

MaineDOT

Potential Rail Use of the Mountain Division

Mountain Division Rail Corridor Use Advisory Council

January 6, 2022

AGENDA

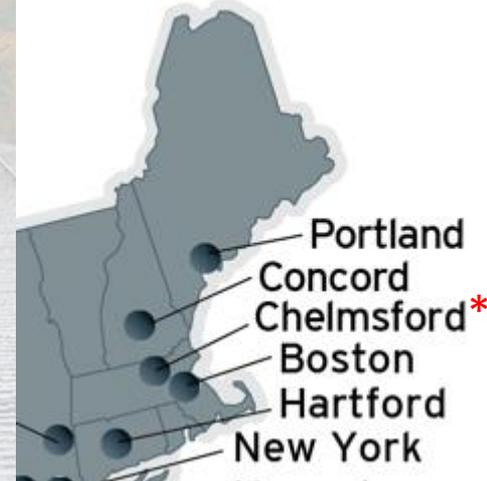
- Background
- Corridor History
- Rail Infrastructure
- Freight Rail Opportunities
- Passenger Rail Opportunities

BACKGROUND

HNTB

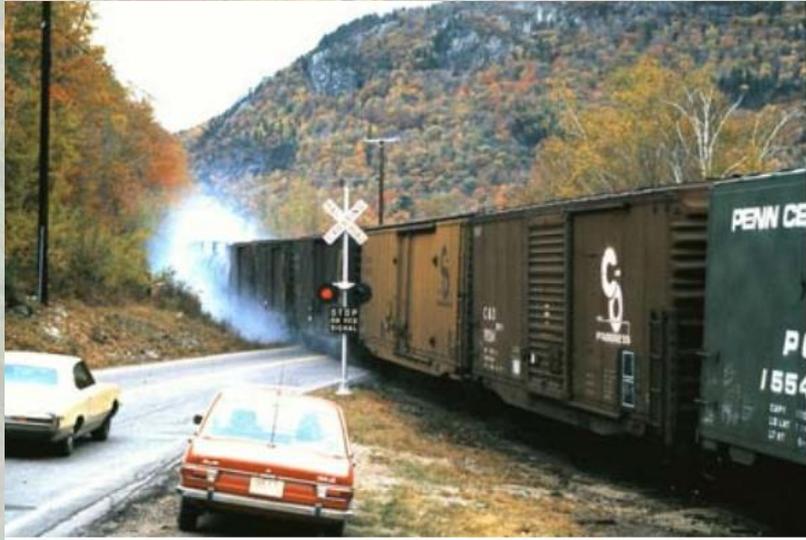
- 100+ Year old Engineering Firm
- Local Offices in Portland, ME and Chelmsford, MA
- Completed Award Winning Projects in Maine

