

6/9/94

P. W. Quiers
5 Sheridan St.
Portland, ME 04101-4319

Footnotes

Don't have a car and can't go
to evening meetings.

I bought this house for view
of harbor. Part has already
been taken away by P.L.W.
I don't wish to lose more.

How many stories will this
proposed conversion have? I
wonder if it will remain same ht. or be
enlarged to block view, the
only asset my home has.

P.W. Quiers



© 1988 P.I.



May 6, 1994

Dear Mr. Gray:

We thought the attached letter would be of interest to you, your Dept. and the Planning Board in their deliberations regarding the proposed narrow gauge train.

Regards,
John Wirtz

John Wirtz

May 30

Dear Mrs. M. L. Wilder

The meeting on May 12, but

Also want my name to be heard.

Also approve of the train project

and feel it will be made
if it is reported.

Let Oregon do something

See reports - a lot of work

shown, and they will
go through. Sincerely,
M. L. Wilder



Mrs. Josiah H. Drummond

June 16th
1984

Dear Mr. Cole,

I have been reminded
of Promenade East Condominiums since
the completion of the building in 1978.

1st, we overlooked the east
and dump and worried about the
Rats.

Next the Portland Waste
water Plant was built, water over
windows. We had a charge to
get the sight & smell taken care
of. It is still not the most attractive
vista!

Now Mr. Sprague wishes to

Mrs. Josiah H. Drummond

and nurse & I made no over view.
I am strongly opposed to his
plan to run a train beside the
proposed scenic walkway.

I believe he has enough
property in Portland Company to
do plan his train and if he would
to offer a service to the City, he
might run his tracks to the
Pier at Tucker Dock and transport
the passengers to the Old Port area.
At present, the tourists are loaded
on to buses for transport!

Thank you for your

Mrs. Joseph H. Drummond

Consideration -

I shall attend the
meeting at City Hall on the
twenty eighth of June.

Sincerely,

George J. Drummond

RECEIVED

June 14th - 1994

JUN 16 1994

PORTLAND PLANNING OFFICE

Dear Mr Jaegerman:

Last summer when the little railroad was set up on the Eastern Promenade I thought it was a great idea. A sort of toy to please children and tourists - We watched it toot up by the Portland House (where I live) and back again - - Then I went away - leaving a sliding door (opening toward the harbor) and a bathroom window (facing west) open a bit, for circulation of air - I imagine my dishrag, on my return to find everything covered with greasy black soot! Even my dishes inside

the Kitchen cup board all had to be washed -
Such a thing had never happened before - Before
only fresh Marine salt air had come through
long ago - Now they say: "don't worry
about Soots - Diesel will be used most of the
times" - My friends who know about Diesel
say that the emission falls to the ground - Great
for the children + joggers on the trail! Both
the, and smoke, and noise will be bad for
the song birds that now sing all day long
and nest in many of the trees and shrubs
around the Portland House.

I am not a wild environmentalist
but it seems only common sense that
neither diesel or coal smoke should be
allowed to contaminate an otherwise
unusual + rather wonderful part of
the city.

Sincerely,

BBOT's

#5 Eastern Prom
Apt. 2 B
Portland Me. 04101

Joseph Gray Jr.
Room 211 City Hall
387 Congress St
Portland, Me
04101

Dr Mr. Gray

As a resident of Portland House
I object strongly to the continuation
of track for the mine train.

It is noisy and dirty. It will
benefit some but others will
have their life style hurt.

It would be wonderful if
people could put others ahead
of the greed of others & themselves

Marjorie J. Trappey

15 Laurel St.
Cambridge, Ma. 02138
June 21, 1984

Ms. Jadine O'Brien
Chairwoman
Planning Board
City of Portland
383 Congress St.
Portland, Me. 04101

Dear Ms. O'Brien:

This is in regard to the zoning issue on the laying of track and operations of the Maine Narrow Gauge Museum. It is my understanding that there is some opposition to the plans of the Narrow Gauge Museum for putting down rails and operating excursion trains as part of the Museum's program.

Prohibiting the Museum from engaging in excursion operations would be detrimental to the success of the Narrow Gauge Museum, as the trains there are meant to be run and appreciated as the important part of Maine Industrial and railroading history that they are. Without live train operations, the trains are just a static display, and their historical significance is greatly diminished. Visitors to the Museum will miss out on a valuable experience, namely riding on actual trains which were an important part of Maine transportation in the later part of the 19th century and the early part of the 20th century.

Some friends and I attended the 1984 RailFair at the Maine Narrow Gauge Museum just this past weekend, and were impressed with the overall quality of the efforts of the Narrow Gauge Museum to provide an interesting and enjoyable experience. I hope you were able to attend, as I think you would have enjoyed it, too. One of the highlights was riding on an actual Maine 2 Footer. Unfortunately, the ride was limited to a duration of several hundred feet, a limitation which will be eliminated by expansion of the Narrow Gauge's track.

I was born and raised in Portland, and while I am now living out of state, my wife and I do own property in South Harpswell, and feel some closeness to the Portland area.

In the years since leaving Portland, I have seen many changes, some good, some bad. It has been great to see the waterfront cleaned up, and made the inviting spot that it is. It has been sad to see the downtown area decline to the state that it's been in in recent years. I think it fair to say that the flight of many businesses to the suburbs has been typical of most major downtown areas. As the waterfront continues to change its image, there is bound to be continual influx of visitors to the area, and maybe people who are

interested in railroading (and there are lots of us, believe me) will have some desired effect on the local economy.

I might add that if the issue is one of preserving the neighborhood, that it might be pointed out that that part of Portland was always a busy and commercial section of town. The Bath Iron works and the other commercial ventures that are there are probably more of a problem than the occasional steam train ever will be.

As a side note, it was my experience that many of the attendees at the RailFair were actively involved in model or real railroading in the Boston area. Many of the dealers were from the Massachusetts area, and I ran into lots of people from Boston whom I know from my own travels in the railroading community. This should show that there is a great deal of interest and even affection of a regional nature for the old Kdville Railroad collection, and that having the Narrow Gauge Museum should be a positive experience for everyone, and that allowing the Museum to operate to its full potential can only be good for the Portland area as a whole.

I hope that you will see fit to allow the Museum to lay its tracks and run its trains, so that future generations will experience fully this important part of Maine's history.

Michael Frutkoff
Carolyn Shipley
John Paul

Sincerely,
John W. Shipley
Carolyn Shipley
John-Paul Shipley
Cambridge, Ma.

Michael Frutkoff
Cambridge, Ma.

John Paul

January 10, 1995

Jadine R. O'Brien, Chairperson
Portland Planning Board
Portland City Hall
389 Congress St.
Portland, ME 04101

Jadine R. O'Brien:

I am unable to attend tonight's planning board meeting that may address the renewal of the Narrow Gauge Railroad's permit to operate.

I do hope that the tests for emissions and noise called for in granting the initial permit have been taken and results have been studied. Unfortunately since the NGRR took so long to set down the track, and now neighbors' windows are shut tight to keep out the cold, there is no accurate way to tell how smoke and noise can harm neighbors when windows will be open during the warmer months.

I ask that the permit renewal be denied and stop this foolhardy project that threatens the serenity of prom, that can endanger people walking on Portland Trails and that pollutes the air with caustic emissions and noise.

Sincerely,



Peggy Johnson
30 Lafayette St.
Portland, ME 04103

To: Jadine RAYNES O'BRIEN, CHAIRPERSON 220 June 1987
Portland Planning Board, Room 209, City Hall,
389 Congress St., Portland, Me. 04101.

From: MR. Daryl James Christopher, 17 HARRISON Falls Rd.,
WINDHAM, Me. 04092.

Subject: Side Plan Amendment to establish excursion rail
service from India St. to Fish-Point; vicinity of
58 Fore St; Maine Narrow Gauge Railway Co. and
other relevant comments for your consideration with
respect to Metropolitan Transportation PLANNING.

Dear Planning Board Members of PORTLAND, Me.:

I have been studying our TRANSPORTATION problems,
POPULATION problems, URBAN/SUBURBAN MASS TRANSPORT-
ATION problems, VEHICLE CONGESTIONS, possible solutions
et al. We have to change the STATUS QUO!

Narrow Gauge Rail Excursion Service in PORTLAND
will become acceptable and expanded as we see the
benefits which will manifest themselves, soon enough.

I would like to suggest that we insist on 'multi-
-use' for the rail corridor, however. IF
we are to have a 26 foot corridor, I see no reason
that walkers, joggers, bicyclists, runners and trains
operated at Excursion-Speeds should not use that Rail
Corridor! IN TIME, I believe that narrow gauge rails
will be widely used for both TRAINS and TROLLEYS

which move more independently than trains. The
potential for moving emergency cases from accidents
or the population at large during high TRAFFIC
Congestion periods from accident site to hospital is needed.

We must find a way to introduce URBAN MASS
TRANSIT to our cities and a 4 inch Center to center
TRACKAGE can be laid on our present streets without
major inconvenience or costs! Reducing Congestion
of Automobiles and Pollution-generated demands attention.

It is this and the Propositions I've for Transportation
planning and M-provision? PORTLAND has a
unique opportunity to change the STATUS QUO!

GOD Bless you and Yours,
Sincerely, Daryl Christopher

Williamson Judson O'Brien
Portland Planning Board
359 Congress St.
Portland, ME 04101

JUN 22 1994

PORTLAND PLANNING OFFICE

Dear Mrs. O'Brien:

I am writing this letter concerning the Maine Narrow Gauge Railroad & Museum.

Although I am from out-of-state, I have an interest in the well being and future of the museum.

While I enjoy the many aspects of Maine's outdoor activities, another very strong attraction for me is Maine's dedication to preserving its historical legacy. Too often, especially where I live, the past is looked upon as an inconvenience and something to be disposed of. Not so in Maine, where the past is seen as a stepping stone to the future.

Along with tomorrow and the future comes mind boggling technology that tries to make itself comprehensible by the use of the term "User-Friendly", but may I point out that in the museum are the original examples of "User-Friendly" - the narrow gauge locomotives.

They are big enough to do the job yet also human sized. People - adults and kids can easily relate to them. With their sometimes strange proportions, they end a

chairs found in no other machine. There are talking micro wave ovens and voice activated phones but no machine has yet captured the quality of a living machine as has a steam locomotive. It is this quality, so best exemplified by a steam locomotive in action that will bring narrow gauge fans and tourists to Portland.

The museum has already been featured in various national ~~and~~ and rail fan publications. Also, since the narrow gauge movement is international, the museum is now known internationally.

While all politics are local, there is most assuredly national and international attention being payed to Portland. Given the energy and dedication of the people at the museum, allowing track to be laid and trains to be run can put Portland in the forefront of railway museums and preservation.

A people sized train rolling along at a human pace next to a sparkling bay - this is how tourists ought to think of Portland.

Yours truly,
Jim Amon

Tom Amon

Portland House
45 Eastern Prom
Portland Me.
July 20, 1995

Dear Mr. Gray;

I wrote you last winter to protest the narrow gauge train. Again I ask you to consider the residents on the Hill who suffer from it.

During the hot summer weather the fumes were intolerable. The noise also is a nuisance. The whistle can be heard, not only here, but at Spring Point and Little Diamond Island.

It devalues our property and these condos are not cheap.

Its time for the "boyp" to put away the toy act like grown men.

Mayore J. Mayoy

46 Eastern Promenade
Portland, Maine
July 19, 1975

Mr Joseph Gray
Planning Dept
Portland, Maine

Dear Mr Gray:

This is our mass letter objecting to
Mr Sprague's railroad. I can not understand
why the Environmental Protection Agency
allows it to run. Have you ever stood by
the fence in Fort Allen Park and watched
the train spewing forth smoke and
fumes? If the wind is off the water,
as it usually is, it is most atrocious!
The bells are almost constant and the
whistle is frequently blown!

What a travesty to have it
spoiling the serenity and beauty of

That lovely park!

Is it safe to have a walking
trail right next to it?

Please rethink this matter.

Thank you,

Carole W. Hoctor

5 January 1995

Joseph E. Gray, Jr.
Planning and Urban Development
City Hall, Rm 211
389 Congress Street
Portland, ME 04101

RECEIVED

JAN 09 1995

PORTLAND PLANNING OFFICE

Dear Mr. Gray

Unfortunately I will be out of town when the Planning Board and City Council meet to discuss both the plan for the Eastern Promenade Trail corridor and the extension of the permit for the Narrow Gauge Railway to operate along the present and future track.

I have seen the plans and feel the needs of both Portland Trails and the Narrow Gauge Railway can be successfully accommodated all the way to Back Cove! I can well understand that when actual construction begins there may be reasonable adjustments made during the process that will not spoil the basic plan.

I have taken the train ride as far as it goes. All those aboard were delighted but disappointed if didn't go very far, and look forward to the day it goes all the way around Eastern Promenade!

I couldn't see that the steam, smoke or noise of operation posed any problem for the residents of Munjoy area. They should live in the lightest forest area of the Western Promenade! We have

Airplanes, truck and car traffic on West Commercial,
St. John and #295, plus Memorial Mall activity.

I gather some one has complained about whistle
blowing they assumed was the train but in reality
was some local plant's noon time siren (BWS?)

There will always be nay sayers and people who
"view with alarm" any and all changes in their area.

Please list me as an enthusiastic supporter
of first, the train, and second Portland Trails.
I do so in that order because the railway has
only the one choice, but Portland Trails has many
all over the city and beyond. I think your plans
for the Eastern promenade corridor are a happy
solution, and I vote for the "old fashioned" design
for the eventual station and gateway.

Sincerely,

Jean B. Burns

22 Chadwick St.
Portland me 04102

Portland Planning Board
City of Portland Me.

Dec 30 '94

To Whom it may concern:

Regarding the temporary license
granted to Mr. Sprague & his Railroad,
Please keep it just that, temporary!

When I moved here from N.Y.C. Jan '89.
I bought an old House to house me &
my Studio & a tenant - unfortunately
it was a horrible wreck - worse than foretold
& will never be really finished or saleable
at anywhere near the amount of money
I have & will have in it - So, I can't
pick up & move when the Coal dust
seeps into our lives & becomes "poison"
mixing with Fog (Killed off a lot of Londoners)
& settles on clothes lines - This is a
beautiful place, & the thought of a

bunch of men who want to play with
their toys ruining it is awful -

The Trail will be an enhancement,
the Train a disaster -

Sincerely Yours
Gylia Morton
28 O'Brien St.
Portland Me.
04101

RECEIVED

JAN 03 1995

PORTLAND PLANNING OFFICE

RECEIVED

Samuel T. Parks
163 Spurwink Road
Scarborough, Maine 04074

JAN 09 1995

PORTLAND PLANNING OFFICE

January 5, 1995

Ken Cole, Chairman
Planning Board
City of Portland
389 Congress Street
Portland, ME 04101

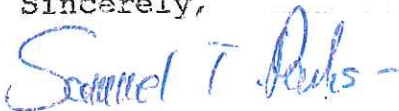
Dear Mr. Cole:

I want to voice my approval of the Maine Narrow Gauge Railroad and Museum. It is a great asset to the City of Portland.

Countless people from all walks of life have shown their desire for the narrow gauge's existence in the City of Portland. It is wonderful that the present generation is able to see what was commonplace not so many years ago, and permanent operation will provide even greater joys for future generations in the 21st Century.

I strongly urge the Planning Board to unanimously approve the issuance of a permanent operating permit for the Maine Narrow Gauge Railroad at its January 10 meeting.

Sincerely,



Samuel T. Parks

January 6, 1994

Joseph E. Gray
Director
Portland Planning & Level
City Hall Rm. 211

Dear Mr. Gray,

Let Portland continue to celebrate community projects that actually work! Our children and their families experienced not only the best of our past in the Narrow Gauge Railroad but also a bridge to the future in riding public transportation in Portland.

Your vision of a thriving center for our "Portland Town" is shared & encouraged. By granting life to our Narrow Gauge, you extend the success of your overall plans.

Sincerely,
M. Hennigan
12 O'Brien Portland

STONECROFT

142 Foreside Road
Falmouth, Maine 04105

June 23, 1994

Jadine O'Brien
Portland Planning Board
City Hall
Portland, ME 04101

Dear Jadine:

I understand there will be a public hearing on June 28, for open discussion regarding the Maine Narrow Gauge Railroad Museum. I am writing in support of the museum's plans to operate a vintage steam train along the waterfront.

I am a member of the museum. In addition, our family foundation gave, by our standards, major financial support to the museum. As trustee of the foundation, I was responsible for the decisions behind the grant which are as follows:

First, the city of Portland enacted past legislation to protect the historical uses of the waterfront. These uses include a long history of trains being an integral link for goods being delivered to the waterfront for further shipment by sea. I have strong personal memories of the trains that used to run along Commercial Street in harmony with the vehicular and pedestrian traffic.

Secondly, I and my family advisory committee felt that a railway museum with working steam trains would be an additional draw for tourists to include Portland on their itineraries, thus bringing needed additional revenues to the City while perpetuating the historical character of the waterfront.

Thirdly, we felt that an active museum in that locale would do much to reduce the growth of crime in the area through the added pedestrian traffic, lighting and security that museums bring with them.

Fourth, parking has been an ongoing problem in Portland. The long range plans of the museum include having the trains act as shuttles between the future railroad link with Boston and the waterfront, thus supplying the area businesses and attractions with added potential customers while reducing vehicular congestion.

I cannot comment on the pollution angle as I have not studied it. But it would be interesting to run a comparison study to see whether the pollution generated by the trains would be more than offset by the pollution emitted by the tourist vehicles it will replace.

At the very least, I would suggest that the planning board allow the trains to operate for a probationary period so that the positive and negative impacts on the Portland waterfront can be studied through facts rather than invective and innuendo.

Portland has seen a positive growth through the additions at the Portland Museum of Art and the Children's Museum. It should welcome the Railroad Museum as a needed extension of positive growth.

Sincerely,



John W. Payson

JWP/lh

cc: Phineas Sprague

Last summer when the train had a "fly out"
the engine smoke blew into this area
which I found most unpleasant.

My sincerest hope is that this problem is
noted above.

Yours very truly,
Mary-Laine Skene

45 Eastern Promenade
Portland ME 04101

June 12, 1994

Dear Mr Gray,

In response to the notice regarding the narrow
gauge railroad, I would like to say that
I believe it would be most destructive
to the beauty of the Eastern Promenade. Not
only would it create noise and pollution
but also a danger to the people walking
and biking along the path.

