

TRAINRIDER

The Newsletter of TrainRiders/Northeast



CHAIRMAN'S REPORT

Submitted by Wayne Davis

The groundbreaking for the Boston/New Hampshire/Maine Amtrak train FINALLY took place. After nearly 11 years, that is indeed good news. Of course, along with seeing that the remaining four goals first set out in 1989 are accomplished, we must now push to make sure that the completion of this first goal creates a service that matches expectations. We must make sure that the frequency of trips, quality of service and type of equipment we end up with from Amtrak, the Feds and the State are exactly what we've been promised! On the equipment side, we were promised NEW equipment when we began this odyssey in 1989—being assured rebuilt Amfleet II equipment until the new trainsets were constructed. As time went on, we accepted the promise of rebuilt Amfleet II equipment. We were also promised our own dedicated equipment that would shuttle back and forth daily. Equipment that would not be used or mixed in with other Northeast Corridor trains between Boston and Washington. The equipment would be "branded." We expect to advertise Maine and New Hampshire products, feature Maine and New Hampshire food, our own baggage car to carry skis, bicycles, and surprise—baggage! Based on these original conversations with Amtrak

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FIRST SPIKE DRIVEN FOR AMTRAK'S MAINE SERVICE

GOVERNOR KING DROVE THE FIRST SPIKE at Portland to begin the extension of Amtrak's Northeast Corridor service to Maine on January 11, 1999. The ceremony, which followed mercifully brief remarks by the speakers (it was a clear, cold day with temperatures in the 20s) marked the beginning of the end of Maine's isolation from the high-speed rail network, which now extends from Washington, DC, to Boston, MA.



Maine's Governor Angus King drives the first spike at Portland to begin the extension of Amtrak's Northeast Corridor.

In a setting reminiscent of a 1950s campaign train, Wayne Davis, Chairman of TrainRiders/Northeast, stood on the open platform of Amtrak's car 10001, *Beech Grove*, and led off the remarks, followed by Governor Angus King. Stan Bagley, President, Northeast Corridor (Amtrak), expressed Amtrak's pleasure that construction was beginning. Charles Summers, State Director for Senator Olympia Snowe, conveyed her continuing support. Jonathan Carter, Chairman, Northern New England Passenger Rail Authority, looked forward to having the trains run. David Fink, Executive Vice President, Guilford Rail Systems, pledged GRS' cooperation in completing the construction in a timely manner.

The driving of the spike symbolized the start of a construction project involving 78 miles of track from the Massachusetts/New Hampshire border to Portland. Those in the crowd included private citizens, employees of the Maine Department of Transportation, the Federal Railroad Administration and a number of TrainRiders members from Maine and New Hampshire. The event was organized by TrainRiders/Northeast and co-sponsored by the Northern New England Passenger Rail Authority. The Doubletree Hotel provided a room free of charge and Peoples Heritage Bank paid for refreshments.

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NEW AMTRAK PRESIDENT & CEO

GEORGE D. WARRINGTON has been selected to be Amtrak's President and Chief Executive Officer. At a news conference December 21 at Union Station in Washington, Amtrak's Board of Directors announced the selection of Warrington, who had been serving as Acting President of Amtrak since December 1997. Warrington has more than 20 years experience as a nationally recognized transportation leader. He led Amtrak to one of its best years ever with record revenue and ridership gains.

At the news conference, Warrington outlined his vision for Amtrak, which focuses

on becoming operationally self-sufficient by the end of fiscal year 2002 and building a more modern national railroad:

"The key to Amtrak's long-term success depends on transforming the national passenger rail network into a more market-driven service provider that offers the service, destinations and convenience travelers want," he said. "In 1998, we began turning the corner toward our goal, and through implementation of our commercially focused strategic business plan, I am confident we will build upon this year's phenomenal results."

—Amtrak Working on the Railroad newsletter, January 1999



FIRST SPIKE DRIVEN *continued from the first page*

Following the ceremony, chartered buses took most of the crowd back to the Doubletree Hotel for coffee and snacks. The train, consisting of one of Amtrak's

newest diesel-electric locomotives and two coaches used in Northeast Corridor service, backed around the wye that serves the waterfront track at the west end of Portland's Commercial Street, and returned to Boston.

