

TRAINRIDER

The Newsletter of TrainRiders/Northeast



Did We Misunderstand?

Those of us at the National Association of Railroad Passengers Board of Directors Meeting in Portland, Maine, on Saturday, October 29, 1994, heard Dana Connors, Commissioner, Maine DOT, outline his long interaction with TrainRiders/Northeast. He said, "Our help had been immeasurable" in achieving the rail improvements already in place—the Maine Coast Railroad tourist trains in Wiscasset, the Sunday River Ski Train, the intermodal freight terminal in Auburn. He indicated all agreements related to the construction and operation of Amtrak service between Portland and Boston were, "In final form today." He read Senator Mitchell's statement regarding the 13 (c) labor protection agreements over which TrainRiders/Northeast labored long and hard along with MDOT personnel, especially Mike Murray, and indicated the federal money set aside was double the best "guesstimate" of job losses and would result in no liability for the State of Maine.

We all expected the 13 (c) agreement would be signed promptly and that Mike Murray could tell Guilford Transportation, Inc. to order track materials for the upcoming construction season. We

wished Dana well in his new position with the Maine Chamber of Commerce and Industry. On Dana's departure, Alden G. Small was appointed Acting Commissioner of MDOT.

Nothing happened! Then, on December 14, 1994, Amtrak's Board of Directors announced a far-reaching list of service reductions, including elimination of the *Montrealer*, the only passenger train service in New England extending north of Boston.

The Amtrak announcement, understandably, made start-up of a new service doubtful. However, in a letter of January 6, 1995, Thomas M. Downs, President of Amtrak, stated to Alden Small, "I can assure you that Amtrak's 'current thinking' on the Boston-Portland service remains the same as it did during our [October 1994] inspection trip. . . . we intend to operate the Boston-Portland service pursuant to the basic cost-sharing arrangements set forth in the latest draft of the agreement."

Governor King, who responded favorably to the Portland-Boston Amtrak service in both his *Position Paper* and his reply to TrainRiders' pre-election questionnaire, was inaugurated, but failed to mention the train in his address despite his obvious concern for Maine's natur-

al beauty and quality of life.

The *Portland Press Herald*, in its lead editorial on February 8, 1995, asked, "Doesn't the state DOT want passenger rail service?" It also noted that Senators Cohen and Snowe and Representative Baldacci, with 56 of their colleagues, wrote Budget Director Alice Rivlin on January 25, 1995, urging that federal funding for the Northeast Corridor, of which the Portland-Boston service would be a part, be continued.

Wayne Davis hand delivered a letter to Governor King's office on February 9, 1995, urging him to sign the 13 (c) agreement, lest the federal government rescind the funding.

I guess we'll know the answer to the *Portland Press Herald's* question in the near future. Meanwhile, perhaps some of the 90,000 Maine citizens who signed petitions in favor of having passenger trains in Maine, the legislators who passed the *Rail Passenger Service Act*, The Maine Turnpike Authority (which counted on MDOT allocation of federal funding for part of its proposed Wells Intermodal Terminal) and TrainRiders members will contact Governor King and let him know where they stand. ■

New Hampshire Members Report

The Conway Scenic Railroad gave a giant sized Christmas present to the folks of Mount Washington Valley on December 17, 1994 — their inaugural run from North Conway to Bartlett. About 200 people, including State and local political leaders, were on board the 10:00 AM trip, the first passenger train to run between Intervale and Bartlett on the former Maine Central Railroad's "Mountain Division" since the cessation of regular passenger service in 1958. A second run at 1:00 PM attracted an additional 75 passengers.

Railroad crews had been cutting brush and making repairs to the line since the New Hampshire Executive Council gave its approval for the Conway Scenic Railroad to operate the line from Intervale up through Crawford Notch to Whitefield on July 13, 1994. This brings to completion the first phase of Conway Scenic's five-phase improvement program. The second phase, up the notch to Crawford Notch station, is planned to allow operation for the fall foliage season in 1995. On December 17th, the railroad began accepting reservations for the inaugural trip up Crawford Notch in the late summer of 1995. Work on the Crawford Notch section will begin as soon as the weather permits, stated Russ Seybold, Conway Scenic owner. Regular tourist runs to Bartlett will begin in May 1995.