New England Offices



***National Rail Center For Excellence**

HISTORIC SERVICE

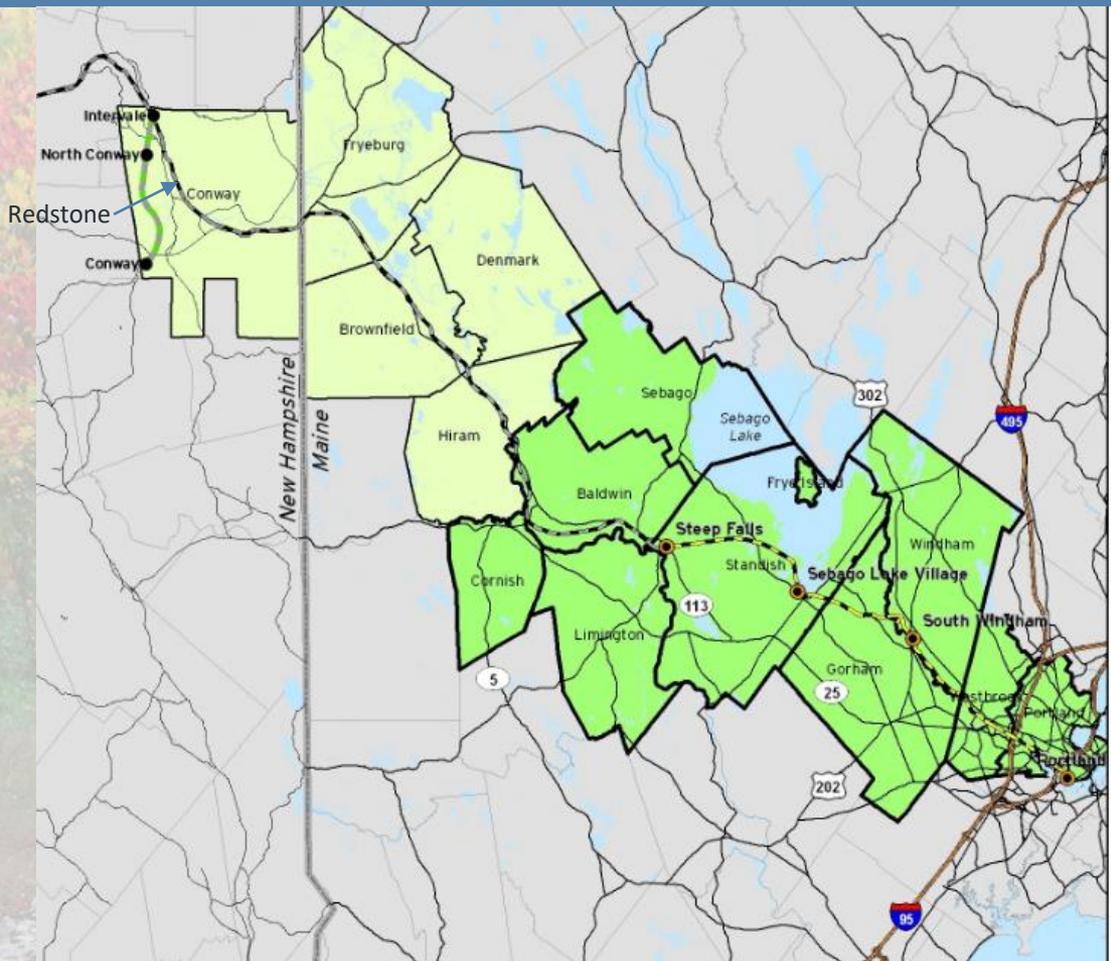


HISTORIC SERVICE

- Passenger Service
 - Ended 1960
 - Daily Round Trip (Excl. Sunday)
 - Typical Westbound Schedule
 - Dept Portland 8:15 AM
 - Arrive North Conway 10:06 AM
 - Arrive St. Johnsbury 12:55 PM
 - Typical Eastbound Schedule
 - Dept St. Johnsbury 1:55 PM
 - Arrive North Conway 4:37 PM
 - Arrive Portland 6:30 PM



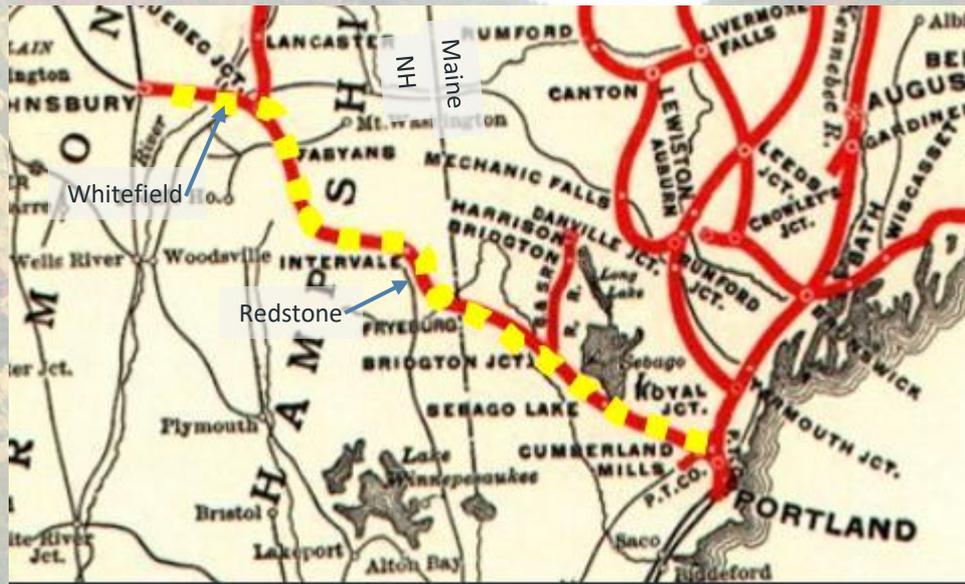
MOUNTAIN DIVISION MAP



Legend

- Potential Station
- Mountain Division Railroad
- Potential Commuter Rail
- Conway Scenic Railroad

