

MAINE STATE RAIL PLAN

Rail System Existing Physical Conditions Profile



MAINE STATE RAIL PLAN

Rail System Existing Physical Conditions Profile

prepared for



MaineDOT

prepared by



**CAMBRIDGE
SYSTEMATICS**

date

October 31, 2022

TABLE OF CONTENTS

1.	Introduction	1
2.	Freight Rail Network	1
2.1	Freight Rail Ownership and Operations.....	2
2.1.1	Class I Railroads	4
	Canadian Pacific Railroad (CP).....	4
	CSX Transportation	5
2.1.2	Class III Railroads	8
	J.D. Irving Railroads	8
	Saint Lawrence and Atlantic Railroad (SLR)	9
	Midcoast Railservice	9
	New Hampshire North Coast Railroad (NHN)	10
2.1.3	Terminal & Switching.....	10
	Turner's Island, LLC	10
2.2	Freight Rail Facilities	10
2.2.1	Carload Yards.....	10
2.2.2	Intermodal Facilities	14
2.2.3	Military Strategic Rail Corridor Network (STRACNET)	16
2.3	Right-of-Way Conditions	18
2.3.1	Traffic Control	18
	Positive Train Control.....	18
2.3.2	Rail Line Weight Capacity.....	18
2.3.3	Vertical Clearance	20
2.3.4	FRA Track Class.....	21
3.	Passenger Rail Network	24
3.1	Existing Passenger Service	24
3.1.1	Amtrak Downeaster	24
3.2	Downeaster Passenger Rail Stations	25
3.2.1	Brunswick.....	27
3.2.2	Freeport	27
3.2.3	Portland Transportation Center (PTC).....	27
3.2.4	Old Orchard Beach	28
3.2.5	Saco.....	28

- 3.2.6 Wells 28
- 3.2.7 ADA Accessibility..... 29
- 3.2.8 Planned Enhancements to Downeaster Service 29
 - Wells Improvements 30
 - Portland Station Relocation 30
 - New West Falmouth Station 31
 - New Rolling Stock..... 31
 - Positive Train Control (PTC) 31
- 3.3 Proposed Passenger Services 32
 - Lewiston-Auburn Phase II Passenger Rail Study 32
 - Portland to Bangor Propensity Study 33
 - Portland-Westbrook Rail Shuttle Feasibility Study 33
 - Rockland Branch Coastal Connection Service Extension Pilot 33
 - Passenger Service to Montreal..... 34
- 4. Tourist Services 35**
 - 4.1.1 Downeast Scenic Railroad (DSRX) 35
 - 4.1.2 Belfast & Moosehead Lake Railroad (BML)..... 35
 - 4.1.3 Maine Narrow Gauge Railroad (MNGR)..... 37
 - 4.1.4 Sandy River and Rangeley Lakes Railroad 37
 - 4.1.5 Wiscasset, Waterville and Farmington Railway (WW&F) 37

LIST OF TABLES

Table 2.1	Maine Freight Railroads by Operator and Mileage	2
Table 2.2	Maine Freight Rail Yards	11
Table 3.1	Downeaster Stations by ADA Elements and Amenities.....	29

LIST OF FIGURES

Figure 2.1	Maine Rail System	3
Figure 2.2	Canadian Pacific East Coast Network.....	5
Figure 2.3	CSX Network prior to Pan Am acquisition	7
Figure 2.4	Major Freight Rail Facilities	13
Figure 2.5	Intermodal Terminals in Surrounding States	15
Figure 2.6	STRACNET and Defense Connector Lines in Maine	17
Figure 2.7	CSX (former PAR Network) Weight Limits	19
Figure 2.8	CSX (former PAR Network) Vertical Clearance	21
Figure 2.9	FRA Track Classification of Maine's Rail Network	23
Figure 3.1	Amtrak Downeaster Route Map	25
Figure 3.2	Maine Passenger Rail Lines and Stations	26
Figure 4.1	Tourist and Scenic Rail Operations	36

1. INTRODUCTION

This technical memorandum provides an overview of existing conditions for Maine's freight and passenger rail system. This includes information about the operators of freight rail within Maine and their facilities, as well as challenges impacting the freight rail industry.

Additionally, this technical memorandum reviews the state of the lone passenger rail service in Maine, the *Downeaster*, along with future opportunities to grow the state's passenger rail system.

2. FREIGHT RAIL NETWORK

The 1,072 mile¹ Maine rail system is operated by eight carriers, which are as follows:

- » Two Class I (major) railroads, defined as having minimum carrier operating revenues of \$489.9 million or more in 2018;
- » Five Class III (local) railroads, which are defined as having annual operating revenues of \$39.2 million or less; and,
- » One terminal railroad, which is categorized as a Class III (local) carrier regardless of operating income.²

Prior to 2020, none of the seven Class I railroads in the United States had significant operations in the northern New England states of Maine, New Hampshire, and Vermont. This changed in 2020 when Canadian Pacific (CP) purchased the Central Maine and Quebec Railroad (CMQ), bringing Class I service to Maine and Vermont. On June 1, 2022, a second Class I railroad began serving Maine when CSX consummated its acquisition of Pan Am Railways (PAR), the state's largest railroad by mileage. PAR was a Class II railroad on the basis of revenues (more than \$39.2 million and less than \$489.9 million in annual revenues in 2018).

¹ Association of American Railroads. Freight Railroads in Maine. State Fact Sheet, 2019. <https://www.aar.org/wp-content/uploads/2021/02/AAR-Maine-State-Fact-Sheet.pdf>

² Railroad classifications defined by the Surface Transportation Board (STB). See <https://www.federalregister.gov/documents/2019/06/14/2019-12562/indexing-the-annual-operating-revenues-of-railroads>.

2.1 Freight Rail Ownership and Operations

As of 2022, Maine's freight rail system consists of two Class I railroads, five Class III railroads, and one terminal and switching operation. Table 2.1 below shows the breakdown of freight railroads currently operating in Maine by both mileage and operator. CSX is the largest operator within the state, followed by CP and the Maine Northern Railway (MNR). Figure 2.1 below shows a map of Maine's rail system, displaying the state's major freight and passenger operators, as well as major points of interest.

Table 2.1 Maine Freight Railroads by Operator and Mileage

Railroad	Reporting Mark	Parent Company/ Ownership	Operated Miles	Owned Miles
Class I Railroads			762	732
Canadian Pacific	CP		205	201
CSX	CSX		557	531
Class III (Local) Railroads			556	231
Maine Northern Railway	MNR	Irving/NBM Railways	223	0
Eastern Maine Railway	EMRY	Irving/NBM Railways	176	173
Saint Lawrence and Atlantic Railroad	SLR	Genesee & Wyoming	93	63
Midcoast Railservice, Inc	Midcoast	Finger Lakes Railway	59	0
New Hampshire North Coast Railroad	NHN	Boston Sand and Gravel	0.3	0.3
Terminal & Switching			1.57	1.57
Turner's Island LLC	TI	Turner's Island, LLC	1.57	1.57

Figure 2.1 Maine Rail System



2.1.1 Class I Railroads

Canadian Pacific Railroad (CP)

In June 2020, Class I carrier Canadian Pacific Railroad (CP) completed the acquisition of the Central Maine and Quebec Railway (CMQ), returning CP to Maine following an absence of 25 years. A Class II railroad owned by Fortress Investment Group, CMQ operated 222 miles of trackage within Maine, consisting of a former CP line between Brownville Junction in the east and Jackman in the west, and a former Bangor and Aroostook line between Searsport and Bangor in the south and Millinocket in the north. The two routes intersect at Brownville Junction, where a connection to St. John, New Brunswick is available through the EMR and the New Brunswick Southern. At Jackman, the main line continues west across the U.S./Canadian border through Lac Megantic, Sherbrooke, and St. Jean, Quebec, where it links with the rest of the CP system. A connection between CP and CSX is available at Northern Maine Junction, located near Bangor (see Figure 2.2).

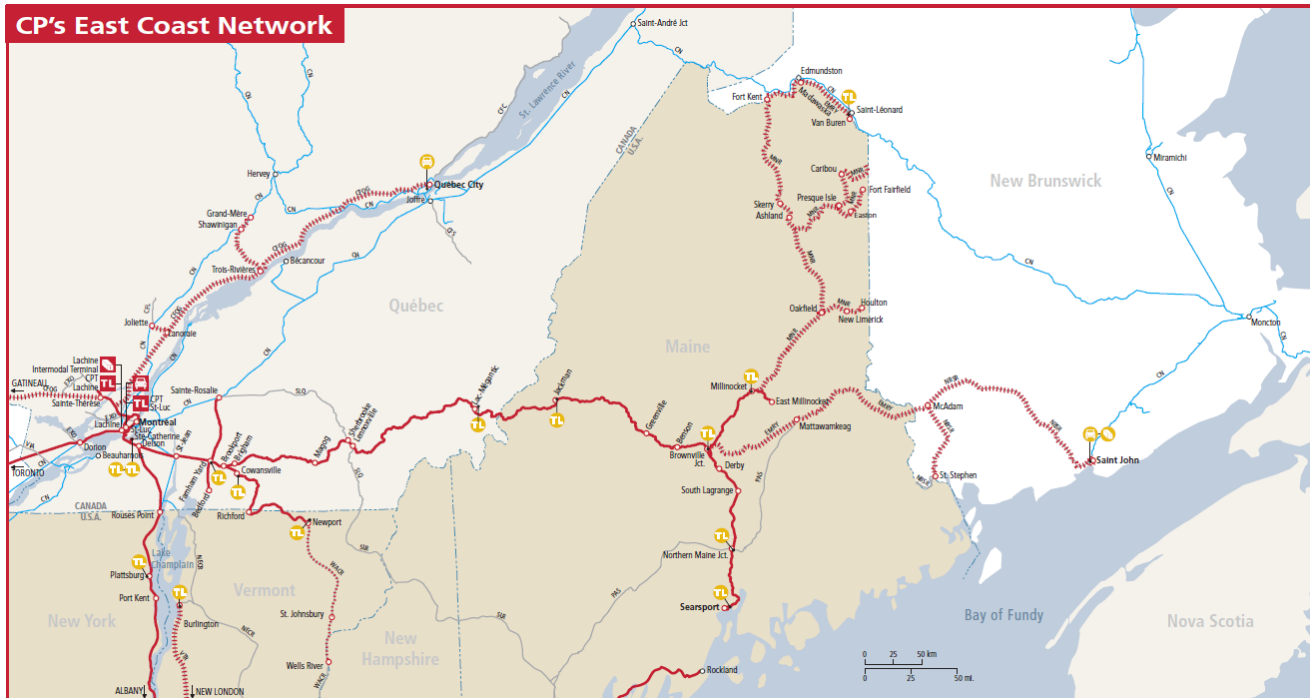
The former CP and Bangor and Aroostook (BAR) properties acquired from CMQ provide the most direct route between these eastern seaports and Montreal. As a result, the acquisition enhances CP's opportunities for handling import and export goods transiting through the ports of Searsport, Maine and St. John. According to CP, the top commodities transported are forest products traffic including lumber, wood panels, and pulp. CP's mainlines in Maine can accommodate domestic double stack intermodal services and the newer 286,000 lb. maximum weight rail cars.