Meanwhile, town and State officials are wrestling with the problem of where to place a highway bypass around North

Conway's seriously congested commercial area. The combination of nearby mountains, the beautiful Saco River valley and its flood plains and the desire not to further destroy the scenery which attracts people to the area leaves few options for highway planners. Unlike Freeport, Maine, North Conway's commercial area is not on the Interstate system and depends on state highways, mostly two lane, for its customers and suppliers.

Conway's growth as a major commercial area, other than as center of its historic regional summer hotel and winter ski activities, followed the demise of passenger rail service and was, of necessity, totally highway dependent. Now that the volume of commercial activity has exceeded the capacity of those highways, and a Wal-Mart and BJ's stores are proposed for the Redstone area, east of North Conway, perhaps the time has come for local railroads to serve as more than a tourist attraction. Railroads could bring shoppers and commuters to the area's stores if local

buses were coordinated to meet the trains and distribute them to the shopping areas, most of which are beyond walking distance of North Conway station. Buses or trains could also shuttle between the commercial area and outlying large parking lots, which could serve as "Park and Ride" facilities. There are limits to any technology. Perhaps North Conway has exceeded the limits of a solely auto-based transportation system.

■ —Conway Daily Sun



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 Mountain Division. The attendees, representing state and federal governmental agencies, environmental organizations, trail users, and the Greater Portland and Androscoggin Valley Councils of Governments, (since joined by the Southern Maine Regional Planning Commission) agreed to form a group now known as the Mountain Division Alliance. Wayne Davis, Bruce Sleeper and Fourtin Powell have represented TrainRiders / Northeast at all meetings. 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. Beginning in October, monthly meetings have been held in Stimson Hall in Gray, most recently on January 11, 1995. Representatives of municipalities along the line and private citizens have attended Alliance meetings.

On September 27, 1994, the MDOT was notified by Guilford Transportation Industries, Inc. (GTI) that it had commenced abandonment proceedings for the Mountain Division from Westbrook to the Maine/New Hampshire State line in Fryeburg. On October 17, MDOT notified GTI that, "...it wishes to commence negotiations with GTI leading to a sale of the Mountain Division...to the State of Maine." Bruce Sleeper filed an objection with the I.C.C. which will retain the rails in place for 180 days to provide more time to obtain funding to acquire the line. ♦

(continued from previous page)

On December 9, 1994, an overflight of the line was made with the Environmental Air Force. Fourtin Powell's slides from the flight were shown to Alliance and TrainRiders Board of Directors meetings in January.

The direction in which the Alliance may be moving is illustrated by a quotation from Doug Ellison, Executive Director of the Adirondack Scenic Railroad, located in Thendara, NY, in their October 1994 ARPS Newsletter.

"...we must carefully review what the needs and desires are of the people regarding this State-owned Corridor, and what role we wish to play. My hope is that we can efficiently and effectively manage the Corridor, not only for rail use, or as an end goal to "run trains from Utica to Lake Placid", but to integrate multiple-use recreation into the Corridor right-of-way, working with snowmobilers, mountain bikers, hikers, naturalists and Park preservationists. I believe that one day we will be able to ride a unique, historical and educational train through the Adirondacks, from Utica to Lake Placid. I believe the railroad can show the handicapped and the elderly how special and beautiful the back country of the Adirondack Park is and what a treasure the People of the State of New York truly have. BUT we need to elicit patience, planning and realism to be both financially responsible for the long run, and sensitive to the needs, desires and wishes of the people we serve and of the other users of this unique Corridor."

The next Alliance meeting is scheduled for February 22, 1995.

■ —ARPS Newsletter

SENSIBLE TRANSPORTATION ACT IN DANGER

Maine's landmark **Sensible Transportation Act**, approved by a 60/40 vote margin, has allowed direct, early involvement of Maine citizens in the planning of their transportation systems. The Regional Transportation Advisory Committees (RTACs) were formed and active in all areas of Maine and submitted input to the upcoming 20 year Statewide Transportation Plan. Hearings were held throughout the State in December 1994. Hundreds of citizens, with assistance from regional and MDOT staffers, put in thousands of hours of volunteer time to agree on what they wanted for transportation in their areas. Contrary to criticism, the RTAC in Greater Portland has moved through the alternative evaluation process under the "Act" on three highway projects, each in less than nine months, improving them through more citizen involvement early in the process, a saving of time and confrontation over previous procedures. The RTACs have brought together diverse elements including highway, business and environmental interests, in most cases achieving consensus on what was needed in their areas.

