping to make it happen. The brochure is funded by People's Heritage Bank, designed by Bob Holland-Stanley; production assistance by Generated Image's Penny Gruen and Sue Martin; type setting by Print Media Productions's Liz Valliere and Bo Laveault; printed by Gwen Flange of Pilot Press; on paper provided through Select Robinson. The brochure is an important tool to raise the public's awareness in order to keep our original schedule of "Trains by fall of '93".

Come to ME by Train

The case for
Amtrak Service for
Northern New England



New Hampshire Members Report

The November 3rd election saw big changes ahead in our Nation's capital but the change in the New Hampshire State Capitol was much less. Our current Governor Judd Gregg won a narrow victory over businessman John Rauh of Sunapee. Mr. Gregg will be our next United States Senator. The Governor's Office was won by former Attorney General Stephen E. Merrill. Mr. Merrill is likely to carry on much of the Gregg administration's policies. Charles P. O'Leary, Jr. is likely to stay on as Commissioner of the Department of Transportation.

Mr. Merrill was asked in a TV debate if he would support the return of rail passenger service in New Hampshire and specifically the Boston-Portland service. He indicated he hadn't seen the cost figures on Boston-Portland but generally agreed a return to rail passenger service was in the state's interest, especially in southern New Hampshire, because of overcrowded highways and deteriorating air quality.

Monday, November 16, was a great day for New Hampshire! The public announcement of final station stops on the Boston-Portland line included all three potential New Hampshire sites, Dover and Exeter receiving daily service and the university town of Durham receiving weekend service. Public officials in all three towns received the news as the economic "shot in the arm" they have been waiting for. All three towns have plans in the works for station site improvements featuring multimodal facilities.

Nineteen ninety two has been the year that saw our vision of a return to rail passenger service take shape, at least in words. We look forward to 1993 as the year those words become reality. Let me take this opportunity to wish everyone a Happy Holiday Season. Let 1993 be the year that sees the return of rail passenger service between Boston and Portland.

In a related development, the *Boston Sunday Globe*, November 22, reported on the New Hampshire Legislative Task force report on the state's transportation needs for the 21st century. Commissioner O'Leary was quoted as saying, "The typical response [to transportation needs] of the state in recent years - build more highways - is probably wrong." The report also noted that creating, "... a vibrant economy would be tough without a broader air, rail, road and bus system."

The *Globe* stated further "The report calls for a Transportation Trust Fund through which many projects would be financed. It could replace the Highway Fund that pays only for

highways and that O'Leary says impedes 'multimodal' air, rail and transit options. A battle is likely in the State House, where highway interests are deeply entrenched."

While the Boston-Portland rail passenger service was not mentioned in the *Globe* article, New Hampshire's transportation interests have at least recognized the need for rail commuter service, to Boston, from such places as Nashua and Plaistow, the latter on the Boston-Portland line. O'Leary also expressed the unpopular, but realistic, assessment that people are not paying the full cost of transportation from such sources as the gas tax, turnpike revenues and federal aid. A shortfall of \$100 million annually is anticipated through the year 2010, with anticipated costs of \$9.1 billion and revenues of \$7.3 billion. Stay tuned - stay involved, your dollars and your mobility are at stake! Bob Hall, Board Member, TRE, *Boston Sunday Globe*.

Building Regional Rail: The Track to Economic Recovery

As a follow-up to the successful transportation conference, held at the University of New Hampshire's New England Center in Durham on May 26-27, 1992, the New England Center's Fall 1992 *Notes* contained some of the major points made by participants.

David A. Aschauer, Professor of Economics at Bates College, who sees the economic impact of a revitalized passenger rail system as a key component of the region's growth, said, "The indirect monetary benefits of a regional railway completely justify its construction. Moreover, passenger rail allows clusters of people greater access to employers, while providing businesses with access to a larger labor pool, thereby enhancing productivity." More recently, Aschauer, who sees himself as, "a pretty conservative Republican", was quoted in the *Maine Sunday Telegram* (November 15, 1992) as follows:

"The United States can dramatically improve its economic performance with more *wise* government spending on infrastructure.