CP's acquisition of the CMQ also included assuming operation of the state-owned Rockland Branch, which runs 56 miles from Brunswick to Rockland. MaineDOT had previously awarded a contract to operate service on the Rockland Branch to the CMQ in 2016. However, as operation of this isolated branch did not fit in well with CP's operations, in August 2021, the Surface Transportation Board (STB) approved CP's petition to transfer operations to New York-based Finger Lakes Railway, under its new subsidiary Midcoast Railservice, Inc. This operation commenced on August 1, 2022.

CP is North America's 6th largest Class I railroad in terms of revenues, which stood at \$8.0 billion CAD in 2021, as well as 6th largest in terms of network size, which stood at 12,500 miles of owned track, plus an additional 2,000 miles of trackage rights in Canada and the US.

Headquartered in Calgary, Alberta, the railroad handled 2.74 million carloads in 2021 with a workforce of approximately 11,870 in the U.S. and Canada.

Figure 2.2 Canadian Pacific East Coast Network



CSX Transportation

CSX became the second Class I railroad serving Maine on June 1, 2022, when it completed its acquisition of Pan Am Railways (PAR). Announced in late 2020, the merger was submitted to the STB as minor transaction that would allow for an expedited approval process. A May 2021 STB ruling declared the acquisition to be a significant transaction, and CSX submitted an updated application in July 2021. Notably, the expedited approval process included a public hearing in January 2022, providing opportunities for various stakeholders to express their interests and concerns. Board approval for the transaction was granted on April 14, and the acquisition closed on June 1, 2022.

A privately held firm headquartered in Billerica, Massachusetts, PAR (known as the Guilford Rail System prior to 2006) had operations in five New England states and New York over nearly 1,200 track miles. The 557 track miles in Maine includes the former Maine Central Railroad from Portland to Mattawamkeag and the former Boston & Maine Railroad from Portland south across the Maine/New Hampshire State Line in South Berwick. PAR also

maintained equipment repair shops in Waterville, Maine. In Maine, the primary commodities handled by PAR included forest products, non-forest construction goods, water, limestone and propane.

With the acquisition of PAR, CSX now also serves as a host railroad for the Amtrak *Downeaster* passenger rail service in Maine from Brunswick, ME to Plaistow, NH. The Massachusetts Bay Transportation Authority (MBTA) owns the portion of the *Downeaster* route between Plaistow, NH and North Station in Boston, MA.

In Maine, the CSX' mainline enters Maine in South Berwick and continues to Mattawamkeag with branches serving major paper mills in south and central Maine. These include the Rumford Branch which connects the CSX freight main to mills at Jay and Rumford, as well as the Hinckley Branch which connects Waterville to the Sappi mill in Skowhegan. The Lower Road branch connects Waterville and Augusta with a now inactive section owned by MaineDOT connecting to Brunswick. CSX operates on the Mountain Division between Portland and Westbrook. MaineDOT owns the remainder of the line, which previously continued to St. Johnsbury, Vermont, up to the New Hampshire border. CSX has connections to the St. Lawrence and Atlantic system at Danville Junction, CP at Northern Maine Junction, the Eastern Maine Railway at Mattawamkeag, and the Maine Northern Railway at Millinocket.

The operation of a new Class I railroad in Maine improves market access and service for Maine shippers across the CSX network which extends throughout the eastern half of the U.S. The resources and investments CSX plans to make along the route from Ayer, MA to Mattawamkeag will enhance the operation of freight and passenger service along the line. For these reasons, MaineDOT and the Northern New England Passenger Rail Authority (NNEPRA) supported the transaction. Figure 2.3 shows CSX's North American rail network prior to the Pan Am acquisition.

CSX plans to make a significant investment in infrastructure improvements in the PAR network, including track upgrades. There are about 216 miles of line segments across their entire five-state network that are subject to train speed restrictions due to deferred maintenance or capital investment needs, with 191 of the miles under long-term speed restrictions.

CSX is North America's third largest Class I railroad in terms of revenue, generating \$12.5 billion USD in 2021. Its network is also the third largest, with 19,500 miles of owned track in the U.S. and Canada. Headquartered in Jacksonville, Florida, the railroad handled 3.3 million carloads and 3 million intermodal units in 2021 with a workforce of approximately 21,000.

Figure 2.3 CSX Network prior to Pan Am acquisition



2.1.2 Class III Railroads

J.D. Irving Railroads

Both the Maine Northern Railway (MNR) and Eastern Maine Railroad (EMRY) are owned by the New Brunswick Railway Company, a holding company that also owns the New Brunswick Southern Railroad (NBSR) in Canada. The New Brunswick Railway Company is part of the industrial conglomerate J.D. Irving, based in Saint John, New Brunswick.

Maine Northern Railway (MNR)

The Maine Northern Railway operates state-owned former Bangor and Aroostook trackage in far northern Maine. Acquired from the Montreal, Maine and Atlantic Railroad (MMA) in 2010, MNR consists of a 157 mile main trunk between Millinocket, Fort Kent, and Madawaska, along with three branches: Oakfield to Houlton; Ashland to Presque Isle, Fort Fairfield, and Caribou; and Madawaska to Van Buren. Another 3.03 route miles is owned by the city of Presque Isle, accessing the industrial area at the airport. MNR interchanges with CP near Millinocket, and EMRY at Madawaska. The latter provides a connection to CN at Van Buren.

MNR has reactivated the unused yard at Oakfield (MP 148.5) as its operational hub for the Aroostook lines. Forest products continue to be the major commodity carried on MNR which include finished lumber, wood products, wood chips and paper. Paper mill chemicals, propane, diesel oil, vegetable oil, fertilizer and aggregates are also carried on the MNR.

Eastern Maine Railroad (EMRY)

The NBSR operates an approximately 265.5 mile railway system using the former Canadian Pacific Railway mainline between Saint John, New Brunswick and Brownville Junction, Maine. There is also a branch between McAdam and St. Stephen that connects to an isolated section of the former Maine Central Railroad and until recently operated by PAR between Calais and Woodland, Maine. NBSR subsidiary Eastern Maine Railway is now operating the 11-mile segment, as well as 28.5 miles between Madawaska and Van Buren, Maine in Aroostook County. In October 2022, EMRY acquired 36.57 miles former Central Maine &

Quebec mainline trackage from Canadian Pacific between Brownville and Millinocket, as well as the Eastern Millinocket and Millinocket Mill spurs.³

Saint Lawrence and Atlantic Railroad (SLR)

Headquartered in Auburn, Maine and Richmond, Quebec, the Saint Lawrence and Atlantic Railroad (SLR) operates over 250 miles of contiguous mainline track between Auburn and Ste. Rosalie, Quebec. Within Maine, the railroad operates on slightly more than 70 miles.

The SLR serves warehouse distribution, intermodal and bulk transloading facilities in Maine and provides a key transportation link through Lewiston/Auburn, Mechanic Falls, and South Paris, Maine, connecting to Québec and the CN Alliance route. The SLR connects to CSX at Danville Junction, Maine, and through that connection provides direct rail links to many of the paper mills in Maine and points south through CSX and Norfolk Southern (NS). The SLR connects to its sister railroad, the St. Lawrence & Québec (SLQ) at the New Hampshire-Québec border continuing on toward Montréal and connections to CN railway. SLR's primary commodities include lumber, and pulp and paper products, as well as chemicals and agricultural products.

The SLR is owned by Genesee & Wyoming, Inc. (G&W), which acquired the railroad in 2002. G&W, a holding company of railroad properties in North America, Australia, and Europe with headquarters in Darien, Connecticut, owns or leases 119 properties in all, with 113 located in North America. Publicly held until December 2019, G&W was acquired and taken private for \$8.4 billion by Brookfield Infrastructure and GIC, the sovereign fund of Singapore. A limited partnership, Brookfield Infrastructure is controlled by Brookfield Asset Management Company, a publicly held portfolio asset manager domiciled in Canada with a market capitalization of approximately \$95 billion as of December 2021.⁴

Midcoast Railservice

Midcoast Railservice is a wholly owned subsidiary of New York's Finger Lakes Railway. On August 1, 2022 Midcoast Railservice became lessee-operator of MaineDOT's Rockland Branch rail corridor. Midcoast Rail assumed freight operating rights on the Rockland Branch

³ Luczak, Marybeth. "EMR to Acquire 45 Miles of CMQR Track." *Railway Age*, October 24, 2022. <https://www.railwayage.com/regulatory/emr-to-acquire-45-miles-of-cmqr-track/>.