None of that stopped opponents from trying to repeal the Act. State Senator Charles Begley of Waldoboro (832-5892) sponsored the bill, L.D. 59, and, as of early February, had 28 co-sponsors. Perhaps the Legislature hasn't got the message yet! Maine people have supported the Act through their unselfish participation in hundreds of committee meetings throughout the State. They like having a say in how and where their transportation dollars are spent. Let your local Representative or Senator know where you stand. Call the Natural Resources Council of Maine, 622-3101, for further details.

OVERSEAS

■ **France**—the SNCF (French National Railways) has awarded a contract for 100 low-floor diesel multiple-unit trainsets, with an option for an additional 150, from GEC Alsthom. Financing, from SNCF, the French government and regional authorities, is the first to include funding from regional authorities. The trains, capable of up to 100 mph speeds, will be used in regional service and will connect with the expanding TGV (high speed rail) network. Delivery of production units is scheduled to begin August 1997. ■ **Meanwhile**, TGV trains are expected to link Paris with Brussels and Amsterdam earlier than planned, with the Brussels service to have started in January 1995 and Amsterdam service in 1996. Opera-

tion is to be over conventional tracks in advance of completion of the dedicated TGV high-speed rail lines, to Brussels in 1997 and Amsterdam in 2003. ■ **Italy**—Italian State Railways have ordered 30 high speed rail trainsets, each with electric power cars on both ends, for \$771.7 million. Some trains will have 6 coaches while others will include ten passenger cars per trainset. ■ **Australia**—A contract has been awarded an Australian-Japanese consortium for two high-speed tilting trainsets to be used on narrow gauge (1067 mm or 42") track. Each train will accommodate 332 passengers and operate at speeds of up to 100 mph. Operation between Brisbane and Rockhampton is scheduled to begin in 1997.

—Railway Age, December 1994

DO
YOU
HAVE A
STORY TO
TELL



If you've ever traveled on a train—here or abroad—you probably have a story worth telling. And we'd like to print it in the TRAIN RIDES column. So boot up your word processor or typewriter and share your experience with us. Tell us about an interesting trip, unusual scenery or whatever. Send your story along with your name and address to **THE TRAINRIDER**
Box 4869, Downtown Station
Portland, ME 04112

Portland to Bethel Ski Train Schedule Improved

The Sunday River Silver Bullet Ski Express was featured in an article in the December 1994 issue of *Passenger Train Journal*.

Track improvements east of the new intermodal terminal in Auburn have made it possible to shorten the travel time of the ski trains between Portland and Bethel to one hour and 55 minutes. The train began its second season on December 26, 1994, departing Portland at 6:50 AM. A stop is now being made in Yarmouth, ME at 7:05 AM, returning at 6:05 PM. To obtain current schedules or reservations, call (207) 824-RAIL. ■

—The 470, *Passenger Train Journal*

Maine Coast Railroad Hauling Cement

The Maine Coast Railroad began running freight trains to a cement transloading facility on a pier in Rockland Harbor in mid-December 1994.

Dragon Products has purchased a barge with a capacity of 4,000 tons. The pier is connected to the railcar unloading facility by an elevated pipeline through which the dry cement is moved by air pressure, which also unloads the covered hopper cars. By early February, the barge had made three trips, towed by a tug, and loading had begun for a fourth trip. Each barge trip replaces about 140 tractor-trailer highway trips. ■

—The 470, *Maine Coast Railroad*

Atlantic Portland— A New Concept

**DOWN
AT THE
STATION**

What do a railroad station, a convention center and an aquarium have in common? They have all been proposed for a site at Thompson's Point, on the Fore River just west of Route I-295 in Portland. A group calling itself Atlantic Portland has proposed that the city's intermodal transportation needs be met by a facility adjacent to the north-south rail line between Boston and Bangor and the east-west rail line from Portland to North Conway, New Hampshire. The facility would also accommodate local public transportation, either bus or light rail. Located relatively close to both downtown and the Portland Jetport, it could offer easy connections for travelers using all modes, including ships at local and international ferry terminals.