That means carefully targeted high-speed rail projects. It means giving government a leading role in developing nationwide telecommunications networks. It means, of course, a serious devotion to repairing the nation's system of roads and bridges."

In general, Aschauer favors long-term investment over short-term pork-barrel projects. His analysis has shown, "That if the government had kept up the rate of infrastructure spending of the 1950s and 1960s

in the subsequent 20 years, the nation's production would have grown some 50 percent faster than it has."

Senator George Mitchell stated that, "Rail is not a 'relic', but a truly flexible, sensible transportation alternative."

Tim Gillespie, AMTRAK's Director of Governmental Affairs, noted that rail has been treated as the "poor stepchild in the national transportation agenda". Comparing public highway to public rail funding, he said, "The nation's incremental approach to rail is like building an interstate highway one lane at a time." He urged passage of the "Ampenny" legislation which would create a trust fund for AMTRAK. Rail is the only federally funded mode without such a fund.

Because of the importance to rail, and other public transportation modes, of being interconnected so they function as a complete system, the theme of the Third Annual Seacoast Economic Summit will be Models of Intermodal Transportation. It is scheduled for June 1-2, 1993 at the New England Center, Durham, New Hampshire. *New England Center Notes, Maine Sunday Telegram*.

Transportation Policy Advisory Committee

The Transportation Policy Advisory Committee (TPAC) essentially completed its work on September 30th, when a unanimous vote approved the draft rule and directed the representatives of the affinity groups to resolve the remaining issue - how Turnpike Authority projects already in the planning stages will be brought into the review process required by the rule. Maine DOT public hearings on the proposed rule were held on November 9 in Presque Isle, November 10 in Bangor, November 16 in Lewiston and November 17 in Portland, in accordance with the Administrative Procedure Act. Public response has been favorable and the new rules are anticipated to be issued shortly with few, if any, changes. TrainRiders/Northeast was represented on TPAC by Fourtin Powell (Steering Committee) and by Sylvanus Doughty and Steve Mac Isaac (Advisory Committee). Dave Kruschwitz of the Bangor & Aroostook Railroad and Tom Bamford of the Aroostook Valley Railroad represented Maine's freight railroads on the Advisory Committee. TPAC and its development and environmental "affinity groups" met frequently from April through September to develop rules which will guide the future efforts of the Maine Department of

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TrainRider Activities

Transportation Policy Advisory Committee

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Transportation to meet the needs of Maine's citizens for all forms of transportation. The consensus model for decision-making, in which many diverse groups and positions were brought together, is seen as holding tremendous promise for resolving other issues in the state.

Along The Track

Mountain Division May Be Abandoned

The Maine Central Railroad Company filed notice of abandonment of their Mountain Branch between milepost 7.30 and milepost 103.41. This includes the line between South Windham, Maine and Whitefield, New Hampshire. (Milepost 43.81 is at the Maine/New Hampshire state line.) Legal notice appeared in *The Bridgton News*, November 5, 1992. An actual application for abandonment will be filed within three years. The line, once part of a through route to the U. S. and Canadian west, has been unused west of South Windham in recent years. When the Maine Central and Boston and Maine were independent railroads, before their acquisition by Guilford Transportation, Inc., the "Mountain Division", through its connection with the Canadian Pacific Railway at St. Johnsbury, Vermont, provided Maineshippers with another route to and from the west. Now, most Guilford traffic is routed via the Boston and Maine, with much traffic making a connection to Conrail at Worcester, Massachusetts.

A portion of the Mountain Division, between Bartlett and Fabyan, New Hampshire, featuring the steep climb up Crawford Notch from Bartlett in the Saco Valley, had been proposed to be re-opened as a tourist attraction. However, local observers have raised doubts that the project will be realized, as previous signs of activity on the unused line have ceased. *The Bridgton News*

Volunteer Assistance Welcomed

If you would like to assist with any of the goals, objectives, programs or activities please contact any committee member or call us at (207) TRY RAIL (879-7245)

North of the Border

Canadian Pacific Abandonment Announced

The C P Rail System, owners of the former Canadian Pacific Railway, operated by the Canadian Atlantic Railway east of Megantic, Quebec, through northern Maine, ended months of rumors when proceedings were initiated on November 17, 1992 to abandon Canadian portions of its moneylosing line from Sherbrooke, Quebec to the port of St. John, New Brunswick. Among branch lines within New Brunswick are proposed for abandonment is the line between St. Stephen and Mc Adam, N. B., the only presently operating rail connection between the Georgia-Pacific Corporation paper mill at Woodland, Maine and its markets. Formal application to abandon its line through Maine is anticipated in December, a process that may take up to two years.