⁴ Brookfield Asset Management Bloomberg Company Profile: <https://www.bloomberg.com/profile/company/BAM:US>

with plans to continue to explore opportunities for passenger service on that line (see Section 3.3 “Rockland Branch Coastal Connection Service Extension Pilot” for more information).

Since service started in 2022, the railroad has been running once or twice a week moving carloads of cement outbound to the CSX interchange in Brunswick, as well as inbound trainloads of petroleum coke to Dragon Products in Thomaston, Maine.⁵

New Hampshire North Coast Railroad (NHN)

Only a very short portion of this railroad’s track (0.3 miles) crosses into Maine in Lebanon across the Salmon Falls River and the railroad does not serve any freight customers in the State of Maine.

2.1.3 Terminal & Switching

Turner’s Island, LLC

The 1.6 mile Turners Island terminal railway connects with CSX in South Portland. Goods are shipped by barge or rail via bulk cargo off-loading areas, roll on/roll off ramp for marine-marine or marine-rail transfers, heavy lift services, construction and demolition debris transloading area, and bulk storage. Turners Island is a privately owned and operated marine-rail cargo terminal located in South Portland, Maine. The bulk storage consists of 14 acres of open storage at the terminal, 84 acres of open storage accessible by rail and located in Scarborough, Maine, and 9,000 square feet of dry warehouse space with loading docks, parking, and rail access.

2.2 Freight Rail Facilities

2.2.1 Carload Yards

Yard infrastructure in Maine has been rationalized over the past 40 years to adapt to the ever declining traffic volumes. During this time, formerly critical inter-railroad interchanges have been de-emphasized, while other locations have been improved and developed. Generally, these adjustments were made incrementally as traffic levels or business conditions dictated.

⁵ Railfan and Railroad Magazine “Maine’s Midcoast Railservice Drums Up Freight, Eyes Passenger Service Next” <https://railfan.com/maines-midcoast-railservice-drums-up-freight-eyes-passenger-service-next/>

Table 2.2 below provides an overview of the rail yards within Maine. Critical yards include Northern Maine Junction where CP and CSX interchange, the CP port-side yard at Searsport, CSX' port-side yard at Bucksport, and CSX' Rigby yard in Portland, which serves as a regional classification and switching yard.

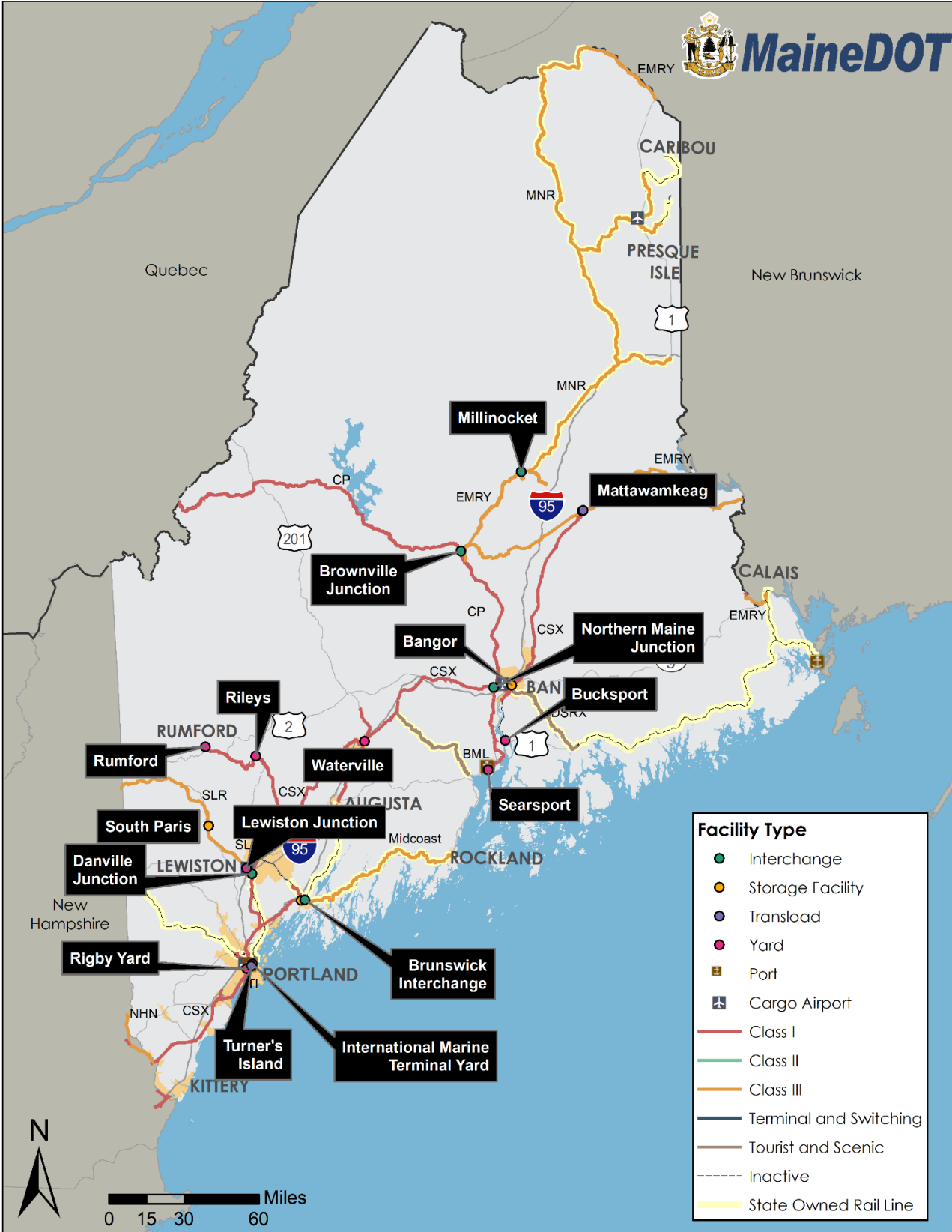
Table 2.2 Maine Freight Rail Yards

Location/ Name of Yard	General Description	Connecting Railroads	Function
Rigby Yard (Portland)	Largest CSX yard in Maine	CSX	Regional classification and switching yard
Turner's Island (Portland)	A privately owned and operated 14 acre marine-rail cargo terminal located in South Portland with a transload connection to CSX	TI, CSX	TI can handle almost any cargo that can be shipped by either rail or sea. Commodities presently handled include biodiesel, poles, scrap steel and dimensional stone.
International Marine Terminal (Portland)	Maine's largest marine freight terminal in Portland	CSX	Includes 3.75 acres for rail use, including intermodal ramp
Brunswick Layover Facility	Layover facility for Amtrak trains 0.75 miles west of Brunswick station	Amtrak, CSX	The 60,000 square foot structure accommodates the overnight storage of up to three diesel locomotive-powered passenger trainsets
Brunswick Interchange Yard	Between Brunswick, Lower Road, and Rockland branches	CSX, CP	Provides interchange between Brunswick, Lower Road, and Rockland branches
Danville Junction	Small interchange yard for CSX with SLR	CSX, SLR	Recently reconfigured to improve interchange operations. Several other sidings in area.
Lewiston Junction	Three tracks along main line, locomotive shop and adjacent Port of Auburn tracks	SLR	Long range plans to add several more tracks along main line
South Paris	Two storage tracks along main line plus tracks near center of S. Paris.	SLR	Used to store cars and switch cluster of industries in South Paris & south towards Mechanic Falls
Rumford	Small yard that supports adjacent New Page mill	CSX	Car storage and switching for mill at Rumford and also for mill at Riley (Jay)
Riley (Jay)	Long, narrow yard that supports adjacent Verso Androscoggin Mill in Jay	CSX	Long layout of several smaller yards with numerous tracks extending to pulp and paper mill
Waterville	Larger yard with system shops, inter-modal facility	CSX	System shop, unused I. M facility, supports Sappi & Madison mills, and local businesses

Location/ Name of Yard	General Description	Connecting Railroads	Function
Searsport	Port side yard plus oil loading tracks to and from Mack Point.	CP	Serves port and nearby chemical plant. Major commodities were coal, then oil. Four tracks removed in main yard.
Bucksport	Small yard stretched out along end of branch at Bucksport (currently inactive)	CSX	Formerly supported Verso Bucksport mill, as well as some oil traffic in past and copper ore transload.
Bangor	Several tracks at junction of Bucksport Branch & Freight Main.	CSX	Long track needed to reverse direction as Bucksport Branch connects in North direction.
Northern Maine Junction	Interchange between CSX and CP	CP, CSX	Currently regional CSX yard. Supports freight main to Mattawamkeag, Bucksport Branch, and local businesses.
Brownville Junction	Interchange between CP and EMRY	CP, EMRY	
Mattawamkeag	Small yard where CSX connects to EMRY	CSX, EMRY	Northernmost end of CSX. Also home to PermaTreat transload facility.
Millinocket	Interchange between CP and MNR	CP, MNR	

Figure 2.4 below shows a map of Maine's principal freight rail facilities, sorted by function.