Atlantic Portland plans a series of local meetings to gain citizen input on the proposal, which would combine projects which have been considered separately, in some cases, for years.

As a recent Atlantic Portland statement proclaims,

"The best option for housing the train station in a 'signature building' is offered with Atlantic Portland. Thompson's Point projects an image about Portland. It is the gateway to the city. An image setting design is imperative. Attracting and maintaining ridership hinges on the quality, accessibility, convenience and availability of services at the terminal. Atlantic Portland showcases a transportation center that is also a job, educational, retail and business center." ■

It would be nice to have the rail facility in place by the time the trains run. Let's give the idea the close look it merits. ■

Windsor Station Update

Windsor, Connecticut, is a suburban community of 28,000 population six miles north of Hartford 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 owned by Amtrak and leased to the Town of Windsor, it was subleased on a temporary basis to tenants for the 1993 pre-Holiday season. The pilot lease program was a great success.

The Town invested \$100,000 in renovations to suit tenants who have taken one year leases and become year-round operations. The note is anticipated to be paid off in five years @ \$20,000 annually. The buildings re-opened in early June 1994.

As of mid October 1994, twelve businesses occupied the two buildings and one space remained vacant. In early February 1995, three businesses had relocated, leaving five spaces available.

Windsor, on Amtrak's "Inland Route", via Worcester, Springfield and Hartford, from Boston to New Haven and beyond, is served by 5 trains in each direction on weekdays and Sundays, with 4 westbound and 5 eastbound trains on Saturdays. Amtrak's announced April 1, 1995, cut-backs seem likely to remove at least 2 daily round trips from the inland route. The effect on businesses located in the station buildings is unknown. ■

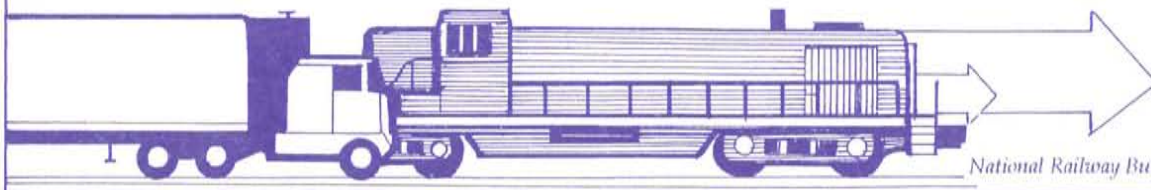
—Harry Freeman, Economic Development Coordinator, Windsor Town Office, *Amtrak Northeast Timetable*, Fall-Winter 1994/1995, *Trains*, March 1995.

Railroads Save Energy and Lives

According to the Association of American Railroads' "Railroad Information Handbook", U.S. freight railroads used 3 billion gallons of diesel fuel in 1993 while trucks used 17 billion gallons while carrying only two thirds as many ton miles of freight. "A railroad can

move a ton of freight 350 miles on a gallon of fuel. That's three times as far as a truck! A 1990 study by the California Air Resources Board found that, on a billion ton mile basis, railroads emit one-tenth the diesel particulates and hydrocarbons as trucks. They also emit one-

third the nitrogen oxides and carbon monoxide. Railroads have a fatality rate one-third that of trucks. For every billion ton miles of hazardous material transportation, trucks are involved in five times as many accidents as railroads." ■



On a gallon of fuel, a railroad can move a ton of freight three times as far as a truck can.