RECEIVED

PREPARED BY

J. F. K.

DATE

6/18/94

JUN 21 1994

Dear Persons:

PORTLAND PLANNING OFFICE

RE: The discussion on the construction of the Maine Narrow Gauge Railroad/Phineas Sprague and the dissenting parties around Portland's East End.

If the complainants involved had reviewed the history of the Grand Trunk Railway they would see that most if not all of their railings are absolutely unbedded!

In the first place the locomotives (trains) operating up until the late 40's or early 50's were entirely steam powered. They were large powerful engines with high boiler pressures pulling both heavy freight and passenger trains.

If one of those beasts had derailed, let alone exploded, the East End would have looked a lot more like the 'Desert of Maine' than its present configuration!

If all the hundreds of thousands of passengers and equal tons of freight carried by that complex rail network complete with switches and tight schedules never had a serious accident, why are we concerned about the 'Tom Thumb' by

comparison, '2 footer'?

under
As for the smoke concern, clean
burning anthracite coal and a know-
ledgeable engineer can keep that well
control, especially with the help of the
perpetual prevailing breezes!

fast and not least regarding the sound
of the steam whistle; those who have not
heard and savored it have denied them-
selves one of lifes great experiences!

Sincerely,

J.F. Kittredge

So. Portland

RECEIVED
Jan 19, 94

JUN 21 1994

Dear Mrs O'Brien

I am writing you about the Cadacille Rail Road. We were there yesterday & were to see a train & rail cars on a track here in Portland. I would like to see all pieces together running on a track there at water front, under a tent. People on monkey hill are against it. These people from out of state come here to live & then get to find fault when want a rail train here.

They are the kind of people that find fault where ever line is probably where they left to come here. There is more population from the air planes in & out of the city than that train make during the summer months. By time it does reach top of monkey hill it all dissipated in air. I was there to watch it, & that lone train & press up with them, all that to see a train come back, & all these people on monkey hill going to come down to tracks below Western front & complain about

1771

We do like our train & a great way to
travel from opp & be better if had more
service that all cars on Road. You do
not walking & plenty of palatation
from all cars coming into City Port.
They left City because of business that
left and also come here in City that
seem no end. You people that at
City hall don't want, but a down
hill slide here for last 6 or 8 years
seen here. You got cruise ship in
at beach go to free port & walking
or there are a small rail road I
would be something maybe they
like to stop side. When come ashore

you people got a board stand then want
to tear it down after going to City
to give Park should of been cleaned
up years ago. Too many rising for what
not want to be. It up to you what
help is more. Other let business more
out & never was enough parking.

President of Villa

45 Eastern Prom.
Apt 2 B
Portland Me.
04101

Dear Mrs O'Brien

This is to protest the rail service proposed by Mr. Sprague.

The noise & dirt will add to pollution and decrease the value of property above it.

With the new law making car inspection for emissions it seems a poor way & time to install this rail toy.

I hope the planning board will consider those who live above the area.

Sincerely

Mayora J. Mapey

RECEIVED

JUN 22 1994

PORTLAND PLANNING OFFICE

Linda S. Auman

98 Reinman Road Warren, NJ 07059-5716
and Fire Lane #18E. Norway, ME.

6/21/94

Dear Mrs O'Brien,

I'm writing to urge you to support
The Maine Narrow-Gauge Railroad Co. and Museum.

Literally thousands of volunteers have labored for over a year to bring these unique representations of yankee know how back to Maine. These volunteers from Maine and beyond reflect the strong interest and commitment to Maine's past industry and technology. The first narrow-gauge railroads in Maine filled a pressing need over one hundred years ago. The Maine Narrow Gauge Railroad Co. and Museum can fill another need today, in Portland, by promoting increased tourist activity and by preserving and honoring Maine's industrial & technological history. Given today's "plastic throw away society" it doesn't hurt to remind our children and ourselves that things can be built to last. This railroad's equipment makes an impressive statement about the value of things that last.

Linda B. Auman

98 Reinman Road Warren, NJ 07059-5716

Please urge your colleagues on
The Planning Board, not to deny the
museum's request to lay track on the
Eastern Promenade.

- The main Narrow Gauge Railroad Co.
and Museum will boost tourism and
Portland's Economy.

- The train rides are an integral
part of the RR Co/museum's financial
stability.

- Review the facts from the EPA
and DOT.

- The "people sized" engines are
just plain fun!

RECEIVED

JUN 22 1994

PORTLAND PLANNING OFFICE

Sincerely,

Linda B. Auman

Carleton G. Lane
125 Stroudwater Road
Portland, Maine 04102

Re - Use of a portion of
the Portland waterfront
by the Maine Narrow Gauge R.R.

Jadine O'Brien, Ch.
Portland Planning Board

While I would prefer to make my
comments in person at your June 28 meeting,
my very frustrating hearing loss makes this
undesirable. My eyesight is still good, however,
and I have followed this controversy closely.

My conclusion is that any decision
must logically be based on the question of
"the greatest good for the greatest number".
And on this reasoning I feel that:

1. most Portland residents will not
be affected directly by this railroad.
2. business in Portland will benefit
substantially from the dollars it will attract.
3. Portland sorely needs the excitement
that developments like this and the Sea Dogs
provide.

Sincerely,

Carl Lane

6/30/94

May 11, 1994

Joseph E Gray Jr.
Director of Planning & Urban Development
City Hall, Portland, ME.

Dear Mr. Gray,

This letter is written to express my opposition to the narrow gauge R.R. proposed by Mr. Sprague for the Eastern Promenade.

As a long time resident of Portland I object strongly to the noise and pollution this project would impose. The E. Prom. is a park that residents should be able to enjoy in peace and quiet. The future shoreline walkway is incompatible with the RR proposal which would also hinder access to the East End Beach.

I urge the Planning Board to reject the proposal to allow a RR on Portland's most treasured park.

Very truly yours,
Muriel K. Brann

14 Woodmont St.
Portland, Maine 04102

RECEIVED

MAY - 9 1994

PORTLAND PLANNING OFFICE

Dear Board Members + others:

I am writing you to voice my opposition to the Narrow Gauge Railroad.

I see this project out of synch with the nature of the portland trails.

The way I see it, this is a city. Open green areas are at a premium - need to be fought for to be enjoyed unencumbered with loud huge heavy moving dangerous machinery. This is a neighborhood - we live here.

Does Pinnew Spongie live, sleep, relax + go home to Mejoy Hill. No he does not. He might feel differently if we put the train around his property.

An Amusement park is nice to visit, but to put it in your back yard is not very relaxing. This is not old orchard house. The flight to the suburbs is driven by these non residential "bright ideas".

In fifty to one hundred years, will citizens walk with school children down a park on the water on days, it's too noisy, dangerous and filled with

waste from all the train riders.

Very Sincerely,
Manjoy Hill Resident,
Michael Delahunt.

28 Atlantic St.

Portland, ME 04101

P.S. I prefer the trailway to be left as natural as possible. Who can enjoy a trailway that looks like a golf course all manicured + lit up brightly (for the bulbs to burn all night) when no one can go to it, because we'll all need to work 80 hours a week to pay for it. I'd like to have the bill attached to every proposed item in the trail package

RR 1 Box 538 A

Maples, ME, 04055

June 18, 1994

Chairwomen Jadin O'Brien
Portland Planning Board
389 Congress St
Portland, ME, 04101

RECEIVED

JUN 21 1994

PORTLAND PLANNING OFFICE

Dear Ms O'Brien,

While I am not a resident of Portland, I'm close enough to have some interest in what happens in Portland.

For the past year or so I've been following with interest the progress of the Maine Narrow Gauge Railroad & Museum. I believe it will be a great asset to Portland, Cumberland County, and the State of Maine.

As I'm sure you are aware, in order to survive (pay off its debts) Maine-Narrow Gauge Railroad & Museum must have the income from the added attraction of a short stretch of railroad track laid along the shore where there used to be a busy rail line. As is almost inevitable in any project, there is some opposition to this line. I believe the matter will be resolved at a meeting of the Planning Board on June 28th.

As I understand it, the main objection is that the steam engines will cause pollution. But

how much ~~total~~ additional pollution will these small engines produce? There is already in Portland pollution from tens of thousands of cars, thousands of trucks, hundreds of boats, freight trains, airplanes, plus many thousand homes and factories. It seems to me that pollution from the trains will be insignificant.

I drove along Fore Street this afternoon. There are only five houses on Fore Street, plus a big apartment house, that could possibly be affected by the planned train. These residences are so high above the proposed track that any effect would seem to be minimal.

I feel strongly that the benefits of this rail line as proposed by the Maine Narrow Gauge Railroad and Museum to Portland and the surrounding towns, and even the state of Maine, far outweigh any possible drawbacks.

Respectfully yours,

Don Buck

JUL 21 1994

July 21, 1994

Robert B. Ganley
City Manager
Portland City Hall
389 Congress St.
Portland, ME 04101

Robert B. Ganley:

Last summer when the Maine Narrow Gauge Rail Road came into my Munjoy Hill neighborhood to announce they were running their trains next to Portland Trails, they left many questions unanswered for this community they would so strongly impact.

Now MNGRR is demanding it be the most important part of the former rail corridor, taking precious space from Portland Trails which I understand the city of Portland has been working on for many years. A survey was done in 1977 for my neighborhood by the Munjoy Hill Neighborhood Planning Project Steering Committee. Answers on waterfront development list preferences for beautification of general park area, development for a walkway and to construct bicycle trails. These concerns were within the top four in importance. Years later all these too are goals of Portland Trails.

Use of a wide 8 foot tie instead of 5 foot tie will diminish space needed for Portland Trails and will entice the curious to come closer to the train. Also MNGRR refuses to define itself as such but this train is nothing but an amusement. As such it is subjected to Maine's State Fire Marshall regulations which require an annual license and an annual inspection by the Fire Marshall. If it is used on a daily basis for rides for the public, the moving parts (pumps and motor shafts) need a daily inspection. A mechanical ride has to have a fence or barricade to keep people from reaching out of the ride or from people reaching into the ride; they have to be unable to touch each other. The area around the ride has to be fenced; a standard fence height is 42 inches. A space is needed between the ride and people beyond it. I fear that with no protective barrier between the train and trail, there is great danger to anyone using Portland Trails. The addition of a protective barrier takes away even more space from Portland Trails.

I'm against MNGRR using coal fuel to run the trains. Their experts say it's no more dangerous than many automobiles, diesel or semi trucks or a jet plane. That location needs none of those pollutants including the train. I still feel the Prom should have no train invasion, that quality of life and breathable air for Portland Trail users and residents will be poisoned. No mention has been made of who will be accountable for monitoring the resulting pollution. Coal fired smoke emitted back into the environment isn't safe.

Most strongly I feel Portland will be left having to bail out the MNGRR when all the novelty wears off. Tax dollars have already been spent on them by the Downtown Portland Corp. I wonder how MNGRR's future plan of taking people to Freeport will help the economy of Portland.

I'm tired of the MNGRR trying to put itself in the premier spot and demanding special attention when for this city a quiet and serene place that Portland Trails is planned to be is what will best benefit everyone the most.

Sincerely,



Peggy Johnson
30 Lafayette St.
Portland, ME 04101
207-761-9719

Portland Planning Board - via FAX

Jan. 10, 1995

RE Narrow Gauge RR.

It has been brought to my attention that there will be a discussion at tonight's planning Board meeting and that there is a possibility of a vote being taken regarding an extension of the operating period for the narrow gauge RR. It had previously been indicated that this matter was scheduled for review on Jan. 29.

I have submitted a letter to the planning Board, dated Dec. 19, and copies of various other letters, dating to early Dec. In these I asked a number of questions regarding the R.R. To date, I have received no responses to any of my questions.

Aside from these comments and questions others have arisen. It is my understanding that tonight's meeting of the Planning Board does not allow time for public comment on this issue? Therefore, I am submitting my comments and questions regarding the R.R. issue via FAX.

Were members of the Planning Board at the RR. site while the train was in action and operating? Aside from bells, whistles, engine noise the train makes a tremendous amount of noise moving along the tracks. Did anyone seriously try to imagine using and enjoying a walking trail beside this intrusion?

Isn't the primary use of this area intended to be the Portland Trails Eastern Promenade trail corridor? However you may view this, it is

more than obvious that the train has taken precedence and dominates the site.

When will the environmental impact study be completed? Shouldn't this study be completed before any further decisions on the RR are made?

Munjoy Hill is already burdened with BIW and the attendant noise. Why must more disruption to our residential neighborhood be visited upon us? Is the RR in compliance with existing zoning laws? The RR is not transportation but a tourist attraction. How can this be allowed in a residential area - or in a trail corridor for that matter?

This area of the Eastern Promenade is and has been enjoyed by a significant number of Hill residents. The Portland Trails plan can be in harmony with this existing use - a train is not! In addition pollution from the train will obviously not benefit users of the trail and certainly not the planned landscaping and plantings.

There is not widespread support in this neighborhood. This is a diverse neighborhood including many older people and renters. The burden of disapproving support has been placed upon the community and residents of Munjoy Hill. Has the Planning Board truly tried to discern how much support or resistance to the R.R. actually exists?

I personally am 100% opposed to the narrow gauge R.R. and think the train is a wasteful, destructive and poorly conceived use of this valuable community resource - the Eastern Promenade.

Suzy Verrier

To City of Portland Planning Department

Dear Sirs:

We are strongly opposed to the installation of the Narrow Gauge RR on the Eastern Prom Waterfront. It is not compatible with a residential area. See enclosed letter for more detailed explanation.

Moreover, the actual installation is a disgrace to our entire city and will certainly ruin one of the most beautiful coastlines in Maine. They are laying the Track on the top of the ground with salvaged scrap ties of irregular and rotten appearance. As they proceed toward Fish Point one wonders whether the community has lost ground by acquiring this land. It looks worse now than when it was owned by Canadian National.

Furthermore, the Sprague Property has been bulldozed without any regard for its visual quality. It resembles nothing less than an industrial site. The buildings within the complex are run down and appear to be hazards to even approach. Certainly major investments must be committed before the Public can safely be allowed entrance. Will the city have authority to order improvements to the land/buildings? Where are the funds to come from if/when these repairs are needed?

It is an embarrassment enough that the Museum has accessed millions of dollars of public land for its track (comprising severely the Green Belt concept), : laid down a messy track despoiling the newly acquired parcel and now its property has to be managed for lack of any integrity from within its leadership. Please stop the Narrow Gauge project before it ruins the magic of the city's accomplishments.

Suzy Verrier
36 Atlantic St.
Portland ME 04101
871-1072

Sheldon Skelfield
65 Waterville St
Portland ME 04101

7 Gilbert Lane
Portland, ME 04101
February 12, 1995

RECEIVED
FEB 14 1994
PORTLAND PLANNING OFFICE

Joseph E. Gray, Jr.
City Hall, Room 211
389 Congress Street
Portland, ME 04101

Dear Mr. Gray,

As a homeowner and resident of Munjoy Hill in Portland, I am again writing to express my concern about the proposed railroad line (The Maine Narrow Gauge Railway) along the former Canadian National Railroad right-of-way. Noise and pollution are two concerns. Another is the negative effect I believe it will have on the planned bike and walking trail along that same route.

I thought the purpose of the Portland Trails project was to maintain some green space in Portland, a quiet place for cyclists and walkers to get away from the bustle, noise and pollution of engine powered vehicles. The installation of the temporary railway last fall has already compromised that purpose as I see it. Extension of that railway will only increase the adverse effects.

The existing railroad bed, only a short distance from my home, has been a favored walking place of mine. Over the past few months I have been disgusted by the mess made by the Maine Narrow Gauge Railway. What used to be a level walking path is now rutted and uneven. It has been littered by unused sections of railroad ties and piles of gravel. The train sputters back and forth spewing noxious fumes. It is not pleasurable to walk there anymore.

I am strongly opposed to the extension and to the existence of any part of this railway along the Eastern Promenade, one of Portland's few green spaces. I urge you to consider the adverse effects this proposed railway will have on the Portland Trails project, on the surrounding neighborhood and on its residents.

Sincerely,
Barbara Carter
Barbara Carter

October 3, 1995

Mr. Robert E. Ganley
City Manager
Executive Department
City of Portland
City Hall
389 Congress Street
Portland, Maine 04101

Dear Mr. Ganley:

As a resident of Portland House, not in my capacity as president of its Board of Directors, I thought that the enclosed summary of a survey taken among residents of Portland House would be of interest to you.

The survey, as you can see, reflects the expression of opinion of residents regarding the operation of the MNGRR trains behind our residential building.

Survey ballots were distributed to residents on Sept. 5, near the conclusion of the summer tourist season.

Thank you for your interest in this matter.

Sincerely, *Carolyn North*

(Mrs.) Carolyn North

45 Eastern Promenade, Portland, Maine 04101

✓ cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Councilor George Campbell

PORTLAND HOUSE
N.G. TRAIN SURVEY RESULTS

Number of units responding -- either in support of
or against the operation of the n.g. train below Portland House: 65

Number of units supporting the train: 16* (24%)

Number of units opposing the train: 49 (76%)

*Includes those returning survey ballots
and those already on record as supporting
the train.

- Of those not returning ballots, reasons for not doing so can only be speculated. These might include such as:
(1) unit residents not in residence; (2) ballots may have gone astray; (3) residents who are neutral on the issue; (4) residents who, for personal reasons, simply chose not to vote.
- With nearly 60% of building residents responding, the results of the survey qualify as "statistically significant."
- As indicated in the survey ballot, the results of the survey will be transmitted to the City Manager; the Director of the Dept. of Planning and Urban Development, and to the District 1 City Councilor.

Dick McCrum
372 Tampico Dr.
Palmetto, FL 34221-3454

Aug.22, 1994

An open letter to the Planning Board and the city of Portland:

IS THERE TO BE NO "ALL ABOARD" FOR A TRIP
ON THE "MAINE NARROW GAUGE" IN PORTLAND?

Will those concerned who are holding up the railroad development make the commitment to see that "Maine's Historical Two Foot Railroad Treasures" are brought to life again?. Must it be condemned to rest in museum buildings never to roll again, after it was rescued from oblivion by thousands of Maine sponsors and volunteers and carefully delivered to Portland by members of the New England Antique Truck Club who donated their time and trucks for the mission? Pray tell the later it will never happen!

What a great sight it will be to see one of Maine's historical treasures (in fact one of the worlds rare two-footers) operating again on rails in Portland. To ride on an old "Maine steam train should not be denied to Maine people, their children and visitors to our city.