Figure 2.4 Major Freight Rail Facilities



2.2.2 Intermodal Facilities

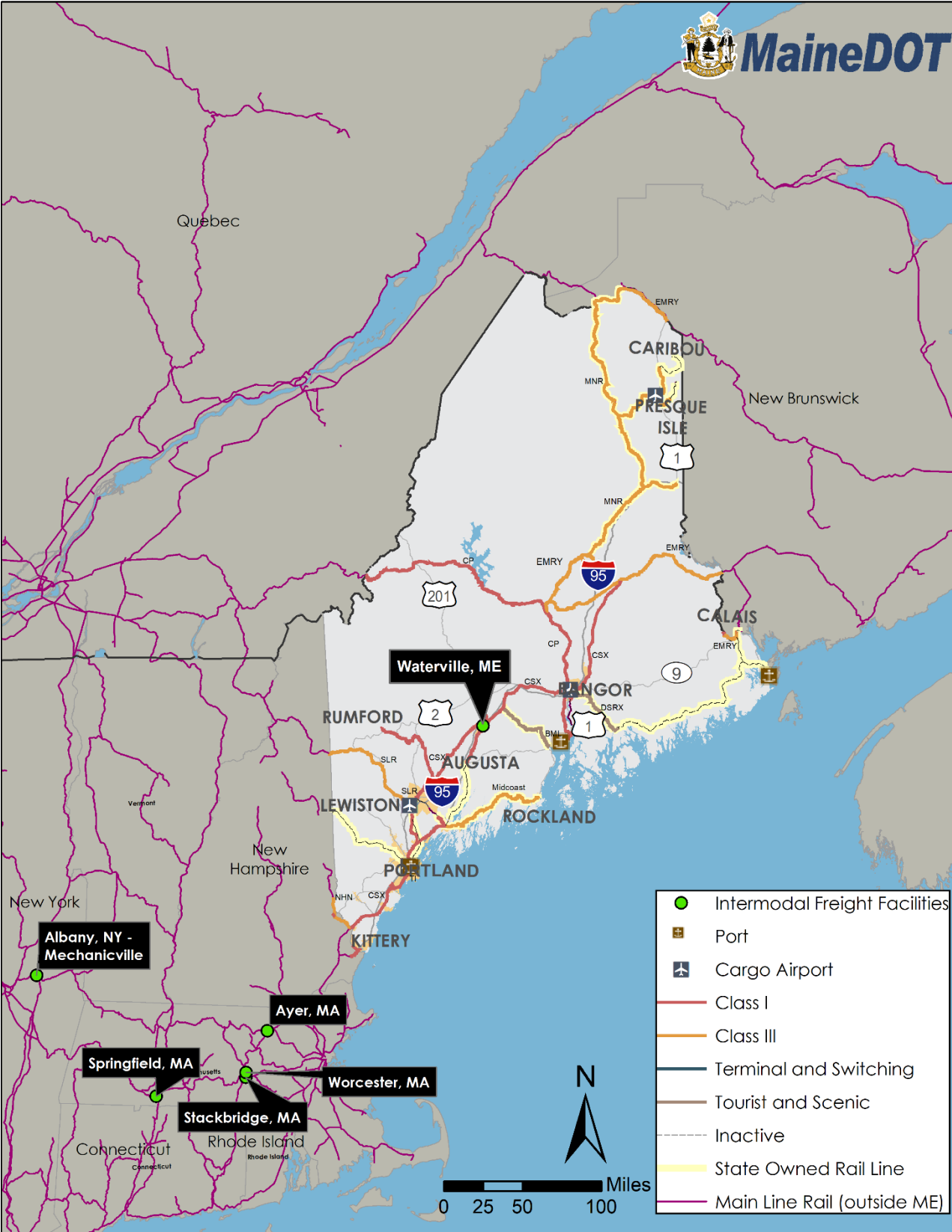
Intermodal rail to truck transfer facilities in Massachusetts on both CSX and NS (former Pan Am Southern in Ayer, Massachusetts) handle many products entering and leaving Maine via truck. Rail shipments from southeastern U.S. locations may also be handled through intermodal facilities in the region south of New York City, thus contributing to congestion on highway infrastructure in the region, especially south of Maine. Direct access to intermodal services offered by the Class I railroads featuring more favorable rate structures, transit schedules, and access to more geographic markets throughout North America are some of the reasons that Maine businesses use intermodal facilities outside the state. Figure 2.5 shows the location of key intermodal terminals in surrounding states.

Maine currently has only one active intermodal facility where containers and trailers may be transferred to and from rail cars to trucks, in Waterville. However, the Waterville intermodal facility is only used by Poland Springs, which began using the facility to move bottled water by train in 2016.⁶ Between 1994 and 2014, the Maine Intermodal Terminal in Auburn provided intermodal service in Maine. This terminal principally served Asian imports handled through the ports of Vancouver and Prince Rupert, British Columbia, using a CN route from the Pacific Coast to St. Rosalie, Québec, where the traffic was interchanged to the St. Lawrence and Atlantic Railroad. In 2014 CN announced that it would no longer provide service to the Auburn terminal, effectively marking the closure of the facility.

Additionally, at times PAR operated an intermodal terminal at Waterville. Historically, the facility moved outbound paper products in trailers and containers, but it lacked inbound commodities. Because of this, bringing in empty trailer and container units for paper loading became cost prohibitive.

⁶ Press Herald. "Poland Spring Water Starts Shipping by Train in Waterville," April 8, 2016. <https://www.pressherald.com/2016/04/08/poland-spring-water-starts-shipping-by-train-in-waterville/>.

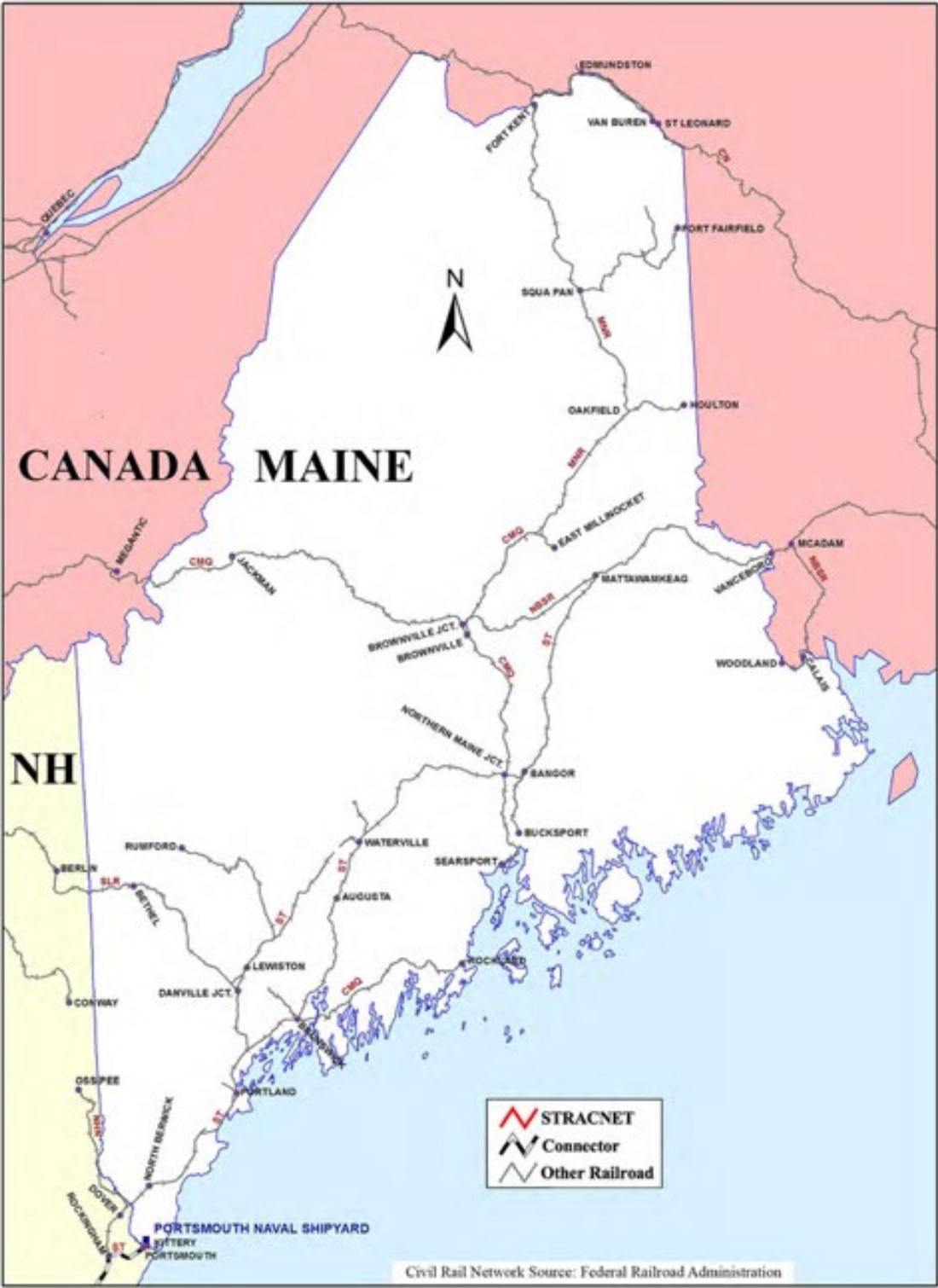
Figure 2.5 Intermodal Terminals in Surrounding States



2.2.3 Military Strategic Rail Corridor Network (STRACNET)

The U.S. Army's Transportation Engineering Agency, The Railroads for National Defense Program (RND), in conjunction with the U.S. Federal Railroad Administration (FRA), established the Strategic Rail Corridor Network (STRACNET) to ensure Department of Defense's (DOD) minimum rail needs are identified and coordinated with appropriate transportation authorities. The RND program has identified over 36,000 miles of key railroad corridors serving 126 defense installations as being vital for the movement of military supplies and personnel. The STRACNET and Defense Connector Lines in Maine, are illustrated in Figure 2.6. In Maine, Portsmouth Naval Shipyard is identified as the defense installation requiring rail service.

Figure 2.6 STRACNET and Defense Connector Lines in Maine



Source: Federal Rail Administration, 2018.