MOUNTAIN DIVISION MAP



State-Owned Mountain Division Railroad Line: Type of Rail & FRA Classification of the Line

Mile Post	-	Mile Post	Location Names	Rail Type	Classification
P51.13	-	P56.0	Maine Border to Redstone	85#	Inactive
P56.0	-	P61.0	Redstone to Mountain Junction	85#	Class I
P61.0	-	P76.5	Mountain Junction to Notchland	85#	Class II
P76.5	-	P85.0	Notchland to Crawford Station	100#	Class II
P85.0	-	P103.0	Crawford Station to Whitefield	85#	Class I
P103.0	-	P111.57	Whitefield to Lunenburg, VT	85#	Inactive

TRACK AND ROADBED

→ Current Conditions

- Rail (85 Lb)
- Timber Crossties
- Roadway Grade Crossings
- Bridge Decks



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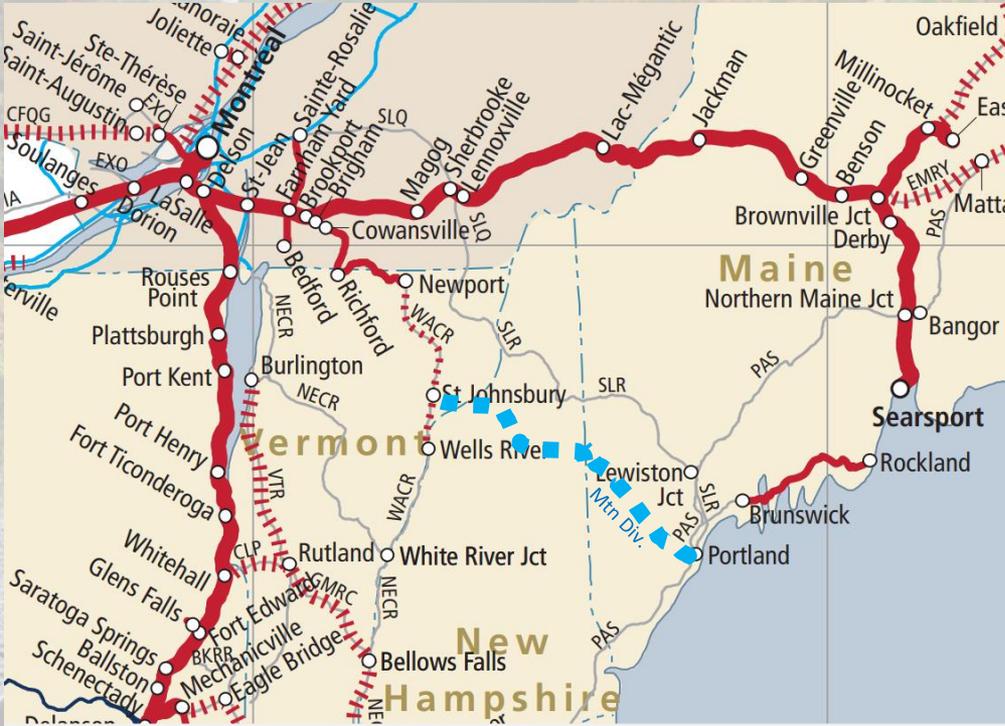
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FREIGHT OPPORTUNITIES

- Current Economic Climate
- Manufacturing Demand
- Short Line Operation
- Possible Routes & Destinations
 - South of Portland
 - West of Maine
 - Canada
 - Trans-Atlantic



FREIGHT OPPORTUNITIES

→ Potential Commodities on Corridor

- Aggregates
- Cement
- Plastic Pellets
 - IRAP Successes
- Propane
- Fuel Oil & Gas
- Lumber & Building Materials
- Paper Products



New IRAP Funded Freight Siding at Bottling Facility (Mass)

FREIGHT OPPORTUNITIES



- Other Shipper Challenges
 - Cost of multiple rail carriers
 - Low volumes
 - Time sensitive
 - Material not suited for rail
 - Dispersed Destinations

FREIGHT OPPORTUNITIES

→ Who Will Operate?