Some ties have been ordered, the weight of rail remains to be decided by the Surface Transportation Board, and a schedule for completion of the Portland-Boston portion, as well as the Portland-Brunswick line, has yet to be announced. TrainRiders/Northeast will remain involved.

By the way, Governor King did better with the spike maul than any of the other officials who drove the spikes.

—Portland Press Herald, January 12, 1999



Jonathan Carter, Chairman of the Northern New England Passenger Rail Authority, addresses the crowd from the platform of Amtrak car 10001. From left to right: Stan Bagley, President of Amtrak's Northeast Corridor, Wayne Davis, Mr. Carter, and Governor Angus King.

CHAIRMAN'S REPORT

(continued from the first page)

senior management back in 1990, 1991, and 1992, I have presented the same story to every Rotary, Kiwanis and service club in Maine and New Hampshire that would listen! (It has been calculated by our Education Committee that we've delivered the message to around 10 to 11 thousand members of service clubs and chambers of commerce.) We've begun double checking on the details of the service—as well as attempting to expedite work schedules. In addition, we are checking on the status of the extension of Amtrak service to Freeport and Brunswick.

There is more good news, though. According to the Northern New England Passenger Authority, "The train is coming!" The authority has begun to promote some interesting statistics relating to the service:

- Ridership for the first full year is expected to be somewhere between 300,000 and 350,000 passengers.
- About 1,000 passengers are expected to ride each day the first year.
- The projected mix of riders is expected to be approximately 14% commuter, 21% business, 65% tourist, student, incidental and vacationers.
- Total ridership is expected to increase 2.75% annually, eventually reaching close to 900,000.

Sounds like we're just in time! Where would we put those people if we didn't have the train? We certainly can't add them to the turnpike and there's not enough room in the sky. Yup, I guess the Boston/Exeter/Portland train will be coming just in time! Stick with us, though. There's still a lot to do in New Hampshire, Maine and Vermont too! Remember, none of this is about choo choos—it's about transportation choices for the future. Not only that, as they say on TV, "If we don't do it, who will?" —W.D.

A 21st Century New England Rail System: A Blueprint for Action

TRAINRIDERS, along with AMERICAN SKIING COMPANY, BOMBARDIER CORPORATION, THE CONSERVATION LAW FOUNDATION, FLUOR DANIEL, INC., and the VERMONT NATURAL RESOURCES COUNCIL sponsored the conference at the New England Center, University of New Hampshire, Durham, on November 22-23, 1998. It was the third New England Center conference in eleven years sponsored by TrainRiders/Northeast.

The conference opened Sunday evening with a welcome by Dr. Joan Leitzel, President of the University of New Hampshire. Dr. Leitzel was enthusiastic about the potential economic benefits of the proposed Amtrak service to both the University and the New England Conference Center.

"Slow Rail Is No Rail" was the theme of Les Otten's rousing after dinner talk. Otten is President and CEO of American Skiing Company. He pointed out that New England's rail passenger service must have speeds greater than automobiles to attract sufficient riders. Our parents and grandparents invested in the Interstate Highway system, airports, sewer and water systems that have given New England an attractive environment. It is now time for us to invest in passenger rail, through reuse of existing rail lines, to create an even better future—including an improved environment and reduced energy use. New England has the athletic facilities in place to hold Winter Olympics in 2014 or 2018, only the means of sufficiently moving people between them is lacking. He sees rail as the answer.

On Monday morning, Governor Jeanne Shaheen welcomed participants, stated her support for Amtrak, and noted that interstate cooperation is vital to the success of both freight and passenger rail service in New England. Despite the benefits to society of rail passenger service, including

revitalized downtowns and reduced sprawl, demand for highways will continue to be strong.

Stan Bagley, President of Amtrak's Northeast Corridor, highlighted the NEC Improvement Program, currently on schedule for completion in October 1999. Completion of electrification between New Haven, CT, and Boston will allow truly high speed trains to operate east of New Haven. He pointed out that Amtrak's NEC service, which attracts passengers unable to afford air travel, will become competitive with air travel times when the high speed trains begin operating. Amtrak is stepping up employee development to ensure that customers receive the

New England's rail passenger service must have speeds greater than automobiles to attract sufficient riders.

quality service they desire.