Those who have had the pleasure of riding on Colorado's famous "Durango and Silverton Narrow Gauge Railroad" have seen the tremendous benefits, financially and historically, this railroad has conferred on the state of Colorado and to the towns for which the railroad was named.

At this point in time we need to look back and capture some of our history. As author Robert C. Jones points out, in his book (Two Feet to the Lakes - The Bridgton & Saco River Railroad; Edmonds, WA; Pacific Fast Express, 1993; ISBN No.0-915713-26) these small railroads were once working railroads that played a large part in Maine's economy and development.

What a wonderful vacationland attraction and benefit the Bridgton and Harrison Railroad could have brought to these two Maine towns today. Instead the little railroad was buried due to lack of foresight and monies by townspeople and businessmen and thus one of Bridgton's historical treasures vanished from the scene forever. There were faithful railroaders and fans who did not want to see the line die and tried valiantly to save her from the wreckers torches or from being sold piecemeal and scattered around the country.

In 1941 Mr. Ellis Atwood bought part of the Bridgton and Harrison Railroad's rolling stock. However due to WW II the engines and cars were not to set foot on Mr. Atwood's property until 1946, where they were restored, protected, and ended up as the "Edaville Railroad and Museum" steaming around his cranberry bogs for nearly fifty years.

Now that a large part of the rolling stock is safely back home again at "The Maine Narrow Gauge Railroad Co. & Museum" 58 Fore Street, Portland let's get the train rolling. With wisdom and foresight, let the "powers that be" act to remove the gridlock that is holding up the progress of permitting the little "two-footers" to run in Portland.

The completion of a narrow-gauge, steam-train tour would be a quality accomplishment for Portland. It would present Mainers and their children a fascinating yesteryear experience to explore the city from a seat on a real early-day 'Maine' steam railroad. To those who come to 'vacationland', the railroad will provide an added scenic adventure in this beautiful city on Casco Bay.

Sincerely,



Richard Caswell McCrum

The author is a native of Portland and is the grandson of "Uncle Mel" Caswell who was Master Mechanic and Purchasing Agent with the Bridgton and Harrison Railroad for over thirty years.

cc. David McNabb, Metro Editor
Portland Press Herald

Phineas Sprague Jr.
Robert Jones

RECEIVED
AUG 29 1994
PORTLAND PLANNING OFFICE

13 Emerson Street #302
Portland, Maine 04101
June 21, 1994

Chairwoman Jadine O'Brien
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Dear Chairwoman O'Brien,

We are writing to express our strong opposition to the possibility of the Maine Narrow Gauge Railroad laying train track along the Eastern Promenade. We have observed the antique train now in operation (on a short piece of track by the waterfront) as well as the other trains in the museum. Although the trains themselves are quite interesting, under operation they are noisy and belch large clouds of black smoke. We first noticed the smoke during a ferry ride in Casco Bay--it caught our attention from far off shore. Although we were told by museum staff that their high grade coal causes little pollution, what we observed was very disturbing.

The Eastern Prom is one of Portland's jewels. For many years its serene setting has been a source of joy for families, joggers, strollers, tennis players, picnickers, little leaguers, and those who just sit and take in the spectacular view. There is no place for a train on the Prom. Both the pollution and noise would be enormously disruptive to the quiet beauty of the Eastern Prom and the surrounding neighborhood where we live.

We are also concerned about track being laid elsewhere along the Portland waterfront. Even in its current set-up, running along a very short stretch of track, the antique train is a terrible polluter.

Thank you for considering our concerns.

Sincerely,

Steven Gilbert

Tracy Davis

RECEIVED
JUN 22 1994
PORTLAND PLANNING OFFICE

6/21/94

Ray and Rachel Ohman
150 Middle Street 4C
Portland, Maine 04101

Chairwoman Jadine O'Brien
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Dear Ms. O'Brien:

As homeowners in downtown Portland, we would like to add our voice to the request for an excursion line running through the east end of the city and operated by the Maine Narrow Gauge Railroad and Museum.

We would like to point out some other considerations besides the one most often voiced; it would be a great tourist attraction and bring in money.

Let the children of Portland get comfortable with trains. As the population continues to grow and automobiles and their emissions steadily increase, we are eventually going to have to return to some kind of fixed rail. It will be the children of this community who are going to have to make those decisions.

Having been at both Railfairs and seeing so many fathers and boys and girls wandering hand in hand through the Museum, watching the train videos and participating in all the action in the train yard, we got a good feeling about how valuable a project this could be.

And the history! Who knew about narrow gauge railroads and cars---which were introduced into Maine in 1879, in areas where standard width track was not practical for moving goods? They all disappeared as trucking took over in 1940. Now they are back, and let us all enjoy this important piece of history.

RECEIVED

JUN 22 1994

PORTLAND PLANNING OFFICE

Sincerely,

Ray Ohman
Rachel T. Ohman

11 Hammond Street
Falmouth, Maine 04105
June 16, 1994

Jadine Raynes O'Brien, Chair
Portland Planning Board
City Hall - Room 211
Congress Street
Portland, Maine 04101

Dear Ms. O'Brien,

I was a resident of the Eastern Promenade when the Grand Trunk Railroad was running double track freight and passenger trains from India Street around the Eastern Prom to East Deering and beyond (1948-1952). That was also when some of the largest steam locomotives in the State of Maine and in New England operated there. I have been very ^{much} disturbed by the recent negative publicity about the plans for the narrow gauge railroad there.

The Grand Trunk trains used a relatively low grade of coal and frequently made that passage without any noticeable noise, smoke or pollution that might in any way affect residents on most of the Hill. There were possibly 6 dwellings at the extreme end of the Prom which might have been more aware of the passage of these trains than others, but otherwise the residents of Munjoy Hill weren't even aware of when they operated. So, the concerns about the noise and pollution of these little two foot narrow gauge tea kettle locomotives is totally unfounded.

I urge you to support the narrow gauge railroad plans on June 28. Please also share my views with other members of the Planning Board.

Yours sincerely,



William M. Dox, Jr.

RECEIVED

JUN 22 1994

PORTLAND PLANNING OFFICE

DWIGHT A. SMITH
P.O. BOX 218
KEARSARGE, NH 03847-0218
603-356-3416

June 19, 1994

Ms. Jadine O'Brien, Chairperson
City of Portland Planning Board
City Hall
Portland, ME 04100

Dear Chairperson O'Brien:

I am writing to voice my support for the endeavors of the Maine Narrow Gauge Railroad Museum to establish an operating rail museum at the foot of Munjoy Hill.

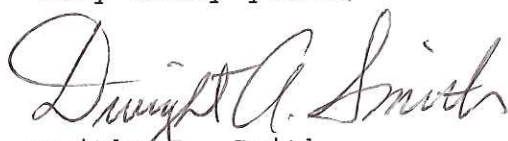
By way of introduction, I lived in the City of Portland 1960-1973 and often think of it as my "home town". In 1973 my family and I moved to North Conway, NH to establish a steam-powered tourist railroad. The Conway Scenic Railroad grew and prospered under my leadership to the point where it now attracts over 100,000 riders each season, most of them are tourists with many dollars to spend in our community and in our area.

Your city is now offered an opportunity to welcome a truly unique and historic enterprise, one that will help boost Portland's appeal to out-of-town visitors. I am aware that you have opposition to the planned narrow gauge railroad operation. I think the opponent's fears are unfounded based upon the facts. On June 18th I attended the railroad show sponsored by the Maine Narrow Gauge Railroad Museum, and saw crowds of people who were utterly fascinated with little steam locomotive No. 3 operating over a short section of track. The train made very little noise, other than an occasional toot from a nostalgic and melodious steam whistle. I noted that the fireman practiced good firing practices, and with its tender filled with high grade coal the locomotive produced very little smoke.....much less than the hoards of diesel trucks on nearby Commercial Street and Tukey's Bridge.

I suggest that you and your board look with favor upon the application of the narrow gauge railroad. You have an option to bring some living history back to Maine, with an opportunity that may never be repeated.

Go for it!

Very truly yours,



Dwight A. Smith,
Retired President & General Manager,
Conway Scenic Railroad, Inc.

RECEIVED

JUN 22 1994

PORTLAND PLANNING OFFICE



June 19, 1994

Cataract and Implant Surgery

Frank W. Read, M.D.
Peter S. Hedstrom, M.D.

**Retinal and Vitreous Diseases
and Surgery**

Frederick S. Miller, III, M.D.
Peter S. Hedstrom, M.D.
Terry Ann Scriven, M.D.

**Ophthalmic Plastic, Lacrimal
and Orbital Surgery**

A. Jan Berlin, M.D., F.A.C.S.

**Corneal and External Diseases
Anterior Segment Surgery**

Charles M. Zacks, M.D.

**Pediatric Ophthalmology
Adult Strabismus**

Jeffrey L. Berman, M.D.

Anesthesiology

Carrie L. Frederick, M.D.

Contact Lenses, Low Vision

Nirupama Aggarwal, O.D.

Administrator

Ann B. Tripp

Chairwoman Jadine O'Brien
Portland Planning Board
589 Congress Street
Portland, Maine 04101

RE: Maine Narrow Gauge Railroad

Dear Chairwoman O'Brien:

I will be unable to attend the Planning Board Public Hearing on June 28, 1994 at 7:30 P.M. In my absence, I would like add my support for the Maine Narrow Gauge Railroad and hope that the Planning Board will grant approval, so the Narrow Gauge Railroad can begin laying track, thus adding another important element to Portland's scenic and cultural attractions.

Sincerely yours,

A handwritten signature in black ink, appearing to read "A. Jan Berlin".

A. Jan Berlin, M. D.

RECEIVED
JUN 22 1994
PORTLAND PLANNING OFFICE

RR 3 - Box 2280
Oakland, Maine 04963

June 10, 1994

City of Portland Planning Board
389 Congress Street
Portland, Maine 04101

Gentlemen:

With a personal interest in the development of the proposed Maine Narrow Gauge Railroad in Portland, I would like to express my views on the matter.

After the time, effort and expense that Phinneas Sprague has invested in bringing the narrow gauge railroad back to Maine, the support of the financial institutions behind him, the enthusiasm and support of the volunteers, it seems almost tragic to allow a few selfish, inconsiderate and domineering few to thwart the venture. After all, there was previously a railroad, with bigger equipment, over the proposed railbed, which would seem to have established a precedent regardless of any adverse opinions, and I would hope no compromises would be given in the process of settling the matter of allowing the narrow gauge to operate.

From my own experience with steam engines, I know they can be operated with a minimum of smoke and noise. What appears to be smoke many times is only harmless steam.

Aside from bringing a piece of Maine's history back to Maine, it surely will be an attraction to Portland and a profitable influence to other businesses in the area.

I would hope your group would consider this venture favorably.

Very truly yours,


Lawrence E. Brown

True Copy

Edgar T. Mead, King Road, Etna, NH 03750

Ms Jadine O'Brien
Planning Board
City Hall
Portland, ME 04101

Dear Madame:

I wish to intercede in defense of the Maine Narrow Gauge Museum which wishes to build a short, demonstration trainride on the same roadbed which supported trains for one hundred years.

For the record, I have been a Selectman, Plan Board Member, Finance Board Member, Library Trustee of the Town of Hanover, NH. I have also been Director of Public Transportation for the State of New Hampshire. I was also Superintendent of the narrow gauge Bridgton & Harrison Railway in Cumberland County, Maine. I have written several books dealing with narrow gauge railroads.


My main points are: (1) This is a valid and important project on the subject of Maine History. (2) The train and museum are ideal for family type of activity. (3) On the order of 100 train museums in this country alone are operating without complaint, and in fact they operate in most cases with neighbor support. (4) A demonstration of the limited type envisioned (three or four movements in a holiday) will prove to be an economic asset to the community. (Railfans will come to Portland from 50 states and Canada.) (5) My own experience over 50 years in recreational trains and as a founding member help to guarantee compliance with local rules and traditions.

I support this project.

6/29/94

Yours truly,
Edgar T. Mead

TO: Joe Gray

FROM: Mayor Anne Pringle 

DATE: September 20, 1993

SUBJECT: Maine Narrow Gauge Railroad

As you may know, several of us on the Council attended the Munjoy Hill meeting to discuss the Maine Narrow Gauge Railroad project, at which quite a bit of concern was expressed about the issues of potential noise and pollution.

It seems to me that it would be helpful to try to address some of these issues up front, either to get them behind us, or to focus on what needs to be resolved before the operating train can go forward. Some of the issues are:

- 1) Is the operation of a train a grandfathered use or will DEP approval be required?
- 2) What are the noise standards that will apply to the train whistle and the train locomotive?
- 3) What are the standards for the locomotive emissions? Can any kind of coal fuel meet whatever standards are applicable?

Is it possible to get a staff response to these issues or will it require more information from the railroad group? (Note: it seems to me that at least the first issue can be addressed at the staff level.)

I will look forward to hearing your response.

cc: Councilor O'Donnell
Councilor Lord

TO: PORTLAND PLANNING BOARD

FROM: DONNA WILLIAMS, MEMBER, PORTLAND PLANNING BOARD

RE: OPEN SPACE PLAN

We are currently reviewing an open space and recreation plan which represents our vision for Portland for the next twenty years. (It has been thirty years since the last open space plan was created.) I think the plan asks all the right questions, "What are our recreational needs?, What are current conditions?, How can the needs be met?, How can the needs be paid for?. I think the plan is organized well. in that it looks at neighborhood, city, and regional issues. However, I do have concerns that there is vital information missing from the document, and that we are rushing our review process, without giving adequate discussion and thought to this important component of our comprehensive plan.

As I said at our last workshop, I think basic city services, such as parks and recreation, education, libraries, are important quality of life issues, which make a city attractive to residents and businesses alike. We spend alot of time as a community worrying about businesses relocating to the suburbs, but we need to think about the importance of maintaining a diversified residential base as well. We need to get a better sense of who we are as a community, who is leaving , and who is moving into the city, and why? Do people leave seeking improved services in the suburbs? Are we an aging community or is our population growth comprised of young families? Are we a wealthy community , and therefore, we can afford to buy our recreation from private agencies? These are some of the questions we need to think about and answer. It would be useful to get a demographic snapshot , by neighborhood, as well as city-wide.

I did some research myself, using the city's housing strategies report. The data helped me put in context some of the needs addressed in the report, and also suggested other needs which remain unmet or unidentified. For example, we are primarily a city of renters(58% of the city's population), we are a community of people with relatively modest incomes(50% of the city's households have incomes of less than \$25,000.), and the largest growth in population was amongst the "baby boom generation"(an increase of 7000 people). This growth amongst baby boomers also likely explains some of the school department's ongoing problems finding sufficient shelter for their students. The report also identifies Riverton and North Deering as the two fastest growing neighborhoods in the city.

Knowing who lives in a neighborhood.(renters/homeowners, income levels, age) might help us sort out the appropriateness of the recommendations. A neighborhood with relatively high incomes, populated by homeowners on large single family lots might not need a public outdoor place for family picnics; on the other hand, if I lived on Woodlark Street in an apartment, I might like to have access to a picnic area which my

family could have a cookout. (In fact, I don't believe there's anyplace in the City of Portland where a family can have a cookout!) My age might impact the distance I can travel for recreational services, and my income might determine access to recreational services currently being offered by the private sector. Alex and Larry Mead have discussed the possibility of taking the report out to the neighborhoods for review, particularly with neighborhood-based groups, such as school PTO'S. They proposed including, in this report, a description and timeline for that process. I think, given our time constraints in reviewing this report, and its specific recommendations, it is desirable to ask staff to go directly to the consumer for their review. Presumably this would take place later this year and early next year, in time for CIP planning, if necessary.

The report also does an excellent job describing existing parklands. However, the plan is supposed to be both an open space and *recreation* plan. We don't have a good picture of recreational services offered by the City, who receives them, and where they receive them. For example, is there disparity between seniors and youth, and is it justified? Do people in North Deering or Deering Center receive any neighborhood-based recreational services? If not, why not? Not all recreational services need to be neighborhood-based, but just like our different parkland needs, we need to think in terms of both neighborhood, city, and regional delivery systems when it comes to recreational programming.

Then there's the questions of the school recreation/athletic needs. They really haven't been identified. What do we do about it? There are many needs, of which I am personally aware, but to what extent they can be met through proper management vs. the need for additional athletic fields, I do not know. Could we identify a process which would require joint planning between the school department and the city's parks and recreation departments. Perhaps the process could result in an annual report to the Parks Commission. There is a Planning Board and School Board representative sitting on this Commission, and I believe all three City Departments help staff the Commission. There are several issues which I have identified which I think they need to address:

- community access to all school facilities
- standards which outline priorities for use of public fields, eg. school uses, neighborhood uses (e.g. Little League), private uses (rentals)
- standards for fees of rental of space and its disposition
- How do we determine which service is best delivered at the neighborhood vs. city-wide site
- Coordination and cooperation in the management and delivery of recreational programming, regardless of whether they're delivered inside or outside a school facility (currently the school department controls access and management inside the buildings and the recreation department controls the outside of the buildings.
- Guidelines which govern the "privatization" of recreational services delivered at public facilities

As I reviewed the recommendations, both pilot projects and long term plans, I kept returning to the demographics and frankly, to some

of my own experiences as well as my friends and neighbors, to try to give the recommendations some context. I also spent some time reviewing the "ranking criteria for projects"(page 180), and it did not make a lot of sense to me. For example, there are 14 recommended land acquisitions, 4 in North Deering, 4 in the Downtown, and 1 each in the East End, the West End, Nason's Corner, Oakdale, Stroudwater, and the Islands. How does the "ranking criteria" allow something like "Portland Commons"(page 186), but not open space for Lincoln Middle School? My biggest concern is not the projects listed in the report--they will all go through further scrutiny before they are implemented. Real needs that are not included in the report may never get proper attention, because it will be this document which guides future park and recreation development. When my son's Babe Ruth team was thrown off the field because their outfield was rented to an adult Lacrosse team, the coach left the field saying he would never coach again, when my 11 year old played soccer and was told by his coaches they couldn't get any field time in Portland so all his games were away, when they excluded sixth graders from most of the school athletic programs because of lack of resources, including space, when the Little League teams can't take to the field until it's almost dark because the fields are double booked with Middle School and High School softball teams, when schools and other public facilities are turned over to private enterprise which charge huge fees for recreational services, when all these things happen, there is a significant community of frustrated citizens.

