

TRAINRIDER

The Newsletter of TrainRiders/Northeast



Happy Holidays!

CHAIRMAN'S REPORT

Submitted by Wayne Davis

Please note that we are enclosing a **membership application** with this newsletter, instead of a "special holiday appeal" for funds. Won't you please consider signing up a new member for us or giving a TrainRiders/Northeast gift membership to someone who might like to be part of our efforts to return passenger rail service to Northern New England?

As you must know, in this all volunteer organization there are never enough dollars to do all the things necessary to assure a balanced transportation system for our region. We have several advertisements which we would like to have appear in newspapers and magazines to promote our organization and its work. Please, won't **you** help? Remember, if you decide to give a gift membership, be sure to print the words "Gift From (Your Name)" on the membership application, we'll do the rest. Also, please remember to renew your own membership when the reminder comes. Help us assure that 1994 will be "The Year of the Train" as a beginning to expanding passenger rail service throughout the region.

Best wishes to you and yours for a Joyous Holiday Season.

TRAINRIDER ACTIVITIES

New Hampshire Members Report

Late summer and early fall 1993 saw more and more signs of New Hampshire's participation in Boston-Portland rail passenger service. Key votes were taken in August by both Stratford and Rockingham Planning Commissions. The New Hampshire DOT had warned of serious disruptions of funding for all Seacoast planning projects if the Planning Commissions supported the inclusion of Boston-Portland rail passenger funding in their Transportation Improvement Plans (TIPS). Both Commissions did support inclusion and, much to the dislike of the NHDOT, they also responded to Seacoast public support and included the rail project in the State TIP.

September 15 brought many surprised looks in towns and cities as the German InterCity Express (ICE) Train passed on its return to Boston from Portland, Maine. Residents of Exeter waited almost two hours for the train. As it approached, people cheered and waved signs saying, "Amtrak Welcome to Exeter."

September also saw the approval of federal Congestion Mitigation Air Quality (CMAQ) funds for the station stops in Exeter and Dover. Exeter will receive about \$270,000 in federal funds matched by \$71,000 in local funds appropriated at the March 1993 Town Meeting. Dover will receive about \$160,000 in CMAQ funds.

These funds are available for non-highway projects which will help to improve air quality in the serious non-attainment areas.

October 5, The Dover Station Committee voted to support the Chestnut Street or downtown site for the Amtrak stop. This site, opposed by former City Councilman and C&J Trailways Bus owner, Jim Jalbert, was chosen because it was the only site to have a positive effect on downtown Dover. Mr. Jalbert wanted an out of town stop near Route 155 close to his bus terminal and the Spaulding Turnpike. The Chestnut Street site is also on the COAST Bus system which serves Rochester, Somersworth, Durham and Portsmouth.

Bob Hall, Exeter, N.H.



Bob Hall, Chairperson of the Exeter Station Committee, was honored at the Annual Meeting of the Exeter Chamber of Commerce and Rotary Club as "Citizen of the Year" for his efforts to bring rail passenger service to Exeter, New Hampshire. Bob is a TrainRiders/Northeast Board Member.

InterCity Express Train Visits Portland

In the early morning hours of September 15, after a slow, nighttime journey from Boston, the German InterCity Express Train (ICE Train) rolled to a stop on an infrequently used spur line alongside Portland's Deering Oaks Park. The ICE Train, then on a tour of the U.S., was brought to Portland through the efforts of TrainRiders Northeast and the enthusiastic cooperation of Amtrak and the Siemens Duewag Corporation, the manufacturer of the train. Motorists on I-295 were greeted by the sleek, high speed passenger train, all white except for the dark gray band along the windows and a red stripe below them, with two electric and two diesel-electric locomotives, parked alongside the yellow and white striped tent. Corporate sponsors included Key Bank of Maine, Peoples Heritage Bank, Fluor Daniel, Stone & Webster and Railway Systems Design, Inc. The Convention and Visitors Bureau coordinated the event—our thanks to Barbara Whitten and her staff. The Portland Parks Department and Police were also extremely cooperative.

Following a very fine Continental breakfast under the tent, accompanied by a German "oompah" band, invited guests toured the train. Portland mayor Anne Pringle introduced the dignitaries at the press conference. Governor John McKernan highlighted the upbeat event by noting that, "We wouldn't be here today if it weren't for Wayne Davis and his enthusiasm, energy and dedication to this cause which, I think, in no small way has spurred on the public officials to have the enthusiasm that they have for this project as well. I really do believe that rail service is going to open up a crucial link to the Northeast and beyond."

It really doesn't take a lot of imagination to see these impressive trains speeding along the rails connecting not only New York, Boston and Portland, but up through Maine to Canada as well, truly linking the whole Northeastern part of the North American continent.

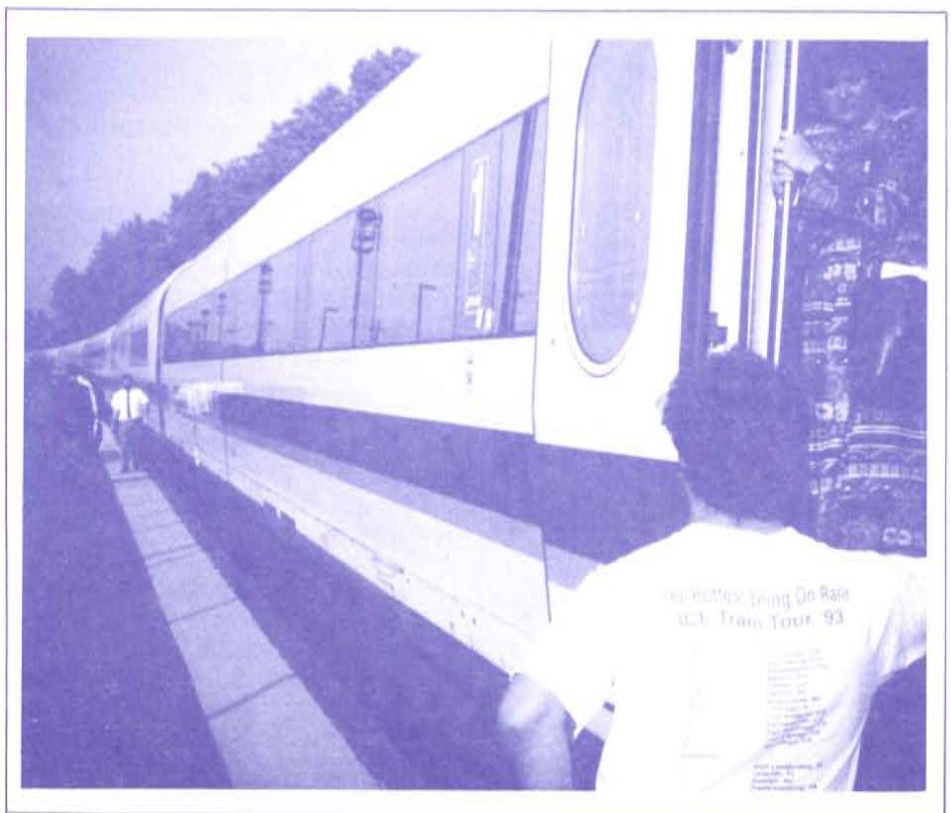
The Governor looked forward to cooperation with New Hampshire in assuring the success of the new train service. Wayne Davis, Maine DOT