Amtrak's mandate to become self-sufficient by September 30, 2002, makes cooperation with other entities essential where services are extended or improved. He cited the success of Amtrak's *Vermont* and *Ethan Allen Express* and the planned additional trains in New York State, where subsidies will be paid by the states. Amtrak's economic benefits to New Hampshire, \$5.4 million in goods and services and \$7.2 million in wages; and to Vermont, \$1.0 million in goods and services and \$397,976 in wages (1997 figures) were in addition to any money spent in those states by passengers riding the trains. He was confident the Maine service will be successful and looks forward to its beginning.

A panel discussion on "Economic Opportunities & Environmental Benefits of Reinvesting in Rail" followed. Doug Foy, Executive Director, Conservation Law Foundation, noting that trains can reduce highway traffic and

encourage compact urban development, advocated that "every child should be able to walk to a library," and cited New England's compactness as an economic advantage. "New England is a Community."

Jeff Wennberg, Mayor of the City of Rutland, VT, spoke of his city's efforts to get a downtown station location for the *Ethan Allen Express* and the need for public ground transportation to get riders to/from their final destinations. Completion of the station was anticipated for January 1999.

Alex Metcalf, President of Transportation Management Systems, spoke of his recent studies of regional rail in the Midwest. He advocated networks instead of corridor development to gain more connectivity for rail users, both passengers and shippers of express parcels. He urged use of diesel multiple unit equipment, capable of operating at speeds of 110 mph instead of higher speed trains which served fewer stations. He anticipated a 1.8:1 benefit:cost ratio for rail investments.

The next speakers delivered the "Action Plan for New England Rail," defining a core rail system for northern New England. The system consists of 935 miles of rail routes, most of which still have rail in place: New rail ridership would amount to 800,000 round trips annually when the network is complete.

A 5-year cost of \$750 million is projected to upgrade track for 60 mph passenger service and 40 mph freight. Maine, New Hampshire and Vermont are to receive more than \$2 billion in federal transportation funds during the period, and to spend over \$3 billion in state funds (rail expenditures would equal 15% of total transportation spending during the 5-year period).

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A 21st Century New England Rail System

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Much of the federal funding would come from TEA-21, a continuation of the "ICE-T" program for non-highway federal funding.

A panel discussion followed on "How to Build a Cooperative Approach to Regional Rail: The State Perspective." It emphasized the necessity for interstate cooperation to achieve a northern New England rail network that serves the region well. Leon Kenison, New Hampshire Commissioner of Transportation, emphasized highway and air travel (both heavily subsidized) and commuter rail between southern New Hampshire and Boston. John Melrose, Maine Commissioner of Transportation and Greg McGuire, Director of the rail section of Vermont's Agency of Transportation, highlighted their states' actions in support of railroads and the need for cooperation to improve both freight and passenger services.

The lunchtime speaker was Arrigo Montini of the Federal Railroad Administration, who outlined the federal role in the T-21 program. Grade crossing elimination and protection, increased bridge clearances for "doublestack" freight service, new high speed "corridor" initiatives and loan programs for railroad upgrades were mentioned.

Gene Skoropowski, Director of Transportation Services, Fluor Daniel, Inc., wrapped up the conference with reference to "Yellow-bellied Naysayers," who lack the vision to see that rail passenger services can add to the attractiveness of a region and complement other modes of travel. He urged creation of a well-staffed interstate entity to coordinate rail services, with input from local advisory groups. In passing, he noted that the North-South Rail Link in Boston, now under design, had first been advocated in 1989! Maybe it's time northern New England states learn to work together. ■

REGIONAL RAIL NEWS

GETTING USED TO THE MBTA NEWBURYPORT SERVICE

One of the effects of the new MBTA's extension from Ipswich, MA, to Newburyport, MA, which began service October 28, 1998, has been a decrease in passengers riding the buses from Newburyport to Boston. C&J Trailways operator, James Jalbert, said they have lost 50 to 75 passengers per day. The Coach Company has also faced decreases in passengers. Jalbert has complained that the MBTA fares are subsidized, a one way trip to Boston on the bus is \$9 while the train costs \$4 or \$2 for senior citizens. However, C&J Trailways offers service direct to Logan Airport and South Station, points not reached directly by the trains.

The MBTA reports that an average of just over 400 passengers per day boarded the trains in Newburyport and Rowley in early November. On Halloween, special MBTA trains to Salem, MA, were so overloaded extra trains were operated. On Saturday, November 28, a seven-car train brought 1100 shoppers to Newburyport from Boston.