I like everyone else, I enjoyed the history of Portland, and was also fascinated to read that Portland is essentially 70% water and only 30% land. Again, giving me some context in which to review the report, it is surprisingly silent on most water-related activities, except of course for *seeing* the water, e.g. implementation of the shoreway access plan. Fishing, skating, boating, swimming, are all important water related recreation activities which ought to be addressed in the report. In fact, the State Growth Management Act(pg.2) seems to suggest it is required to include these activities in our document. Given the modest incomes of most Portlanders, it is unlikely that large numbers have second homes or cottages where they can enjoy the outdoor amenities associated with water. Activities such as fishing and swimming also require little personal resources such as equipment, and again, these are the types of activities we ought to encourage.

Again, given the modest means of most Portlanders, I'd like to suggest we consider a joint plan with the schools, the city, and Portland Housing Authority to install basketball hoops at public buildings or spaces around the City. As most of you probably know, basketball has "arrived" and is challenging baseball as the national pastime. Its popularity in urban areas is obvious and easily explainable--no large land requirements, no extraordinary upkeep expenses, easy access in neighborhoods, and little personal expense for acquisition of equipment. Some cities are making use of existing facilities.

e.g. fire stations and other public-oriented spaces to encourage children to go there and play. They are usually safe places, and there are adults nearby. Portland needs to develop inexpensive facilities to encourage kids to do more than "hang out".

I was very excited about the plan to create arborways. Again, my concern is not the projects listed in the report, but the streets left out of the report. Might there be some guidelines established about the priorities? I would like to see Capisic St. added to the list, since it was devastated three years ago by a State "road improvement" project. But many other areas come to mind, eg. Westbrook St. Woodford St., the Proms, Bramhall to Decring Ave and the Oaks, etc. Should we think about the linkages in the Shoreway Access Plan that cut through neighborhoods as having some special treatment, such an arborway?

Finally(Are you happy?), I think we should include a project in the list of recommendations that requires the Planning Board to review Subdivision and Site Plan standards for recreation and open space. Should we, can we require easements to implement the Shoreway Access Plan? Should we undertake a review of existing utility easements and see if we can incorporate some of them in our open space network by opening them up to pedestrian use? Do we need a tree ordinance to protect our living landscape--we have one which protects our built landscape. Is ROS zoning satisfactory? When was it last reviewed?

As I said, I only had a few questions about the plan! I look forward to our discussion and public hearing. Thanks.

RR 3 - Box 2280
Oakland, Maine 04963

June 10, 1994

City of Portland Planning Board
389 Congress Street
Portland, Maine 04101

Gentlemen:

With a personal interest in the development of the proposed Maine Narrow Gauge Railroad in Portland, I would like to express my views on the matter.

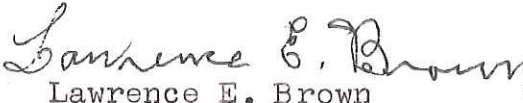
After the time, effort and expense that Phinneas Sprague has invested in bringing the narrow gauge railroad back to Maine, the support of the financial institutions behind him, the enthusiasm and support of the volunteers, it seems almost tragic to allow a few selfish, inconsiderate and domineering few to thwart the venture. After all, there was previously a railroad, with bigger equipment, over the proposed railbed, which would seem to have established a precedent regardless of any adverse opinions, and I would hope no compromises would be given in the process of settling the matter of allowing the narrow gauge to operate.

From my own experience with steam engines, I know they can be operated with a minimum of smoke and noise. What appears to be smoke many times is only harmless steam.

Aside from bringing a piece of Maine's history back to Maine, it surely will be an attraction to Portland and a profitable influence to other businesses in the area.

I would hope your group would consider this venture favorably.

Very truly yours,


Lawrence E. Brown



May 4, 1994

Mr. Robert Ganley
City Manager
389 Congress Street Room 211
Portland, Maine 04101

Dear Mr. Ganley:

Over the past months, citizens from the Monjoy Hill Neighborhood Organization contacted me regarding the proposed narrow gauge train near the Eastern Promenade. Concerns have been raised over both the toxicity of the air emissions that could come from such a train, as well as the process by which the potential health effects from this project are to be evaluated. The American Lung Association of Maine believes that these concerns are legitimate, given the nature of the project.

The pollutants generated from coal burning units are among the most toxic of any combustion source. The impacts from a train engine, whose concentrated emission plume could create localized problems, are particularly worrisome. Furthermore, a growing body of scientific evidence suggests that there is no safe level of exposure associated with the fine particles emitted from fuel combustion. At greatest risk are those individuals with pre-existing lung or cardiovascular diseases.

According to the state agencies, most if not all of the decision making authority for this project rests at the local level. In light of the potential threats to health and well being which the air emissions could present, we urge the City of Portland to conduct an assessment of their environmental impacts before making its decision. We would be happy to assist you in any way we can.

Sincerely,

Norman Anderson
Norman Anderson
Director of Environmental Health

cc: Ms. Ann Pringle, Mayor of Portland
Mr. John Wirtz, MHNO

When You Can't Breathe, Nothing Else Matters®

128 SEWALL STREET, AUGUSTA, ME 04330
(207) 622-6394 1-800-499-LUNG FAX (207) 626-2919

CHESTER & VESTAL
ATTORNEYS AT LAW

EDWIN P. CHESTER
BARBARA A. VESTAL

107 Congress Street
Portland, Maine 04101
Telephone (207) 772-7426

March 24, 1995

Kenneth Cole, Chair
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Re: Maine Narrow Gauge Railroad

Dear Mr. Cole:

The purpose of the trial operating period was to allow affected parties to discuss the pending application from a perspective grounded in fact rather than speculation. I come out of the trial period with the following observations:

1. ADDITIONAL MODIFICATIONS ARE NEEDED TO MITIGATE AIR EMISSIONS IMPACTS. Regardless of restrictions on the number of trips per day, the engines produce significant, visible emissions for up to 16 hours per day (3.5 hours to "steam up," 9 passenger-carrying hours of operation, and 3.5 hours to cool down). Approximately 95% of this 16 hour period, the idling engine is essentially a fixed, emitting stack. It is customarily parked in a location in very close proximity to the high-density Munjoy Hill residential neighborhood. These emissions, particularly from the coal-fired engine, remain of great concern to me.

2. THE PLANNING BOARD CONDITIONS HAVE TO BE VERY CLEAR AND ENFORCEABLE. Despite the very detailed representations of the applicant and the careful conditions of the Planning Board, there were major deviations in actual operation. For example, for the trial period, the Planning Board limited the applicant to no more than 5 train rides consisting of a single round trip each per day. At some point, without requesting a change in the condition, the applicant changed a train ride to consist of two full round trips, thus doubling the impacts. Similarly, despite representations as to the exacting specifications of the coal it intended to burn, it is my understanding that the applicant actually burned non-conforming coal for at least two of the three or four

days the steam engine was run. These deviations may have been motivated by the best intentions of a volunteer organization trying to operate with limited financial resources. But the fact remains that conditions need to be very explicit and enforceable, and once imposed, should be respected.

3. AS LONG AS COAL IS USED, THE APPLICANT SHOULD BE REQUIRED TO BURN ONLY COAL WHICH MEETS THE SPECIFICATIONS RECOMMENDED BY ITS EMISSION EXPERTS. William Petitjean's letter of June 6, 1994 states that it is very important that the coal meet rigorous specifications for "the best semi-bituminous coal" (low ash, low sulfur, low volatile, free burning Pocahontas coal from West Virginia or its equivalent), that it be purchased and shipped in appropriately small quantities and protected from weather slacking. As the State of Maine does in its lease, the City of Portland should require the applicant to maintain a record of specifications of the fuel consumed and should require it to file certifications of specifications from the fuel suppliers.

4. MAXIMUM NOISE LIMITS SHOULD BE INCLUDED AS A CONDITION. The whistle has the capacity to reach 100 decibels. So far, the applicant has voluntarily restrained its use. To avoid any question about whether that practice continues into the future, maximum noise limits should be made an express condition. It is my understanding that the applicant has indicated a willingness to comply with a maximum sound level of 55 decibels. This standard should be uniform across all zones in which it will operate.

5. THE BOARD SHOULD BE VERY CONSERVATIVE ABOUT EXPANDING FREQUENCY OF TRIPS AND HOURS OF OPERATION. With the agreement of the applicant, the operations were limited to 5 trips per day between the hours of 10:30 a.m. and 7:30 p.m. The applicant is now proposing no limits on number of trips and greatly expanded hours. With the coal-fired engine, 12 hours of passenger operations translates to 19 hours of firing up, operating and cooling down; later special events could result in 24 hour use. This expanded use is clearly incompatible with non-train riders hoping to have some time for peaceful enjoyment of the trail. It is also incompatible with the adjacent residential neighborhood.

6. THE PLANNING BOARD SHOULD RESERVE THE RIGHT TO REVIEW THE OPERATIONS AFTER A SUMMER OPERATING PERIOD AND, IF NECESSARY, REQUIRE ADDITIONAL MITIGATION OF IMPACTS. The trial operating period did not coincide with the time of

Kenneth Cole
March 24, 1995
Page Three

year the impacts are most likely to be felt. The period of operation was mid-December through mid-March. Fewer people were using the future trail area and adjacent parks, windows of residents were closed, and the coal-fired engine was put away for most of the time. There are still many unanswered questions about impacts, particularly air emissions. The applicant has not performed any emissions tests. The models were based on assumptions about frequency of trips (4 per day with the steam engine) that the applicant now seeks to change. Moreover, the applicant's own emission's expert, William Petitjean, anticipated a reassessment after a baseline was established; he suggested that careful firing and crew training may be insufficient to reduce emissions to an acceptable level and that technological modifications may become appropriate. Others have suggested an alternative fuel source might be appropriate. Due to many unanswered questions, the Planning Board should retain oversight to reassess after a fair trial period.

Thank you for considering these comments.

Very truly yours,



Barbara A. Vestal

BAV/aj

Maine Narrow Guage Railroad Company and Museum

RECEIVED

JUN 21 1994

PORTLAND PLANNING OFFICE

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: MARTHA LITTLEFIELD
RR 1, BOX 110
POLAND SPRING, ME 04274

Please write your comments regarding the placement of the Narrow Guage temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I am writing in support of the proposal to lay tracks for an excursion-type train route on the Eastern Promenade. As custodians of this historically important rail equipment, Maine and Portland have the unique opportunity and responsibility to not only preserve this heritage but also to allow its citizens and visitors and the generations to come after them to not only observe, but to EXPERIENCE, two-footer travel.

Signature:

Date:

Martha Littlefield
6-20-94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Szatkowski Family
RR 1 Box 1540
West Buxton ME
04093

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Good Idea Clean Quiet Fun for Family.

Signature: Barbara Szatkowski
Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Vinai Thompson Jr
130 Dolton St
Portland ME

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

THIS SHOULD BE A PLUS TO THE AREA, TO
THE PEOPLE WHO ARE AGAINST WORK WITH
THE RAILROAD PEOPLE FOR THE BETTERMENT
OF ALL. THIS SHOULD DEFINITELY BE
GIVEN ALL POSSIBLE CHANCE.

Vinai J Thompson Jr

Signature:

Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: George TINKHAM
RFD
W. Baldwin Me oforl

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Planning Board Members.

Wake Up!

Many towns would love to
have this venture.

Signature:

Date:

6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Bill Weber
66 DOWN A BROOK RD.
PORTLAND ME

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Given certain restrictions I think the
Narrow Gauge Train can be
compatible with the Trails

Signature:

Date:

Bill Weber
6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Scott Ouillette,
31 McKinley St.
So. Portland, Me. 04106

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Good tourist attraction
Good for Portland business
Trains are ^{making} come back

Signature:

Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: BURT TRUMAN
85 SECOND ST
HALLOWELL, ME 04347

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

THIS WILL BE ONE OF THE GREATEST ADDITIONS
TO THE AREA TO HELP PRESERVE A SMALL PORTION OF
MAINE HISTORY FOR GENERATIONS YET TO BE BORN.

Signature: Burt B. Truman
Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Michael A. Pedersen
P.O. Box 292
North Berwick, ME 03906

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I think that if the Narrow Gauge Railroad and Museum is allowed to develop as it was originally conceived, it will be a tremendous asset and money-maker for the city of Portland.

Signature:
Date:

Michael A. Pedersen
6/19/94


Maine Narrow Guage Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board.
389 Congress Street
Portland, Maine 04101

From: CAROLINE PLUTZMAN
23 PROVIDENCE ST.
PORTLAND, ME 04103
775-0601

Please write your comments regarding the placement of the Narrow Guage temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

A GREAT IDEA! IT WILL DEFINITELY ADD TO
THE EXCITING CITY OF PORTLAND.

Signature: 
Date: 6/18/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Dr. Charles Innis
23 School St.
Lewiston, ME 04240

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

The placement of the Narrow Gauge track on Eastern Promenade would beautify an otherwise unused area. In addition, the cultural and historic significance of this train should be regarded as an important resource for the education of children of future generations.

Sincerely,

Charles Innis, WTD

Signature: Charles Innis WTD
Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: LORI DORR &
ROBERT WIRTZ
25 WATERVILLE ST.
PORTLAND, ME 04101
773-4089

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

We are very happy that the Maine Narrow Gauge RR is in our neighborhood. We feel that any environmental or noise problems ~~would be~~ associated w/ the laying of track would be minimal + greatly outweighed by the benefit of having such an ambitious, unique, educational + historical railroad exhibit on Munjoy Hill. Nothing could possibly make as much noise as Bath Iron Works.

Signature:

Date:

Lori Dor
6/20/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: DAVE Field -
37 SEVENTH ST.
Auburn,
ME 04210

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Ms Obrien,

This has been one of my Best Days in MAINE!
we've watched, ch 6 The progress of this most
exciting project - to actually see these trains in
motion is a real privilege. The enthusiasm
with which people greet the train is a great
morale builder for the area (and we all know when
people are happy they will spend money) The careful
consideration of the Directors here eliminates any Big
problem regarding smoke or noise - every consider-
ation of being good neighbors + an asset to the
community is being explored —

Signature:

Date:

David Field
June 19, 1994

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Ray Ragone
101 Danforth St #10
Portland

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

This should be only the first step. I'd like to see the track extend all around the prom to Back Cove + Deering Oaks.

Signature:

Date:

Ray Ragone
6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Richard Bumpus
129 Elm Hill Rd.
So. Paris Me.
04281

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I think the narrow gauge railroad should be allowed to operate in the Portland area. It would be grate for the state. We need it.

Signature:

Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: HOWARD B CLARKE
15 OSBORNE RD
GORHAM, ME

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Citizens of the Portland area have a right to their heritage and track around Eastern Prom. is a part of Portland's railroading past.

In addition we need tourist attractions in Portland and the narrow gauge can be a vital contribution to a future with jobs and revenue for the city's businesses.

Signature: Howard Clark
Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Gusan Grant
37 Northampton St.
Easthampton MA 01027

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

It's a great tourist attraction and
would be an economic boost for
Portland. Good, clean fun!

Signature:
Date: 6/19/94

Maine Narrow Guage Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Ms. B. Clark
RR 1 Box 6
Alfred Maine
04602

Please write your comments regarding the placement of the Narrow Guage temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

It would be wonderful for the history of Portland and for families to enjoy. Especially this location, where the trains were built.

I would love for the tracks to ~~be~~ go all around the harbor.

Jessie Clark ~~###~~ //

Signature: Cindy Clark
Date: 6/10/94

Maine Narrow Guage Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Charles & Ellen Drake
P.O. Box 14
Denmark, ME 04022

Please write your comments regarding the placement of the Narrow Guage temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

We believe it would be most advantageous to Portland to have a working narrow-guage on the Eastern Promenade. Not only would the trains draw tourists but trains are a bit of Americana that should also live in spirit!!!

Signature:

Date:

6/19/94-

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Jean Morrison - Strollo
318 Pembroke St.
Pembroke
N. H. 03275

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

We must preserve our history & heritage for future generations. We do not need another Union Station disaster. What a shame to care so little about our wonderful country! Our state (I am moving back here in the near future) needs family tourist business. A living, working museum. Why send the money elsewhere?

Signature:
Date:

Jean Morrison -
Strollo
6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Dorothy W. Morrison
225 A High St.
S. Portland
Me. 04106

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I rode on the Sandy River RR as a young teacher - from Farmington to Kingfield. This is such a great opportunity to preserve a part of our heritage for my grandchildren - and yours. Please support this very important venture. We must care about these things. We need family tourism - Maine needs the proper, decent type of tourist this will attract.

Signature: Dorothy W. Morrison

Date: 6/19/94

Maine Narrow Guage Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Jeb Williams
P.O. Box 4799
Portland Me.
04112

Please write your comments regarding the placement of the Narrow Guage temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

The City of Portland should support the Maine N. G. R. Museum. The operating N.G. train will make it a living history museum.

Politicians talk about jobs.

The fine people of the Museum are giving the city of Portland a gem.

A gem that will bring tourists, jobs & money to Portland as well as enhancing the beautiful & interesting ambience of our city.

Signature:

Date:

Jeb Williams
6-19-94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: PAULINE BRILLANT
46 UNION ST. BROWSWICK, ME
BOB BRILLANT
20 DUSTY LN. TOPSHAM, ME

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

*We feel the train will give Portland more variety
in historical features to the city & draw
a lot of business to the area. All for it*

Signature: *Pauline Brillant*
Date: *Robert Brillant*
6-19-94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Bruce Teixeira
210 Alfred Lord Blvd
Taunton, ma 02780
(508) 822-9655

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

In my opinion this group is doing a good thing for the state of Maine. By approving their request for laying track the M.N.G.R.C+M. will be able to create a bigger and better facility thus generating more revenue for the Area.

Signature: Bruce Teixeira
Date: 6-19-94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

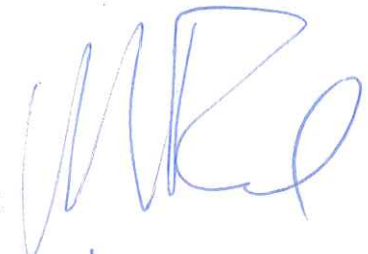
From: Wes FLIERL
P.O. Box 125
Wolfeboro
N.H. 03894

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

It is important to recognize the historic diversity & development of Maine & the City and The Board should look favorably on the opportunities to re-establish it & also the added tourist/vacation elements to complement The old Port.