2.3 Right-of-Way Conditions

2.3.1 Traffic Control

Positive Train Control

Positive Train Control (PTC) systems are designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zones, and movements of trains through switches left in the wrong position. In 2008 Congress mandated that all Class I railroads, Amtrak-owned routes, and commuter railroads had until the end of 2020 to fully implement PTC in accordance with Federal Railroad Administration (FRA) guidance. While the *Downeaster* route between Brunswick, ME and Haverhill, MA was exempt from the PTC mandate due to limited train frequency, the lack of PTC limits the daily number of passenger trains that can be operated to the current level of service on the now CSX-owned corridor. Amtrak was provided with federal funds eligible to implement PTC on the *Downeaster* corridor between Brunswick, ME and the NH/MA state line, where the MBTA has implemented PTC. CSX has committed to work with Amtrak to implement PTC on the route between Haverhill, MA and Brunswick, ME, pursuant to an agreement made with NNEPRA in 2021.

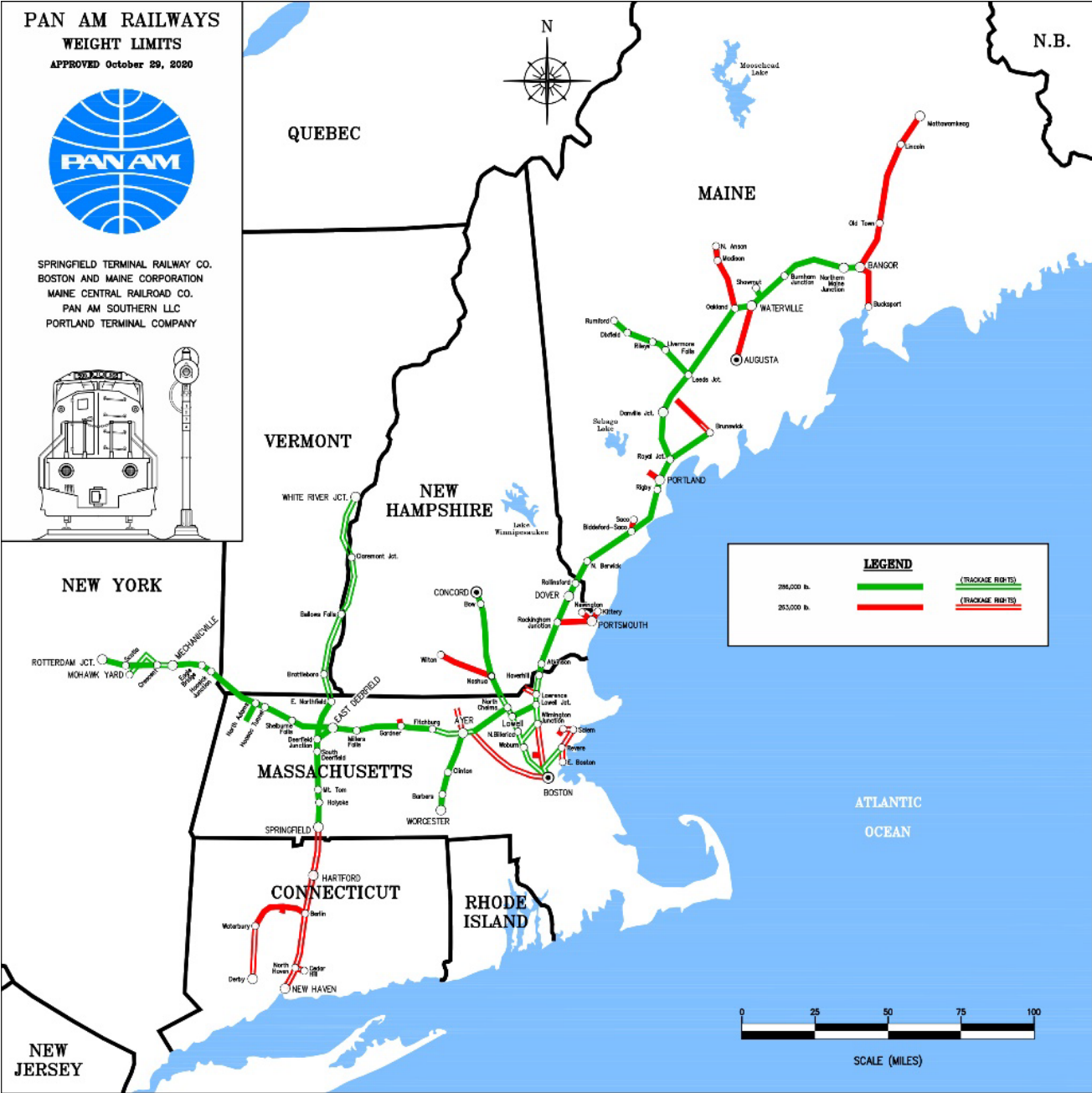
2.3.2 Rail Line Weight Capacity

Rail lines are rated by allowable weight capacity, and the transition to heavier rail freight cars in North America has been progressing since the early 1990s. The previous standard of 263,000 (263k) pounds has now largely been supplanted by the heavier 286,000 (286k) pound cars and, in some markets and for some commodities, cars with a maximum gross weight of 315,000 pounds. Heavier rail cars offer more cost effective transport of dense bulk products, benefiting the shippers and receivers and ultimately, the consumers of products made with the shipped materials. Maine businesses that cannot send or receive these heavier cars may face increasing delays in transit and extra costs for transloading, which may in turn result in such business diverting to trucking in place of rail service.

The Maine rail network does have several routes that can handle 286,000 pound weight on rail. EMRY and CP provide such capacity cutting across the state from New Brunswick to Québec, in addition to the CP route from Searsport to Brownville Junction. CSX and several other carriers in Maine accept 286,000 pound cars on an exception basis. However, meeting the track and bridge standards for regular use of the heavier cars would require a significant

capital investment that is seemingly not available from current operations and revenues. Figure 2.7 below shows the segments of the former PAR network that can accommodate 286k pound cars (in green) and those that are limited to 263k pound cars (in red).

Figure 2.7 CSX (former PAR Network) Weight Limits



In Maine many short line and regional railroads cannot accommodate 286,000 pound gross weight railcars. More recently, Class I railroads have initiated carrying 315,000 pound cars on

many of their main routes. Upgrading track and structures to handle the increase in weight from 286,000 to 315,000 pounds is a major and costly effort, and it is unlikely that short line and regional railroads could afford this cost to upgrade their track to handle such cars in the near future. The acquisition of PAR by CSX could potentially see the Class I railway investing in bringing up their tracks in Maine to 286k capacity and potentially even to 315k.

2.3.3 Vertical Clearance

Vertical clearance is a major issue affecting the efficiency of freight movement across the country. By carrying two containers stacked one on top of the other on a single rail car (i.e., “double-stacking”), rail companies can make more efficient use of the space occupied by the railcar. However, some railroads are limited in their capacity to host double-stack cars by overhead structures along their rights of way and significant investments are often needed to achieve double-stack clearance.

CP has domestic double stack clearance on its route between Searsport to Montréal, However, the Searsport facility itself requires further investment to maximize opportunities of a growing container market. The SLR also has double stack clearance on its route from Auburn to Montréal and beyond reaching the Port of Vancouver, Canada. Double stack containers move via the SLR to and from Canada and its connection to CN's transcontinental main line at St. Rosalie, Quebec. However, other railroads in Maine do not yet have double stack capacity.

Figure 2.8 below shows vertical clearance restrictions on CSX' recently acquired PAR system. Within Maine, the majority of CSX trackage is limited to 17 feet, although two sections of the CSX Freight Main, between Portland and Danville Junction, and between Waterville and Northern Maine Junction, are approved for 21 feet of overhead clearance, the highest available on the CSX system in the state.

trains, and the ability to run passenger trains. Figure 2.9 shows the FRA track classifications of Maine's rail network. The state's sole Class 4 section, allowing passenger speeds of up to 79 mph and freight speeds up to 60 mph, is the CSX line between the New Hampshire border and Brunswick that hosts Amtrak *Downeaster* service. Class 3 track conditions, which allow freight speeds up to 40 mph and passenger train speeds up to 60 mph, are present on the CP main lines, the SLR, and MaineDOT's Rockland Branch. Class 2 track conditions, which allow freight speeds up to 25 mph, are present on the CSX freight main between Portland and Waterville as well as the EMRY and portions of the MNR.⁷ The remainder of the state's network is classified as Class 1, with a maximum freight speed of 10 mph.

⁷ A portion of the MNR mainline track is FRA Class 1 (10 mph), specifically on approximately 45 percent the Madawaska Subdivision from Millinocket MP 109 to 190 Ashland. The remainder of the mainline is FRA Class 2 (25 mph). MaineDOT has been awarded a 2022 CRISI grant to upgrade the remainder of the MNR to Class 2 standards.

3. PASSENGER RAIL NETWORK

This section summarizes the state of Maine's passenger rail network, focusing on the existing *Downeaster* service, while also examining ongoing investments in enhanced service and opportunities for growth.

