

# AORTA Bulletin

A publication of the  
Association of Oregon Rail and Transit Advocates

Issue 119

June 1999

Since 1976

## Fate of high-speed rail in hands of Oregon Legislature

*Salem-* The fate of Oregon's participation in the Cascadia Corridor remains uncertain as this **Bulletin** goes to press. It is expected to be resolved by the time you read this newsletter.

After much delay, Republican legislators released their proposed budget June 15. To AORTA's dismay, the Republican proposal included no money for the rail & bus corridor project. There are key friends of the project on both sides of the aisle; Senator Susan Castillo (D-Eugene) and Senator Lenn Hannon (R-Ashland) are two of the most important

supporters of rail/bus program, representing both urban and rural parts of the state.

AORTA is "cautiously optimistic" that final decision by Oregon's legislature will be to continue efforts to participate in and improve the Cascadia Corridor (Eugene to Vancouver, B.C.), with additional rail service and connecting bus service reaching throughout Oregon.



## The push for the *Pioneer*

AORTA continues to work for restoration of the Pioneer, under the able leadership of Vice President C. B. Hall. Both of Oregon's U.S. Senators are expressing interest in returning passenger rail to Eastern Oregon and beyond.

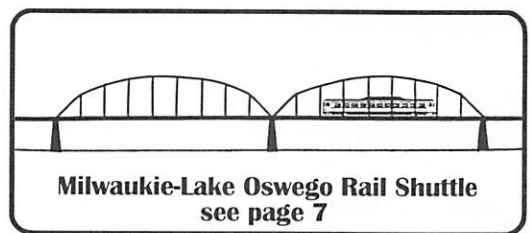
After the Feb 17 meeting in Hermiston (see Feb **Bulletin**) Sen. Ron Wyden approached Amtrak with the possibility of a train, the "Northwest Experience," running from Portland to Boise and return on a daily basis.

AORTA, however, believes a Portland-Boise train is not feasible. "Connections to the east are necessary to generate sufficient passenger, mail and package express service to make the train financially viable," stated Hall. "AORTA and its colleague organizations are promoting a long-distance *Pioneer* with service to Chicago, whether directly or through a connection in Salt Lake City."

"In April we approached Senator Gordon Smith with our proposal, which is based on the tremendous potential for mail-and-express shipments. Sen. Smith passed our proposal on to Amtrak President George Warrington. In his letter to Warrington, Sen. Smith indicated he would support any service restoration that would not require a subsidy."

Senator Wyden held follow-up meetings in Hermiston on June 3 and that same evening in Boise, Idaho. The Hermiston meeting drew even larger crowds than the February meeting. While

*continued on page 6*



The *AORTA Bulletin* is published 4-6 times a year by the

## Association of Oregon Rail and Transit Advocates

PO Box 2772, Portland, Oregon 97208-2772

A nonprofit citizen advocate group working to educate the public about the need for safe, fiscally responsible, environmentally sound transportation. Incorporated as the Oregon Association of Railway Passengers (OreARP).

<b>President</b>	Aloha Wyse	503 244-7595
<b>Vice President</b>	CB Hall	541 929-6086
<b>Secretary</b>	vacant	
<b>Treasurer</b>	Kenneth Peters	503 646-3034
<b>Bulletin Editors</b>	Dan L. McFarling	503 642-4077
	Ken Skach-Mills	503 235-2780

**Also serving on the Board of Directors:** Jim Howell

Robert Lowry	Kenneth McFarling	Patricia Noyes
John Nuxoll	Fred Nussbaum	Ray Polani

**NARP Directors from Region 8:**

James Hamre	Hans Mueller	Art Poole
Jeffrey Schultz	William Weeks	

**Annual Membership:**

Introductory/senior/student/low income	\$ 10
Regular (family rate, add \$5/additional member)	20
Sponsor	100
Govt/corporate rate (budget under \$100,000/yr)	50
(budget over \$100,000/yr)	100

E-Mail Address: [OregonRail@aol.com](mailto:OregonRail@aol.com)

WEB site: <http://www.trainweb.com/aorta>

### Join **AORTA** today.

Help build better transportation for tomorrow.