Ironically, a newly refurbished VIA Rail Canada passenger train, the thrice weekly *Atlantic Limited*, which operates over the C P Rail line now proposed for abandonment, was greeted at stations in Maine and New Brunswick just a month before the abandonment announcement.

If the former Canadian Pacific line across Maine is abandoned, and not purchased for operation by another railroad, Maine will be denied any direct rail connection for passengers or freight to Maritime Canada. The Bangor & Aroostook, which interchanges freight at Brownville Jct. will no longer have any access to the outside world except their port at Searsport and their connection with Guilford Transportation at Northern Maine Jct. near Bangor. Traffic to and from Bangor & Aroostook shippers and the West will have to rely on Guilford, even if the St. Lawrence & Atlantic is used from Danville Jct., near Auburn, to Montreal. In terms of rail freight competition, the abandonment would place most of Maine in the position of being served almost exclusively by Guilford.

In addition to the economic costs to Maine of the railroad jobs to be lost in Brownville, the costs of replacing the rail freight traffic with movement by trucks across Maine should be included in any decision regarding abandonment. Northern Maine politicians have long advocated an "East-West Highway" providing a connection across the northern part of the state. The "highway" is there, it just happens to be "paved" with steel rails.

The rail line proposed for abandonment has adequate capacity to haul all the trailers and containers one could imagine, especially now that C P Rail has re-routed most of its

container traffic to Newark, New Jersey and other more southern ports via its subsidiary Delaware & Hudson. Passengers and their automobiles could be accommodated with an *Auto Train* type service and might prove popular with Canadians traveling between the Maritimes and Montreal and points west. The fine scenery along much of the route should prove popular with tourists if trains are operated across Maine during daytime.

The abandonment of freight railroads can have a dramatic effect on passenger service. If the line across Maine is abandoned, this would eliminate a possible future connection between AMTRAK passenger service from southern Maine via Bangor and Brownville Jct. or Mattawamkeag and VIA Rail Canada service between Montreal and the Maritimes, an unfortunate loss in a state whose economic future seems more dependent upon tourism. *Bangor Daily News, Maine Sunday Telegram*

Canadian Infrastructure Plan Lacks Rail Funding

Transport 2000 Canada announced that government documents leaked in September revealed a ten year plan with \$19 billion for highways, \$6 billion for airports and a fixed link between Prince Edward Island and the mainland of New Brunswick, with nothing for railroads. The plan will continue to improve roads to the detriment of railroads, both passenger and freight. *Transport Action*

Drawing a Vision

Douglas Richmond Architects & The Proposed TrainRider's Station It seems a long time ago that I first met Wayne Davis. It was after he finished a presentation on passenger rail service and its possible reintroduction to Maine. Shortly after, Douglas Richmond Architects invited him to a Brunswick Rotary Club meeting. He came to speak even though he was speaking the next day at the Bath Rotary. Through it all, I had been impressed with Wayne's ability to communicate his vision with a fixed and steady purpose that clearly conveys his message. So, when the phone rang one day, we were more than pleased to offer our assistance to a cause that we felt was right for Maine, right for the times and assist the efforts of TrainRiders Northeast in bringing back passenger rail service. Wayne spoke to Douglas Richmond Architects of his vision, a station that would be the rebirth of Union Station but in contemporary materials: a new station that honored the memory of the original but reflected a changed way of life in

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Along The Track

Commuter Rail Developments

The State of Maryland has increased its gas tax, allowing rail commuter service between Frederick, MD and Washington, D. C. to be "up and running in two to three years." *Railroad Enthusiasts Journal*