The location of the station, on U.S. Route One at the Newburyport/Newbury Town Line, has brought a bonanza for Christine's Whistlestop, a convenience store and restaurant on the Route One traffic circle adjacent to the station. The Whistlestop is the ticket agency for the MBTA. However, the distance from Newburyport's downtown and the lack of sidewalks on Route One have proven dangerous for those travelling to and from the station on foot. The Merrimack Valley Regional Transportation Authority has instituted a shuttle service between the sta-

tion and downtown, which was augmented by a free shuttle in the pre-Christmas season and provided by Newburyport's Emergency Management Agency. The former station site, overlooking the Merrimack River close to downtown, no longer has active track and would not have accommodated the parking necessary to the success of the commuter service. Perhaps it will be reactivated if rail passenger service is extended to Portsmouth, NH.

For Maine and New Hampshire residents, Newburyport offers an attractive alternative to driving those often heavily congested miles of I-95 and U.S. Route one into Boston. The station is about 3.5 miles from I-95, the trip to Boston takes just over an hour and costs \$4.00 one way. Thirteen round trips are scheduled for each work day, with five round trips on Saturdays. No Sunday service is operated at present. Call 1-800-392-6100 for schedule information.

—*Railpace* Newsmagazine, January 1999;

The Daily News, Newburyport, MA,

November 5, December 4, 1998;

MBTA Commuter Rail Schedule, October 26, 1998

NARP

The Region 1
Annual Meeting of the
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

will be held

March 13, 1999

at the Biltmore Hotel

in Providence, RI.

Reservations only.

Contact Steve Musen at

401-467-8700

by March 8th

OTHER MBTA ITEMS

On October 28, 1998, the MBTA broke ground on bridge improvements in and near Fall River as part of the long term effort to return rail passenger service to Fall River and New Bedford. The route of the service has yet to be established, but presently seems to favor an extension of the MBTA's Stoughton route to Taunton, a line pulled up some years ago. A longer route via Attleboro has been opposed by residents of both Attleboro and Taunton and, with the coming increase in Amtrak usage of the shoreline between Canton Jct. and Attleboro, track capacity is limited. The Town of Easton is opposing extension of the Stoughton service through their municipality even though current plans show a possible stub track at the North Easton station to serve trains only going that far from Boston. The line between Canton Jct. and Stoughton, now single track, would be double tracked as far as North Easton.

■ On the MBTA's line to Worcester, ground was broken on October 27, 1998, for a new station in North Grafton. Stations are to be constructed in Ashland, Southboro and Westboro by 2000.

—Railpace Newsmagazine,
December 1998, January 1999

VERMONT RAIL NEWS

Jeffrey Wennberg, Mayor of Rutland, VT, was featured in the lead photo in an article in *The Boston Globe*, November 24, 1998, showing an Amtrak train arriving at the still under construction Rutland station. Rutland relocated the track, eliminating a dangerous grade crossing and providing better access to downtown from the station. The station is expected to open in January 1999.

Meanwhile, Railhead Ltd., a lobbying and consulting group advocating

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ALONG THE TRACK

MAINE RAILROAD NEWS

Guilford Rail System

The siting of a proposed super container terminal in Halifax, NS, by Sea-Land/Maersk could lead to more business for Guilford. Of the anticipated 250,000+ containers annually, about 120,000 are expected to be routed to destinations in New York and New Jersey. Guilford, which now runs its *New England Clipper* container train once a week from Halifax, is part of the shortest route between Halifax and the New York area. The clearance project on its Ayer-Troy line, including the Hoosac Tunnel, is nearing completion. Bridges have been raised or the track undercut and the roof of Hoosac Tunnel is being raised to provide clearance for double stack container traffic. Interchange with CSX or CP would take place in Mechanicville, NY, for the final leg of the trip down the Hudson River valley.

The size of the newest container ships, which exceed 1,100 feet in length and carry up to 6,685 containers on a draft of 45 feet, has severely limited the number of ports which they can use. Quonset Point, RI, which was built to accommodate WWII aircraft carriers, was rejected as having insufficient depth of water. Among east coast ports still under consideration by Sea-Land/Maersk are Halifax, New York/New Jersey and Baltimore. All but Halifax would require dredging to achieve the 50-foot depths needed

—*The Providence Journal*, November 24,
December 11, 1998; *The 470*, January 1999

Maine Coast Railroad

After some negotiations, a cost estimate of \$45 to \$55 million was agreed on for the rehabilitation of the 52-mile Rockland Branch to Class 3 operating status.