National Railway Bulletin, Vol. 59, No. 5, 1994

International Freight Service Developments

RailTex, Inc. received I.C.C. permission on December 10, 1994, to purchase the Central Vermont Railway (CV), a subsidiary of Canadian National North America. RailTex was to take over the former CV about February 1st. Employment on the newly named New England Central will be 95, compared with 161 working for the CV. Laid off employees will have a variety of buyout offers, health care extensions and other measures. RailTex headquarters will remain in St. Albans, VT. Amtrak's overnight *Montrealer*, which uses the former CV route between New London, Connecticut, and Montréal is slated to terminate on April 1, 1995. This will cost the new railroad between \$1.0 and \$1.3 million annually. Alternatives under discussion include terminating the *Montrealer* at St. Albans, south of the Quebec border and/or operating a daylight train geared to the needs of Vermont's tourists and skiers.

Meanwhile, the St. Lawrence & Atlantic, which offers second morning delivery of trailers and containers to Chicago from its intermodal terminal in Auburn, ME, via Canadian National (CNNA) should eventually benefit from the new CNNA tunnel between Sarnia, ON, and Port Huron, MI. The tunnel, with clearance for large double stacks, will allow freights to pass through at 60 mph. Revenue service is to begin March 1, 1995. Double stacks can't be loaded yet at Auburn due to a low bridge over the St. Lawrence & Atlantic in Gorham, N.H. Lowering the track to obtain an additional 4-1/2 feet of vertical clearance will cost an estimated \$750,000. It is anticipated that a combination of railroad and federal funds, administered by the state of New Hampshire, will be used. ■

—The 470, *Railpace* Newsmagazine, Trains

COMMUTER RAIL

MBTA Service Extensions

On September 26, 1994, the Massachusetts Bay Transportation Authority (MBTA) began three round trips per day from Worcester to Boston, a 22.9 mile extension of commuter service beyond Framingham. The first week found a total of about 200 riders on the three morning trips. This increased to 300 the first week of October. Overall, the MBTA reported a 7.8% increase in ridership over fiscal 1993 for fiscal 1994, with the Framingham line increasing 13% and the Needham line 10%. *These were the largest increases of any commuter rail system in the U.S.!* Current ridership averages 85,000 daily, for an annual total of about 23 million people. The increases were attributed to the area's improving economy and increased highway congestion.

Reconstruction of the Neponset River bridge, burned in 1960, was completed in December 1994. Estimated cost is \$21 million. Track will be laid across the bridge later. The Middleborough line now has freight service by Conrail which will continue after the restoration of passenger service. There is also freight service on a portion of the Greenbush Branch. Except for the Greenbush Branch, work is proceeding on schedule to restore the routes once known as the New Haven Railroad's Old Colony lines. This is anticipated to add about 15,000 daily rail com-

muters and remove 10,000 automobiles from the Southeast Expressway.

All stations will have full-length high level platforms for faster loading and unloading. Ramps will provide handicapped access. Extensive parking facilities are planned at all stations, with some also having bus connections. A \$9.8 million grade-separation project in Braintree, begun in August 1994, is expected to be completed in 1995. Branches to Middleborough and Plymouth are now expected to be completed and trains operating late in 1996, in time to significantly reduce automobile traffic during one of the peak periods of construction activity on the Central Artery project in Boston.

Peak period travel time on the Southeast Expressway between Braintree and downtown Boston, a distance of 10 miles, now averages 25 to 40 minutes for an average speed of 15 to 25 miles per hour. Projected scheduled times, including all stops, are just under one hour for the 36 mile line to Plymouth or the 35 mile line to Middleborough for an average speed of about 36 miles per hour. Both peak and off peak service is planned. Weekend service to the important tourist destination of Plymouth is also anticipated.

A decision on the fate of the Greenbush Branch, where stiff local opposition has objected to the reinstatement of trains through closely built up downtown Hingham, is expected in May 1995.

(continued on next page) ♦

Can Commuter Rail Pay for Itself?

Yes, according to a study by KPMG Peat Marwick for the Northern Virginia Transportation Commission. In 1985, Peat Marwick forecast 24 million square feet of additional commercial development by 1995. The actual amount will be close to 26 million square feet for projects adjacent to Metrorail stations. The rate of return on investment in the form of increased tax revenues in the Washington-area Metrorail system since 1978 is 12.4% and is forecast to rise to 19.2% for the period 1995-2010.

By 2010, Metrorail is anticipated to generate \$1.2 billion in additional tax revenues after Metrorail expenses are deducted.