Commissioner Connors and representatives of Amtrak and Siemens also spoke briefly. A member of Senator George Mitchell's staff read a prepared statement from the Majority Leader. While several people made the point that Maine would not, initially, be served by high speed trains, completion of electrification between New Haven and Boston, along with the construction of the rail tunnel linking North and South Stations in Boston, will make such service possible in the future.

The public was allowed to board the train and walk through. Many school children toured the train, gazing at the finely appointed interior and trying out the seats. Other features included two on-board telephones, European-style compartments, a conference room, a combined dining and snack bar car with a distinctive raised roof, and TV screens placed on some seat backs for viewing while underway. After their tour, many people bought booklets and pins from the Siemens' table or stopped to pick up TrainRiders' material at our table.

After the public viewing period ended, Wayne Davis and seven TrainRiders and Mike Murray of Maine DOT rode the train to Boston. Guilford Transportation, which had cleared brush and prepared the display site for the public, provided a pleasant trip. A stop was made at the MBTA commuter station in Bradford, Massachusetts, to let some Amtrak and Siemens officials detrain to attend a meeting.

The ICE Train is operating in public, Metroliner service on the electrified portion of the Northeast Corridor between Washington, D.C., and New York City from October 5 through December 15. Weekday runs are scheduled to leave Washington at 12:00 Noon and arrive at New York (Penn Station) at 2:55 PM. The return trip departs New York at 4:30 PM arriving at Washington at 7:14 PM. Coach fare is \$93.00 one way. All seats are reserved. Call Amtrak's Metroliner number (1-800-523-8720) for further information and reservations.



Wells Votes for Transportation Center

On Election Day, Wells voters approved a transportation center to be located on the railroad adjacent to Maine Turnpike Exit 2 and Route 109. The vote of 1,456 for and 484 against signalled Wells' public support of revived rail passenger service in Maine. Following the vote, Town Manager Jonathan Carter wrote TrainRiders to thank us for alerting southern Maine members about the vote and speaking to area groups in support of the transportation center. In its November 24th editorial concerning a proposed community center for Wells, the *York County Coast Star* stated:

"Wells has proven with the Transportation Center that when it sees a good thing, it gets it. This is one more remarkable project that would add to an emerging picture of a prosperous forward-thinking Wells."

The transportation center is intended to be a major rail access point serving southern Maine. A \$1 million federal grant will be matched by Maine Turnpike Authority funds variously reported as \$260,000 and \$400,000. The anticipated \$55,000 annual operating costs will be covered by rentals of space in the building to commercial tenants. The Town of Wells has agreed to operate the facility, which will be leased from the Turnpike Authority. Hewins Travel Consultants, Inc., Monroe's Limousine Service and the U.S. Postal Service have submitted applications for space at the center. A consultant to the Maine Turnpike Authority has recommended a smaller, 3,500 square foot building, with room for future expansion, instead of the original 7,000 square feet, due to a reduction in available federal funding.

—Portland Press Herald, York County Star

NEW MEMBERS

September 1993:

Barbara Aiello, Kennebunkport; Antonio DiMillo, Jean McManamy and Richard Nelson, Portland; John Downing, Kennebunk; Geoffrey Garrett, Worcester, MA; Richard Smith, Brunswick; Drew Swenson, Yarmouth; George Tait, Gouverneur, NY; Anne Tarbell, Cape Elizabeth; Dave Tomhave, Schenectady, NY; Edward Walworth, Lewiston.

October 1993:

Fred Forsley, So. Portland; Joseph Larson, Pelham, MA; Charles Ruch, Falmouth.

Portland to Bethel Ski Train To Start December 26th

Sunday River President, Leslie B. Otten, at a well-attended press conference at the Sonesta Hotel in Portland, announced that the Sunday River Ski Express would start running between Portland and Bethel the day after Christmas! Having admitted that all he knew about trains until ten weeks ago was that, "American Flyer had two rails and Lionel had three rails," Otten, a former advocate of widening the Maine Turnpike, stated that he and Wayne Davis, Chairman of TrainRiders/Northeast, had first talked about 18 months ago about the possibility of rail service to Sunday River, located just six miles from the former station site in Bethel, Maine. While Sunday River also explored service from Montreal, the first trains will be from a station in the East Deering section of Portland to Bethel on the tracks of the St. Lawrence & Atlantic Railroad, which will provide the locomotives and operate the trains. The passenger cars, extensively rehabilitated and modernized, including handicapped accessibility, while retaining their original, elegant decor, will shortly be enroute from the Midwest.

Wayne Davis congratulated Les Otten for his entrepreneurship, for taking advantage of railroad technology to meet his customers' needs at less environmental cost and making, "Getting there half the fun." He also congratulated the Town of Bethel for its far-sighted vision.

Les Otten was highly appreciative of the support shown by the Maine Department of Transportation, the St. Lawrence & Atlantic Railroad and the Town of Bethel. Facilities at Bethel, for which ground is expected to be broken in the spring of 1994, include a station, a 130 room hotel with conference facilities, 40,000 square feet of retail space and parking for shops and services. Dana Connors presented Mr. Otten with a sign to direct motorists on I-295 to the parking lot adjacent to the station in Portland.