**Regular dues: \$20/year**

### *Capitol Corner continued from page 3. . .*

our tenure on the Earth's surface is indeed a form of Social Engineering worthy of criticism. Let us aid the movement away from such!

*(Lloyd Flem serves as AORTA's legislative consultant. He has a masters degree in economic geography and spent his professional life dealing with land use and transportation issues. He also serves as Executive Director for the Washington Association of Railroad Passengers.)*

### **AORTA needs your contributions**

**AORTA** contracts with Lloyd Flem to help educate others about the need for improved transportation. **AORTA** needs your support. Please make a donation above and beyond membership fees to support our continued effort to bring improved transportation to Oregon.

### **Salem train station nears completion**

Restoration of the historic train station in Salem is nearing completion. The re-opening is expected to be in late July or early August.

### **Texas Eagle flies; Oregon's Pioneer dies**

In 1997 Amtrak made an offer to the Oregon Legislature: loan the rail corporation a few million and Amtrak would keep the *Pioneer* running. The loan would have given Amtrak a chance to build up mail and package express business on the Seattle-Portland-Chicago train which served Eastern Oregon. The legislature turned down the offer, leaving Eastern Oregon communities with no passenger rail service.

The story is different in Texas, where a more enlightened legislature loaned \$5.6 million to keep the *Texas Eagle* (that's a train, George) from extinction. Today the *Texas Eagle* is thriving. Service has been expanded, the train is doing very well, and the loan has been paid back. Early. With interest. Way to go, Texas!

*See article on efforts to bring back the Pioneer on page 1.*

\*\*\*\*\*

**AORTA** works cooperatively with the National Association of Railroad Passengers (NARP). While we are an autonomus body, we encourage our members to also join NARP: \$24/year

#### **NARP**

900 Second Street NE, Suite 308,  
Washington DC 20002-3557

web site: [www.narprail.org](http://www.narprail.org)

### **How to Contact Key Legislators**

**Senate President Brady Adams** (503) 986-1600  
Oregon State Capitol, S-203 FAX: 986-1004  
Salem, OR 97310

**Speaker Lynn Snodgrass** (503) 986-1200  
Oregon State Capitol, Rm 269 FAX: 986-1201  
Salem, OR 97310

To learn who your senator and representative are, call 1-800-332-2313, or use the internet:

<http://www.leg.state.or.us/senate.html>

<http://www.leg.state.or.us/house.html>

<http://www.leg.state.or.us/index.html>

# Capitol Corner

Lloyd H. Flem

Uncertainty about Oregon's participation in the Northwest Rail Corridor reigns. Rail advocates working Salem are cautiously optimistic that Gov. Kitzhaber's proposed \$14 million to continue and expand Oregon's share of the Amtrak trains and connecting motorcoaches will pass the Legislature. I feel a majority of Oregon's people support this successful and popular service. AORTA members and others must continue to contact their legislators and the legislative leadership to urge passage of this essential funding.

Washington State passed \$120 million for capital and operations to maintain and grow their share of the Northwest Corridor passenger rail program for the next biennium. Hopefully this commitment can help persuade Oregon's Legislature to participate in this nationally-praised partnership.

Rail advocates from Washington State totally agree with AORTA that return of the *Pioneer* serving eastern Oregon is needed. Innovative financing, including a significant mail and express component, is essential. Success of the train depends upon its connection east with the national Amtrak system.

"Social Engineering" is a pejorative term heard recently which implies government regulation or policies which tend to coerce people or places to behave in ways, particularly in reference to transportation and land use choices, which either they or a free marketplace would not normally choose. Current users of the term, including some well publicized in the Pacific Northwest, are rarely supporters of rail or transit. Well, I, a life-long advocate of balanced transportation, conservative land use, and (generally) the economic wisdom of a fair marketplace, agree that "Social Engineering," if, defined as above, has been undesirable!