- Option 1 - Pan Am Railways
 - Utilize existing facilities
 - Utilize existing staff
 - No interchange cost
- Option 2- New Operator
 - New facilities
 - Operations and Maintenance Staff
 - Higher shipping costs

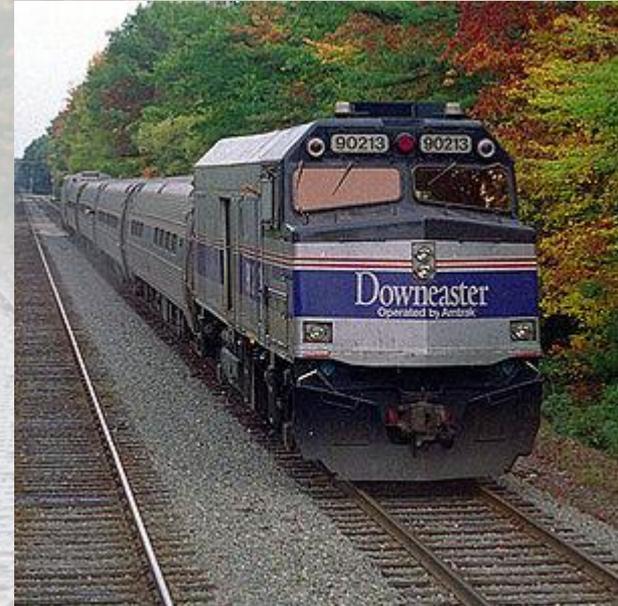


PASSENGER OPPORTUNITIES

- Commuter Rail Service
 - Population Density

**MOUNTAIN DIVISION CORRIDOR
INBOUND COMMUTING ESTIMATE**

TOWN	DAILY COMMUTERS TO PORTLAND	ESTIMATED PERCENT CAPTURE	ESTIMATED ONE-WAY RIDERS	DAILY COMMUTERS TO WESTBROOK	ESTIMATED PERCENT CAPTUE	ESTIMATED ONE-WAY RIDERS
Westbrook	3,221	0.0%	0			
Gorham	2,039	0.5%	10	699	0.1%	0.7
Windham	2,579	1.5%	39	585	0.2%	1.2
Standish	1,311	2.0%	26	486	0.2%	1.0
Baldwin	66	0.5%	0	28	0.1%	0.0
Limington	374	0.5%	2	138	0.1%	0.1
Cornish	72	0.5%	0	28	0.1%	0.0
Hiram	85	0.1%	0	21	0.2%	0.0
Brownfield	23	0.1%	0	3	0.1%	0.0
Denmark	27	0.1%	0	10	0.1%	0.0
Fryeburg	11	0.1%	0	3	0.1%	0.0
Sebago	158	2.0%	3	49	0.5%	0.2
TOTAL	9,966	0.8%	81	2,050	0.2%	3



PASSENGER OPPORTUNITIES



- Tourist Excursion Service
 - Conway Scenic Example
 - Destinations:
 - Mt. Washington Valley
 - Sebago Lake Region
 - St. Johnsbury, VT
 - Summer Vs. Winter Service