A stop, still under negotiation as of December 1st, is also planned for Auburn, close to the Maine Turnpike exit

and the Lewiston-Auburn airport. Eventually, the train may operate from a Union Station in Portland, in order to better connect with the Amtrak service and to be closer to the Portland Jetport. The train, which will consist of nine passenger cars with a capacity of 436 passengers, is partly supported by the Coors Brewing Company.

Round trip fares are \$15.00 for skiers, lift tickets can be bought on the train, and \$25.00 for non-skiers. A variety of food service cars will be included in the train. The train will operate daily during heavy ski weeks, with service daily except Tuesdays and Thursdays through the end of February and weekend service in March and April. Summer dinner excursion trips are planned. For reservations and information, call (207) 824-RAIL (7245). Skis will be handled by the train crew and will be available at Sunday River when passengers get off the buses which have brought them from Bethel.

While the Sunday River Ski Express does not expect to make a profit the first year, a \$56,000 loss is projected, growing use of the train is expected to reduce this cost in following years. Public operating subsidy will be limited to \$85,000 over two years, according to MDOT Commissioner Connors, who is also using federal funds to help upgrade the track to allow higher operating speeds. An initial two hour and fifteen minute run from Portland is expected to be reduced to less than two hours once track work is completed. This is the St. Lawrence & Atlantic's first venture into passenger train operations, though predecessor Grand Trunk ran some of the last scheduled passenger trains in Maine, ending in 1967, transporting Canadians between Montreal and southern Maine's beach resorts in a summer-only service after 1960.

Sunday River has a "train set" for Maine for Christmas! Maine's economy looks forward to the benefits this service, and its eventual extension, can bring. Happy New Year!

The Challenge of Multimodal Transportation

The title of the conference held at the University of New Hampshire's New England Center in Durham on June 1-2, 1993 aptly describes the challenge of making rail and passenger service work. Since passenger trains will never stop at everyone's door, people will have to use other modes, walking driving their own automobile, taxi, bus or other public transportation to get to and from the train station. This summer saw bus service to Mid-Coast Maine, the first since 1990, even though passenger trains are not scheduled to return to Portland until next year.

Both Vermont Transit Lines, associated with Greyhound, and Concord Trailways began bus service this summer east of Brunswick, along U.S. Route One. The Vermont Transit service, which ended on October 30, provided one round trip daily between Belfast and Portland, where connections could be made to and from Boston. They are still providing service to Bangor via Brunswick and Augusta. Concord Trailways is running one round trip daily to Bangor via the Mid-Coast with through service to Boston.

Coastal Trans, which provides public transportation in Knox, Lincoln and Sagadahoc Counties in Mid-Coast Maine, began a local bus service in Rockland on November 1 with four trips Monday through Friday. While not designed for commuters, the scheduled trips supplement their demand-responsive service, requiring appointments a day in advance, which primarily serves the elderly. Steve MacIsaac, Program Coordinator, has indicated that expanded service to serve commuters and weekend travelers is possible. Coastal Trans has also gained approval from the Town of Camden to apply for a planning grant to study a shuttle bus service in Camden which is intended to take employee automobiles off the streets by providing park and ride services from two lots. Steve MacIsaac, a TrainRiders member, has indicated they are anticipating further regional bus services eventually coordinated with train service.

—*Courier-Gazette, Portland Press Herald, Steve MacIsaac, Rockland, Maine.*

Metro Plans Multi-Modal Future

METRO's mission is, and always will be, to move people. Regardless of people's transportation needs, METRO is positioning itself to address them through a Strategic Plan being formulated by staff, the Board of Directors and many area citizens and business people. The Plan is in its final stages and will map METRO's direction for the next five years with strong emphasis on five key issues: expansion, environmental concerns, community outreach, innovated services and financial stability.

A recently-announced Congestion Mitigation/Air Quality (CMAQ) Grant will enable METRO to begin its first venture into alternately-fueled vehicles—either electric or compressed natural gas or a combination of both. CMAQ funds are made available for projects that encourage people out of their single-occupant vehicles, thereby reducing congestion and enhancing air quality. The alternately-fueled vehicles will be smaller in size and capacity than METRO's current transit fleet. Three experimental shuttle routes are under consideration that would lend themselves to the new buses: a waterfront shuttle circling the Old Port Exchange area, a commuter shuttle from Marginal Way to downtown Portland and then on to the Old Port Exchange area and an intermodal shuttle.

The intermodal shuttle would link the train station with the International Ferry Terminal, Casco Bay Ferry Terminal, Concord Trailways, Greyhound, Shuttlebus (serving the Biddeford-Saco, Old Orchard Beach area) and the South Portland Bus Service. Two buses, one running clockwise, the other counterclockwise, would run every 20 minutes Monday through Saturday from 7:00 AM to midnight. Alternately, if some of the bus operators eventually serve the train station, the intermodal shuttle could be modified to also include the Portland Jetport. The Maine DOT is negotiating with other transit operators to provide direct intermodal connections at the train station. In order to meet travelers' needs and provide options, it is imperative that

Portland build, not a "train station", but an "intermodal facility". It is also important that user-friendly travel information be visibly available.

The CMAQ grant covers 80% of the vehicle procurement and 80% of the operating deficit for a two-year period. Raising the 20% local share, particularly for the operating subsidy, will be the determining factor in which routes will be established. Because the award was reduced to \$1.0 million from the \$1.9 million requested, METRO will only be able to equip and operate two of the three proposed shuttle routes. Operation is anticipated for the fall of 1994 but depends on delivery of the alternately-fueled vehicles.

Now to look further into the future. The Boston to Portland Amtrak service could be just the first step in opening rail options to travelers. It has been almost 50 years since METRO's predecessors used rail lines. But perhaps we need to go back to the future. METRO's use of light rail could open up a viable option for people traveling beyond METRO's current service areas. Envision a "METROLINER", using light rail lines west and north of Portland and connecting with Amtrak. We've all heard of the new opportunities for public transportation made available by the Federal Intermodal Surface Transportation Efficiency Act, Maine's Sensible Transportation Policy and now the recently-completed Portland Transportation Plan. A light rail link could complete the intermodal vision.