—*The 470*, November 1998

NEW HAMPSHIRE RAIL NEWS AND COMMENTARY

The New Hampshire DOT is seeking to buy a number of parcels from Guilford Rail Systems, complete with rail and ties. Those with possible future rail passenger use include the Portsmouth Branch (Rockingham Jct. to Portsmouth), portions of the Conway Branch between Ossipee and Conway, and 4.5 miles of the former Eastern Division main line from Hampton to Seabrook (Massachusetts/New Hampshire State Line). As TrainRiders' Legal Counsel, F. Bruce Sleeper, pointed out to the editor at the recent UNH Conference, the Portsmouth Branch, along with the long removed portion

between Rockingham Jct. and Manchester, could form an east-west route serving central New Hampshire, by connecting with the former Northern line between Concord and White River Jct., most of which is already in state ownership. Re-opening of the Conway Branch north of Ossipee could create a second route to reach North Conway from the Boston area and relieve traffic on Route 16. The former Eastern Division, now active as an MBTA commuter line as far as Newburyport, MA, could offer direct connections from Boston to Portsmouth and New Hampshire beaches.

—*The 470*, January 1999

...VERMONT RAIL NEWS

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the return of rail passenger service to southwestern Vermont, is disputing the cost estimates of the Vermont Agency of Transportation (VAOT) for upgrading tracks between Burlington, VT, and Hoosick Jct., NY. The VAOT estimated \$127 million for the job, while Railhead, Ltd., claims \$73 million would be needed. The distance is approximately 123 miles, with about 120 miles in Vermont.

■ The VAOT has awarded a contract to Harmon Industries, Inc., to provide grade crossing protection and signalling on the commuter link between Charlotte and Burlington. Cost is \$4.2 million, and includes special features due to local objections to trains sounding whistle signals at grade crossings. The work will be completed in 1999.

—*The Boston Globe*, November 24, 1998;
Railpace Newsmagazine, January 1999.

RHODE ISLAND RAIL PROGRESS

November 6, 1998, marked completion of the setting of foundations for the poles which will support the electric catenary in Rhode Island. The last of some 14,600 foundations stretching from New Haven, CT, to Boston was set in Richmond, RI. The new high speed rail line is due to

open in the fall of 1999 and will reduce travel time from Providence, RI, to New York City to about 2-1/2 hours, an hour faster than present trains. The project is on schedule. Many poles and about two-thirds of the wire remain to be installed.

—*The Providence Journal*, November 7, 1998

OTHER VOICES

TOURIST TRAINS

























In the Gaspé, bridges along the outer part of the route of VIA's tri-weekly *Chaleur* from Chandler to Gaspé will be rebuilt to avoid slow orders which delayed trains. The improved track is also anticipated to attract more freight customers, a

necessity if the railway is to become profitable.

VIA announced that checked baggage service will be restored to stations served by the *Chaleur*, an important consideration for tourism in the Gaspé.

—*Railpace Newsmagazine*, November, December 1998

Mark Your Calendar: TrainRiders' Annual Meeting Is April 28th.

SUN	MON	TUE	WED	THU	FRI	SAT
All eyes are on the 28th. That's the day everybody will be at the Annual Meeting of TrainRiders/Northeast.				1 	2 	3 
4 	5 	6 	7 	8 	9 	10 
11 	12 	13 	14 	15 	16 	17 
18 	19 	20 	21 	22 	23 	24 
25 	26 	27 	28 	29	30	You Should be there too!

Come to Hear

Captain Jeffry Monroe,
 Transportation Director,
 City of Portland
 and

John Melrose,
 Commissioner of the
 Maine Department of
 Transportation

Come to See

Videos and Special
 Presentations

Come to Eat

A feast prepared
 by the chefs of
 The Doubletree Hotel,
 1230 Congress Street,
 Portland

—Cash Bar—

Registration and Dinner:
 \$25.00

Registration Opens at 5:00 PM

Governor King Asks For Major Investment in Rail

GOVERNOR KING'S PROPOSED BOND issue now before the Maine Legislature reflects the Maine Department of Transportation's (MDOT) commitment to revitalizing passenger and freight services in Maine. The first phase of MDOT's Core Corridor Infrastructure Development Strategy focuses on track improvements necessary to bring Amtrak service to Maine. Over \$68 million has already been targeted for the Boston to Portland segment. An additional \$10 million is planned to extend Amtrak service to Brunswick. The new bond issue will support investments in the Rockland Branch, Calais Branch, and Lewiston Lower Road. It will fund feasibility studies for intermodal facilities to integrate rail service with air and motorcoach services and links to the marine highway. The rail investments will support the Department's goals of developing an intermodal transportation system as outlined in the *Strategic Passenger Transportation Plan* and the *Integrated Freight Plan*.