The "SE" I oppose is that which our entire country has suffered since WWII, and only recently has been tentatively questioned. Among the credible critics of this decades-old "SE" are Paul Weyrich and William Lind of the arch-conservative Free Congress foundation, who

submit that government policies at all levels, not a free market or fair choice, favor and subsidize auto use, while regulating and taxing other modes [rail] almost out of existence. They rightly condemn the resultant auto-dependent scatteration and sprawl for the loss of traditional communities and culturally conservative values. Weyrich and Lind believe well-designed rail transit is one answer to a return to these values.

Stanley Hart and Alvin Spivak in their **Elephant in the Bedroom, Automobile Dependence and Denial**, citing conservative economics icon Milton Friedman's ideas, argue that market forces, now very weak in determining private vehicle use (given the massive direct and indirect subsidies drivers receive), should be employed to help bring about more rational patterns of land use and transportation.

Yes, for a half century, government policies have "engineered" a land and resource-consuming, scattered, sprawling, land-use-separated anarchy of non-communities. People could not get loans to build or rebuild within the pre-war city. The age-old tradition of proximate home and workplace was forbidden. Zoning forced wide separation of land uses. Federal tax regs granted overwhelming incentives to provide "free" parking while discouraging transit or other than private auto use.

From thriving communities, where people had easy access to jobs, shopping, schools, religious services, and recreation, Americans were "socially engineered" into a pattern where a private motor vehicle for every productive adult became a virtual necessity. Great amounts of time and family resources had to be spent just accessing the people and places- destinations reached at a fraction of the time and cost in pre-WWII America.

Reforms in transportation pricing, land use regulations, tax laws, and lending policies which broaden choice, and involve real market forces and a move away from the post-war decades of harmful "SE" are good ideas. As a Washington resident, I applaud those steps taken by Oregon and the city of Portland to move away from the worst excesses of this post-war "SE".

Private motor vehicles can offer an immediacy, privacy and flexibility unmatched. They should remain an important part of the transportation mix. But the creation of a built environment where vehicles determine the very fabric of

*Continued on page 2*

**Coastal Tidings****P&W returns rail to Astoria**

*Astoria-* Portland & Western (P&W) brought rail service back to Astoria on Thursday, May 13. The Astoria rail line had been closed since Feb 1996 when severe weather resulted in multiple landslides along the route. Portland & Western purchased the 95-mile line from Burlington Northern. At the time of purchase, the line was buried under 33,000 cubic tons of earth at Aldrich Point (near Brownsmead). That slide, along with several other lesser slides, have since been cleared.

In the 1920's, as many as 12 passenger trains a day served Astoria and Seaside. Passenger service to Astoria was discontinued in 1952. P&W is hoping to generate enough freight traffic to make restoration of the line feasible. Some Astoria residents are hoping that passenger service will also return.

**Port of Astoria.** Restoration of the rail line is essential to making the Port of Astoria competitive, and allows large ships an opportunity to unload and load cargo without wasting valuable time moving up the narrow river channel to inland ports. Peter Gearin was appointed executive director of the Port of Astoria by the port's commissioners on May 10. Gearin, a Portland businessman, replaces Jon Krebs.

**Cindy Howe to direct SETD full-time**

The Sunset Empire Transportation District hired Cindy Howe as Executive Director March 16. Howe had been functioning as an independent contractor with the District. The reorganization "makes a more effective relationship," according to SETD Board member, Jim Santee stated. (Santee is a member of AORTA.)

SETD is expanding Dial-A-Ride service into Gearhart following a very favorable vote (2,552 to 511) by Gearhart residents to join the District. Howe expects to also serve Gearhart with a fixed route. SETD plans to add two buses to its fleet to help meet increasing ridership. The Board requested Santee to explore the long-term potential of restoring rail passenger service between Astoria and Portland.

