

TRAINRIDERS

The Newsletter of TrainRiders/Northeast



CHAIRMAN'S REPORT

Where Have All The TrainRiders Gone?

Submitted by Wayne Davis

WE DIDN'T GO AWAY—WE'RE STILL HERE! Most of TrainRiders' work in the past has been at the grass roots level and very much in the public eye. For the last six months, TrainRiders has maintained a public silence in the face of recent delays in freeing up federal funds for the return of Boston to Portland passenger rail service.

I know this silence has frustrated many of you; certainly it has been enough to drive me crazy on many days. However, there was a reason for this public quietude: *TrainRiders had been asked to maintain a low public profile by the parties involved in negotiating the final U.S. Department of Labor signoff on the funds.* That signoff required the approval of the labor unions represented in Washington by the Railway Labor Executives Association (RLEA). It was thought that the use of public pressure tactics would upset negotiations between RLEA, AMTRAK and the Maine DOT. Furthermore, since the beginning of the year, it appeared that an agreement would be reached *at any moment!*

So, publicly we were silent. Behind the scenes we kept up the pressure, on almost a daily basis bothering Mike Murray, the project director and Commissioner Dana Connors at the Maine DOT, as well as Sandy Brown at Senator Mitchell's Washington office.

In August, I wrote a letter to RLEA's attorney in Washington (a former Biddeford resident) expressing our concerns as to the pace of negotiations. The attorney responded, asking us to "hold off a bit longer." We were later told that this letter had a beneficial impact upon the tone of the negotiations.

On September 13, with no resolution having been reached, I wrote a follow-up letter to the RLEA expressing in no uncertain terms our frustration with the slow pace of negotiations. Although I received no response to the letter,

Mike Murray did say "things were looking better than they have in months."

As I sit preparing this message on October 20, Mike has indicated that an agreement has been tentatively approved by the unions and is on its way to the Justice Department for a legal review. Once that step is completed, we expect a speedy approval from the U.S. Department of Labor which would automatically release all of the appropriated funds.

The real point of this message is to let you know we haven't disappeared. I still work ten hour days for TrainRiders; Joan Schatzberg still provides office assistance on Mondays and Fridays; Betsy Buckley still comes in on Thursdays to process membership materials; Dr. Hoyt comes in on Tuesdays; Dick Talbot comes in on Wednesdays; and the Board still meets regularly. **OUR WORK IS NOT OVER.**

One unfortunate consequence of our recent public silence is that membership applications and renewals have decreased. Please, if you have not renewed membership and paid your annual dues, do so at once. If you know anyone who is interested in passenger rail service, please encourage them to join us now. We have phone bills, printing and postage costs, equipment repair costs, and for the first time in four years, rent and insurance costs. *We cannot survive with dues renewal levels we are now seeing and our work is far from done.*

Even after Boston to Portland service is reinstated (which now will not happen until early 1995), TrainRiders' job will still not be done. Passenger rail service in other areas of the Northeast remains on our agenda and is even now being actively pursued. In addition, TrainRiders will continue to ensure that the public and elected and appointed officials are

(Continued on back cover)

TRAINRIDER ACTIVITIES

New Hampshire Members Report

◆ Exeter and Dover are awaiting the release of Federal funding for the Boston-Portland passenger rail service before spending local money on station improvements. In Durham, UNH students have raised funds to convert the former station, now an ice cream bar, to railroad use. It is unclear if the recent resignation of the President of the University of New Hampshire will affect the future use of the station building.

◆ On July 13, New Hampshire's Executive Council gave approval for the Conway Scenic Railroad to operate from Intervale through Crawford Notch to Whitefield.

Conway Scenic has proposed a five-phase improvement program, with the first phase extending operation from North Conway to Bartlett; site of a helper station for the climb up Crawford Notch. The second phase, up the notch to Crawford Notch station, is planned for operation in the 1995 fall foliage season. Clearing of brush from the line between Intervale and Bartlett, is ongoing, with possible operation to Bartlett this fall.

◆ In a related development, New Hampshire has indicated interest in acquiring the former Boston & Maine line between the Ossipee Sand and Gravel pit to the Albany-Conway town line, re-connecting the Conway Scenic Railroad with the through route from Boston via Rollinsford, NH. ◆

— *Railpace* Newsmagazine, Bob Hall, Exeter,
Bill Hunt, Dover, *The 470, Meeting Minutes*,
North Country Council, July 20, 1994



TrainRiders Meet At The Summit

Our Annual Meeting was held at the newly opened Summit Hotel at Sunday River Ski Resort Saturday, April 23, 1994. Most of our members rode the ski train from Portland to Bethel and then were bused to the resort in nearby Newry, ME.