—*Sarah deDoes, General Manager, Greater Portland Transit District*

Central Artery/Third Harbor Tunnel Project Cost Increases

The front page of *The Boston Globe*, November 17, 1993, featured a large photo of a mockup of the Charles River crossing with the headline, "Artery-tunnel price causes alarm." The Conservation Law Foundation and other environmental and neighborhood groups in the Boston area expressed serious reservations over the \$1.3 billion increase in the estimated cost of the project. The latest estimate is \$7.7 billion,

ALONG THE TRACK

Central Artery continued...

with completion in the year 2004. K. Dun Gifford, president of the Committee for Regional Transportation, virtually guaranteed a lawsuit against the presently proposed design, which includes a 10 lane and a 4 lane highway bridge over the Charles River, saying the design, "ignores the massive citizen participation of the last three years."

Weld Administration spokesmen have stated the bridge alternative, despite its esthetic impacts on nearby Charlestown and Cambridge neighborhoods, will save \$300 million and two years of construction time as well as preserve the rail link between North and South Stations. The Globe strongly supported the proposed scheme in its lead editorial, noting that the design, "leaves open the option of a rail link between North and South Stations." The New Harbor Tunnel and its approaches, which are now under construction and scheduled to open in about 18 months, have cost \$1.6 billion, of which \$1.2 billion are federal and \$400 million are from Massachusetts. Total dedicated federal and state financing leaves a shortfall of \$2.4 billion, an amount close to the earlier published estimates of the cost of the rail link, phase one @ \$2 billion and phase two @ \$3 billion. Let us hope rail advocates keep alert so that the rail link remains in the project and is not set aside to reduce costs.

—The Boston Globe

Rhode Island Funding Rail Improvements

On August 10, 1993, the Rhode Island DOT took possession of the Kingston station, serving the University of Rhode Island, from Amtrak. The station, which has been awaiting repairs of fire damage, is to be extensively rehabilitated, including modernization of the platforms, facilities for buses and additional parking. A cost of \$2.5 million is projected.

The Transportation Improvement Plan (TIP), in addition to the Kingston

intermodal facilities, includes \$1.5 million in improvements to the Westerly station, a potential commuter rail station. Westerly served 24,440 riders on Amtrak during 1991. Over three years, a total of \$20 million is to be spent on commuter rail improvements. A layover facility for the MBTA commuter trains now serving the Providence-Boston route will be constructed for \$2.5 million. \$300,000 is to be for a study of the third track for Providence & Worcester freight trains between Providence and Davisville, Rhode Island's major deepwater container port, thereby avoiding conflicts with Amtrak's soon to be electrified high speed rail line between New Haven and Boston. On November 1, Amtrak notified the Rhode Island DOT that they had agreed to a third track for freight. This will add about \$5 million to the electrification and will also involve increasing clearances beneath bridges to accommodate double stack containers.

Commuter rail and light rail planning continues for Rhode Island, with lines to East Providence, Bristol and the Washington Secondary as far as Coventry, still under consideration for light rail.

— All Aboard: Rhode Island
(Newsletter of the RI Association of Railroad
Passengers),
— Providence Journal Bulletin

Maine Coast Railroad Passenger Service

The Maine Coast Railroad operated 1993 summer tourist trains from Wiscasset to Newcastle in conjunction with boat tours on the Sheepscot River. It has also run excursion trains on the Rockland Branch and the line from Brunswick to Augusta. Wiscasset Selectmen, initially supportive of a proposal to barge the old Searsport railroad station to Wiscasset for the "Rail and Sail" operation of the Maine Coast Railroad, eventually decided the costs to the town were too high. At present the Maine Coast Railroad uses the public wharf and toilet facilities in Wiscasset for their passenger operations. So far, there has been no move by the City of Rockland to accept the State offer of

\$216,000 to buy City Hall, the former railroad station, for future passenger rail use.

Freight operations have continued at a modest level. Proposals by Dragon Products to use a long dormant rail spur in Rockland's South End to reach a barge terminal on Rockland Harbor for shipping cement and aggregate met considerable public opposition. Construction of a rail-barge facility in Thomaston, where Dragon owns land, has been opposed by St. George River lobstermen. Dredging of the river channel is also a concern of environmentalists. Dragon Products has arranged a lease from Central Maine Power to use a wharf in Wiscasset as a barge terminal and all necessary permits have been obtained for improvements to this facility.

Due to delays in anticipated increases in freight traffic serving Dragon Products, the Maine Coast Railroad has recently asked the State for assistance in maintaining the line, which is State owned. Maintenance was to have been done from anticipated profits.

— The Courier-Gazette

Maine Coast Railroad Passenger Service

The Maine Central Railroad Company filed Notice of Intent to abandon their Mountain Branch with the Maine DOT during the week ending June 19, 1993. However, the Maine DOT has received no further action on the abandonment. On August 19, a Bangor Daily News article indicated the State of New Hampshire had approved spending \$2 million in federal money to buy part of the Maine Central right of way in 1994 for a tourist railroad through Crawford Notch. Meanwhile, on October 20, trucks brought the 1935 Budd manufactured "Flying Yankee" streamlined passenger train from its long-term display site at Edaville, South Carver, Massachusetts to Glen, New Hampshire. The train was purchased in 1991 by Bob Morrell. Morrell and George Howard are the principals of The Flying Yankee Restoration Group, Ltd., which was formed to restore the train to operating condition for tourist service through scenic Crawford Notch.

—Bangor Daily News, The 470

Greater Portland Chamber Supports Train Service

The Chamber of Commerce of the Greater Portland Region enthusiastically supports the return of passenger rail service to our community and the State of Maine.

We congratulate TrainRiders/Northeast for its long-range vision and energetic commitment to making this return a reality.

There are many reasons why we support the return of this important transportation service:

It will increase the alternatives available to the travelling public in an increasingly varied, efficient, reliable and interconnected transportation network, improving movement around the region for our citizens and making our community more accessible and attractive to visitors and guests.

It will increase Greater Portland's standing as a visitor destination - an increasingly important component of our overall economic development strategy.

It will demonstrate our commitment to, and the value of, connecting all modes of transportation: air, bus, limousine and other livery services, ships, taxis and the private automobile.