PASSENGER OPPORTUNITIES

EXCURSION SERVICE - PORTLAND TO CONWAY WESTBOUND TO CONWAY

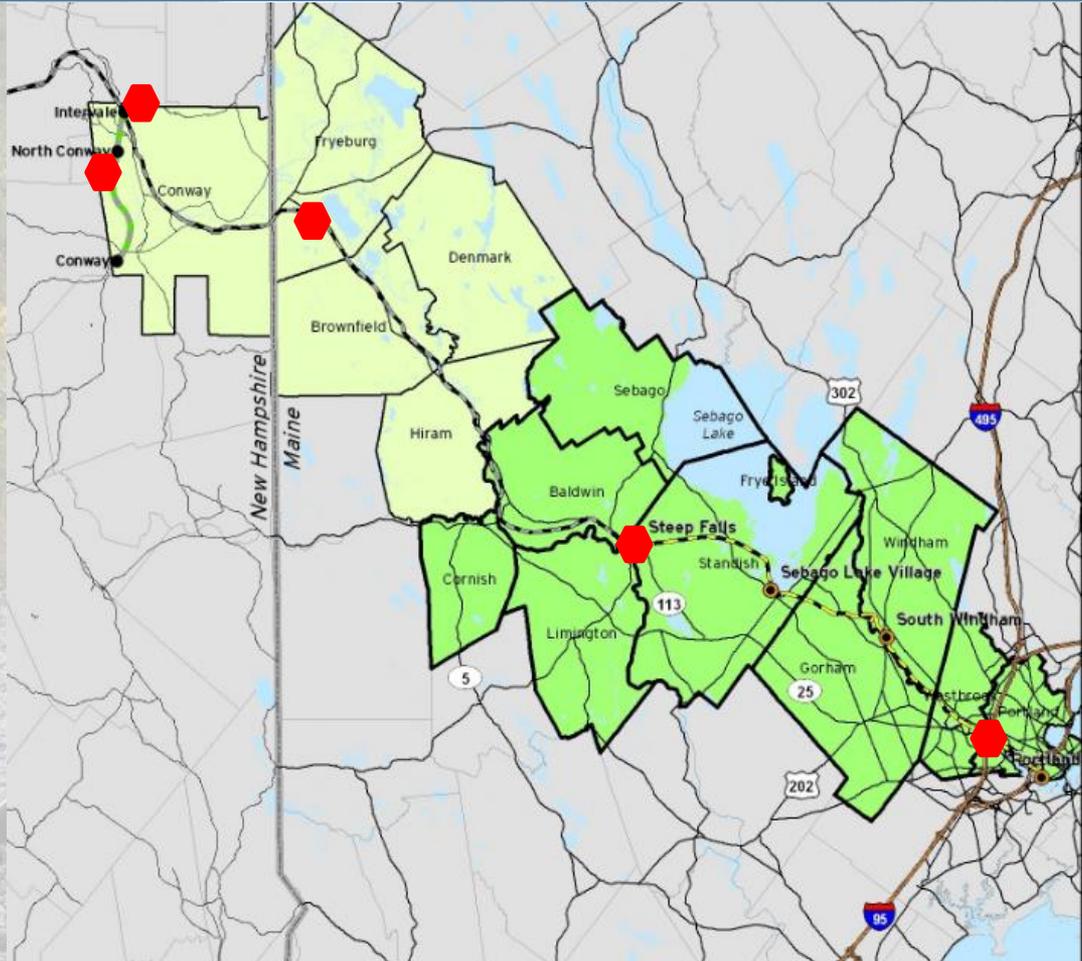
STATION	MILES		TRAIN NUMBER	
				60
Portland	0.00	Leave		10:30 AM
Steep Falls	22.78	Leave		11:00 AM
Fryeburg	48.65	Leave		11:36 AM
North Conway	58.17	Leave		11:51 AM
Intervale	60.20	Arrive		11:56 AM

EASTBOUND TO PORTLAND

STATION	MILES		TRAIN NUMBER	
				61
Intervale	0.00	Leave		2:30 PM
North Conway	2.03	Leave		2:38 PM
Fryeburg	11.55	Leave		2:53 PM
Steep Falls	37.42	Leave		3:29 PM
Portland	60.20	Arrive		4:00 PM

380 miles per day

 = Station



PASSENGER OPPORTUNITIES

→ Challenges

- Multiple State Agreements
- Cost of FRA Class 3 Track
- Funding & Revenue



MAXIMUM ALLOWABLE SPEEDS
EXCEPTED TRACK TO FRA CLASS 5

FRA CLASS	FREIGHT	PASSENGER
Excepted	10 MPH	Not Allowed
Class 1	10 MPH	15 MPH
Class 2	25 MPH	30 MPH
Class 3	40 MPH	60 MPH
Class 4	60 MPH	80 MPH
Class 5	80 MPH	90 MPH



QUESTIONS?