The bond includes \$7.5 million to match Congestion Mitigation and Air Quality and other federal funds for a total of \$33 million in improvements to the rail line between Brunswick and Rockland. This work will be done over three years, beginning in 2001. An additional \$500,000 is targeted to match \$2 million in federal funds to link rail service to the Marine Highway in Rockland. Improvements to the Rockland Branch also will make freight rail service more attractive to Mid Coast businesses.

The Core Corridor Strategy includes funding to match up to \$11.2 million in requested federal discretionary funds to begin improvements to the Calais Branch. This rail line is an important element of the Department's plan for reducing automobile congestion in the Bangor to Acadia Corridor. The bond includes \$650,000 to investigate the feasibility for linking Bangor International and Bar Harbor-Trenton Airports by rail. Also included is \$330,000 to match \$1.32 million in federal funds for intermodal facilities at Bangor and Trenton to provide transi-

tion between modes. These investments will support passenger service between Brewer and Ellsworth and freight service to existing businesses.

\$6 million in the bond is for acquisition and improvements to the Lewiston Lower Road as a freight transportation initiative. This will provide rail connection to Brunswick and support industrial development in the Lisbon area. Funds will be designated for feasibility studies and design of an intermodal passenger facility at Lewiston/Auburn Airport that will provide access to the St. Lawrence and Atlantic Rail Road, facilitating future passenger service to Montreal.

The bond will support the work of the Offices of Passenger and Freight Transportation to promote safe, efficient, and economical transportation that is environmentally sound and responsive to the diverse needs and values of the people of Maine. The investments will benefit tourism and promote revitalization of our downtowns. **This bond includes the most substantial rail investment ever made by the State.** When combined with Amtrak projects it results in a rail program of over \$100 million. ■

TRAINRIDERS/NORTHEAST WELCOMES NEW MEMBERS

Ross Chapman, Norwood, MA

Greg Durgin & Family
(in memory of Phil Durgin),
Readfield, ME

James Fawcett, Tyringham, MA
Gilman Grange #1, Exeter, NH
Ellen Goodman and Robert Levy,
Brookline, MA

Mr. & Mrs. S. Alan Kew,
Scarborough, ME

Robert Rodman, Portland, ME
Guy Wadsworth, Greenville, NH
Mary Yeo, Cumberland Center, ME

TRAIN RIDES

Members are invited to submit stories of their train rides, here or abroad, to share their experiences with the rest of us. Your story doesn't have to be long, perhaps as short as a few paragraphs. Remember, there are many who have never ridden a train and who have little idea what it is like to travel by train.

Send your story by regular or email. Find TrainRider addresses on the first page.

VOLUNTEERS NEEDED!



JOIN THE NEWSLETTER MAILING TEAM

Folding
Attaching Labels
Sealing



JOIN THE OFFICE STAFF

Filing
Answering Phones
Meeting People



JOIN THE PUBLIC EVENT SUPPORT CREW

Help Bring
Our Events
Together

TRAINRIDERS IS ON A ROLL! THINGS ARE HAPPENING FAST! That's why we need more volunteers. A few hours a week or a few hours a month! (We promise not to overwork anyone.) You'll meet new people and share new experiences. Call or email us with your name, phone number and email address (if available). Volunteer now before you forget.

Return Service
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(207) TRY-RAIL (879-7245)

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“

A STATE WITHOUT RAIL SERVICE IS A STATE
THAT IS COMING APART AT THE SEAMS,
AND WHEN A TRAIN STOPS AT A VILLAGE
DEPOT ANYWHERE IN AMERICA AND A PAS-
SENGER STEPS OFF, I THINK THAT VILLAGE
IS IN AN ENVIABLE CONDITION...

”

—From “THE RAILROAD” by E.B. White,
written in Allen Cove, Maine, in 1960