3.1 Existing Passenger Service

3.1.1 Amtrak Downeaster

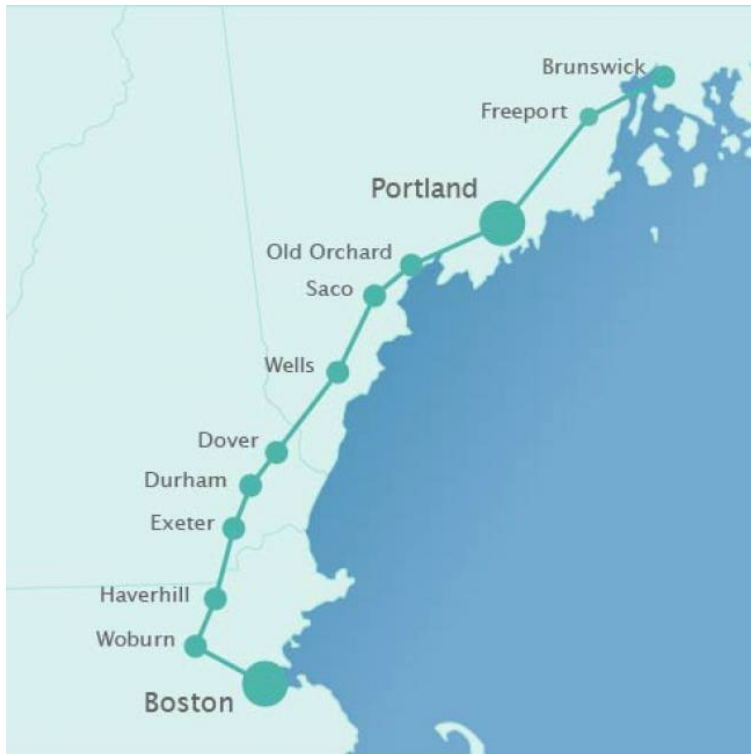
The Amtrak *Downeaster* is managed by NNEPRA which was established in 1995 by an act of the Maine Legislature. The *Downeaster* began service in December 2001, marking the return of passenger rail to Maine for the first time since 1965. *Downeaster* trains travel along a 145-mile corridor over tracks owned by MaineDOT (1 mile), CSX (108 miles) and the Massachusetts Bay Transportation Authority (MBTA) (36 miles).

The *Downeaster* makes five round-trips daily between Brunswick and Boston, Massachusetts, serving 10 stations in between (Figure 3.1). Prior to 2012, service ran only between Portland and Boston's North Station. Two daily round trips were extended to Freeport and Brunswick in 2012 and beginning in 2019, all five daily trips started running from Brunswick to Boston. Amtrak operates the *Downeaster* and provides the train equipment, crews and ticketing services as part of a multi-year service agreement with NNEPRA.

Downeaster travel time between Brunswick and Boston's North Station is 3 hours and 20 minutes, and includes station stops at 10 intermediate stations in Maine, New Hampshire, and Massachusetts and time for trains to reverse direction into and out of Portland Station which is located on the Mountain Division branch line.

Downeaster service in Maine is also supplemented by Amtrak Thruway service, which is operated by Concord Coach Lines. Thruway buses are dedicated buses which carry only Amtrak passengers, allowing rail passengers to connect to more destinations throughout the state. Thruway service stops at 12 locations in the state: Augusta, Auburn, Bangor, Belfast, Damariscotta, Lincolnville, Orono, Rockland, Rockport, Searsport, Waldoboro, and Wiscasset.

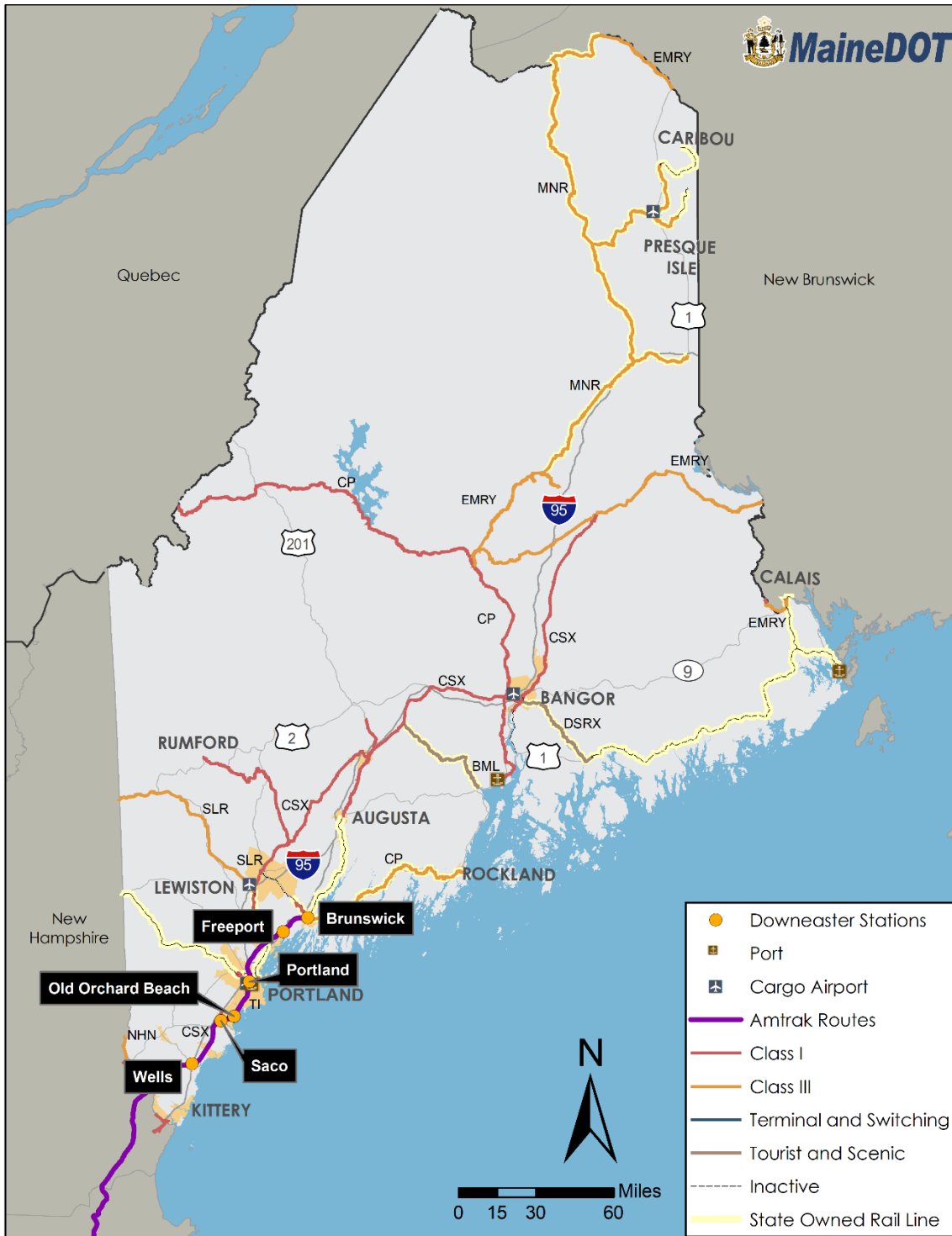
Figure 3.1 Amtrak Downeaster Route Map



3.2 Downeaster Passenger Rail Stations

The *Downeaster* serves twelve stations in three states. Six stations are located in Maine (Brunswick, Freeport, Portland, Old Orchard Beach, Saco, and Wells) as shown in Figure 3.2, three stations are located in New Hampshire (Dover, Durham- UNH and Exeter), and three are located in Massachusetts (Haverhill, Woburn and Boston North Station). NNEPRA coordinates with *Downeaster* station communities to ensure that passengers have access to platforms and parking, as well as amenities and services provided by communities in various station facilities. The following sections provide an overview of *Downeaster* stations in Maine, compliance with Americans with Disabilities Act (ADA) accessibility, and planned station enhancements.

Figure 3.2 Maine Passenger Rail Lines and Stations



3.2.1 Brunswick

Brunswick Station is located at the Brunswick Station development complex located within walking distance of the downtown and Bowdoin College. The complex includes a visitors' center, several restaurants, commercial businesses, municipal town offices, medical center and a hotel. The Station and Visitors' Center, which is staffed by the Brunswick Downtown Association under contract to the Town of Brunswick, is a multi-modal station which houses an Amtrak ticketing kiosk and is served by local bus services such as the Brunswick Explorer and Brunswick Link, Concord Coach Lines coastal route and Bangor service and METRO BREEZ service to Freeport, Yarmouth and Portland.

3.2.2 Freeport

The Freeport Station platform is adjacent to the Freeport Train Center located within the "hose tower building" in the heart of downtown Freeport. The Center is staffed by a combination of paid and volunteer hosts supported by the Town of Freeport and features a small waiting area, local travel information and Amtrak ticketing kiosk. The Station is within walking distance to dozens of stores (including L.L. Bean), hotels, and restaurants. Hotel shuttles and taxis are generally available.

3.2.3 Portland Transportation Center (PTC)

The PTC is located west of downtown Portland and is the only Downeaster station staffed with Amtrak ticket agents. The PTC is owned by Concord Coach Lines (CCL); MaineDOT leases space for Downeaster ticketing and passenger services. Revenue from the adjacent parking lot, owned by MaineDOT, is used to offset most of the operating costs of the PTC. The PTC is located on the CSX Mountain Branch, approximately 1 mile off the CSX mainline. As a result, trains must back out of the PTC enroute to or from Freeport and Brunswick, adding 15 minutes to scheduled travel time.

The PTC is a multi-modal station. Concord Coach Lines offers several trips a day between Portland and Boston South Station/Logan Airport, Bangor and the Maine Coastal region. Metro Bus Route 1 and BREEZ provides bus service to destinations throughout greater Portland and surrounding communities from the PTC. In August 2021, the City of Portland announced the launch of a new bike share system in summer 2022, which would create another option to connect passengers with destinations around the Portland region.

3.2.4 Old Orchard Beach

Old Orchard Beach is a seasonal stop for the *Downeaster*, typically served April through October of each year. The covered platform is steps from the beach, amusements and pier. The Town of Old Orchard Beach is responsible for maintaining the platform. The Amtrak ticketing kiosk is located in the adjacent Chamber of Commerce Visitor Center.

3.2.5 Saco

The Saco Transportation Center is located in downtown Saco, within walking distance to area shops and restaurants. The station was built by the City of Saco in 2009 and also serves as the hub for Biddeford, Saco, Old Orchard Beach (BSOOB) Transit with connections throughout the local area as well the University of New England and Portland.