Speakers included Les Otten, who sees a great future in the region of Northern New England and Eastern Canada which is well linked by rail lines which could be rehabilitated at far less cost than building new highways. He urged support of the November 1994 transportation bond issue to improve rail infrastructure. Where economic benefits appear, social benefits will follow.

Mike Murray of Maine DOT spoke of the upcoming rehabilitation of the rail line between the Massachusetts-New Hampshire state line and Portland. At that time, he anticipated rapid resolution of the labor-protection issues which have held up funding for the rail improvements.

Eugene Skoropowski, Vice President, NARP, noted that Maine was the first in the nation to re-prioritize its transportation funding and characterized Wayne Davis as a "relentless advocate" for rail passenger service. He stressed the importance of marketing the train service, of making a readable timetable, of adequate signing at stations and their highway connections, and of getting the best possible

new equipment ("This is an investment, not a nostalgia trip.") He noted that the MBTA was carrying about 80,000 rail commuters daily, three times the 1977 figures, with 30-40,000 additional riders expected when the Old Colony lines are re-activated.

Wayne Davis outlined recent TrainRiders activities, including preparation of a questionnaire on transportation issues for gubernatorial candidates.

The drawing for a raffle, donated by Ellen Fogg, Manager, AAA Travel in Portland, was held on the return train, with Margaretmary McCann and Dorothy McCann the winners. The prize was two Amtrak tickets from Boston to New York City. ♦

Rail Takes Part In Sustainable Transportation

The Northeast Sustainable Energy Association included rail in its October 3-5, 1994, conference in Providence, RI. Wayne Davis chaired a panel on Federal High Speed Rail Environment and was a member of the panel examining the question, "Why Be Interested In High Speed Rail?" Charles and Janet Brown and Fourn Powell attended the conference and trade show. Other panels explored High Speed Rail's Technical Developments and Financing aspects.

Despite the willingness of the American public to use high speed rail (HSR), President Clinton's HSR bill, submitted to both houses of Congress in April 1993, has been held up in conference after passing both houses in order to serve as a "Christmas Tree" on which to hang unrelated amendments. The Amtrak and rail safety bills are similarly stalled. Congress is unwilling to deal with the hard issues of labor protection, Davis-Bacon wages for construction projects and liability for freight railroads over which Amtrak

operates. Federal involvement has adopted a "Not on my Watch" approach to rail funding, which has left the task to states, most of which lack sufficient funds (Florida's attempts to start an HSR network on gains from real estate taxes resulting from increased development failed). Private industry, due to the long time before returns on investment are realized, is not in a position to invest in HSR equipment and infrastructure (as witnessed by the recent shutdown of the Texas TGV project, which was to have been 100% privately funded). Experience in Britain has shown that there can be no significant private investment in rail without government guarantees.

Studies show that 150 mph trains are possible with a slight increase over present rail energy use due to lighter weight equipment (the X-2000 used one-half the fuel of an Amtrak diesel-powered trainset of similar capacity) and, due to diversion of traffic from air and highways, would result in significant energy savings. New York, with

Federal assistance, is investigating turbine-powered trainsets for HSR beyond electrified rail lines.

Wayne Davis cited anticipated advantages to Maine from the extension of Northeast Corridor service to Portland. Regrettably, construction has been held up since January 12, 1994, due to the labor protection clauses affecting the federal funding, resulting in an estimated \$6 million loss in taxable income to Maine this year. Wayne also cited the Office of Intermodalism Study, recently released, which indicated that much more coordination between travel modes is necessary to get more from each dollar invested.

The conference had concurrent sessions, with the result that most participants, representing electric highway vehicle manufacturers, attended sessions concerning their specific interests. Rail sessions were sparsely attended despite HSR's ability to provide high quality transportation at reduced energy levels—a fact which should interest those concerned with "Sustainable Transportation." ♦

DOWN AT THE STATION

As the date for re-establishing passenger rail service to Maine and New Hampshire approaches, the issue of stations becomes more important. Stations, lately called intermodal terminals, are the places where passengers transfer from one mode of travel to another. They always have, from the day passenger service began. These same types of transfers occur at ports, airports and bus stations. Therefore, the design, services and amenities of intermodal terminals affect the ease with which travelers can make connections.