Metrolink, the Los Angeles area commuter rail service, began on October 26th with a period of free service. Reportedly, usage dropped following the institution of fares, but at least a lot of people could sample the service to see if it would meet their needs. The initial service operates on three lines serving cities to the west, northwest and east of Los Angeles. Additional service is anticipated for 1993 and later running to the southwest. In the San Francisco Bay Area, the Southern Pacific and Union Pacific provided commuter trains in September as part of an annual "Beat The Back Up" event designed to get Bay Area commuters out of their automobiles. *Trains, Rail Travel News, Railfan & Railroad*

Montreal's electric powered 17 mile commuter line, which still operates electric "motors" dating from 1920 and earlier, will be modernized. Newer equipment is expected to lower the subsidies, which now cover a large part of the costs of the service, by reducing maintenance and attracting more riders. The line serves a growing suburban area and is to be extended to serve a station on a major regional highway. *Trains*

The MBTA has expanded "southside" (out of South Station) commuter rail service on weekends, following a tremendous patronage experienced during Boston's Tall Ships weekend on July 11, 12, 1992. The expanded service is expected to continue at least until December 31, 1992. *Mass. Transit*

Aroostook Valley To Become Intermodal Terminal

The Aroostook Valley Railroad has received a \$2.5 million federal grant to create a facility to transfer trailers and containers from railroad cars at the Skyway Industrial Park in Presque Isle. The containers and trailers would travel by rail over the Bangor & Aroostook and Guilford Transportation (Maine Central and Boston and Maine) to southerly points. Major portions of the Aroostook Valley's former electric railway right of way in Aroostook County have been sold to the Land for Maine's Future Board for a public trail system. *Bangor Daily News*

Rhode Island Plans for A Multimodal Future

Rhode Island, which is slightly larger than York County (1,214 square miles compared with 1,018 square miles in York County), has begun a study of potential commuter lines. Nine routes, most of which radiate from Providence, the state's capital city, are to be evaluated for three travel modes used by commuters: commuter trains, light rail and exclusive bus lanes. After an initial inventory phase, the nine routes will be analyzed to see which ones could be developed for commuter use. The study is expected to be completed in June 1993. At the present time, Rhode Island is served by Amtrak with three stations on the Boston-New York main line. Rail commuter service operates from Providence to Boston, South Station, in cooperation with the MBTA. The Rhode Island Public Transportation Authority operates bus service in many areas of the state, in addition to that provided by private carriers such as Greyhound. *All Aboard: Rhode Island*

Swedish X-2000 Train Arrives

On July 27 and 28, Amtrak operated a test turbotrain from New York to Boston and return. Tests of the Swedish X-2000 train, with revenue passengers aboard, are expected to begin between Washington, D. C. and New York in January 1993 with tests north of New York starting in May 1993. The six car trainset arrived in Baltimore on October 20, 1992 and was moved to Washington, D. C. on October 22nd. Twenty X-2000 trains, which get part of their high-speed capability by tilting on curves, are operating in Sweden. Extension of Northeast Corridor (NEC) electrification

Coming Up

□ We understand that another public hearing will be held in early January. We urge all city of Portland members of TrainRiders to watch the papers for the actual date in order that they might then attend the meeting to urge the city council to support a suitable facility. Our only concern now is that some local officials, who have been extremely reluctant to provide moral support or financial commitment to this project may again diminish the popularity and financial viability of the proposed service by endorsing a facility which will not be intermodal or "user friendly"

□ February 6, Boston. Region I (New England) National Association of Railroad Passengers meeting.

□ February 15, Warwick, R.I. Northeast Corridor Initiative Transportation Conference.

□ March 27, Portland. TrainRiders/Northeast Annual Meeting

□ June 1 & 2, Durham, N.H. 2nd Annual Transportation Conference, New England Center, University of New Hampshire.

from its present end in New Haven, Connecticut to Boston will eliminate the need to change engines in New Haven and will result in reduced travel times between Boston and New York. The X-2000 trainset, which allows greater speeds over existing track, could avoid the major capital costs of straightening or easing curvature on the railroad line between New York and Boston. Coastal Connecticut has many curves which limit the speed of conventional equipment. *Railpace Newsmagazine, Rail Travel News.*



Swedish X-2000 train is expected to begin between Washington, D. C. and New York in January 1993 with tests north of New York starting in May 1993. The six car trainset which get part of their high-speed capability by tilting on curves, arrived in 1992.