The municipalities of Saco and Biddeford have plans to construct a pedestrian bridge to improve connectivity to Biddeford and are working in collaboration with the Portland Area Comprehensive Transportation System (PACTS), the metropolitan planning organization (MPO) for the greater Portland region on a Biddeford Saco Transit Oriented Development Plan to improve: bicycle-pedestrian connectivity; traffic flow, circulation, and parking; wayfinding and design; and access to transit.

3.2.6 Wells

The Wells Regional Transportation Center is located at Exit 19 of the Maine Turnpike (I-95). The station, built by the Maine Turnpike Authority (MTA), is managed by the Town of Wells and staffed with part-time and volunteer transportation assistants. The York County Community Action Cooperation (YCCAC) provides limited transportation connections from the station to local communities with expanded service during the summer months. Ongoing construction is underway to extend double track in the station area and add a second platform at the station. This will permit the operation of an additional daily frequency between Wells to Brunswick intended to provide improve work day connectivity within Maine Downeaster station communities.

3.2.7 ADA Accessibility

All Downeaster stations have mini-high platforms, providing level boarding in compliance with the Americans with Disabilities Act (ADA). However, there is some variation between stations on other ADA components and station amenities. For example, Old Orchard Beach, Exeter (NH), and Haverhill (MA) stations do not have ADA-accessible waiting areas. Table 3.1 shows the ADA elements and amenities of each station on the Downeaster, in Maine, New Hampshire, and Massachusetts.

Table 3.1 Downeaster Stations by ADA Elements and Amenities

Station	Platform	Waiting Area	Wheelchair Lift	Restrooms	Wifi	ATM	Vending Machine	Same Day Parking	Overnight Parking
Brunswick	ADA	ADA	N/A	ADA	No	No	No	ADA	ADA
Freeport	ADA	ADA	N/A	ADA	No	No	No	ADA	ADA
Portland	ADA	ADA	N/A	ADA	Yes	Yes	Yes	ADA	ADA
Old Orchard Beach	ADA	N/A	N/A	N/A	N/A	N/A	N/A	ADA	N/A
Saco	ADA	ADA	N/A	ADA	Yes	Yes	Yes	ADA	ADA
Wells	ADA	ADA	N/A	ADA	Yes	Yes	Yes	ADA	ADA
Dover (NH)	ADA	ADA	N/A	ADA	No	No	Yes	ADA	ADA
Durham (NH)	ADA	ADA	N/A	ADA	Yes	Yes	No	ADA	ADA
Exeter (NH)	ADA	N/A	N/A	N/A	N/A	N/A	N/A	ADA	ADA
Haverhill (MA)	ADA	N/A	N/A	N/A	N/A	N/A	N/A	ADA	No
Woburn (MA)	ADA	ADA	N/A	ADA	Yes	Yes	Yes	ADA	ADA
Boston (MA)	ADA	ADA	N/A	ADA	Yes	Yes	Yes	ADA	ADA

3.2.8 Planned Enhancements to Downeaster Service

Improvements to Downeaster service are ongoing. This includes expanding track and station capacity at Wells, the addition of at least daily frequency along the route, the installation of positive train control, the relocation of the Downeaster station in Portland, the addition of a

new station in West Falmouth, and the arrival of new rolling stock in the late 2020s. Each of these are described below.

Wells Improvements

In February 2020, NNEPRA was awarded a \$16.9 million grant through the FRA FY 2019 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. The project, for which construction commenced in 2021, consists of a six-mile extension of an existing two-mile passing siding on CSX' Freight Main Line in Wells, along with a new passenger platform and pedestrian bridge at the Wells Transportation Center (Wells Station). The improvements will provide needed capacity to meet projected increased passenger and freight demand and allow for simultaneous meets of Downeaster trains, while reducing interference delays between freight and passenger trains. Critically, this project will allow the addition of a sixth round-trip each day between Brunswick and Wells, providing more options for intrastate travelers. The project is scheduled to be completed in 2023.

Portland Station Relocation

In 2019, the NNEPRA Board of Directors supported a proposal to relocate the Downeaster Station in Portland to the freight mainline to avoid time-consuming backup moves. The location of the station on the Mountain Division spur impedes ridership because trains currently need to back into the spur to pick-up and discharge passengers, adding time and cost to each trip. For this reason, NNEPRA is seeking a mainline location that will maximize efficiency of the *Downeaster*, increase connectivity to population and employment hubs, and fully realize its ridership potential for travelers within Maine, as well as between Maine and Boston.

MaineDOT conducted a study of the Portland Transportation Center (PTC) in June 2019. Incorporating feedback from key stakeholders, including City of Portland, CCL, Metro Bus, and NNEPRA, the study evaluated the demand for intercity travel between Portland other locations in New England, as well as the effectiveness of the current PTC intermodal hub. The study advanced a number of alternatives based on customer efficiency, modal connections, and mobility, as well as current and future rail and bus operational needs. The findings resulted in a recommendation for further evaluation of an alternative that envisions retaining the existing PTC location on Thompson's Point for bus operations and developing mainline locations for a new Downeaster passenger station. MaineDOT concluded that the

ideal location for a new station would be along St. John Street in Portland between Congress Street and the entrance to the Veterans Memorial Bridge. The next step is a full feasibility study of a new rail station in this vicinity.

New West Falmouth Station

NNEPRA, in collaboration with the Town of Falmouth, MaineDOT, and Maine Turnpike Authority (MTA), is exploring adding a Downeaster passenger platform in West Falmouth at Exit 53. This location would improve connectivity to/from the I-95 corridor.

New Rolling Stock

In July 2021, Amtrak announced a contract with Siemens Mobility Inc. to manufacture a new fleet of up to 83 multi-powered modern trains that will be leveraged for state and northeast services, with further options for up to 130 additional trains to support Amtrak's future growth plans. The new Siemens trainsets will replace Amtrak-owned Amfleet, Metroliner, and state-owned equipment. Amtrak announced that the new equipment will be deployed on the *Downeaster*, in addition to the *Northeast Regional*, most other regional routes along the eastern seaboard, as well as Amtrak *Cascades* in the Pacific Northwest. The \$7.3 billion investment includes the purchase of equipment and a long-term parts supply and service agreement, facility modifications and upgrades, and other program expenses. The new trainsets will provide a substantial environmental benefit through reduced criteria pollutants compared to the existing fleet. Additionally, they will be designed with Amtrak's new standard of enhanced accessible features, including inductive hearing loops, accessible restrooms and vestibules, an accessible food service car, and lifts for customers with reduced mobility, including wheelchair users. Amtrak officials expect to have the first Siemens's Venture trains in service on other routes as early as 2024; the new trainsets are scheduled to begin operating Downeaster service in 2030 with the entire new fleet in service in 2031.

Positive Train Control (PTC)

The implementation of PTC on the *Downeaster* service is a critical step to increasing the frequency, speed, and reliability of *Downeaster* service. As mentioned previously in Section 2.3.1, Amtrak has received federal funding to implement PTC along the *Downeaster's* route in Maine. Amtrak and CSX have entered into an agreement for the design of the system. The installation of PTC removes the frequency limitations (currently 6 daily round-trips) applied to

passenger services which operate across routes lacking the technology. Additionally, the implementation of PTC may permit speeds beyond today's maximum of 79 mph at locations along the route where conditions permit.

3.3 Proposed Passenger Services

Lewiston-Auburn Phase II Passenger Rail Study

In December 2016, NNEPRA engaged the services of VHB and WSP to perform an analysis of this possible expansion, called the Lewiston-Auburn Passenger Rail Service Plan Project. The project was organized in two distinct phases: (1) transit propensity assessment; and (2) corridor-focused service definitions, evaluations and next steps. Phase 1 focuses on the development of a range of ridership estimates by examining similar rail corridors and the demographics and travel demand/patterns of the Study Area, as well as the potential for economic development along the corridor.

Phase 2 examined what kind of service should be provided to meet the travel demand/patterns observed in Phase 1 (i.e., route alignment, service frequency), as well as the costs to build and operate service. The Phase 2 analysis indicated that there is latent demand for a rail connection between Lewiston-Auburn and Portland. Additionally, the report identified five potential alignments for between Lewiston-Auburn and Portland via either CSX trackage or a combination of CSX and SLR trackage with construction costs between \$150 million and \$300 million. This project was not tasked with ultimately selecting a recommended alternative but made recommendations for next steps for future study and project development.

In June 2021, Governor Mills signed a resolution passed by the legislature directing MaineDOT to conduct an economic evaluation study of commuter and passenger rail service between Portland and Lewiston-Auburn that specifically focuses on Alternatives 1A and 2A from the Phase 2 study. Both are proposals for high-frequency direct service between Lewiston and Portland, with 1A utilizing CSX tracks and 2A using SLR tracks. The resolution authorizes \$200,000 for MaineDOT to conduct the study and report back its findings to the legislature by March 2022.

Portland to Bangor Propensity Study

In June 2021, the Maine Legislature passed a resolution to conduct a feasibility study for extending passenger rail service from Brunswick to Bangor via Augusta and Waterville. The resolution stipulated that the report must include estimates of the propensity of transit service demand, an estimated range of incremental growth in transit service and cost estimates of capital required for operating new or enhanced transit service.