It offers the potential for expanding passenger rail service throughout Maine and the neighboring Maritime Provinces of Canada.

The decisions we, as a community, make about our public infrastructure are often the most visible expressions of our vision about our community and our commitment to quality and excellence. Historically, the citizens and elected and appointed officials of our Greater Portland communities have made the right decisions concerning public infrastructure and we are a better community for it. Our parking garages, civic center, municipal fish pier, ferry terminals, Jetport, public libraries, schools and municipal buildings all reflect our collective commitment to quality.

Now, we have another significant opportunity to continue this tradition: construction of a highly functional intermodal transportation terminal to accommodate the expansion of passenger rail service to Greater Portland. The new station, like so many other highly visible public facilities, will make a strong statement about the type of community we

consider ourselves to be.

One of the many reasons why the Chamber of Commerce of the Greater Portland Region encourages and supports the construction of a high-quality terminal is ridership.

Ridership is the key to the successful return of passenger rail service. We are convinced that attracting and sustaining that ridership will depend on the quality, convenience, accessibility and availability of services at the terminal.

With at least 150,000 passengers a year approaching our community through the terminal, it is important that we present a gateway that speaks well of our hospitality and interest in those who visit us.



*Joel B. Russ
President, Chamber of Commerce
of the Greater Portland Region*

We agree with the conclusions of the Federal Railroad Administration (FRA), that the appearance of a railroad terminal, the types of activities in the surrounding area, and the condition and design of the buildings and facilities are important influences for travelers choosing whether or not to use rail.

We also view the return of passenger rail as a transportation improvement that could serve as a catalyst for economic revitalization. A high-quality terminal is more likely to contribute to the overall economic vitality of the system and related and adjacent business activities. In fact, a well-designed, attractive terminal should provide an important incentive to private investment and become a center for community economic activity.

The Portland City Council will soon

be deciding what kind of terminal will be built at St. John Street. We encourage the Council to pursue construction of a facility that makes a statement about the kind of community that we know ourselves to be: a community committed to excellence, quality and looking to the future.

The Chamber of Commerce pledges its support to the Greater Portland Community as we move forward to make this exciting opportunity an exciting reality.

—Joel B. Russ, President, Chamber of Commerce of the Greater Portland Region

Bethel May Have Railroad Station

Under the front page headline, "Station scheme builds up steam", The Bethel Oxford County Citizen for September 15, 1993 featured a story on the ongoing negotiations between the Bethel Selectmen, developer Heinie Merrill and landowner Danny Davis concerning a proposed railroad station on land adjacent to the St. Lawrence & Atlantic Railroad in Bethel. The site is immediately across the tracks from the site of the Grand Trunk Railway station.

A citizens committee was being formed by the Selectmen to assist them in working out the details of the proposed \$25 million development, which would involve the sale of a 6.2 acre town-owned parcel, now the site of the town's salt-sand pile and highway and ambulance garages. A street would be relocated and a park constructed between the relocated street and the Androscoggin River.

Developer Merrill, "claims the response on all fronts, including the Maine Department of Transportation and the St. Lawrence & Atlantic Railroad, has been extremely positive.

In fact, the developers aren't waiting for construction to begin before promoting the project to its target markets—they hope to have chartered ski trains arriving in Bethel this winter from Montreal, Canada, and perhaps others from the Greater Portland area.

If all goes well, construction work on the project will begin in 1995, Merrill said." —*The Bethel Oxford County Citizen*

I am delighted to contribute this article to the *TrainRider*. Wayne Davis has become well-known on this campus over the past several years through his efforts to bring passenger train travel back to the communities and states northeast of Boston. Sometime next year the whistle of the first regularly-scheduled passenger train to pass through Durham since early 1965 will signal the success of that effort.

The University of New Hampshire owes much to the railroad, which arrived in Durham long before we started constructing our campus here in 1892. The low-cost transport afforded by the Boston and Maine Railroad probably helped Durham farmer Benjamin Thompson build up the fortune that he bequeathed to the state for creating a school here. Shares of stock in the railroad were even part of his estate. In the early years the train was a crucial link in transporting materials and people between Durham and the great population centers to the south.

The train was central to UNH in more ways than one. The track used to run right down the middle of the campus. My office used to look out directly onto the station. So one of my predecessors' earliest planning problems lay in getting the Boston and Maine Railroad to move its track and station to a more convenient location. That finally happened in 1912. The railroad eventually decided to construct a second track for the stretch through Durham. That construction project provided the opportunity to reroute the rail line to the edge of campus. A lovely stone terminal building in Lynn, Massachusetts, was disassembled and moved north to accommodate the new service. We bought that building in 1958. Though it has been known as the Dairy Bar for the past 35 years, it will soon be modernized slightly, so it can be used in support of the new trains.

The decision to reestablish passenger rail to the North of Boston is an important one, and it has offered the occasion for some controversy. I am proud that the University of New Hampshire has played an important role to ensure that all points of view could be heard in the negotiations over the details of that decision. Major, national meetings on passenger rail were hosted here

in 1992 and again in 1993 with sponsorship of TrainRiders/Northeast, the E. S. Muskie Institute at the University of Southern Maine, and other centers on our own campus. These two meetings, "Building Regional Rail: The Track to Economic Recovery" and "Connections: The Challenge of Multimodal Transportation" attracted participation from all over the U.S. and from foreign countries.

Those meetings pointed out the obvious. Any investment of this sort requires imagination and faith in the future. Current commuting patterns and gas at 99 cents a gallon certainly don't seem to justify much effort in rebuilding trains. But the University's decision to move to Durham from Hanover a hun-



dred years ago didn't make economic sense either. Thank goodness the New Hampshire legislature had a sense of history and vision then when they were debating whether to accept Thompson's estate on behalf of our school!

The present, modest effort to reestablish passenger rail must be evaluated from a longer-term perspective. Our region of New Hampshire is increasingly confronted with the negative impacts of automobile emissions on air quality. Unless many more passengers can be diverted from cars to mass transport, ozone levels will make it more and more difficult to issue the permits for construction required by the investment we need to provide new jobs. The current period of international oil glut is temporary. Eventually oil prices will rise to levels that make train travel much more attractive. By the middle of the next century, petroleum will no longer be

the dominant transportation fuel. Much more expensive alternatives will prevail and there will be far more people along the Seacoast demanding transport.