RETURN OF PASSENGER RAIL SEEN AS POSITIVE IN ECONOMIC DEVELOPMENT EFFORTS

The Chamber of Commerce of the Greater Portland Region is an organization of over 1000 businesses whose mission is to improve the economic vitality of the region for the benefit of our Greater Portland community and its citizens and we enthusiastically endorse and support the return of passenger rail service to the Greater Portland region and to the State of Maine.

The quality and variety of our transportation network (trains, busses, ships, airlines, trucks and automobiles) and the larger infrastructure of which transportation is a part, are crucial to achieving our community's economic development goals. We must have systems that transport our goods and people where they want to go, efficiently, affordably and conveniently. We must have a system that is diverse, to accommodate a wide variety of business and individual needs and preferences but one in which all modes of transportation are well coordinated and integrated.

We have a wonderful new opportunity to accomplish these goals.

The renewal of passenger rail service to Maine is a major step forward in providing increased and improved variety and quality of service for our corporate and individual citizens. It will also provide an attractive alternative mode of transportation to the State of Maine for visitors, supporting our visitor destination goals, another significant component of our overall economic development strategy.

The Chamber of Commerce supports the location of the Portland terminal along the St. John Street corridor and the railroad's main line to accommodate the potential expansion of rail service to other regions of the state and we hope other Maine communities will be as supportive of the reintroduction of passenger rail service as has the Greater Portland community.

The Chamber of Commerce is willing to work cooperatively with others in making the return of passenger rail service to Greater Portland and Maine successful.

We applaud the efforts of Trainriders Northeast in making it possible for all of us to participate in this exciting new venture.

Joel Russ, President
Chamber Of Commerce
Of the Greater Portland Region

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Maine and, indeed, the world. It would be a Phoenix but lighter, smaller, and really a silhouette of what once was and can never fully be brought back, a grounding to the past and a beacon to the future. When arriving to Portland on I-295 from the South, the station would be visible, so to fulfill one of its duties as a gateway to Maine, the siting of the new station was important to Wayne. He thought if contemporary materials, glass and steel were used, then the building could, perhaps, glow at night, signaling a welcome to Portland and to all of Maine. It was not difficult for us to attach ourselves to these ideas. We knew it would be important to evoke the past but not to copy it. Therefore, the proposed station would be smaller, of different materials and the original forms and details would need to be changed and reduced to best meet the changed conditions. The tower was, again, something Wayne felt strongly about. Constructing it out of glass and steel would serve an economy and this transparency would symbolically raise our attention to the fact that things destroyed can not be brought back. It would be a marker to remind us to care for those built objects that our citizens attach importance to. Douglas Richmond architects saw materials and effort for the new station coming from all of Maine. The large wooden trusses supporting the glass canopy might be donated from Maine's timber industry. Perhaps the tower would be built from Bath Iron Works steel and labor. Masonry materials for interior and exterior flooring and paving surfaces could be from Maine slate and granite quarries. Brick made in the State would have numerous possible uses. For travelers passing through its gates the station might have a display describing the history of the original station and the dedication and donated resources of today's citizens that cared enough to bring back a memory and define a positive attitude for the future of Maine. As a personal comment, I need to say that we at Douglas Richmond Architects were very surprised at the depth of feeling that the rendering brought forth from so many. I have thought about this and my sense is that for the people that knew and used Union Station it was more than architecture. It was a place where the emotions of many lives reached a point of sharp focus: Men and women going to and from the duty of serving their country, some never to return. Others went off to colleges and came home for Christmas and vacationers who might only catch a glimpse on the way to places North that would fill their memories of summers in Maine. We wish the new station to, again, take a happy place in people's

National Association of Railroad Passengers "we've poured enough concrete..."