Construction is anticipated to include 25 million square feet of additional office space, 1.8 million square feet of retail space, 4,000 additional hotel rooms and 31,000 additional residential units.

Permanent employment is anticipated to include 86,000 office jobs, 1,500 retail jobs and 3,500 hotel jobs.

—*Railway Age*, December 1994

(continued from previous page)

Another planned restoration of commuter service would see the present Stoughton Branch extended to re-connect with existing lines, now used for freight only, to restore service to Taunton, New Bedford and Fall River. The Stoughton Branch diverges from Amtrak's Northeast Corridor line at Canton Jct., south of Route 128. New Haven commuter service between Fall River and New Bedford to Boston ceased in 1959. The line between Stoughton and Taunton was abandoned in 1966 and most rail has been removed.

North of Boston, removal of rail and ties and cutting of encroaching brush from the former Eastern Main Line between Ipswich and Newburyport has been completed. The entire project is to be completed and trains running by early 1996. ■

—MBTA Commuter Rail Extension Feasibility Study—New Bedford/Fall River, Final Report, January 1990; The New Old Colony Railroad Rehabilitation Project overview 1994-1995; MBTA Information Office; *Railpace* News magazine; The 470

Commuter Rail Line to be Purchased in San Francisco Bay Area

On January 27, 1995, the Golden Gate Bridge District directors authorized the purchase of 140 miles of the Northwestern Pacific Railroad from the Southern Pacific. The sale, for about \$27 million, including \$3 million in state funds, is expected to be completed in about 90 days. The purchase, mostly with federal funds, was spurred on by the fear of losing the \$24.2 million in federal money set aside in 1990. An operating authority is to be formed. Ownership of the line is

COMMUTER RAIL



complex and it lies in four counties north of San Francisco Bay, Mendocino, Marin, Sonoma and Napa. Local rail advocates anticipate that trains could be running over part of the line within two to three years after acquisition. The line is now freight-only, with occasional excursion trains. ■

—San Francisco Chronicle, Santa Rosa Press-Democrat (Jan 28, 1995)

Tri-Rail Growth Continues

The Tri-County Commuter Rail Authority, Tri-Rail, serving the area from West Palm Beach to Miami, has increased its train frequency to 15 trains each way on weekdays, 10 each way on Saturdays and 5 each way on Sundays. The cars, many of which are now six years old, will be refurbished with new carpeting and replacement of all windows (the original windows let in too much heat in Florida's climate for the air conditioning to offset). Luggage and bicycle racks, wheelchair tie-downs and tables are also to be added to the cars, beginning in early 1995. The 68-mile route now carries about 11,000 daily riders, up from 2,500 six years ago. ■

—Innovation Briefs (Urban Mobility Corp.) June 1994, Tri-Rail Train Schedule, October 30, 1994



OTHER COMMUTER RAIL DEVELOPMENTS

■ On September 24, 1994, the New York, Susquehanna & Western instituted "Ontrack," a shuttle service linking downtown Syracuse, NY, with Carousel Center, a major regional mall north of the city, and the Syracuse University campus east of the city. The service, using Budd RDCs, operates seven days per week on a four-mile route from 11:00 AM to 6:00 PM. Fare is \$1.00 each way. Also included in the contract with Onondaga County are weekend tourist trains, some steam powered, and dinner trains. Officials have stated that, "... whether or not the RDC covers its cost may be less important than whether it succeeds in bringing people in and getting them to see and do more than they would otherwise." The shuttle is expected to give Syracuse a major edge in attracting conventions.

■ On October 31, 1994, New Jersey Transit instituted commuter rail service over an 8-mile stretch of former freight-only track to Hackettstown, NJ. Eleven weekday trains run to Hackettstown, with an additional five to the intermediate station, Mt. Olive, N.J.

■ Bombardier, Inc. signed an agreement on November 1, 1994, to supply 34 push-pull commuter coaches for Metro-North Railroad. Work will be divided between Bombardier's plant at La Pocatiere, Quebec,

Canadian Pacific Abandonment in Maine Completed

and a new plant to be opened at the former airbase in Plattsburgh, New York. Delivery is scheduled between March and August 1996.