LOCATION

As with real estate, "location, location and location" are often the three most important factors for the success of any intermodal terminal. Whichever mode has the most restricting locational requirements tends to determine the location of the facility. Thus, ports require navigable water; airports for fixed-wing aircraft require clear glidepaths for approaches and take offs; buses require good access to highways and railroads are limited by their need for low gradients and large radius curves. Other modes serving a facility must adapt to these overriding conditions.

In rural areas of New England, station location was, in part, determined by the distances one could walk in a reasonable time. It was no accident that New England town centers, rural schools and many railroad stations were often about six miles apart, placing most residents within a three-mile walk of the village center, the school or the station.

In urban areas too, station locations were determined by pedestrian travel as well as the desires of competing railroads to capture a significant part of any markets they were serving. As railroads combined, terminals were consolidated, often with the urging of municipal officials intent on gaining better service for local residents. In Portland, this consolidation was never completed, as the Grand Trunk retained its separate terminal at India and Fore Streets even after other railroads served Union Station.

LOCAL CONNECTIONS

Most large city stations were served by whatever modes of local public transportation were available when they were constructed. Thus, horse-drawn omnibuses, horsecar lines and cable cars were, in many cases, replaced by surface streetcar lines and, in cities such as Boston, by elevated and subway lines, powered by electricity. The Portland area

was served by an extensive network of trolley lines, including a direct connecting line between Union Station and the Grand Trunk Station.

In most urban locations, trolleys were eventually replaced by buses which, in turn, were largely replaced by the private automobile. Whatever the advantages of the automobile, its effects on downtown areas, and many stations serving them, have been detrimental. It is, quite simply, not possible to accommodate the same number of people in a given area of street when each is sitting in his or her own auto instead of being on foot or in a bus or trolley. A pedestrian occupies about 5 square feet when standing, about 10 when walking; an auto



occupies, including access, about 350 square feet when standing, and about 3000 square feet when moving at 30 miles per hour. Thus, each shopper requires about 70 times the amount of shop floor-space to park the car. On the street, each shopper's car requires about 300 times as much area as they would require if on foot. Therefore, even if sufficient, convenient parking could be created in downtown areas, the drivers would have difficulty in getting to and from the parking areas due to roadway congestion. Once public transportation decreased in importance, downtown areas changed. It is no surprise that many stores have moved out to locations where large parking lots were possible to hold the autos of shoppers.

Portland's decision to place the new Amtrak intermodal terminal close to the historic location of Union Station should serve to strengthen downtown and make it more attractive to shoppers and businesses which serve them. Provision of convenient transfer to auto; bus, both Metro and intercity; taxi and vans should make travel within the Greater Portland area convenient for users of the train service. Provision should also be made for bicyclists. Metro already has plans to link the Amtrak station with the Jetport and the marine terminals along Commercial Street. The facility will, of course, be accessible to the handicapped.

Exeter and Dover, New Hampshire, have decided to reinforce their downtowns with stations located at or near their historic districts. Durham, with its station surrounded by the University of New Hampshire, has opted not to spend municipal money on the station, but the University has indicated its willingness to re-establish transportation uses in the station, now a dairy bar. Students have been involved in fundraising efforts for the station.

In Maine, the station at Wells, where the connector from the Maine Turnpike is under construction, will serve a broad area with many, probably most, train riders arriving and departing by automobile. Wells was formerly served by two passenger stations, neither of which was located within the dense pattern of most-

ly seasonal development oriented to its beaches. Both Biddeford and Saco once had separate stations just over one-half mile apart. The new station will be on Factory Island in Saco, a location close to the urban centers of both municipalities. A seasonal station is anticipated for Old Orchard Beach which, in earlier times, had many more stations. The Saco and Old Orchard Beach stations should also serve to strengthen their downtown areas.

On January 1, 1994, Manchester, NH, celebrated the opening of its newest intermodal terminal, the Manchester Airport. This terminal, located in a mixed commercial, residential and industrial suburban area astride the Manchester-Londonderry boundary south of I-293, with 2,400 to 2,600 parking spaces, and a 158,000 square foot terminal building, cost \$65.5 million. It is expected to serve upwards of 1.5 million passengers by the year 2000, up from a 1992 total of 845,000 annually. Airport employment is expected to increase by 150 jobs to about 1,000. A recent UNH survey of Manchester Airport users noted that 68% were business travelers, 55% have incomes exceeding \$60,000, and they spent an average of \$179 per day in New Hampshire. ♦

—A Pattern Language, Boston and Maine Railroad—Officers, Agents and Stations, July 1, 1923 (Reproduction), *The Union Leader, Boston Sunday Globe.*

Wells Multi-Modal Transportation Center

When a dream starts to look like reality, I always find it interesting to look back and see how it came about. The Multi-Modal Transportation Center in Wells, Maine, is a case in point.