Thanks to the generosity of a few of our board members, I was able to attend the annual meeting of the board of the National Association of Railroad Passengers in Flagstaff, Arizona on October 15, 16 and 17. (NARP, as you must know, does on a national level what individual volunteer associations try to do on a local level). The board literally "passed the hat" to make it possible for me to attend this most important meeting. Having served as a Director since 1991, and having just been appointed to their Executive Committee, I felt a strong obligation to attend - especially since I missed last years meeting - again due to lack of finances. My special thanks to those special people for allowing me to participate in a very productive meeting. Part of the time was devoted to developing contacts with the new incoming members of congress - to determine whether rail will play an increasing or diminishing role in the transportation systems of the 90's. Various speakers from AMTRAK to the Santa Fe RR brought everyone up to date on the present state of rail affairs - along with a peek into the immediate future. Henry Ferne and I represented Maine and New Hampshire, Andreas Aepli for Massachusetts, Professor Roy Paulsen for Rhode Island, and David Jones for Connecticut. Interestingly, several state associations in the mid-west and south are using TrainRiders "Trainfacts" brochures in their work. The spirit of cooperation and enthusiasm which exists among these all volunteer state associations is truly wonderful! TrainRiders is fortunate to be part of this growing national movement to assure that rail service will assume an increasingly important role in transportation policies of the future. We all agree with the statement made by a member of congress during the creation of the new federal surface transportation bill, "we've poured enough concrete..."

minds. This is why, as you look at the rendering, you will see morning's light breaking in the East. Again, like the phoenix, we bring in a new and prosperous chapter to Maine's history that all of us can begin to write today.

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Station Location

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If a dead end site is chosen, the train would have to travel down a dead end spur,

pickup and discharge passengers and then retrace its steps to a junction before being able to rejoin the main line to continue north. This process could take anywhere from 15 to 30 minutes. Such a delay would serve to discourage use of the trains by citizens north of Portland. Discouraging the use of passenger rail service by northbound passengers will also serve to discourage the expansion and continuation of service to Portland itself. Simply put, the more people who use the train, the more likely the train is to remain a fixture on the Portland scene and the more likely it is that passenger rail service to and through Portland to Northern New Hampshire and other Maine points will become more frequent."

At the public hearing held at the Portland City Hall, we of course opposed the dead-end spur line, and without being site specific, endorsed the concept of building the new intermodal facility "somewhere" along the

main line. Many representatives from other parts of the state also spoke in favor of building along the main line to make future expansion of service easier to accomplish. Representatives from the Maine Department of Economic Development, the Maine Tourism Coalition, AMTRAK, the Maine DOT and several Chambers of Commerce from cities and towns north of Portland also voiced their support for a main line facility.

North and South Station

We have continued to be involved with the issue of connecting North and South stations in Boston. The funding to explore the acceptable route and determine the cost was made available through the efforts of Senator George Mitchell. It is anticipated that the study will be completed sometime in July of 1993. We have worked closely with the National Association of Railroad Passengers in Washington, as well as the Conservation Law Foundation and the Citizens for Transportation Alternatives in Boston as we all seek to assure that good sense rather than politics determines the best route for the rail link.

PICK UP A PEN

Recently, it seems that as our organization draws closer to realizing our first goal, that every anti-rail person in the world is writing letters to the newspapers and providing "guest" editorial pieces. Please wherever you are, in whatever state, pick up a pen and respond. The general public must see letters from supporters of passenger rail service as well as those which seem to be appearing with greater frequency from people who are not only anti-passenger rail, but anti-public transportation.

Demonstration Train

Boston to Bangor via Lewiston, Northbound, returning via Augusta and Brunswick, Southbound. Presently seeking sponsors, to allow us to arrange the trip for May or June. Plans call for train to stop at all proposed station locations for about an hour or so to allow the general public to inspect the equipment, ask questions, have a snack, etc. Corporate sponsors especially welcome!

The Trainrider
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Correction Requested

TrainRiders/Northeast in a organization of current and potential train users, interested citizens, associations and businesses who are committed to bring modern and efficient passenger trains back to Northern New England