**Willamette Valley Whistles****Lane Transit Selected for FTA Award**

*Washington, D.C.-* Federal Transit Administrator Gordon J. Linton announced on June 8 that Lane Transit District (LTD) is one of ten communities selected to receive a grant for a bus rapid transit (BRT) demonstration project. The BRT concept uses dedicated right-of-way and signal preemption to help provide some of the advantages of light rail, while attempting to keep initial costs lower.

The LTD proposal calls for service to be established initially along a ten-mile corridor between Eugene and Springfield. BRT-type systems are currently in operation in Curitiba, Brazil; Ottawa, Canada; and Orlando, Fla.

**Southern Oregon Signals****Exhibition train reaches Rogue Valley**

A new Cascades Talgo train traversed the Siskiyou line in Southern Oregon and showed its stuff in Roseburg, Medford and Ashland on June 18-20. A Thruway bus was also displayed. ODOT hopes to have Thruway bus service connecting those communities with the rail service in Eugene if the legislature provides the needed funding.

The train was greeted with large crowds throughout Southern Oregon. The only complaint reported in local papers were that "the lines to tour the train were too long."

An editorial in the June 19 *Ashland Daily Tidings* said it is time to plan regional rail service in the Rogue Valley.

**Umpqua Transit keeps rollin'**

*Roseburg-* Thanks to contributions from local cities, and continued state support, Umpqua Regional Transit System will continue to provide bus service in Roseburg and the surrounding area. Roseburg, Winston and Sutherlin have all included funding for the transit service in their budgets, although the budgets were not officially adopted as of June 16. John Flores, Manager of the transit system, is optimistic that service will continue into the next millennium, according to *The News-Review*, June 16.

## Reforming AAA Policy Fred Nussbaum

The American Automobile Association (AAA) and its Oregon organization are known for their services to motorists: insurance, towing, maps and trip planning. AAA also does some things that benefit alternative transportation, like a 10% discount for members on Amtrak. Many AAA members are conservation-minded and supporters of alternative transportation.

AAA-Oregon/Idaho is a major transportation lobbying presence in Salem. The organization has helped the cause for better transportation by opposing bigger trucks, supporting the weight-mile tax on large trucks and other fair cost responsibility measures, and supporting grade crossing safety programs. However, most progressive-minded members seem unaware that AAA-Oregon has been a major obstacle to substantive transportation reform in this state by vehemently opposing any lifting of Oregon's outdated and short-sighted constitutional restrictions on the use of motor vehicle fees and taxes.

Oregon is one of a declining number of states mandating that all gas tax and vehicle fees

be spent on roads. Oregon goes a step further and requires a certain percentage of that exclusive road money to be spent on building new and wider roads. In contrast, at least 22 states allow some portion of motor vehicle fees and taxes to be used for improving transit, rail and other alternatives. The result of Oregon's policy is that highway projects have an easier time getting funded than alternatives. There is no incentive to pick the most cost-effective, sustainable solution.

Of notable interest to AAA-Oregon members is that many other AAA organizations, like AAA-California and AAA-Washington, are much more progressive in their official stances, supporting major funding packages for alternatives and supporting (or at least not challenging) flexible funding mechanisms. AORTA believes it is time for AAA-Oregon to let go of outdated concepts and support Oregon's adopted and very popular plans and policies to provide viable travel options and an environmentally-sustainable, cost-effective transportation system.

*IMPORTANT NOTE:* If you are an AAA member write to AAA and let them know that their membership is no longer happy with their stance on this issue. Encourage others to write.

---

## Maine on track Ken McFarling

Current issue of *TrainRider*, newsletter of TrainRiders/Northeast, brings an inspiring report: Maine's Governor King is urging the state legislature to approve issuance of bonds to fund the Core Corridor Infrastructure Development Strategy of Maine's Department of Transportation. The funds would help establish an intermodal system, as described in ME DOT's "Integrated Freight Plan" and its "Strategic Passenger Transportation Plan."