■ On November 3, 1994, six brand new M6 Metro-North electric commuter rail cars made their first runs from Grand Central Station (NY) to New Haven, CT. The cars are the first of a 48-car order designed to meet growth in ridership, up 4.5% since 1993, three times the 1.5% the railroad had predicted. A highlight of the trip was the dedication of a new east-bound station facility at South Norwalk, where, on completion of renovations to the westbound station in 18 months, an additional 600 to 700 parking spaces will be available for commuters. Meanwhile, Stamford, CT, has over 1,000 commuters on a three-year waiting list for parking spaces. The New York-New Haven line now carries an average of 96,000 passengers per day.

■ Metrolink, the Los Angeles-based regional rail system, responding to increased commuter use, recently added 9.4 miles of second track on its Orange Subdivision, the former Santa Fe line to San Diego.

—*Railpace* News magazine,
Railfan & Railroad, Trains,
The ES&A Express

(Empire State Passengers Association),
October-November 94,
Bombardier, Inc. News Release,
Nov. 1, 1994,

Trackings (Connecticut Metro-North
Shore Line East Commuter Council)
Winter 1994.

As anticipated, VIA Rail's *Atlantic Limited* between Montreal and Halifax across Maine via Brownville Jct. and St. John, New Brunswick, made its final runs on December 15, 1994. There is no longer any scheduled passenger rail service within the State of Maine.

On January 5, 1995, Canadian Pacific Rail System (CPRS) announced that its rail line between Sherbrooke, Quebec, across Maine to Brownville Jct., ME, will be owned by the Canadian American Railroad Co. Canadian American, in turn, is owned by Downeast Securities, a subsidiary of Fieldcrest Corp., which also owns the Bangor & Aroostook (BAR). Iron Road Railway plans to purchase both the BAR and Canadian American in the near future. Meanwhile, on January 6,

1995, CPRS signed an agreement to sell their line east of Brownville Jct. as far east as Vanceboro, ME, on the Maine-New Brunswick border, to the newly formed Eastern Maine Railroad, a subsidiary of Irving. Canadian American is to operate the line between Sherbrooke and the town of McAdam, New Brunswick, including the section east of the border owned by New Brunswick Railway. Lines east and south of McAdam are to be operated by another subsidiary of Irving, the New Brunswick Southern RR, which has restored service to the isolated Guilford Transportation, Inc., branch between Woodland, ME,



and St. Stephen, NB, which serves the Georgia-Pacific Corp. mills in Woodland. —The 470

PUBLIC SERVICE ANNOUNCEMENT

For the first time, *TrainRiders/Northeast* has been listed in *A CITIZEN'S GUIDE TO THE MAINE LEGISLATURE*. The *GUIDE* helps citizens keep their elected representatives accountable and in touch with the public.

Available now from:

Maine People's Resource Center
65 West Commercial Street
Portland, Maine 04101
Telephone: (207) 761-1881

for \$16.00 including tax, shipping and handling.

NEW MEMBERS

This information will be included in our next issue.

TRAIN TO MAINE UNDER ATTACK— AGAIN.

On February 13th and 14th, Jeff Toorish of WMTW-TV, Channel 8, broadcast two "news" items on the proposed AMTRAK service to Maine which were totally misleading. Among other things, it was claimed the State of Maine would be liable for damages in case of an accident to an AMTRAK train. Wayne Davis has written David Baer, News Director, requesting a public correction. TrainRiders had received no reply as of February 16th.

The week before, TrainRiders learned that Concord Trailways Bus Company has hired a full-time lobbyist, attorney Abby Holman, to oppose the Amtrak service in the Maine State Legislature. This, despite the fact that the State has already sold the bonds to cover its share of the cost of upgrading the tracks for passenger service and the service is designed to integrate bus and train service to the anticipated benefit of both modes. The federal money (\$38.6 Million Dollars) has already been appropriated and only awaits the signing of the 13C agreement by the State.

Has the time come to hire a lobbyist? Does anyone out there have the funds for additional lobbying?

THE TRAINRIDER

Box 4869, Downtown Station
Portland, Maine 04112
(207) TRY-RAIL (879-7245)

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

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.