Please recommend a favor of this project

Signature:
Date:


19 Jun 94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: PAUL + PRISCILLA WIGGIN
673 FREMONT ROAD
CHESTER, N.H. 03036

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

We hope you can see fit to let the narrow gauge put in their trackage. We've been here quite a few times and are really interested in this important part of Maine's heritage. I personally know Emmons Lancaster and some of the other volunteers and I'm sure they will do a great job in the preservation of these historic pieces from when times were better.

Thanks,

Paul E. Wiggin

Signature:

Date:

6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Sandy Sondheim
RFO#1 Box 2770
Buckfield, ME
04220

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

The Narrow Gauge Museum would be a big asset to the city of Portland as it would aid Maine's second most valuable source of income (Tourism). Since many businesses are not attracted to the Portland area we need to emphasize what we do have!

Signature:

Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Mrs. Wallace (Anita) Leavitt
102 Longwood Rd.
Cumberland Center, Me.
04021

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I believe in the Maine narrow gauge and wouldn't be here working (volunteer). I think it should stay in Portland.

Signature:
Date:

Anita Leavitt
6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Joe Downey

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

would create a new reason to use
one of the premier parks in the state

Signature:

Date:

4/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: PETE PARKER
5 UPLAND ROAD
W. FARMING

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

THE BOOST FOR LOCAL BUSINESS WILL
BE GREAT. PEOPLE CAME FROM ALL OVER THE WORLD
TO RIDE THESE TRAINS AT EADAUVILLE.

Signature:

Date:


6/19/04

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Ralph & Margaret Danvik
72 Munjoy St
Portland Me
7723285

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

*We support the train's around the
Prom*

Signature: *Ralph Danvik*
Date: *6/19/94*

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Margella Rawnsley
95 Harris Rd
Cumb Me 04021

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I have been following this in the Port. papers. Please let this go as originally planned!

Signature:

Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: WILLIAM A. LOTZ
Acton Ridge
Acton Maine

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

A great asset to the
city

Signature:
Date:

William Lotz
6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Lester Parkhurst
1513 La Jolla Ave
San City Center Fl 33573
former Maine resident

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Maine must take advantage of every opportunity to attract outside dollars.

Do not pass up this chance of taking advantage of volunteerism working at its best.
Let Belfast's example be your guide

Lester Parkhurst

Signature:

Date: 6/19/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: JAMES S. WILLIAMSON
489 OCEAN STREET
SOUTH PORTLAND, MAINE 04106

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

Please support the placement of the narrow gauge track on the Eastern Prom. I believe that with careful planning the concerns of the Munjoy Hill neighbors can be adequately addressed, and I also believe the ability to provide steam train rides will make the museum an attractive tourist destination and therefore a major asset to the City of Portland.

Signature: James S. Williamson
Date: 6/19/94

Maine Narrow Guage Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Mr & Mrs. Barry Morrison
92 Chambers Circle
Allenstown, N.H. 03234

Please write your comments regarding the placement of the Narrow Guage temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

We support this railroad museum as a great source of family entertainment, as well as a fine history lesson. What a fine tourist attraction to this city

Sincerely,

Signature: Barry & Rhonda Morrison
Date: 6-19-94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Betsy Andersen
296 Spring St
Portland ME 04102

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I feel that we should by all means get the train in operation. It is a piece of Maine history that should not be lost sitting in the rail yard.

With regards to the track issue why can't they be side by side? It's not as if we are talking about installing the Long Island Railroad on any other bus rail system. I am totally in support of the train.

Signature:
Date:

Betsy Andersen
6/21/94

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: HOWARD RIPLEY
PO BOX 3180
POLAND SPG ME 04274

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

We are so fortunate to have such an assembly of history in our back yard. It is so bad that a few people can't realize the good this can be for the city of Portland, all the work gone into getting this back to order and not be allowed to operate is a very sad thing.

RECEIVED

JUN 22 1994

PORTLAND PLANNING OFFICE

Signature: Howard Ripley
Date: 6/21/1994
Founding member.

Michael Chapman

17 Deerpath #4
Maynard, MA 01754

June 21, 1994

The Honorable Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine, 04101

Dear Ms. O'Brien,

I would like you to study the enclosed photograph. It was taken in September of last year, the day that the City of Portland became the new home of the Edaville collection, the last surviving examples of Maine's proud narrow-gauge railroad heritage. It was a bittersweet day for me: I had visited Edaville as a child and an adult for over 25 years, and I hated to see them leave Massachusetts because of shortsighted political squabbling.

Now I understand that the little trains are endangered again, this time by well-meaning but misinformed citizens of Portland, who would deny the museum a permit to begin track construction. While it's true that steam locomotives make interesting neighbors, they are also extremely profitable ones. Ask any of the small business owners in Carver, Massachusetts. The little kettles brought in tens of thousands of railroad pilgrims (and dollars!) visiting the last Mecca of narrow gauge steam operations in New England! This opportunity can be yours; or you can let some of your neighbors to the north have the honor of welcoming the 2-footers with open arms.

What you can't see in this photograph are the hundreds of people who lined Route 58, some openly crying, watching "their" little train leave for the last time. Please don't make the mistake of shooing this most important piece of your own industrial heritage out of your town.

Let the railroad go through once more.

Sincerely,



Michael Chapman

Enclosure

JOHN E. MCNAMARA
31 OLD MARLBORO ROAD
MAYNARD, MASSACHUSETTS 01754
—
TELEPHONE (508) 897-3971

20 June 1994

Chairwoman Jadine O'Brien
Portland Planning Board
389 Congress Street
Portland, ME 04101

Dear Ms O'Brien:

For a little over a year, friends and I have been visiting Portland periodically to check up on progress at the Maine Narrow Gauge Railroad and Museum on Fore Street. In the process, we like to take in the sights in the Old Port area and dine at one of the many fine restaurants and small eateries in the area.

From what I have read in newspaper clippings from other friends in the area, the whole Maine Narrow Gauge project has been an outstanding example of cooperation amongst the civic, financial, and preservationist leaders in the area. It is truly a project of which the City of Portland can be proud.

At the Second Annual Railfair held this past weekend, I learned that there is a possibility that the Maine Narrow Gauge Railroad and Museum may not be permitted to run trains. It would seem extremely unfortunate if this should happen, as I expect the overall benefit of the most Portland residents would occur if progress at the Maine Narrow Gauge project could continue and trains could run.

Thank you for your time in reading this letter and considering this issue.

Sincerely,



John E. McNamara



GREEN MOUNTAIN RAILROAD CORPORATION

DEPOT SQUARE
P.O. BOX 498
BELLOWS FALLS, VERMONT 05101-0498
(802) 463-9531
463-9532

June 21, 1994

Jadine O'Brian, Chairman
Planning Board
City Hall
Portland, Maine 04101

RE: Maine Narrow Gauge Railroad Co. and Museum.

Dear Ms. O'Brian:

I regret that I will not be able to attend the City of Portland meeting scheduled for this Tuesday, June 28, 1994. I am not a resident of Portland Maine, but as a founding member of the Maine Narrow Gauge Railroad Co. and Museum I respectfully submit the following statement for the record:

The Green Mountain Railroad operates both freight and tourist train service in S.E. Vermont. Our tourist operation was visited by over 30,000 people last year, generating about 15% of our gross revenues. We have found strong local community and state support for our efforts to promote tourism. The State as well as the Towns and Villages we serve benefit from our riders presence with additional sales of meals, rooms, services, and merchandise.

The railroad system in our area, as in yours, has existed for about 150 years, and is deeply interwoven into our culture. One can scarcely imagine a more wholesome, family oriented tourist activity, and its unlimited opportunities for historical education. In order to survive and prosper, the Maine Narrow Gauge Railroad Co. and Museum needs the friendship and patronage of their local community, and government. We believe that a working railroad makes for a better quality of life and can significantly contribute to a regions prosperity.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. M. Hebda".

Jerome M. Hebda,
President and General Manager

cc: P. Sprague Jr.

JMH/mw
pfs/mngr

Maine Narrow Gauge Railroad Company and Museum

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: Charles & Dorothy Grogins
95 Bruce Hill Rd
Cumberland Co. Me
04021

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

If a half dozen men are willing to put down track, later take it up and move it if need be — what is the problem?

Charles and I have donated founding memberships and many hours in the Museum and Railroad. Fun and nostalgia are hard to beat. I have no doubt that this will be one of Portland's greatest assets. We have everything - Music, Art, Scenery, History, Sea shore and waterfront, Beauty - it all adds up to fun. People like fun.

Signature: Dorothy Grogins
Date: 6/29/94

Maine Narrow Gauge Railroad Company and Museum

JUNE 21, 1994

Attn: Jadine Obrien, Chairwoman
Portland Planning Board
389 Congress Street
Portland, Maine 04101

From: EVERETT CROSBY
R.R. 3 BOX 29
BRINGTON
MAINE 04009

Please write your comments regarding the placement of the Narrow Gauge temporary track on the Eastern Promenade. Your comments will be passed on to the Portland Planning Board.

I STRONGLY URGE YOU TO SUPPORT THE NARROW GAUGE RAILROAD ENDEAVOR'S IN PORTLAND.

AS A FOUNDER, I AM EXCITED. WE HAVE THE OPPORTUNITY TO BRING BACK AN EXCITING TIME IN OUR HISTORY, THE NARROW GAUGE RAILROAD.

MY GRANDFATHER EVERETT CROSBY, WAS GENERAL MANAGER OF THE BRINGTON AND SACO RIVER RAILROAD FROM 1915 TO 1930, DURING MY CHILDHOOD DAYS.

TO DAY WE ARE FORTUNATE TO HAVE MR. SPRAGUE, DEVOTING HIS TIME AND ABILITY, TO DEVELOP THIS TRAIN BACK INTO OPERATION ON THE EASTERN PROMENADE, FOR ALL OF US TO ENJOY, NOW AND ALWAYS.

I RECENTLY TRAVELED ON THE NARROW GAUGE RAILROAD OF THE WORLD, WHITE PASS AND YUKON ROUTE, LOCATED IN SHAGWAY ALASKA. SEEING IS BELIEVING.

PORTLAND ALSO CAN HAVE A BEAUTIFUL TOURIST ATTRACTION,

Signature: Everett Crosby
Date:

Fish Point - Another 'Union Station' Tragedy

RE: Narrow gauge railway proposed for the Eastern Promenade waterfront.

As many concerned Munjoy Hill residents and property owners who use and esteem this corridor and neighborhood resource, we feel there are a number of questions and issues relevant to this proposal which have not been fully answered and in some instances, not addressed. Is the proposed railroad compatible with one of the most concentrated residential areas in the state of Maine?

The Munjoy Hill area contains densely residential housing but it does have beautiful natural features. Eastern Prom Park, East End Beach and the newly acquired Eastern Prom Coastline conversion enhance its appeal. However, a coal fired railroad will degrade the liveability of the community by introducing soot and pollution reminiscent of an earlier industrial era. With everyone worried about inner city decline why is this project even being considered?

The new accessibility and availability of a portion of undeveloped waterfront, walking path and a quiet retreat is of unmeasurable value to this community. It requires little imagination to know that the railway/tourist attraction would constitute a visual and disruptive blight on this piece of shoreline and neighborhood. Why should the burden of opposing and rejecting this venture rest on our community?

Is the proposed narrow gauge railway in line with current city zoning in this area? It is our understanding that the area in question is currently zoned for marine and/or transportation uses. What is proposed has no relationship to marine or transportation functions and can best be classified as an amusement park. Although the exact zoning may be unclear at this point, clearly this is a non-conforming use and re-zoning is necessary before this project is even begun.

Before this site can be cleared for an antique railway it would normally have to submit an environmental impact statement and undergo extensive hearings before approval. Somehow this proposal has sidelined this lengthy and extensive examination by having been granted a temporary permit. Doesn't the installation of this venture before its approval defeat the entire purpose of the federal legislation? If the proposal were to be denied approval because of adverse impact on the environment who will be responsible and financially capable of removing 'temporary tracks'? At this point the railway is so underfunded it is relying chiefly on contributions and volunteer labor to hastily install track (without any apparent standards or supervision). In the event the application is ultimately denied will these same contributors and volunteers remove the track or should there be a fund posted to ensure this expense is not shifted to the public? Also, the site surrounding and adjacent to the project is unkempt, visually offensive and growing more so as the project progresses. Who will be responsible for enforcing a standard on this project?

Is the proposed railway compatible with a recreation area

that promises walking, biking and open space? This venture's relevance to Portland Trails project is questionable. Pollution, soot and sulfur based acids associated with coal burning coupled with the noise generated by an operating train and the effects of these negative impacts on children and adults enjoying healthy activities immediately adjacent to the proposed railway are questions which have not been satisfactorily addressed or answered. Consider the fact that even now, fifty plus years after the coal burning trains have been discontinued no plants grow on the railroad beds. With an operating train this blight will remain and landscape efforts in surrounding areas will be difficult or impossible. Further more, the entire area adjacent to the train will be covered with dust, soot and sulfuric acid presenting an uninviting surface and discouraging any physical contact with the ground. Activities such as picnics, sports, lounging or sunbathing will be unappealing if not completely prevented. This would be completely contrary to the preservation of green open space.

What exactly are the safety issues involved with running a train contiguous to a recreation corridor frequented by a significant number of children? Trains or motorized vehicles are clearly a menace and discordant with a recreational area regardless of the speed at which these are operated and even more blatantly so, seemingly without any safety considerations. Furthermore, the railway would bisect the Eastern Prom park and access to the shoreline. There are also several sections of the shorefront corridor too narrow to accommodate both railroad and biking and walking trails. In these areas which use takes precedence?

Is it a valid use of public funds to benefit an individual venture of questionable public appeal or advantage? This proposed railroad/tourist attraction is the beneficiary of a significantly expensive land purchase. Public funds further directly enhance the so called 'separate' railway undertaking with landscaping, drainage culverts, necessary stone wall repairs and transportation terminals that would be prohibitive for a private undertaking. Clearly, this venture would be financially unsound if it had to buy or rent the land it intends to use in this venture. Clearly the railroad will benefit with its association with the corridor development. However, the value of the railroad to the corridor is strongly suspect for it threatens the very GREEN SPACE the development sought to preserve.

Furthermore there is an additional two million dollars available through the federal ISTEA program intended to promote alternative transportation to reduce traffic congestion and promote clean air. Are these goals served by a coal fired train spewing pollutants while traveling on a track to nowhere and returning from nowhere?

Will this rare piece "30 acres of possibly the choicest shorefront land in America" and "1.7 miles of beauty" * be preserved or enhanced by the proposed railway/tourist attraction? Beyond consideration for the negative impact on the community and those utilizing the trail system, is the issue of the

ecological integrity in the employment of a significant portion of Maine's waning undeveloped coastline. The argument that this was once a railbed and could conceivably return to use for public transportation in the future, cannot erase the fact that this is a preponderantly natural, undeveloped and very beautiful resource at this point in time. Shouldn't ecological sensitivity and insightful far reaching goals for this area be a first consideration? Is this process being thoroughly and expertly pursued and will the answers to these important questions be left to the federal/state authorities overseeing its licensing or will the local citizens be consulted.

What safety standards will be required and enforced for the public who might ride the train? From our observations the materials already stockpiled and to be used in this project appear to be nothing more than salvaged scrap. Who if anyone will make a final determination on this issue? And, who is providing the expertise in this venture and are credentials required? Simple observation would imply that organization, efficiency and integrity in this project are questionable.

In addition, for those of us familiar with this corridor there exists what appears to be a former dump area with visually obvious and questionable residues. Shouldn't this area be thoroughly investigated and its impact on the ecology determined before any proposals are furthered? If there are hazardous wastes to be dealt with, certainly this should occur before other considerations.

In our minds the proposed railway/ tourist attraction appears to be an issue which raises continual, innumerable and unsettling questions. Aside from those we have already addressed and among the many more to be addressed are:

Who precisely are the individuals, supporters, investors and banks involved with the railway project?

Is this technically a private, profit or non-profit venture?

Who stands to gain in this proposed railway/ tourist attraction venture?

The prominent figure or proponent for the train is Phineas Sprague Jr. Should we examine his record for failed, questionable or uncompleted projects?

Has public support been clearly established? It appears that a minority group of antique train buffs have forced their project upon this neighborhood and the city as a whole.

And doesn't the public, especially residents of the adjacent Munjoy Hill neighborhood have the right to know the answers to these questions?

The temporary permit must be renewed on Dec. 31st and could provide an opportunity for the focus of opposition. Signature petitions opposing the RR will be placed in Munjoy neighborhood stores. Please indicate your sentiments on this important issue before the renewal hearing.

Finally, do we really need to commit another 'Union Station' for short sighted aims to the detriment of our neighborhood and the city's future.