In 1990, during a conversation with Dick Anderson, one of the Maine Turnpike Authority (MTA) consultants, I mentioned that the MTA needed to replace its existing "Park & Ride" facility at Wells. Subsequently, Anderson learned of Wells Town Manager Jonathan Carter's vision of a multi-modal transportation center in Wells to accommodate Amtrak and other transportation needs, and an idea was born.

Given the turnpike's capacity problem, the MTA recognized the need to find reasonable alternatives to turnpike travel and the multi-modal transportation center seemed a big step in the right direction.

The Town of Wells, with unanimous support of its Town Council, chaired at the time by Thomas P. Oliver, endorsed the concept.

The York County Community Action Corporation (YCCAC), under the leadership of Connie Garber, supported the idea of a center that would not only serve as the MTA's Park & Ride location and a train station, but also as a bus stop for local and regional buses.

In 1991, an alliance of the MTA, the Town of Wells, and the YCCAC was formed. Since then, the MTA has acted as the facilitator for Jonathan Carter's plan.

Wayne Davis, Chairman of TrainRiders/Northeast, led the charge to locate one of the three train stations on the Boston-Portland route in Maine in Wells, and has supported the choice of Wells as the best location for the first train station upon entering the state. The Turnpike, the track and Route 109 all come together in Wells at the site of the multi-modal transportation center.

Local support has come from many quarters and is still growing, but the project has been strongly supported since the beginning by the Wells Chamber of Commerce and its President, John Cole.

In 1993, the citizens of Wells voted by an overwhelming 80% to

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support the project and to allow the community to lease the train station from the MTA and to operate it. The MTA would own the entire facility and operate the access roads and the Park & Ride lots.

The next phase was to seek funding to build the facility. The project is budgeted to cost some \$1.5 million. The MTA, on behalf of the project team, made a request for \$1.0 million of federal funds under the CMAQ grant program. The Maine DOT supported the request and the funding was approved. Since Wells was to be the location of a train station, the Town would receive \$250,000 to go toward the project. The MTA would provide the balance of the funds, \$250,000, to match the federal grants.

It has taken three years of effort by all of these groups, working together with the Maine Department of Transportation, to get us where we are today. The MTA, acting on behalf of all interests, is purchasing the property necessary for the project and is looking to put the project out to bid very soon!

The completed facility will be truly a multi-modal center. It will include:

- (1) The MTA's Park & Ride lot
- (2) The train station
- (3) A trolley shop
- (4) A point for the Coastal Connector summer bus system
- (5) Bike racks and lockers

In addition, it will be the future site for the YCCAC's transportation center.

This dream is well on its way to being realized. Barring unforeseen delays, the facility will be ready in 1995 to meet Maine's ever-increasing transportation needs. The completion of the project will be the result of the efforts of all the various groups that came together because they had a common vision and goal. The Wells Multi-Modal Transportation Center will serve as an example of a positive solution to Maine's transportation needs. ♦

—Paul E. Violette, Executive Director,
Maine Turnpike Authority

Bethel Station Development Progressing

Following the February 14, 1994, approval by Bethel voters of a land swap crucial to the development of the Cross

Street area to include a station, hotel, museum and movie theater, details continue to be ironed out. On July 20th, *The Bethel Oxford County Citizen* noted the following:

The Town Garage will be relocated to the Airport Industrial Park. The recycling center will be relocated to the wastewater treatment plant lot. Locations for sand/salt storage and the ambulance barn were yet to be decided. Agreement with the Bethel Water District appeared near on water supply for the station, hotel and retail complex. A citizen was challenging the proposed hotel, which may end up before the Board of Appeals. ♦

—*The Bethel Oxford County Citizen*

New Station for Haverhill

The MBTA has announced the awarding of a design contract for a new station for downtown Haverhill, Massachusetts, the northernmost point on the line to Portland now served by MBTA commuter trains. Bradford, across the Merrimack River from Haverhill, will remain the major station, with its large parking lot. The new station, which is to cost about \$2 million shared by the MBTA and the Merrimack Valley Regional Transit Authority, will include waiting room, ticket office and handicapped accessible platforms. Some parking is also to be provided, requiring changes to local streets. The station is expected to open late in 1994.