The initial phase features improvements to railways within the state, passenger and freight. Facilitating railway freight shipment to customers outside the state would improve markets for products of Maine.

Some bond proceeds would match Federal funding programs: Congestion Mitigation and Air Quality, for instance.

The projected Amtrak route involved is the line from Boston, Massachusetts, to Portland, prospectively continuing to Brunswick. (Though the article did not say so, intention is implied to extend service to Bangor or beyond.)

Federal portion of funding is available for several projects: southeast from Brunswick to the

Marine Highway terminal at Rockland, which is on a coastal inlet; northwest from Brunswick to Lewiston; the long, winding branch line between Brewer and Calais. Calais is near the southern end of the boundary between Maine and New Brunswick. (Brewer is a junction just outside of Bangor.) That stretch would likely be part of the Halifax - New York line described in another article in this issue.

*TrainRider* report mentions passenger service between Brewer and Ellsworth (a seaport) as an expected result of branch rehabilitation, and desire to abate automobile congestion between Bangor and Acadia (Canada's Maritime provinces) as a motive for railway revival. That implies offering passenger service on the entire branch. But whether passenger service ran from Brewer only to Ellsworth or all the way to Calais, feasibility requires that it extend southwest from Bangor to link up with Boston and points beyond. Enacting the bond measure would fund feasibility studies for a railway connecting Bangor International and Bar Harbor-Trenton airports; for intermodal facilities and for design thereof — at Lewiston-Auburn Airport, conducive to eventual passenger service to Montreal.

## ***Pioneer- continued from page 1***

the program focused on the NW Experience idea (Portland-Boise), several in the audience spoke on behalf of a service extending east to connect with the rest of the Amtrak network. Also attending were Amtrak West CEO Gil Mallery, a representative of the Union Pacific Railroad, and Kurt Widmer from Portland's Widmer brewery. Widmer voiced interest in shipping his products on a train serving Eastern Oregon. Sen. Wyden reported that Oregon Rep. Greg Walden, in addition to Sen. Smith, is also "very interested" in the *Pioneer*-route restoration.

**Sorting out the numbers.** One possible scenario for a restored Pioneer which is particularly intriguing from a mail-and-express standpoint, says Hall, was suggested by Colorado rail activist Bob Rynerson. Rynerson raised the possibility of routing the train via Kemmerer, Wyoming, rather than Utah. The Kemmerer route allows for a Chicago-Portland-Chicago running time of under four days. This eliminates the need for a fifth trainset, and results in more competitive travel time for mail and package express. Under this scenario, Thruway bus service could provide connections at Pocatello, ID, and Rock Springs, to Salt Lake City, site of the 2002 Winter Olympics.

"We have also checked out the possibility of a train which splits with two western termini: Yakima, WA, and Portland," says Hall. "Yakima is the hub of the Northwest's vast tree-fruit industry, and could ship more than 7,000 cars of fruit yearly, via Amtrak, to eastern markets." Returning refrigerated cars might carry Florida orange juice, a commodity which has already made reservations for the trip out west.

In late May Sen. Wyden telephoned Hall personally and, among other things, expressed support for service extending east of Boise. Wyden, however, continues to push for the Portland-to-Boise service first, and service east of Boise only after the local train is established.

AORTA continues to contact grower groups in Oregon and Washington. Hall has identified a high level of interest in using Amtrak's refrigerated express service for just-in-time shipment of fruit.

Hall says "We've passed on a lot of information on potential shipping volumes, possible service schedules, and the like, to ExpressTrak, the private enterprise coordinating Amtrak's entry into the fresh-produce shipment market,

and to John Bennett, Amtrak's VP for transportation policy and planning. Bennett is in charge of the market survey which will provide a basis for Amtrak's decisions on where to expand its network. We are making sure that the vast potential for the year-round shipment of Pacific Northwest fruit is part of Amtrak's database."