Portland-Westbrook Rail Shuttle Feasibility Study

In June 2019, NNEPRA released a feasibility study for a rail shuttle connection between Portland's fastest growing suburb, Westbrook, and downtown Portland via Thompson's Point and the PTC. The study contemplated a future station in the Old Port district of Portland, but subsequent development has eliminated that option. The potential to connect Rock Row to Thompson's Point, the PTC and a new Portland Station still exist. The service would utilize existing track currently owned by CSX, including the CSX Freight Main Line and the Mountain Division Branch Line as well as a station on West Commercial Street, a stop at the PTC to connect to the Downeaster/regional bus lines, a stop at the future Rock Row mixed-use development in eastern Westbrook, and a terminal in downtown Westbrook along Main Street. The study estimated costs of \$30 million - \$55 million in track infrastructure to establish passenger service, \$12 million - \$35 million in new rolling stock, and between \$7 million and \$13 million annually to operate. Identified key challenges included further coordination with Pan Am Railways (now CSX), the interaction of the proposed service with the existing Amtrak Downeaster and freight trains, and acquisition of easements/property if the service were to continue to West Commercial Street/Commercial Street.

Rockland Branch Coastal Connection Service Extension Pilot

Beginning in 2017, NNEPRA engaged with MaineDOT and the CMQ to extend Downeaster service to Bath, Wiscasset, Newcastle and Rockland on weekends during the summer months. Expansion plans were put on hold in 2020. In March 2021, Amtrak included an extension to Rockland in its "Amtrak Connects Us" 15-year expansion plan vision, also listing additional stops in Bath, Wiscasset, Newcastle, Waldoboro, and Thomaston. This potential Rockland expansion was the only additional proposed Amtrak service in Maine included within the "Amtrak Connects Us" plan.

In August 2021, the STB approved the transfer of freight operating rights on the state-owned Rockland Branch from the current operator, CP, to Finger Lakes Railway. In January 2022, Finger Lakes briefed NNEPRA on a proposal to operate passenger service on the Rockland Branch through a subsidiary, Midcoast Rail. Midcoast Rail would also carry freight on the line. Midcoast Rail assumed freight operating rights on the Rockland Branch on August 1, 2022 with plans to continue to explore opportunities for the operation of passenger service on that line.

MaineDOT continues to work with NNEPRA and Finger Lakes Railway on a passenger pilot on the state-owned Rockland Branch. The proposed 2-year pilot would provide daily service between Rockland and Brunswick using 80-passenger self-propelled diesel multiple unit (DMU) rail cars. The service would include stops in Bath, Wiscasset, Newcastle, and Rockland. The purpose of the pilot is to determine overall ridership demand and identify seasonal variability in anticipation of a potential longer-term service.

Passenger Service to Montreal

Across passenger rail advocates, there is interest in expanding the Downeaster and other passenger service to Bangor, Lewiston-Auburn, and Montreal, Canada. This proposed service to Montreal, like other passenger rail expansions, would need further feasibility analysis to determine benefits, costs, viability, potential ridership, and the level of public subsidy required for operations before inclusion in Maine Rail Service and Investment Plan.

4. TOURIST SERVICES

In addition to freight and passenger rail, Maine is also home to a number of tourist and scenic railroad services that preserve Maine's railroading history and culture. Figure 4.1 shows a map of some of the major tourist and scenic rail operations in the state (geographic data for some of the smaller operations was unable to be found). The following section provide an overview of the tourist rail operations in the state.

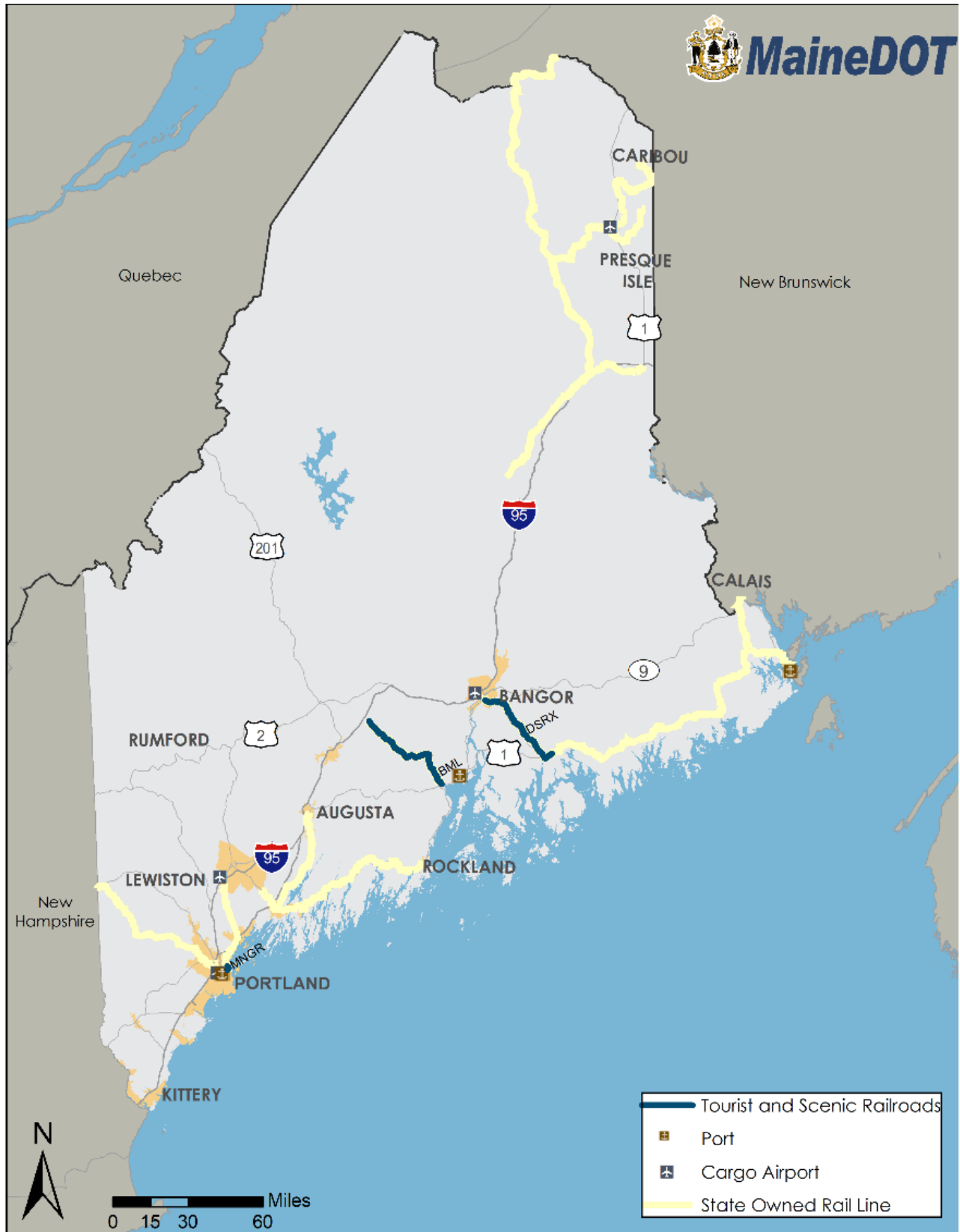
4.1.1 Downeast Scenic Railroad (DSRX)

The Downeast Scenic Railroad operates round-trip seasonal tourist service on a 6-mile stretch of the Calais Branch (formerly a Maine Central Railroad branch between Calais and Brewer) starting at Washington Junction in Hancock and ending near Green Lake in Ellsworth. Service is operated by the Downeast Rail Heritage Preservation Trust and commenced in 2010. There are plans to complete rehabilitation of the Washington Junction/Ellsworth to Green Lake section of the Calais Branch Line to create a 13-mile route.

4.1.2 Belfast & Moosehead Lake Railroad (BML)

The Brooks Preservation Society (BPS) operates scenic rail excursions under the Belfast & Moosehead Lake Railroad name, which was formerly operated as an independent standard-gauge short line railroad between 1871 and 2007. Since 2009, BPS has leased a 30-mile portion of the former Belfast & Moosehead Lake right-of-way between Brooks and Burnham Junction in Waldo County, and is currently conducting operations out of its depot in Unity, conducting excursion rides to Unity Pond. Additionally, every September during the Common Ground Country Fair, the Belfast & Moosehead Lake Railroad offers shuttle trains to the Unity fairgrounds, both from the BML depot in Unity and from a location in neighboring Thorndike. Trains run every 35 minutes from Thorndike and every 45 minutes from Unity during the fair's opening hours.

Figure 4.1 Tourist and Scenic Rail Operations



4.1.3 Maine Narrow Gauge Railroad (MNGR)

Founded in 1992, the Maine Narrow Gauge Railroad Co. & Museum is a 501 (c)3 nonprofit dedicated to educating the public and preserving historic equipment related to Maine's two-foot narrow gauge railways. The museum has become a popular visitor attraction for the greater Portland area surpassing over 55,000 visitors annually. The museum is located in Portland at the former Portland Company Marine Complex. The museum has preserved a number of different types of locomotives and rolling stock from a variety of former two-foot narrow gauge operations in Maine, including the Monson Railroad and the Brighton and Saco River Railroad. The museum operates 2-foot steam and diesel trains along a scenic 1.5-mile stretch of 2-foot track along Casco Bay, paralleling Portland's Eastern Promenade.

4.1.4 Sandy River and Rangeley Lakes Railroad

The Sandy River and Rangeley Lakes Railroad operates a heritage scenic railroad service on a small segment of the track bed of the former Sandy River and Rangeley Lakes Road, which carried passengers and freight in Franklin County between 1879 and 1935, connecting Farmington and Rangeley. In 1970, a group of local historians and rail enthusiasts began a nonprofit effort to restore the abandoned railroad, re-activating the Sandy River and Rangeley Lakes Railroad name in 1985. Currently, the organization operates a brief rail excursion based out of their depot in Phillips.

4.1.5 Wiscasset, Waterville and Farmington Railway (WW&F)

The WW&F Railway Museum in Alna is dedicated to the preservation of the former Wiscasset, Waterville & Farmington Railway, which ran 46 miles between Wiscasset in Lincoln County and Albion in Kennebec County between 1894 and 1933. The museum now runs a brief 3-mile round-trip tourist service using historic and replica equipment.