It appears that the station would be open in time for the anticipated start-up of Amtrak service to Portland. However, the Amtrak service may well use the Bradford station, which has much more parking and better access to Route 1-495 for passengers to and from the lower Merrimack Valley. ♦ —*RRE Journal*

Windsor Station Renovation

Windsor, Connecticut, is a suburban community roughly half way between Hartford and Springfield, Massachusetts on the west side of the Connecticut River. Four years after \$3.7 million was spent to rehabilitate the late 19th century brick passenger station and freight house, the facility, owned by Amtrak and leased to the Town of Windsor, was subleased on a temporary basis to tenants for the 1993 pre-Holiday season. Stalls as small as eight by eight feet were leased to a variety of local businesses, some brand new. Thirty-three leases were taken and over thirty were turned away. Tenants included a coffee shop and shops selling African artifacts, baked goods, jewelry, sports cards, candy, hosiery, photography and other gift items.

Sources at the Town Manager's office say the pilot lease program was a great success. It brought many new shoppers and a lot of business to restaurants in town and provided

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good public relations for Amtrak. Many shoppers did not know the passenger service existed, even though Windsor has been on Amtrak's "Inland Route", via Worcester, Springfield and Hartford, from Boston to New Haven and points south for many years.

Additional renovations have been done to suit tenants who have taken one-year leases and become year-round operations. While the initial program did not intend to make a profit, rents have been raised to cover the costs of the stalls, shops and common space in the building.

A second "Grand Opening" for the "Whistle Stop Shoppes" was scheduled for April 1, 1994. ♦

—New Haven Railroad Historical and Technical Association Newsletter, Windsor Town Office

Kingston Station Repairs Completed

Kingston Station, located a short distance west of the University of Rhode Island campus and served by Amtrak, no longer shows the scars from its fire damage. Next spring, the station is to be raised, a foundation poured, and the building moved back over the new foundation, which will be raised to the level of the new platforms. Handicapped accessible bathrooms are to be installed and the interior of the old waiting room restored. The current waiting room, once a baggage room, will be available for overflow crowds. Platform canopies are to be added, similar to those which once sheltered passengers waiting to board New Haven and Narragansett Pier Railroad trains. Additional land has been purchased to add to the parking area; a total capacity of about 150 vehicles is anticipated. ♦

—All Aboard: Rhode Island, Steve Musen, RIARP

ALONG THE TRACK

Portland to Bethel Ski Train Ready for Second Season

The Sunday River Silver Bullet Ski Express, which began its first season on Sunday, December 26, 1993, had an encouraging level of ridership for its run from Portland to Bethel.

During the summer, the equipment was refurbished. In addition, track improvements related to the new intermodal terminal in Auburn have reportedly made it possible to shorten the travel time of the ski trains between Portland and Bethel. To obtain current schedules or reservations, call (207)824-RAIL.

Sunday River Ski Resort President, Leslie B. Otten, whose company, LBO Holdings, acquired Attitash Ski Area in Bartlett, New Hampshire, less than a year ago, announced in early September that he had signed a letter of intent to purchase Sugarbush Resort in Warren and Fayston, VT. Sugarbush is served by Amtrak's *Montrealer* from Waterbury-Stowe station. ♦

—The Bethel Oxford County Citizen

Mountain Division Transportation Corridor

A meeting was held at the Maine DOT offices in Augusta on September 13, 1994, concerning the anticipated abandonment of the Maine Central Railroad Company (MEC) Mountain Branch. The attendees, representing state and federal governmental agencies, environmental organizations, trail users, and the Greater Portland and Androscoggin Valley Councils of Governments, agreed to form a group to be known as the Southwestern Maine Transportation Corridor Alliance. Wayne Davis, Bruce Sleeper and Fournin Powell represented TrainRiders/Northeast. There was

general agreement that the corridor was needed for commuter rail or light rail use to relieve congestion on Route 25 and that recreational trail use, possibly including bicycle commuters, could be accommodated within the corridor. The exact timing and methods of financing public acquisition will depend on Guilford Transportation Industries' action regarding abandonment of the line west of Westbrook. It is anticipated that rail freight service to S.D. Warren would continue for the foreseeable future. A meeting was scheduled for October 11th in Grey, ME. ♦

NARP Board Meets In Portland

The National Association of Railroad Passengers (NARP) Board of Directors Meeting was held in Portland at the Sonesta Hotel October 27th through the 29th. Speakers were Thomas Downs, President of Amtrak, Senator George Mitchell, Senator William Cohen, Gordon Linton, Federal Transit Administrator and Dana Connors, Commissioner of the Maine Department of Transportation. Amtrak ran a special Spanish Talgo train, recently operating in the Pacific Northwest, which those attending were invited to inspect. TrainRiders/Northeast hosted the meeting. ♦

Maine Coast Railroad Extension Nears Completion

The Maine Coast Railroad, backed by the Maine DOT, may have freight trains running to a cement transloading facility on a pier in Rockland Harbor this year. About 7,500 feet of track, owned by the state, will be rehabilitated by \$800,000 in Jobs Bond money approved by the voters in 1991. Removal of the old track began February 28, 1994. As of early October, jointed relay rail has been laid and ballasting is nearly completed, although it is not clear whether or not a few additional lengths of rail will be installed north of the new double-ended siding near the pier. Final lining and surfacing of the track remains to be done. Pipe for the transfer of the bulk cement was on the site in early October.