Copies to:

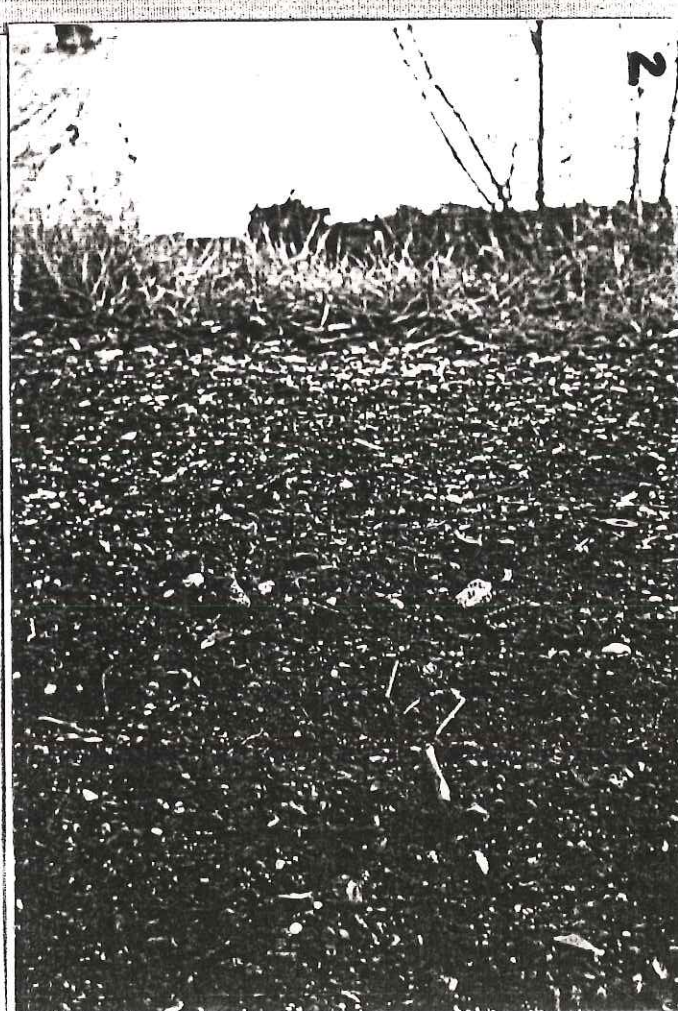
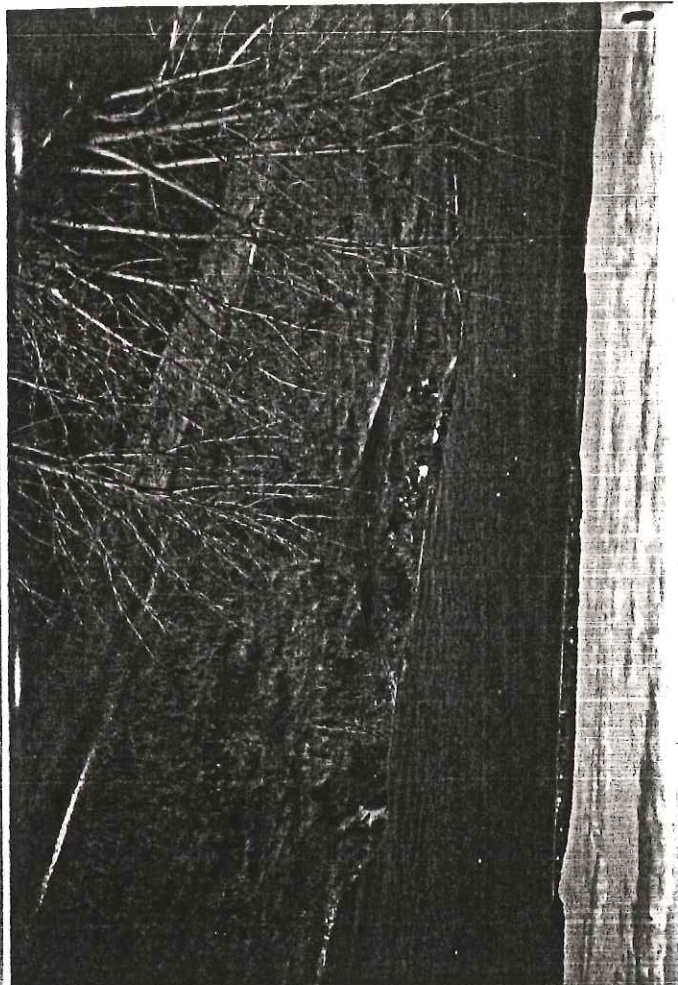
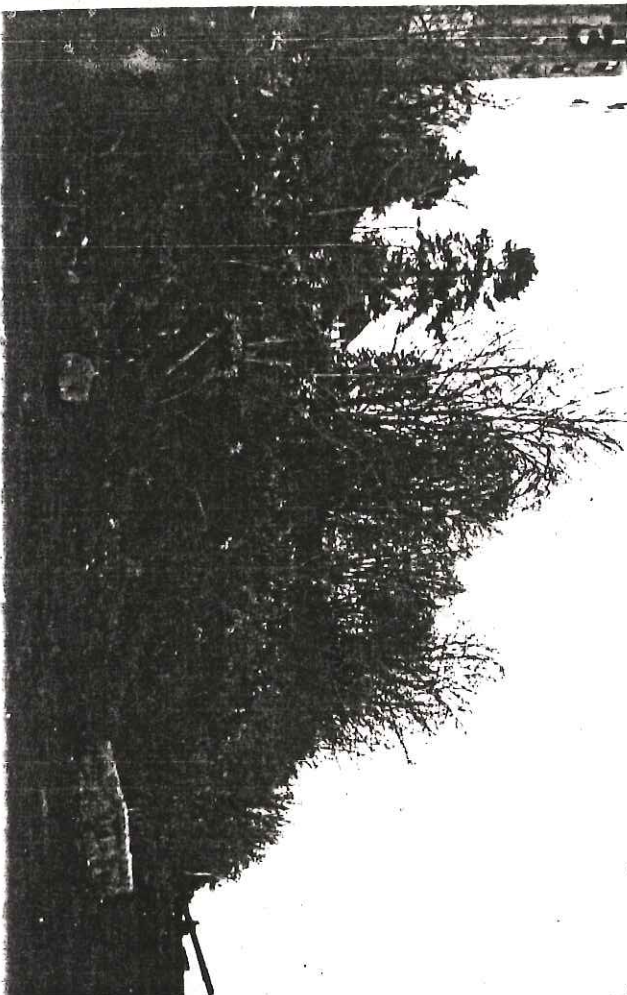
Richard Paulson Jr. - Mayor, City of Portland
George Campbell - Councilor for Munjoy Hill
Portland Trails - Alix Hopkins - Executive Director
Munjoy Hill Association - Alan Stearns - president
John Wirtz

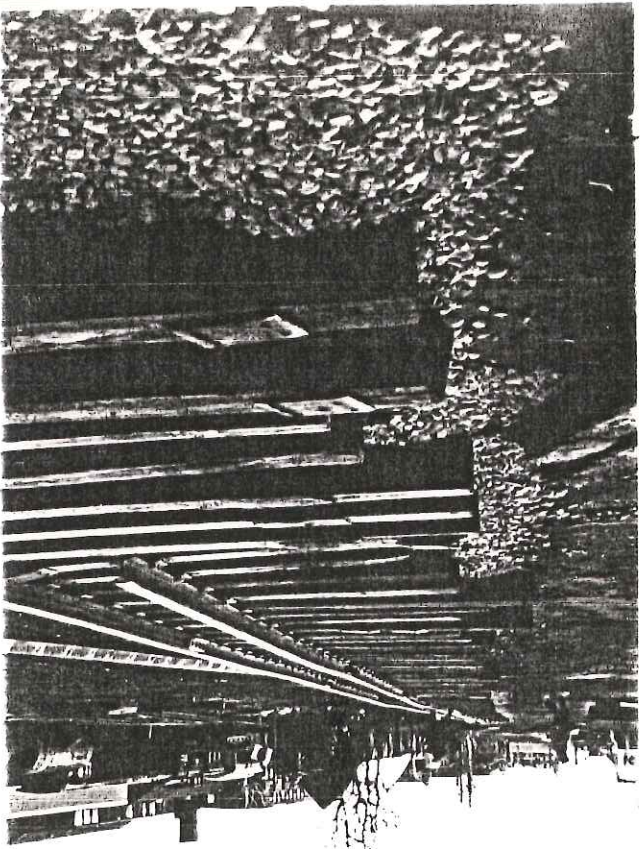
Maine Audubon - Thomas Urquhart
Sierra Club - Ken Kline - chairman of Conservation Committee
Maine Times - Doug Hubley
Casco Bay Weekly - Wayne Curtis

Rick Knowland } Dept. of Planning & Urban Development
Kay Harte }

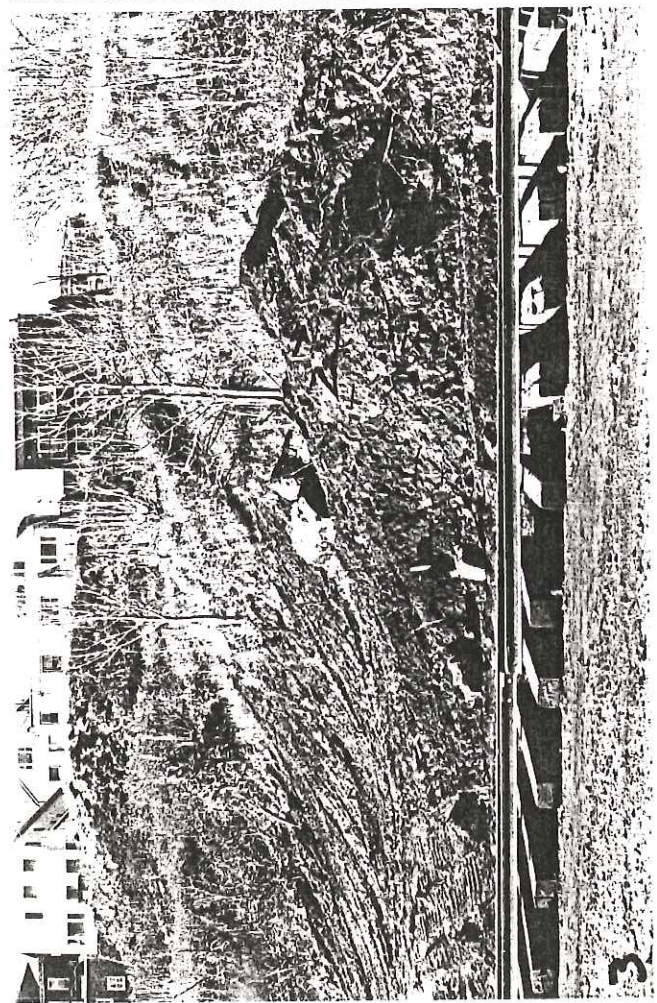
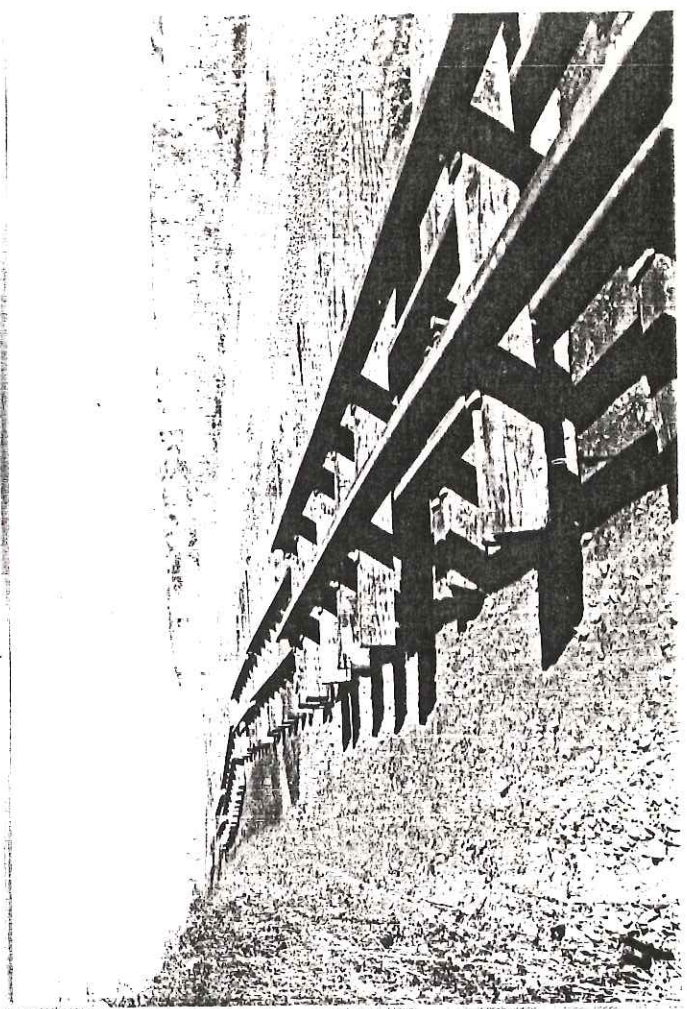
Photographs

1. Fish Point as it is now
2. Coal and debris still evident from former trains
3. Bull dozed site adjacent to narrow gauge trains
4. Rails currently being laid
5. Rails and ties stockpiled for narrow gauge trains
6. "

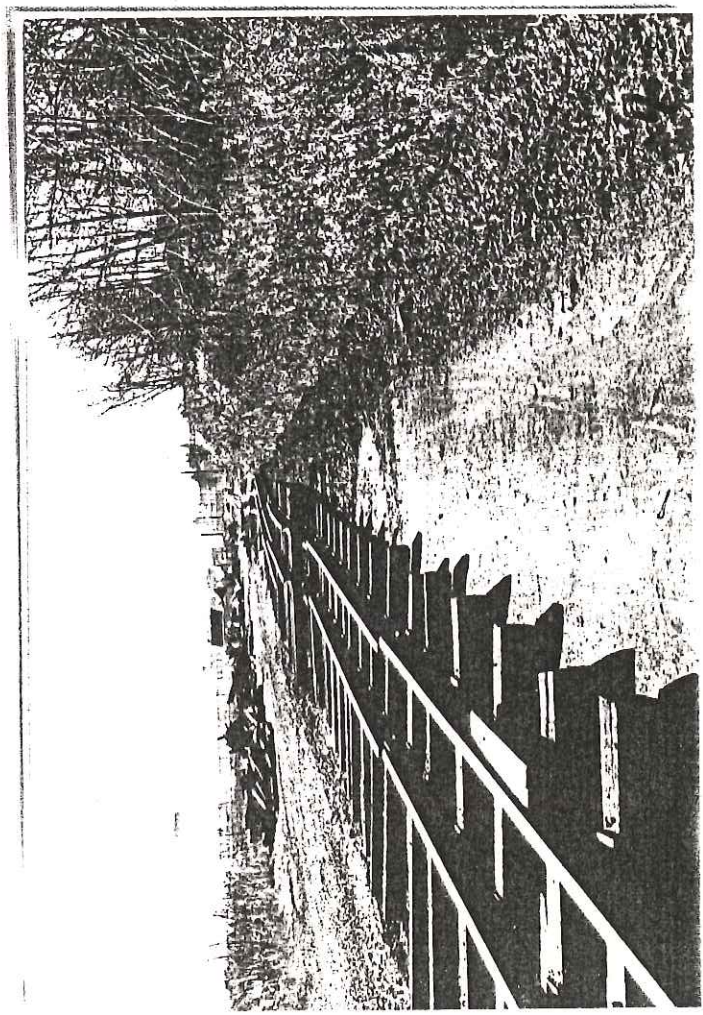


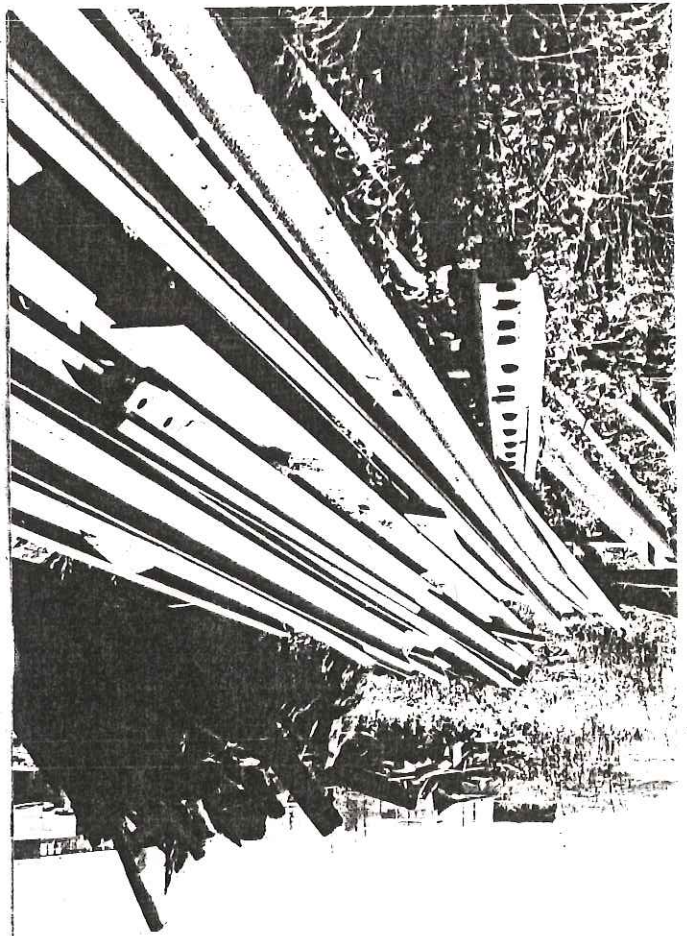
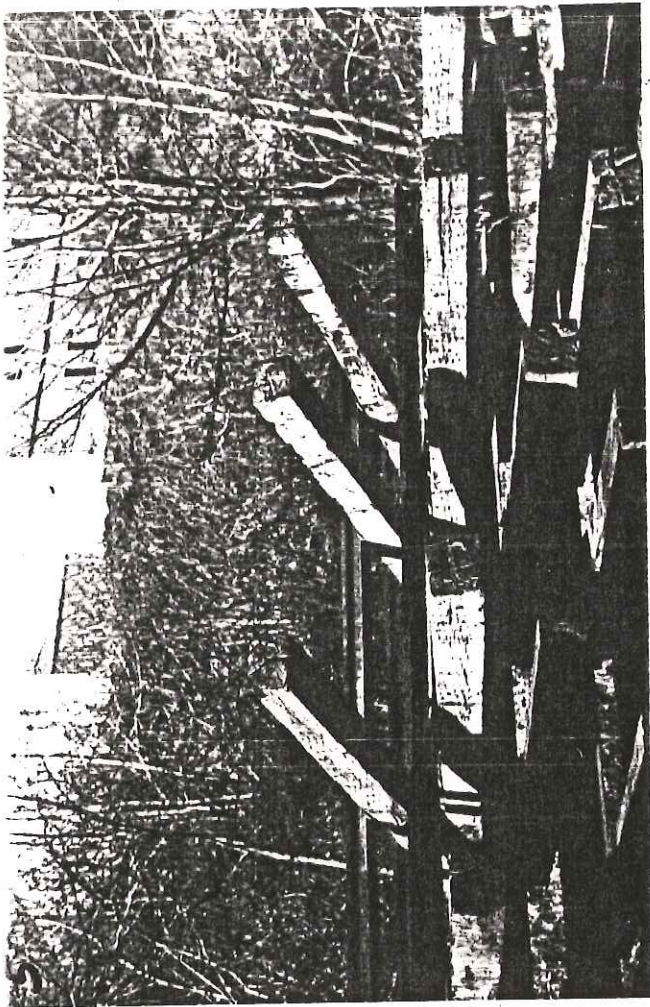