We cannot foresee the future in detail, but we know for sure that efficient and convenient transportation still exerts a profound influence on settlement patterns. This new passenger link will slowly attract new households and workplaces along its path, and new reasons for travel will begin to emerge that are compatible with its timetable. At the University of New Hampshire we will certainly examine the schedule of our courses and our public events to see where there are opportunities to take advantage of this renewed access to the campus through rail.

The new service, four trips daily between Portland and Boston, with two or three stops in New Hampshire, will be useful to those who study and work at the University. But initially it will be more important to commuters in the region. Recently our UNH Survey Center conducted a study of Durham residents. We asked them the following question:

"Do you support or oppose opening a train station in Durham for the proposed Portland to Boston commuter train?"

Strong support came from 67% and moderate support from another 24%.

Some things stay the same; some things change. Our campus has expanded so that the rail line and station are once again in the middle of the University. And the trains passing through Durham once again operate on a single track. But where once the trains were dominant; now multi-modal systems are the key to convenience and economy. The marine harbors and airports of Portland and Portsmouth; and the interstate highway system have been important assets to the region. Their utility can be enhanced by carefully integrating them with energy-efficient rail options. I believe that today's farsighted investment in passenger rail travel will eventually be celebrated as an important contribution to this region's continuing vitality.

—Dale Nitzschke, President, University of New Hampshire

Passenger Trains—Part of a Social Context

I will start by addressing a subject ostensibly other than rail and that is townscape as it relates to the health of people.

I do this out of concern for the problems of violence, pollution, homelessness, hunger, the crisis in education, and illnesses such as AIDS, TB, cancer, and the heart disease that, in America, kills more people than all other diseases combined. History teaches us that everything goes in a circle, and so it does. The above-listed traumas are all related.

Here are two quotes from *The Geography of Nowhere* by James Howard Kunstler (Simon & Schuster, 1993):

"Eighty percent of everything built in America has been built in the last 50 years, and most of it is depressing, brutal, ugly, unhealthy, and spiritually degrading."

"The American highway is now like television, violent and tawdry. The landscape it runs through is littered with cartoon buildings and commercial messages. We whiz by them at fifty-five miles an hour and forget them, because one convenience store looks like the next. They do not celebrate anything beyond their mechanistic ability to sell merchandise. We don't want to remember them. We did not savor the approach and we were not rewarded upon reaching the destination, and it will be the same next time, and every time. There is little sense of having arrived anywhere, because everyplace looks like noplac in particular."

The quotes are not what you'd call cheerful. Neither is the state of our society. Overall, *The Geography of Nowhere* is more upbeat, even funny, despite its dire message, and the story it tells is this: how the geographically focused communities we once lived in evolved into the predicament of highway strips, mega malls, and junked cities; how this living arrangement has wrought overwhelming social and financial costs; how zoning laws and building regulations have led to a crisis in affordable housing, civic strength, and human isolation; how street crime is directly related to our disregard for the public realm. The author quotes that prophetic visitor to America of nearly 200 years ago, Tocqueville, on individualism being at length absorbed in selfishness.

Twenty years ago a bit of psychojargon in *The Wall Street Journal* caught my attention. Called "unseen social controls," the phrase appeared in a piece about after-hours juvenile crime and car games in shopping centers and the paved sea of isolation such places have to offer. The point was that the traditional Main Street, where families live above the stores, sit on stoops, look out windows and populate the streets, offers "unseen social controls" to potential troublemakers.

Not too long after I read this account, I wrote a feature in the *New York Times* about a small bakery. The story had been assigned because the youthful owner was a prodigal son who returned to a village on the Hudson to take over a faltering family business and in the process turned it into a wild success. Among other things, he talked to me about his childhood, when the bakery was one of three that thrived on the street along with grocers and other retail shops. The neighborhood, he reiterated, was alive, with shops humming, pedestrians walking dogs, kids returning home from school and, in the evening, playing in the streets while parents chatted on stoops. We laughed over my newly learned "unseen social controls" and agreed it went hand in glove with "community" and "cohesiveness" and maybe "the good old days."

Have you made the connection between rail service and community values? Rail service alone isn't going to turn around our social ills, but the balanced national transportation system that has finally begun to move forward will make a whopping big contribution.

continued on page 11

Canadian Pacific Abandonment Approved

Canada's National Transportation Agency decided on August 24, 1993 to approve the C P Rail System petition to abandon Canadian portions of its money losing line from Sherbrooke, Quebec to the port of St. John, New Brunswick in one year. Permission was granted to suspend service on January 1, 1995. The decision was apparently based solely on economic conditions, as required under Canadian law, and did not consider the environmental effects of shifting rail traffic to trucks, the latter a likely effect of the Georgia-Pacific mill at Woodland, Maine losing its direct rail connection with the west. In June, the Maine DOT had offered to assist CP Rail to sustain train service on the segment across Maine.

Public hearings before the Interstate Commerce Commission began in Bangor on October 12th. Both Governor McKernon and Maine DOT Commissioner Connors testified against the abandonment, the Governor calling the proposal to abandon the line, "a needless step backward". TrainRiders also presented statements in opposition to the abandonment prepared by Bruce Sleeper, Esq., of Jensen Baird Gardner &

Henry, our legal counsel. While ICC approval is needed to cease service across Maine, it seems extremely unlikely that the Canadian Atlantic Railway would be required to operate the Maine segment in isolation from the rest of the CPR/CAR system.

On November 2, Guilford Transportation Industries President, David Fink, announced plans to operate the rail line from Mattawamkeag to Saint John, New Brunswick. Mr. Fink and Vice President F. Colin Pease made the announcements at meetings in Bangor and Saint John. In addition to the main line, branches to Woodland, via St. Stephens and Calais, and the Fredericton Branch would be operated by a Guilford subsidiary to be called the New Brunswick Terminal Railway. Lower operating costs, through reduced crew requirements, and a north-south connection were cited by Guilford spokesmen as reasons why they expect the service to be profitable, in contrast to the heavy losses experienced by the Canadian Atlantic Railway.