Dragon Products has purchased a barge with a capacity of 4,000 tons. A former seafood cannery is being remodeled for the loading facility. Initially, the barge will operate about once a week, with future production increasing to allow the barge to operate twice a week. Dragon plans to operate trains three or four times a week to serve the barge which will haul cement to Boston and other East Coast locations where it is uneconomical to ship cement by rail or truck. Each barge trip will replace about 140 tractor-trailer highway trips. The covered hopper cars will be unloaded by air pressure.

Maine Coast Railroad has largely completed its 1994 tourist season. Their application to construct a railroad station in Wiscasset was turned down by the Town. Special trips continue through December 3, 1994. Their regular tourist service between Wiscasset and Newcastle started May 28 and ends October 10. For further information, call 1-800-795-5404.

The cement traffic is vitally important to preserve the rail operation, which may one day include intercity and commuter passenger trains. ♦

—The Courier-Gazette, Maine Coast Railroad, Dragon Products Company

COMMUTER RAIL

MBTA Service Extensions

On September 26, 1994, The Massachusetts Bay Transportation Authority, MBTA or "The T", reinstituted three round trips per day from Worcester to Boston, a 22.9-mile extension of commuter service which formerly terminated at Framingham. A feasibility study, completed by Stone & Webster in January 1990, recommended re-installation of a second track from Westborough to Worcester if off-peak service is to be provided. Less extensive track increases were recommended for peak-hour only service. The line is Conrail's main freight link between New England and Albany and also carries Amtrak's "Inland Route" service between Boston and New York City via Springfield and the New England section of the *Lake Shore Limited* to Chicago.

The Neponset River Bridge is under construction. This bridge, burned in 1960, will permit restoration of the routes once known as the New Haven Railroad's Old Colony lines. The MBTA Red Line extended to Quincy in 1971 and South Braintree in 1980, parallels the former Old Colony line and will not be affected by this commuter rail project. Branches to Middleborough and

Plymouth are expected to be completed late in 1998.

The Massachusetts Senate recently approved \$50 million in state funds, to be matched by \$50 million in Federal funds, to place the Greenbush Branch in a three-quarter mile tunnel in downtown Hingham, where stiff local opposition has objected to the reinstitution of trains through that densely built-up portion of Hingham. MBTA approval will be necessary before the request is made for the Federal funds.

To the north of Boston, contractor J.F. White has removed rail and ties from the former Eastern Main Line between Ipswich and Newburyport. The MBTA has purchased 20 acres for parking up to 850 automobiles at the Newbury-Newburyport town line close to I-95. A station is also planned in Rowley, near the former station site. About ten miles of track, a new bridge carrying U.S. Route 1 over the track, two stations, parking facilities and a layover facility for the trains are anticipated to cost between \$22 and \$32 million. The entire project is to be completed and trains running by early 1996. ♦

—All Aboard: Rhode Island, MBTA Commuter Rail Extension Feasibility Study, Framingham to Worcester, Milford & Marlborough, MBTA Information Office, Environmental Notification Form (MBTA, Sept. 20, 1989), *Railpace* Newsmagazine

NORTH OF THE BORDER

Canadian Pacific Abandonment—Recent Changes

On September 30, 1994, VIA Rail announced that its *Atlantic Limited* between Montreal and Halifax across Maine via Brownville Jct., ME, and St. John, New Brunswick, will be discontinued as of December 15, 1994. The schedule of the present *Ocean Limited* via Campbellton, NB, will be increased to six round trips weekly. A bus may be operated from St. John to Moncton, NB, to serve the St. John area.