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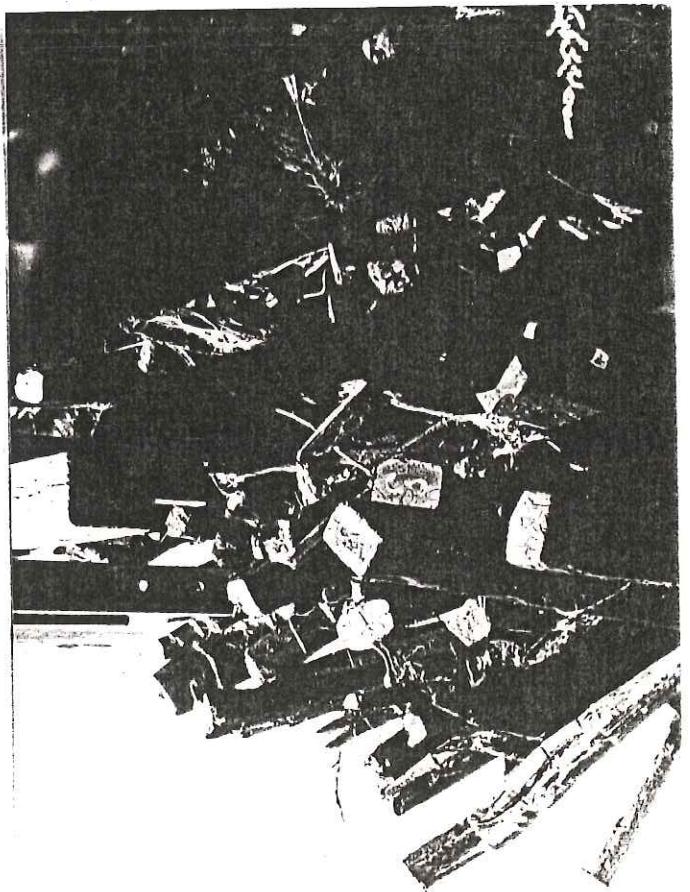
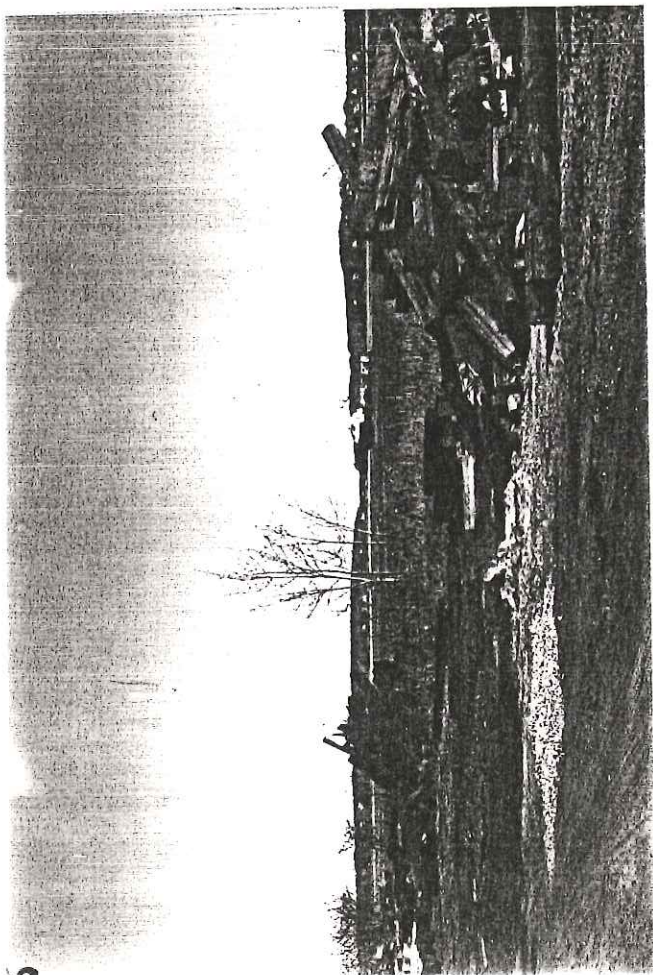


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Jan. 4, 1995

Jadine R. O'Brien, Chair, Plng. Board
Portland City Hall
389 Congress St.
Portland, Me. 04101

Dear Mrs. O'Brien:

Having had permission since Aug., 1994, plus months of preparation, for the operation of the MNGRR, it should be obvious to the Planning Board -- in seeing the off-hand way in which the MNGRR has proceeded on this project to date -- that this is anything but a viable enterprise.

Mr. Sprague and associates are quick to condemn any and all for their woes, but the truth of the matter is that no phase of this scheme was carefully thought out, let alone acted upon in any responsible manner.

Equipment arrived at 58 Fore St. before zoning permission. The NGRR insisted on laying tracks to Fish Point before the Trail plan was completed. (They obviously had neither sufficient equipment nor money to lay the track; witness the Press Herald editorial asking Portlanders to buy a rail, a tie, or ballast; still, they have yet to reach Fish Point.)

Every submission to the Planning Board was rife with "we'll get back to you on that." Mr. Sprague and associates complained that fund-raising was impossible while dealing with various agencies. I point out that Sprague and associates alone were responsible for failing to obtain a signed lease from MDOT. They alone were responsible for being \$3,883 in arrears in their payments to the Downtown Portland Corp. They alone were responsible for being delinquent by at least \$16,426 in taxes owed the city on his property.

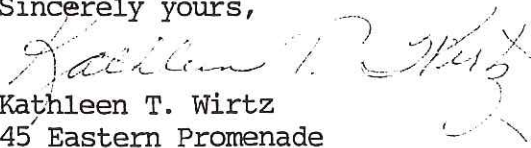
"Community" support was touted by Sprague and associates. However, train buffs from Massachusetts had to be brought in to lay tracks. Questions regarding lack of train crew competency was scoffed at by Sprague and associates. (Their "expertise" consisted of a one-day training run held for the train crews.)

Peak Islanders have complained about their parking spaces in a city lot being expropriated by train people. Yet Sprague and associates presented a site plan on Nov. 9, 1993, showing 270 spaces for Fore St. parking.

What was the resolution of the MDOT liability clause? What was the city's stance on liability? Does the NGRR operate under non-profit status? In the context of liability, does this mean riding the train at your own risk?

A Portland T.&W. official said at a workshop walk on the site, "If I lived in one those buildings (pointing to the Eastern Prom), I would not want this train under my window." The residents of the Eastern Prom-Munjoy Hill community, annoyed by whistles and bells clanging, despite windows closed to cold weather, don't want it either. And I would hope that the Planning Board would recognize the train project for the fiasco it is, and deny extending the permit.

Sincerely yours,


Kathleen T. Wirtz
45 Eastern Promenade
Portland, Me. 04101

cc: Planning Board Members

John P. and Kathleen J. Wirtz

January 3, 1995

Mrs. Jadine O'Brien, Chair, Planning Board
Portland City Hall
389 Congress St.
Portland, Me 04101

Dear Mrs. O'Brien:

You no doubt noted that on the first day of 1995, the Press Herald's unending drumbeat of publicity for Phineas Sprague's coal-burning train continued as giddily as ever. This, of course, should come as no surprise, given that the Gannett family and employees are investors in Sprague's scheme.

What was surprising, however, was PH columnist Hank Burns' Jan. 2 column, in which he wrote: "...But not as dumb as all the talk about railroads -- narrow gauge, [etc.]. Face it, railroad guys are like antique car guys. Let 'em out for the Fourth of July parade, but keep them locked up the rest of the year."

Burns, presumably putting his job on the line, makes a telling point, one that we and other Munjoy Hill residents have made repeatedly: These rail buff volunteers are on the rabid side...dangerously so, we believe. Sitting behind a bunch of these Casey Jones wannabe's in City Hall last summer when they got approval to lay "temporary" tracks, we heard one shout to his exuberant cronies, "OK, let's go play trains!"

That, Mrs. O'Brien, is the problem (one of many) with this whole cockamamie scheme. To these elderly duffers, none of whom is required to pass any competency tests demanded of engineers and crew on a real railroad, they're "playing trains." They're also playing with the health and safety of anyone naive enough to pay \$3 to ride one of Sprague's rickety cars 2900 feet over battered recycled ties and rails. Not to mention the threat to the respiratory health and safety of nearby residents and the users of Portland Trails' hoped-for walking/cycling path immediately next to the train (assuming that Sprague's takeover hasn't already doomed the latter project).

Over and over again, the Planning Board has heard other reasons why Munjoy Hill-Eastern Prom residents scorn the operation of Sprague's latest pet scheme -- the toxic air pollutants coal- and diesel-fired trains produce (the American Lung Assn. of Maine and the Sierra Club opposed the train on the same grounds); the environmentally hazardous runoff of herbicides, oils and fuels into Casco Bay; the influx of increased traffic in the city's most densely-populated neighborhood and an overall deterioration of quality of life. (Peaks Island resident Joseph Burman's recent complaint to the Press Herald was "...that the parking lot the city gave to the islanders has now been taken over by Phineas Sprague and his cohorts who want to play choo-choo train...")

Will this train be, as touted, an economic boon or will it, like Sprague's Nantucket Lightship and assorted failed business ventures, be a bust? In a conversation with the man in Oct., 1993, in the office of his ramshackle building at 58 Fore Street, he informed me that, with all the investor pledges he had in hand, his railroad "would not have to turn a wheel" in order to pay back his bank loans. Yet, despite all the much-publicized donation of scrap rails and ties, readers of the Press Herald were recently urged in editorials to "buy" a rail with a \$25 contribution or ballast for \$250, suggesting that, early on, this ill-considered scheme is financially wobbly. How long will it be, one must wonder, before Sprague, in the manner of others, asks the City to ante up \$75,000 or \$100,000 or so, lest he go belly-up? More to the point, how long will it be before the City considers the well-being of its ordinary citizens?

Sincerely yours,


John P. Wirtz

cc: Plng. Board Members; Robert Ganley; George Campbell; Amer. Lung Assn.; Sierra Club.

Stephen R. Aylward
Helen M. Aylward
7109 Dijohn Court
Alexandria, Virginia 22315

18 January 1995

Planning Board
City Hall
Congress Street
Portland, Maine

Dear Sirs,

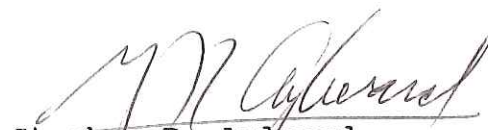
We are citizens of Portland currently stationed in the Washington, DC area on military duty. We were at home on leave over Christmas and had the opportunity to ride the Maine Narrow Gauge Railroad. We strongly encourage you to extend the Railroad's permit to operate.

The members and volunteers of the Museum have done a tremendous job recreating a part of the historical flavor of the Portland industrial waterfront. Visitors were all very pleased with the trip and the museum exhibits. We were particularly happy that the experience further interested the children in the heritage of their City and State. These benefits are virtually cost-free: the relatively small size of the trains ensures compatibility with other uses-- both recreational and residential-- of peninsula land.

The Maine Narrow Gauge Railroad and Museum complements the many other efforts undertaken to enhance Portland as an historic, pleasant community for residents and visitors alike. We hope that you will grant a permanent permit for its continued operation.

Cordially,


Helen M. Aylward


Stephen R. Aylward

cf: Maine Narrow Gauge Railroad Company and Museum



MUNJOY HILL NEIGHBORHOOD ORGANIZATION

92 CONGRESS STREET TEL: 775-3050

PORTLAND, MAINE 04101

January 4, 1994

Jadine O'Brien, chair
Portland Planning Board
Portland City Hall
389 Congress St.
Portland, Maine 04101

Dear Jadine:

On December 31, the operating permit for the Maine Narrow Gauge Railroad's study period expired, as had been agreed to by all parties involved last spring. The Munjoy Hill Neighborhood Organization is pleased that the city was able to complete sound and other tests on the railroad while in operation, and looks forward to learning the results.

It is our hope that the process for deliberating any future operations for the railroad will follow the steps agreed to by both the railroad and the city last spring, and that the planning board will follow its usual procedure for holding public discussion and hearing before issuing any further permits. We believe that process has served the public interest well, to date.

The recreation corridor around the Eastern Promenade is a precious resource, and we look forward to participating in future public discussions on the railroad's operation.

Sincerely,

Nini Mc Manamy
for the MHNO Board of Directors

cc: Alex Jaegerman, George Campbell

John P. and Kathleen T. Wirtz

January 3, 1995

Mrs. Jadine O'Brien, Chair, Planning Board
Portland City Hall
389 Congress St.
Portland, Me 04101

Dear Mrs. O'Brien:

You no doubt noted that on the first day of 1995, the Press Herald's unending drumbeat of publicity for Phineas Sprague's coal-burning train continued as giddily as ever. This, of course, should come as no surprise, given that the Gannett family and employees are investors in Sprague's scheme.

What was surprising, however, was PH columnist Hank Burns' Jan. 2 column, in which he wrote: "...But not as dumb as all the talk about railroads -- narrow gauge, [etc.]. Face it, railroad guys are like antique car guys. Let 'em out for the Fourth of July parade, but keep them locked up the rest of the year."

Burns, presumably putting his job on the line, makes a telling point, one that we and other Munjoy Hill residents have made repeatedly: These rail buff volunteers are on the rabid side...dangerously so, we believe. Sitting behind a bunch of these Casey Jones wannabe's in City Hall last summer when they got approval to lay "temporary" tracks, we heard one shout to his exuberant cronies, "OK, let's go play trains!"

That, Mrs. O'Brien, is the problem (one of many) with this whole cockamamie scheme. To these elderly duffers, none of whom is required to pass any competency tests demanded of engineers and crew on a real railroad, they're "playing trains." They're also playing with the health and safety of anyone naive enough to pay \$3 to ride one of Sprague's rickety cars 2900 feet over battered recycled ties and rails. Not to mention the threat to the respiratory health and safety of nearby residents and the users of Portland Trails' hoped-for walking/cycling path immediately next to the train (assuming that Sprague's takeover hasn't already doomed the latter project).

Over and over again, the Planning Board has heard other reasons why Munjoy Hill-Eastern Prom residents scorn the operation of Sprague's latest pet scheme -- the toxic air pollutants coal- and diesel-fired trains produce (the American Lung Assn. of Maine and the Sierra Club opposed the train on the same grounds); the environmentally hazardous runoff of herbicides, oils and fuels into Casco Bay; the influx of increased traffic in the city's most densely-populated neighborhood and an overall deterioration of quality of life. (Peaks Island resident Joseph Burman's recent complaint to the Press Herald was "...that the parking lot the city gave to the islanders has now been taken over by Phineas Sprague and his cohorts who want to play choo-choo train...")

Will this train be, as touted, an economic boon or will it, like Sprague's Nantucket Lightship and assorted failed business ventures, be a bust? In a conversation with the man in Oct., 1993, in the office of his ramshackle building at 58 Fore Street, he informed me that, with all the investor pledges he had in hand, his railroad "would not have to turn a wheel" in order to pay back his bank loans. Yet, despite all the much-publicized donation of scrap rails and ties, readers of the Press Herald were recently urged in editorials to "buy" a rail with a \$25 contribution or ballast for \$250, suggesting that, early on, this ill-considered scheme is financially wobbly. How long will it be, one must wonder, before Sprague, in the manner of others, asks the City to ante up \$75,000 or \$100,000 or so, lest he go belly-up? More to the point, how long will it be before the City considers the well-being of its ordinary citizens?

Sincerely yours,


John P. Wirtz

cc: Plng. Board Members; Robert Ganley; George Campbell; Amer. Lung Assn.; Sierra Club.

Jan. 4, 1995

Jadine R. O'Brien, Chair, Plng. Board
Portland City Hall
389 Congress St.
Portland, Me. 04101

Dear Mrs. O'Brien:

Having had permission since Aug., 1994, plus months of preparation, for the operation of the MNGRR, it should be obvious to the Planning Board -- in seeing the off-hand way in which the MNGRR has proceeded on this project to date -- that this is anything but a viable enterprise.

Mr. Sprague and associates are quick to condemn any and all for their woes, but the truth of the matter is that no phase of this scheme was carefully thought out, let alone acted upon in any responsible manner.

Equipment arrived at 58 Fore St. before zoning permission. The NGRR insisted on laying tracks to Fish Point before the Trail plan was completed. (They obviously had neither sufficient equipment nor money to lay the track; witness the Press Herald editorial asking Portlanders to buy a rail, a tie, or ballast; still, they have yet to reach Fish Point.)

Every submission to the Planning Board was rife with "we'll get back to you on that." Mr. Sprague and associates complained that fund-raising was impossible while dealing with various agencies. I point out that Sprague and associates alone were responsible for failing to obtain a signed lease from MDOT. They alone were responsible for being \$3,883 in arrears in their payments to the Downtown Portland Corp. They alone were responsible for being delinquent by at least \$16,426 in taxes owed the city on his property.

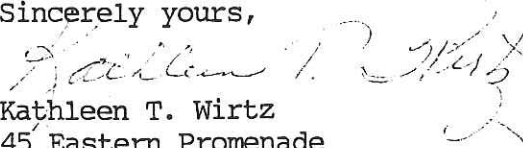
"Community" support was touted by Sprague and associates. However, train buffs from Massachusetts had to be brought in to lay tracks. Questions regarding lack of train crew competency was scoffed at by Sprague and associates. (Their "expertise" consisted of a one-day training run held for the train crews.)

Peak Islanders have complained about their parking spaces in a city lot being expropriated by train people. Yet Sprague and associates presented a site plan on Nov. 9, 1993, showing 270 spaces for Fore St. parking.

What was the resolution of the MDOT liability clause? What was the city's stance on liability? Does the NGRR operate under non-profit status? In the context of liability, does this mean riding the train at your own risk?

A Portland T.&W. official said at a workshop walk on the site, "If I lived in one those buildings (pointing to the Eastern Prom), I would not want this train under my window." The residents of the Eastern Prom-Munjoy Hill community, annoyed by whistles and bells clanging, despite windows closed to cold weather, don't want it either. And I would hope that the Planning Board would recognize the train project for the fiasco it is, and deny extending the permit.

Sincerely yours,


Kathleen T. Wirtz
45 Eastern Promenade
Portland, Me. 04101

cc: Planning Board Members

RECEIVED

JAN 09 1995

PORTLAND PLANNING OFFICE

January 6, 1995

Joseph E. Gray Jr
Director Of Planning & Urban Development
389 Congress Street
Portland, ME 04101

RE: Maine Narrow Gauge Railroad Co. & Museum Permit

Dear Joe:

As you know, I am a neighbor of the Maine Narrow Gauge Railroad.