If Guilford is successful in its bid to operate the eastern portion of the CAR/CPR line across Maine to Saint

John, VIA Rail Canada service between Halifax and Montreal via Saint John would still be cut, leaving only the longer line via Moncton and Campbellton, New Brunswick with passenger service. While a "stub" passenger service could still be operated by VIA between Moncton and Saint John on the Canadian National Railway line, such a service is unlikely, given recent VIA cut-backs in other branch line passenger service in the Maritimes.

Saint John Mayor, Elsie Wayne, a strong supporter of continuation of the line across Maine, was the only Conservative elected from the Maritimes in Canada's recent Parliamentary election. Whether or not the VIA Rail Canada service across Maine could be retained seems likely to depend on Canada's Parliament and the ability for some operator to make a reasonable return on operation of freight trains on that line. However, if Maine and the Maritimes are to be re-connected by rail passenger service, preservation of the Mattawamkeag to Saint John rail line is crucial.

—Rail Travel News, The 470, Bangor Daily News, Maine Sunday Telegram

TRAIN RIDES

To New Mexico and Colorado Across the Flooded Mississippi

I booked my annual summer trip on Amtrak to Colorado and New Mexico during the winter months, not knowing (of course) of the disasters that lay ahead. On May 7th my handbag, containing \$2,000 in Amtrak tickets, was stolen out of my office in downtown Boston. After a few weeks, with no sign

With our previous issue, we introduced a new feature, concentrating on actually riding trains. Members are invited to submit articles on their train rides, here or abroad, to share their experiences with others. Remember, there are many who have never ridden on a train, other than as a tourist attraction or dinner train, who have little idea what it is like to travel by train.

of the bag or tickets, I paid Amtrak \$60 to hot-list and reissue my tickets. As a matter of policy, they stamped "NON-REFUNDABLE" on them.

By July 15th, it was obvious that there was no way "to get there from here", so I booked a flight to Denver. My 93 year-old mother came along, so we went first class. It was OK, but the seats were less comfortable than Amtrak and you couldn't move around without great disruptions.

We crossed the Mississippi up near Omaha and couldn't see a thing of the flood.

Coming back on August 7th, it was touch and go what Amtrak was going to do with its passengers trying to return home in the East. They had a pretty clear policy of telling those people who hadn't started their trip to postpone it to a later date, but would do their best to get people home by train. When I found out that flying from Albuquerque to Boston was going to cost me \$619, I decided to chance it by train.

The trip from Lamy, NM to La Junta, CO was gorgeous, as usual, except that by running an hour late we missed the sight of the Spanish Peaks (the

To New Mexico continued...

Wahatoyah, or Breasts of the Mother) at sunset outside of Trinidad, CO. Approaching Kansas City the next morning, we were following the Kansas River (the Conductor called it the Kaw River, but my atlas says it's the Kansas) as it flowed eastward toward the great Missouri, and soon there were the miles of dead fields covered with ugly brown muck. It was awesome, although only a prelude of what was to come.

In Kansas City, the Southwest Chief still could not cross the river, so we were transferred to the Ann Rutledge, which runs from Kansas City to Chicago via St. Louis. We were put into comfortable coaches, with plenty of seats, and off we went.

For the last hundred miles between Kansas City and St. Louis, the tracks follow the Missouri River. It was a sight I shall never forget. The line of brown ooze made it crystal clear how high the flood had gone. By August 8th it had receded about two feet, and still the water was licking the tracks. For mile after mile, we would look out over a great expanse of river or lake, until suddenly you saw trees standing in the middle of it and then barns and houses, and you realized it was someone's farm, while the river itself was some two miles away, beyond a row of distant trees. When the tracks neared the river bed, it was just a huge tide of roiling, boiling, ugly brown water.

We crossed the Mississippi at St. Louis. We could see how their "seawall"

had just managed to protect the city itself from the highest crest, although the whole Riverwalk Park was under water. Riverside restaurants and other installations were half-submerged.

We arrived in Chicago one to two hours too late for all East Coast trains. Amtrak personnel were there to accommodate as best they could. Not wanting to lose a whole 24 hours waiting for the next evening's Lake Shore Limited, I rashly opted to get back to Boston by bus. That was an adventure I'd like to forget as soon as possible. If you want to know the difference between civilized travel and its opposite, try waiting three hours for a bus in the New York Port Authority Terminal, competing with 15 chain smokers for available seats.

—Linda C. Black, Cambridge, Massachusetts

A Taste of The Future

On September 15, 1993, I was one of the TrainRiders invited by Wayne Davis to ride the ICE Train from Deering Oaks Park in Portland to North Station, Boston. On entering the train, I stepped into a five passenger 1st Class compartment, drew the curtains for privacy, and changed into more respectable clothes. The compartment served well even when four more riders joined me for the trip to Boston. Liking a firm seat, the adjustable seat and back were most acceptable even had I sat still during the five hour run, which I understand will be less than two hours when the roadbed is upgraded.

The speed was, at first, pleasantly slow for sightseeing (25 mph) as we passed the site selected for the new railroad station in Portland. The ride to the Massachusetts line was immeasurably more pleasant and varied for the sightseer than by car or bus. At every grade crossing, people of all ages had come to see the ICE Train as if it were a UFO. We waved and they waved, as seems to be the custom on such an occasion. The

rail line, being so close to the coast, provided scenery including forest, farms and salt marshes. In some towns and cities, handsome former railroad stations had been converted for other uses. At the Exeter, New Hampshire station the largest group of trainwatchers stood waving enthusiastically (there must have been 100 or more, some with welcome signs). Wandering through the train to talk with fellow passengers, the conversation invariably mentioned the number of people at the crossings to greet the train.

Upon reaching the Massachusetts line the train picked up speed with hardly any effort and MBTA welded rail gave a ride truly as smooth as ICE. By then, we had a pick-up lunch in the Bistro Car and shortly made a stop to let some of our travelers detrain. The acceleration up to 60 mph was again smooth as ICE and we were soon approaching Boston.

When we have welded rail and an improved railbed all the way to Portland, we will have the opportunity to let such a train perform at reasonable speed and cost. This surely would be the pleasant way to travel. The taste of the future was delightful.