**East of Oregon.** The June 3 Boise meeting attracted more than 100 participants. The turnout is encouraging, says Hall, since AORTA had not previously identified much public support in the Boise area. "Our contacts in eastern Idaho continue to show enthusiasm, and interest is also being shown in Nebraska, where restoration of the *Pioneer* was the subject of a ProRail Nebraska endorsement in early May." In March, in Omaha, the proposal was also discussed at the annual meeting of NARP Region 10.

"It would be easy to dismiss a new *Pioneer* as unfeasible by saying simply that the old *Pioneer* lost money," Hall said. "Now, however, with Amtrak having gained the right to carry mail and express on a significant scale, the equation is changed. We have to insist that Amtrak see the promise of the future for what it is. The time is ripe for the fulfillment of the vision of a sustainable national network. The *Pioneer* is only a beginning."

"AORTA will continue to research the mail-and-express market, develop service scenarios, and act as a clearinghouse for communities and individuals interested in a restored *Pioneer*." <cbhall@proaxis.com>

\*\*\*\*\*

### **Amtrak President George Warrington on package express, March 1999:**

"Our core objective...[includes] never ever squandering a business opportunity. It's all about making money..."

### **Conversation with agent on Amtrak Express toll-free number, June 1999:**

**Caller:** How much will it cost me to send a carload of apples from Portland, OR to NYC?

**Agent:** We can't ship any perishable goods.

**Caller:** How much will it cost me to send a carload of bottled beer from Portland, OR to NYC, then? A hundred and twenty-eight thousand pounds, that is...

**Agent:** You're calling the wrong company. Have you tried calling a freight railroad? We carry nothing breakable or perishable. [It got worse...]

# The Forgotten Bridge: Milwaukie-Lake Oswego Rail Shuttle

*A Train of Thought Editorial*

*✍* james howell, director

One of the aims of Metro's "South Willamette River Study" was to find a suitable site in Clackamas County for a new bridge that could accommodate increasing east-west traffic demand.

Public officials are expected to recommend that no new bridge be built because the study failed to identify an acceptable location.

Not considered in the study was the existing railroad bridge, which is capable of efficiently carrying thousands of daily commuters between Milwaukie and Lake Oswego with minimal adverse impact. This section of track, owned by Union Pacific Railroad, is leased, maintained and operated by Portland and Western Railroad as part of a low-volume freight line.

If Tri-Met (or other public body) acquired the line, passenger service could be added. As long as freight trains were allowed continued access, Union Pacific would probably be relieved to offload this high-maintenance, high-liability section of track.

One self-powered passenger car shuttling between the Lake Oswego and Milwaukie Transit Centers could provide service in each direction at half-hour frequencies. Two cars could provide 15-minute service, allowing fast and convenient transfers to the 1,000 busses that serve these transit centers daily. Transit would be much faster and certainly less hassle than fighting traffic on McLoughlin Boulevard, Macadam Avenue, and the Sellwood Bridge.

The bridge could be modified to accommodate bicycles and pedestrians safely.

So far, neither Tri-Met nor Metro have proposed or

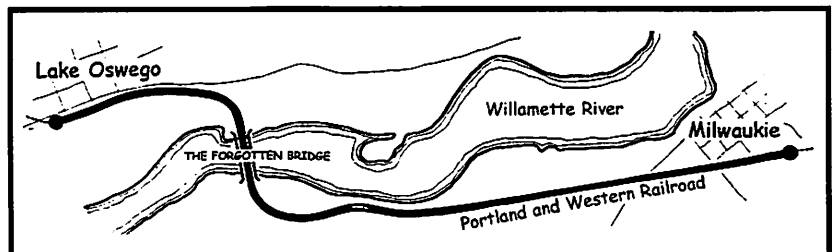
evaluated a Milwaukie-Lake Oswego Rail Shuttle. We think they should.