The former CPR line across Maine east of Brownville Jct. will apparently be owned by Irving, the

giant energy conglomerate. More than one operator will be allowed east of Brownville Jct., with Guilford Transportation Industries the probable operator from Mattawamkeag east. No purchaser for the line west of Brownville Jct., the interchange point with the Bangor & Aroostook Railroad has been announced. NorRail Transport, formerly Cantrak, is no longer being considered as a buyer of the line from Sherbrooke, Québec, to St. John. The Bangor & Aroostook has been mentioned as a possible operator of the line west of Brownville Jct. to Sherbrooke. ♦

INTERNATIONAL FREIGHT SERVICE DEVELOPMENTS

RailTex was to have taken over the Central Vermont Railway (CV), a subsidiary of Canadian National North America, on October 1, 1994. Members of CV's unions are backing a move by Bernard Sanders (Independent, VT) to require RailTex to guarantee up to six years full wages and benefits for laid off workers, a move which RailTex claims would add \$24 to \$30 million to the CV purchase price. RailTex has proposed a counter-offer, with benefits, to present CV employees. Responding to pressure from Vermont, RailTex is considering moving CV headquarters from St. Albans, VT, to Palmer, MA, where the CV intersects the Conrail route between Albany and Boston. The CV is the route of Amtrak's *Montrealer* between New London, CT, and Montréal. RailTex is considering carfloat service for freight between New London and Greenport, NY, to serve eastern Long Island.

Meanwhile, Governor John R. McKernan cut the ribbon opening the \$2.9 million intermodal terminal in Auburn, ME, for business on September 26, 1994. This will allow the St. Lawrence & Atlantic to offer second morning rail delivery of trailers and containers to Chicago via Canadian National (CNNA). The 42-acre site is owned by the City of Auburn and leased to Maine Intermodal Transportation, Inc. The intermodal trains will operate six days a week, with early morning arrivals and early evening departures. ♦

—Maine Public Broadcasting, *Portland Press Herald*, Maine DOT, *The 470*, *Railpace Newsmagazine*

Candidates Respond to TrainRiders' Questionnaire

TrainRiders/Northeast sent questionnaires to Maine candidates for Governor, U.S. Senate, U.S. House of Representatives and to New Hampshire candidates for Governor and House of Representatives concerning their positions on passenger and freight rail service, public transportation and Boston's North-South Station Rail Link which will make Portland the northern end of the Northeast Corridor.

Maine candidates

responding were:

For Governor: Joe Brennan (D), Jonathan Carter (I) and Angus King (I).

For the Senate: Tom Andrews (D), Olympia Snowe (R) and Plato Truman (I).

For the House: John Baldacci (D) and Charles Fitzgerald (I).

No replies were received from Maine 1st District candidates for the House, Duke Dutremble (D) and Jim Longley (R), nor from Susan Collins (R) candidate for Governor.

New Hampshire Gubernatorial candidate Wayne King (D) and **House** candidate Dick Swett (D) replied, but Governor Steve Merrill (R) and House candidate Bill Zeff (R) did not.

✓ All responding candidates supported the **re-establishment of passenger rail service from Boston to Portland**. However, Angus King's support was only if "additional state funding is not required."

✓ All responding candidates *except* Angus King supported the **extension of passenger rail service beyond the Portland-Boston route**, despite Angus King's "Transportation Policy for Maine" which included the following: "On a longer term basis, I hope to develop the passenger rail option by building upon the Boston to Portland Amtrak service, assuming



the service proves to be cost-effective. We should also test the use of self-propelled passenger cars for handling commuters from Portland to Augusta, Rockland and Lewiston-Auburn."

✓ All responding Maine candidates supported **continuation of RTACs** which provide citizen planning input to the MDOT.

✓ All responding candidates supported some **exploration of ways to improve freight service in the region**.

improve freight service in the region.

✓ Only Angus King opposed **Boston's North-South Station Rail Link**, citing cost concerns.

✓ Only Angus King opposed "raising freight and passenger rail service to a level more on a par with other modes of transportation."

✓ On the question "Do you believe that Federal and State governments have an obligation to provide transportation options for all citizens?," Angus King and Plato Truman were opposed.

✓ Angus King and Olympia Snowe provided the most detailed responses, with Angus King sending a copy of his policy statement.

In general, the positions of many of the candidates reflect the American public's lack of knowledge (or denial) of the levels of subsidies enjoyed by all transportation modes *except* rail. The good news is that citizens have supported returning rail passenger service to Portland and the candidates know it. Hopefully, whoever is elected, if kept informed, will eventually be convinced to support more balanced transportation for Northern New England. ♦

NEW MEMBERS

March 1994: Donald Brown, Kingston, NH; Louise Lyman, Portland, ME; Dennison Nash, Mansfield Center, CT; Ogden White, Prouts Neck, ME.