—Jack Buckley, "The Old Commuter",
Scarborough, Maine

Travels in Transport Heaven

The following details the writer's travels in northern Germany, where, in the region adjoining the Danish border, the Kiel-Flensburg Regional S-Bahn, using diesel multiple unit (DMU) equipment, was begun in 1987 as part of a complete restructuring of regional transit. Local buses were scheduled to connect at train stations with hourly and half-hourly trains, providing many bus and train rides on single tickets. Let's see how intermodal transportation works.

After flying from Canada to Manchester, England, the writer landed in Hamburg, Germany enroute to Kiel. We join him at the Hamburg airport.

"At the airport, right outside, was a platform with signs indicating bus times for services directly to Kiel. As usual, I had just missed a bus and was contemplating the two hour wait when a somewhat the worse for wear recent arrival like myself asked if I would like to share a cab to Kiel and not prolong the agony of arrival. Well, I did and soon we were

Social Context continued from page 8...

I am impatient for the day when trains, light rail vehicles, and vans will serve kids too young to drive, senior citizens too old to drive, the handicapped, and unadulterated aficionados of read-while-you-ride. I want to see school buses (with an exception for genuine rural areas) struck from the national budget as children ride public transportation along with the rest of us. The savings in public money will be staggering. Not only will we save billions but the few little monkeys who make school buses into animal houses will be influenced by "unseen social controls" to behave in a civil fashion, even give up their seats for some of us. It will be good for us and good for them.

I do not like to drive past pretty houses in the lovely New England countryside with the knowledge that within

the walls sits an elderly person of wit and compassion who, due to slight physical frailty, is denied a driver's license. I approve the state's denying her a license; I deplore the national tragedy of drive-fly-or-rot that turns vital human beings into prisoners with no one to talk to and nowhere to go.

According to *The Geography of Nowhere*, children are the biggest losers: "The elderly, at least, have seen something of the world, and know that there is more to it than a housing subdivision. Children are stuck in that one-dimensional world. When they venture beyond it in search of richer experience, they do so at some hazard. More usually, they must be driven about, which impairs their developing sense of personal sovereignty."

Mainers may be lucky—we have

been to some extent spared contemporary loneliness and violence as the other side of the coin of being denied the highest financial rewards of the American economic boom that dazzled the world from the late 1940s to the late 1980s.

As a contrast, consider the city of Phoenix. It has 24 major malls, 16 street gangs, daylight drive-by shootings and carjackings. Many streets are seven lanes wide, and throughways cut up the city like hash. Malls are walkable, once you get to one, but streets are sterile at best and hostile at worst to anyone not in a moving vehicle.

Not only Phoenix but much of America needs a vision of a better tomorrow. Hang on, you guys, Train-Riders is working on it.

—Paula Boyer Rougny, Woolwich, ME

Travels in Transport Heaven

continued from preceding page...

not for the faint hearted. The cab left me somewhere behind the Kiel docks and totally disoriented. How was I to get from there to the university?

Next day, early, revealed the answer in the form of a bus shelter with a detailed listing of bus times and route information. A 15 minute service was available to the Hauptbahnhof (Hbf) and it was there I went the next day. At the Hbf (or main station) were sets of bus lanes on both sides of the street with shelters and details of routes and times for all services interconnecting there. No. 12, the sign said, went to the university, so there I went. Along the way I could see traces of the old street car rails. Too bad. The bus stopped directly in front of the building I was destined for two days hence.

Transit is total in Germany. I stepped off the bus and was nearly run down by a cyclist. The bus stop gave directly onto the cycle path and the adjoining pedestrian way. The stop was at the bottom of a hill and cyclists really were moving fast by the time they passed the bus stop. Lesson one: watch out for cyclists! They have paths all over the city with their own sets of signal lights. So do pedestrians.

I started to walk back to the city centre but discovered, thanks to the detailed information in the bus shelters, that I was busy walking north away from the city towards the Kiel Canal. A bus

brought me safely back to the city centre.

Back at the Hbf I spent some time eyeing the mix of traffic in and out of Kiel, which is a terminal station. The platforms are covered with an elegant train shed and at the head of the tracks and on every platform are posters giving departure and arrival information. These are the stuff of railfan dreams: "Let's see, in 20 minutes there is a train to Koblenz; shall we go first class? When does it arrive? What route does it take?" All this information is on the poster. From the far ends of the platforms and outside the shed I saw small ferries coming and going from a stop below the train station. Where do they go? Kiel is on an inlet from the sea and these ferries ply between stops on either side of the harbour. At the ferry station a poster gives detailed information about when and where they go, and I concocted a trip to a small town where, after 15 minutes, I could get a trip back and spend about two hours at sea, so to speak. Bus services connect with these ferry trips.

So ferry to rail to bus to cycle to pedestrian way: they all interconnect in Kiel. And to go from town to town, frequent rail services, thanks to DB, the railway.

I had the next day spare so I purchased a ticket to Lubeck. I caught a diesel hauled consist of blue and cream Bm series coaches - the corridor ones that make up intercity rail services all over Germany. You can open the window and lean out at the small country

towns at which the trains stop. Lubeck, like Kiel, had all the interconnecting transit services and the same bicycle and pedestrian ways. The station is on the main line to Scandinavia and on a line to what was East Germany. I had planned to catch the 1700 hr train back, but it was a three car trainset and crowded and hot. The 1755 hr looked a better bet. While I waited, red and blue Danish DSB IC3 diesel multiple unit train sets stopped on their way to Copenhagen. A grizzled diesel engine brought a train in from the east: "Made in the Soviet Union", it said on the builder's plate; in English, yet. Train time came too soon and my luck was in; on the advertised time another uncrowded diesel hauled consist of blue and cream corridor coaches arrived to take me back to Kiel.

Two days in Kiel showed me how intermodal transportation can work. Someone wanted this and planned for it. Someone valued public transportation and foot and pedal power. Might it have something to do with a desire for a good quality of life and efficient facilities for everyone?

Where do additional runways for Pearson airport fit into this picture? Where is the quality, the efficiency, the benefit? These questions run through my mind as I contemplate life in transport heaven."

—John Olson, T-2000 Representative,
Kingston, Ontario, Canada
(Background information from *MOVING PEOPLE*, April-May, 1993)

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