A Milwaukie-Lake Oswego Rail Shuttle would:

- ◆ Move people, rather than automobiles, across the river
- ◆ Provide the missing link between bus routes serving Milwaukie and those serving Lake Oswego
- ◆ Provide infrastructure for bicycle and pedestrian connection between Milwaukie and Lake Oswego
- ◆ Be an initial step in proving circumferential rail service on existing track between East Clackamas County and Beaverton, connecting Regional Centers
- ◆ Be used for a future Yamhill County commuter rail line to Portland
- ◆ Reduce traffic congestion, lessen environmental impacts and minimize costs
- ◆ Support the Regional Growth Concept and local plans and policies

*If you would like to see this cost-effective solution be considered, contact:*

<b>Fred Hansen</b> , Tri-Met Genl Mgr	238-4831
<b>Mike Burton</b> , METRO Exec Dir	797-1502
<b>Milwaukie Mayor's Office</b>	786-7555
<b>Lake Oswego Mayor's Office</b>	635-0213
<b>Clackamas Co Commissioners</b>	655-8581





## Voinovich-chafee bill offers flexibility

*NARP News Release-* On May 27, Senators George V. Voinovich (R-OH) and John H. Chafee (R-RI) introduced a bill that would allow states to spend their flexible "TEA-21" dollars on intercity passenger rail investments. Chafee chairs the Committee on Environment and Public Works; Voinovich chairs its Subcommittee on Transportation and Infrastructure. TEA-21 is the big highway/transit law enacted last year.

The new flexibility in S.1144, dubbed the "Surface Transportation Act of 1999," applies to National Highway System, Surface Transportation Program and - in certain situations - Congestion Mitigation and Air Quality Improvement Program funds.

Under current law, intercity passenger rail is the only major form of surface transportation on which federal law forbids states to spend gasoline-tax-generated funds. (Some state gasoline-tax funds are spent on intercity passenger rail, but not in Oregon.)

NARP Executive Director Ross B. Capon hailed the bill, saying its enactment "would be an important step towards creating the balanced, intermodal transportation system the traveling public needs and wants, and towards giving states the right to make important choices now denied them. Today, state rail officials are handicapped when pressing for state rail investments because their work is supported by little or no federal matching funds, in sharp contrast with generous federal funding for highways and aviation. We are grateful to Senators Chafee and Voinovich for taking this initiative."

The "Amtrak flexibility" concept embodied in S.1144 was endorsed earlier this year in by the National Governors Association, the National Conference of State Legislatures, the National Association of Counties, the U.S. Conference of Mayors and the League of Cities.

NARP has been encouraging rail advocates to write letters to Congress in support of flexible funding.

***NEWS FLASH-New Orleans: The US Conference of Mayors*** passed a resolution (June 23?) calling on Congress to provide Amtrak with adequate capital investment funds and to provide states with flexibility to use federal transportation funds for intercity passenger rail.



## AORTA TimeTable

*Thursday, July 15, 6:30 PM*  
**AORTA Portland Chapter meeting**  
Union Station, Room 208

*July 16-18*  
**Century Express visits Portland**  
*Special Train celebrating US Postal Service.*

*Thursday, August 19, 6:30 PM*  
**AORTA Portland Chapter meeting**  
Union Station, Room 208

*AORTA's* Portland Chapter normally meets on the 3rd Thursday of each month in Room 208, Union Station. The Board normally meets on the 4th Saturday of the month in Portland, Salem or Eugene. Please call to confirm meeting dates and locations.

## Good news for Portland, Oregon and Maine

Halifax, Nova Scotia is the site of a proposed super container terminal. The port is projected to receive over 250,000 containers annually—nearly half of them destined for New York and New Jersey.

That is good news for Guilford Rail System. Guilford operates the *New England Clipper*, a weekly container train between Halifax and New York. The company is in the final stages of improving clearances along this route to accommodate double-stack container cars.

This is also good news for Portland, OR, where Gundersons, Inc., a manufacture of double stack container cars is based.

It is good news for taxpayers in New England, who will avoid the very high cost of road maintenance, congestion and safety associated with heavy trucks. And its good news for the environment, because Halifax is the only port city in the region which would not require dredging in order to accommodate the huge ships.