April: Robert Becker, Reading, MA; Donald Christie, Poughkeepsie, NY; George Farris, Portland, ME; Barry Flynn, Biddeford Pool, ME; David Frost, Topsham, ME; Richard Hughes, Dover, NH; Charles Korn, Philadelphia, PA; Joseph Kott, Portland, ME;

Timothy Moore, Plaistow, NH; Terry Nardella, Altoona, PA; John Pein, Alfred, ME; Joan Pohlman, Falmouth, ME; Fern Pontbriand, Auburn, ME; Christopher Robinson, Cumberland, ME; George Sebree, Vancouver, WA; Margaret Smith, Somerset, NJ; Sam Smith, Washington, DC; Margaret Sweatt, Scarborough, ME; Van Dam & Renn, Portland, ME; Jonathan Vicary, Bethel, ME; John Wathen, South

Berwick, ME. **May:** Richard Brown, Hanover, NH; Thomas Downs, Scarborough, ME; Charlene Farnham, Hampden, ME; John Hogan, Boston, MA; Michael Kavolius, Elizabeth, NJ; Herbert Pratt, Cambridge, MA; Sverdrup Corp., Boston, MA; Helen Tupper/Southard, Bangor, ME. **June:** Bill & Julie Alexander, Albion, ME. **August:** Richard Hall, Portland, ME; William McDonald, Woodstock, VT.

educated as to the benefits of passenger rail service generally. This will be particularly important over the next few years, since the political situation, with the retirement of Senator Mitchell, the election of a new governor and U.S. House members in Maine, and the impending appointments of new transportation commissioners in both Maine and New Hampshire, is changing rapidly. The election and appointment of these new leaders could mean that we either continue on the progressive path towards a balanced and improved transportation system; it could be a path towards disaster. Your support is necessary in either event.

WE didn't take the summer off; we're all still here. And WE NEED YOUR HELP. Let's hear from our members committed to clean, energy and cost efficient passenger rail service as part of a balanced intermodal transportation system.

On other matters, first, I must apologize for the late date of this letter. We've been holding the summer edition since June, hoping each day for good news from Washington. Again, the lack of a newsletter (which, by the way, is being typeset again today) does not mean we have gone away.

Second, my additional duties this year included (at no cost to TrainRiders) membership on the National Commission on Intermodal Transportation. Created under the provisions of the Intermodal Surface Transportation Efficiency Act of 1991, the Commission consist-

ed of representatives of virtually all major transportation modes, plus public representatives as well. This Congressional Commission, after a series of outreach meetings held all over the country, has now produced a report which makes recommendations to Congress and the Administration on how to achieve a truly national intermodal transportation system for goods AND PEOPLE. We hope the current administration and Congress will act upon these recommendations which include:

- (1) Maximizing safe and efficient movement of passengers and freight by incorporating individual modes into a National Intermodal Transportation system.
- (2) Ensuring Federal policies foster development of the private sector freight intermodal system and reduce barriers to the free flow of freight, particularly at international ports and border crossings.
- (3) Adopting Federal policies that foster development of an intermodal passenger system incorporating urban, rural and intercity service, INCLUDING A VIABLE INTERCITY PASSENGER RAIL NETWORK.
- (4) Funding Federal transportation infrastructure programs at authorized levels and strategically targeting these funds for maximum impact.
- (5) Expanding innovative public and private financing methods for transportation projects.
- (6) Allowing greater flexibility and expanding eligibility in use of State and Federal trans-

portation funds for intermodal projects of public benefit.

(7) Providing Federal funding incentives for intermodal projects of national or regional significance.

(8) Expanding the intermodal focus of research, education and technology development efforts.

(9) Restructuring the U.S. Department of Transportation to better support intermodal transportation.

(10) Streamlining and expediting the transportation infrastructure planning and project delivery process.

(11) Requiring Department of Transportation concurrence on other Federal agency actions that affect intermodal transportation.

(12) Strengthen the metropolitan planning organizations process to accomplish the goals of ISTEA.

In making these recommendations, our Commission emphasizes that not all transportation problems require Federal solutions. Federal policy should support private sector innovation, provide flexibility for State and local transportation officials and not intrude unnecessarily into private sector operations.

Finally, I would like to hear from you if you can donate time, money, services or equipment to TrainRiders. This organization can survive only with the continued support of its membership in general, not merely the generosity of the few. Please feel free to call. Thanks for listening—see you on the train!

-WD

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**Forward & Address
Correction Requested**

TrainRiders/Northeast is an organization of current and potential train users, interested citizens, associations and businesses who are committed to bringing modern and efficient passenger trains back to Northern New England.