I welcome them to Portland and to this area of the city. I feel that entities like the Maine Narrow Gauge are what we need for this city. This will bring forth the city in a positive direction. I support the Maine Narrow Gauge Railroad, and urge you to give them all the necessary permits to finish what they have started.

It will make Portland a better city for us all.

Sincerely,



Pasquale Lapomarda Jr.
President,
Erasmus Inc.
2 India Street
Portland, Maine 04101

CAROL A. WILSON
ARCHITECT

62 Hampshire Street
Portland, Maine 04101
207 773-3399

RECEIVED

JAN 09 1995

PORTLAND PLANNING OFFICE

January 6, 1995

Joseph E. Gray, Jr.
Director
Department of Planning and Urban Development
City Hall, Room 211
389 Congress Street
Portland, Maine 04101

Dear Mr. Gray,

I am writing to you and to the Portland Department of Planning and Urban Development on behalf of the Maine Narrow Gauge Railroad Co. & Museum. I own a building where I live and have my office located at 62 Hampshire Street which is a five minute walk from the waterfront area of the Railroad. I walk this path at least four times a week. It has been very exciting to me and to my fellow walkers and dog walkers to see this area of Portland being used by the Narrow Gauge Railroad. Before work on the Railroad began, this area of Portland felt like a 'no-man's-land'. The Railroad and the Railroad Museum add to the sense of place of Portland's eastern waterfront.

It is evident having the railroad in service, that there are no detrimental effects to the waterside pathway. Pedestrians and the Railroad easily co-exist. It would be a shame if the Narrow Gauge Railroad is not permitted to continue their great effort in reviving Portland's history and the history of the Narrow Gauge Railroad.

George Neavoll said it best in his New Year's editorial (Maine Sunday Telegram, January 1, 1995), "This can be better year in Maine. . . Why not extend the operating permit of the Maine Narrow Gauge Railroad Co. & Museum, and give the Lilliput engines a fair chance to prove themselves along Portland's Eastern Prom? They've only been able to operate for less than a month, after every obstacle opponents could think of was placed in their path. At that, they've done well, with 247 passengers aboard Wednesday's runs."

As a citizen of Portland, as an architect and observer of Portland's urban fabric, as well as a resident of the East End, I support the Narrow Gauge Railroad and look forward to their success adding to Portland's vitality.

Sincerely,



Carol A. Wilson

cc Maine Narrow Gauge Railroad Co. & Museum

To: Joseph E. Gray Jr.
Director of Planning & Urban Development

Jan. 6, 1995

Dear Mr. Gray,

This is a letter of support for the Maine Narrow Gauge Railroad Co. & Museum in their attempts to operate a narrow gauge train on the former Grand Trunk Railroad right-of-way from India Street to Fish Point.

As a nearby resident to the right-of-way I have watched the Herculean effort of these many dedicated and varied people as they have volunteered their time and energy in realizing a vision of a miniature railway and museum along this city's waterfront. It is truly a phenomenon, one which has caught the attention of railfans and civic organizations nation wide... indeed, worldwide.

It can only benefit the city economically, especially the waterfront and Old Port sections of Portland. One can imagine the numbers of tourists drawn from far and wide to witness this "visionary" endeavor. The Maine Narrow Gauge Railroad & Museum's success will ultimately be a unifier for the region... an egalitarian effort attracting people from all walks of life.

Please consider this in your decision to allow this extraordinary historical event to continue.

Sincerely,
Wallace F. Warren
45 Middle St., Portland, Maine

JAN 09 1995

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5 January 1995

Joseph E. Gray, Jr.
Planning and Urban Development
City Hall, Rm. 211
389 Congress Street
Portland, ME 04101

RECEIVED

JAN 09 1995

PORTLAND PLANNING OFFICE

Dear Mr. Gray,

Unfortunately, I will be out of town when the Planning Board and City Council meet to discuss both the plan for the Eastern Promenade Trail corridor and the extension of the permit for the Narrow Gauge Railway to operate along the present and future track.

I have seen the plans and feel the needs of both Portland Trails and the Narrow Gauge Railway can be successfully accommodated all the way to Back Cove! I can well understand that when actual construction begins there may be reasonable adjustments made during the process that will not spoil the basic plan.

I have taken the train ride as far as it goes. All those aboard were delighted but disappointed if didn't go very far, and look forward to the day it goes all the way around Eastern Promenade!

I couldn't see that the steam, smoke or noise of operation posed any problem for the residents of Munjoy area. They should live in the lightest taxed area of the Western Promenade! We have

air planes, truck and car traffic on West Commercial,
St. John and 295 plus Merrill Marine activity.

I gather some one has complained about what the
blame they assumed was the train but in reality
was some local plant's noon time affair (BIW?)

There will always be nay sayers and people who
view with alarm any and all changes in their area.

Please list me as an enthusiastic supporter
of first, the train and second Portland Trails.

I do so in that order because the railway has
only the one choice, but Portland Trails has many
all over the city and beyond. I think your plans
for the Eastern promenade corridor are a happy
solution, and I vote for the old fashioned design
for the eventual station and gateway.

Sincerely,

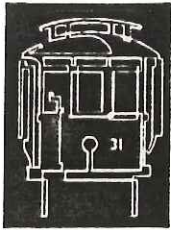
Jean B. Barons

22 Chadwick St.
Portland ME 04102

RECEIVED

JAN 09 1995

PORTLAND PLANNING OFFICE



Seashore Trolley Museum PO Box A Kennebunkport ME 04046 Telephone: 207 967 2712

January 5, 1995

Mr. Joseph E. Gray, Jr.
Director of Planning and Urban Development
Portland City Hall, Room 211
389 Congress Street
Portland, ME 04101

Dear Mr. Gray,

This letter is prompted by the pending decision on re-permitting the Maine Narrow Gauge Museum's two foot gauge operating railroad, which just completed an abbreviated first season.

Of course, we at the Seashore Trolley Museum can't imagine why there could be any hesitation in allowing Portland's newest attraction to resume its operation and expansion. If one considers the volume of tourism that the former Edaville RR brought to the barrens of remote South Carver, Massachusetts, then the potential for this family attraction in the Old Port area of Portland becomes mouth-watering for any Convention and Visitor's Bureau executive!

Look around you! Two foot railroading will be advertised widely in the rail press and tourist press. Restored or newly constructed two foot gage lines are underway at Wiscasset, Boothbay, Phillips, and Biddeford; with the Portland operation destined to become World-Class!

In addition to the obvious tourist draw, using our operations in the Kennebunkport, Arundel and Biddeford corridor as an example, you will see:

- Increased employment
- 3X multiplier of Tourist dollars in area
- development of supporting business
- Additional Portland advertising
- Increased residents from railfans

We hope that these supportive thoughts will assist your prompt and favorable decision. Portland has a great opportunity!

Very truly yours,

Ralph L. Day
Ralph L. Day
President

ALAN D. FISHER, P.E.
415 Sisquisic Trail
Yarmouth, Maine 04096
207-846-9551

January 9, 1995

Mr. Joseph Gray, Director of Planning and Urban Development
Portland City Hall, Room 211
389 Congress Street
Portland, Maine 04101

Dear Mr. Gray,

I am writing in support of the continued operation of the Maine Narrow Gauge Railroad. I believe that there are business, family and social benefits to its operation and that Portland should allow and encourage its existence.

I am employed by Cianbro Corporation and lead the design engineering group for them. After more than a decade in Pittsfield, I have moved to the Portland regional office because I perceive that Portland offers a better environment in which to grow a design engineering operation and because of the improved transportation access, primarily the nearness to the Portland Jetport. The continued existence of the MNGRR will be one more attraction that the city offers which helps me attract bright and creative people to work for my group at Cianbro.

On the personal side, I see the MNGRR as a way to teach my children the concept that transportation is not just cars and trucks on super highways. I have ridden the MNGRR with my kids (ages 3, 6 and 9) and the outing was a further confirmation of the family benefits of living in the greater Portland area. I think the narrow gauge format is especially oriented towards children because its smaller scale features are less overwhelming to small children than standard gauge train's are.

From the greater social perspective, I envision that the operation of the MNGRR can be a step in the realizing of rail as a part of the transportation mix in the Portland area. I would hope that Portland sees light rail to be a part of the transportation mix in the next century. Whether or not the MNGRR actually provides the primary means for this activity, it can certainly offer an introduction to rail based travel and initiate the inclusion of rail infrastructure in the planning of future city developments.

I hope that this letter further confirms the support of the City of Portland behind this venture.

Very truly yours,

Alan D. Fisher, P.E.
Alan D. Fisher, P.E.

cc: Ms. Jamie Findlay, MNGRR

George L. Collord III
Antiques

Mr. Joseph E. Gray Jr
Director of planning and Urban development
Portland City Hall, Rm 211
389 Congress St.
Portland, Me. 04101

Dear Mr. Gray,

I'm writing you with regard to
Maine Narrow Gauge Railroads permit extension.
I'm sorry to hear about the small number
of reactionary uninformed residents on Munjoy Hill
with their worries about too much coal
smoke, loud whistles etc. The smoke (much of it steam
from these small locomotives would
represent only a tiny fraction of that
emitted from only one of many large
Canadian locos that once passed by the
Eastern Promenade to Grand Tump Station in
Portland's rail yard. Even today there's probably
many times the amount of coal burned in
stoves and furnaces on Munjoy Hill than
a narrow gauge loco will ever consume.

On a different Note; - imagine the excitement
the children and residents of this city would
feel at the sight and sound of a 19th century
steam train traveling along the coast. WOW!

George L. Collord III
Antiques

I have two daughters age 3 and 7 whose favorite outing is to go to the train Museum and board the antique train cars and ring the loco bell etc.

People used to come from all parts of the country to ride this historic Maine equipment when it was out in the middle of a ^{remote} Massachusetts cranberry bog; - imagine the attraction to ride this train around Portland and the coast!

I'm also very excited about the potential for an expanding Museum at the Portland Co's Works - both for the railroad and to educate residents on Portland's rich and fascinating industrial history. I have done much work with the Maine State Museum in Augusta helping them locate important Maine industrial artifacts including the only known Portland Company Stationary steam engine C, 1878 that operated a wood products mill until 1987.

A large and expanding group of efforts dedicated volunteers and supporters have labored for months to lay track and have everything in order. Let's reward this great effort and the vast majority of Portland residents with approval of operating extension. Thank you for your consideration
Yours truly,

George L. Collord III

RECEIVED

JAN 09 1995

Samuel T. Parks
163 Spurwink Road
Scarborough, Maine 04074

PORTLAND PLANNING OFFICE

January 5, 1995

Ken Cole, Chairman
Planning Board
City of Portland
389 Congress Street
Portland, ME 04101

Dear Mr. Cole:

I want to voice my approval of the Maine Narrow Gauge Railroad and Museum. It is a great asset to the City of Portland.

Countless people from all walks of life have shown their desire for the narrow gauge's existence in the City of Portland. It is wonderful that the present generation is able to see what was commonplace not so many years ago, and permanent operation will provide even greater joys for future generations in the 21st Century.

I strongly urge the Planning Board to unanimously approve the issuance of a permanent operating permit for the Maine Narrow Gauge Railroad at its January 10 meeting.

Sincerely,

Samuel T. Parks -

Samuel T. Parks

January 6, 1995

To: Joseph E. Gray

From: Eric Levinsky
President, Levinsky's Inc.

Subject: Narrow Gauge Railroad

The Maine Narrow Gauge Railroad During its short tenure has brought new excitement and vitality to the India/Congress/Commercial Street area. It is wonderful to see families coming to this part of the city and enjoying this new attraction. I have worked in Portland all my life and support projects like this. There is certainly a rebirth going on in the India Street District of Portland and the Railroad is making a definite contribution to it.

The success that the Childrens' and Art Museum has brought to upper Congress street is now starting to happen at India Street with the Railroad. So let's keep running and expand the rail system to include India, Congress, Commercial Streets and Forest Ave., just like the cable cars in San Francisco.

Thank you,



Eric Levinsky
President
Levinsky's Inc.

7 Cliff Street
Scarborough ME 04074
January 6, 1995

Planning Board
City of Portland
Portland City Hall, Rm 211
389 Congress Street
Portland, ME 04101

Gentlepersons:

This letter asks your support for the Maine Narrow Gage Railroad and to grant the permits necessary to allow them to continue operation and to expand the operation along the Eastern Promenade.

The many volunteers that have worked to make the Narrow Gage possible have a sincere desire to provide a viable attraction for townspeople and visitors to Portland. It can be an integral part of the revitalization of the Commercial Street/India Street/Fore Street area. Recent operations of the railroad have demonstrated almost non-detectable impacts of noise, parking or pollution on the general area.

Maine needs tourism. Portland needs tourism and jobs and the Maine Narrow Gage Railroad and Museum will aid in both and continue to provide vital activities for volunteers (teens and adults) and senior citizens.

I urge your support!

Sincerely,



Paul E. Sherr

January 6, 1994

Joseph E. Gray
Director
Portland Planning & Devel.
City Hall Rm. 211

Dear Mr. Gray,

Let Portland continue to celebrate community projects that actually work! Our children and their families experienced not only the best of our past in the Narrow Gauge Railroad but also a bridge to the future in riding public transportation in Portland.

Your vision of a thriving center for our "Portland Town" is shared & encouraged. By granting life to our Narrow Gauge, you extend the success of your overall plans.

Sincerely,

M. Hannigan

12 Orion Portland

The Finest Kind

9 Commercial Street
Portland, Maine 04101

January 10, 1995

City of Portland
Planning Board
Jodine Raynes O'Brien, Chairperson

Dear Ms. O'Brien:

As a past resident of Munjoy Hill (Quebec Street), a business owner on Commercial Street and private citizen, I wish to express my full support for the "Two Footer" railroad.

I have been somewhat puzzled by the lack of support by a few key people and agencies for such a positive addition to the City of Portland and the State of Maine.

We have an opportunity to enjoy rail cars that were not only built on the site but operating and attracting positive attention to the area. This is heritage of the "Finest Kind."

Sincerely,



Arthur Banister

AB/sk

March 25, 1995

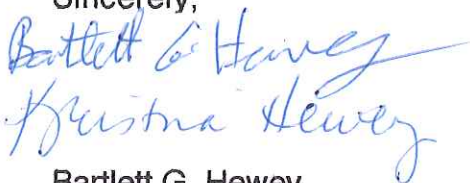
Joseph E. Grav, Jr.
Director of Planning and Urban Development
City Hall, Room 211
389 Congress Street
Portland, Maine 04101

Dear Mr. Grav,

We are unable to attend the public hearing of the Portland Planning Board on Tuesday, March 28, 1995. We would, however, like to comment on the plan by the Maine Narrow Gauge Railroad Company to permanently install and use railroad tracks on the Eastern Promenade. We strongly urge you, the Portland Planning Board, to defer making a final decision for permanent installation until August of 1995. As homeowners on Munjoy Hill and as a family who partakes of the prom's beauty frequently, we believe that it is too soon to adequately assess the impact the Narrow Gauge Railroad has and will have on the area. We do not think it is possible to judge the impact until the weather is warm enough that windows would be open and families would truly know whether the noise and dirt accumulation is incompatible with residential living and promenade walking. We also believe that the operation needs to be assessed for safety with neighborhood children, which should include a review of how the railroad functions during the summer when children are not in school, before making a final decision.

We also hope that the board will not allow the Narrow Gauge Railroad to operate twelve hours a day but, instead, will permit time each day for those people who wish to enjoy the promenade area for its tranquility and safety. For those of us who appreciate the space which allows us to let our children run safely, walk our dogs, take a jog, or sit in silence, we hope that the Portland Planning Board will allow our interests to be permitted as well as those of the railroad.

Sincerely,



Bartlett G. Hewey
Kristina Hewey
26 Lafayette Street
Portland, ME 04101

Jan. 4, 1995

Jadine R. O'Brien, Chair, Plng. Board
Portland City Hall
389 Congress St.
Portland, Me. 04101

Dear Mrs. O'Brien:

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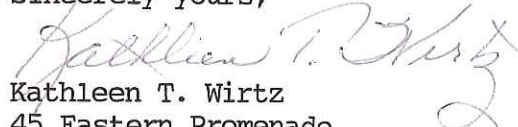
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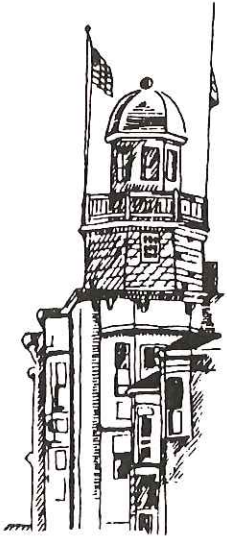
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Sincerely yours,


Kathleen T. Wirtz
45 Eastern Promenade
Portland, Me. 04101

cc: Planning Board Members; Joseph E. Gray, Jr. ✓



MUNJOY HILL NEIGHBORHOOD ORGANIZATION

92 CONGRESS STREET TEL: 775-3050

PORTLAND, MAINE 04101

January 4, 1994

Jadine O'Brien, chair
Portland Planning Board
Portland City Hall
389 Congress St.
Portland, Maine 04101

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Sincerely,

Nini Mc Manamy
for the MHNO Board of Directors

cc: Alex Jaegerman, George Campbell

cc: JOSEPH GRAY, JR.

John P. and Kathleen T. Wirtz

January 3, 1995

Mrs. Jadine O'Brien, Chair, Planning Board
Portland City Hall
389 Congress St.
Portland, Me 04101

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Burns, presumably putting his job on the line, makes a telling point, one that we and other Munjoy Hill residents have made repeatedly: These rail buff volunteers are on the rabid side...dangerously so, we believe. Sitting behind a bunch of these Casey Jones wannabe's in City Hall last summer when they got approval to lay "temporary" tracks, we heard one shout to his exuberant cronies, "OK, let's go play trains!"

That, Mrs. O'Brien, is the problem (one of many) with this whole cockamamie scheme. To these elderly duffers, none of whom is required to pass any competency tests demanded of engineers and crew on a real railroad, they're "playing trains." They're also playing with the health and safety of anyone naive enough to pay \$3 to ride one of Sprague's rickety cars 2900 feet over battered recycled ties and rails. Not to mention the threat to the respiratory health and safety of nearby residents and the users of Portland Trails' hoped-for walking/cycling path immediately next to the train (assuming that Sprague's takeover hasn't already doomed the latter project).

Over and over again, the Planning Board has heard other reasons why Munjoy Hill-Eastern Prom residents scorn the operation of Sprague's latest pet scheme -- the toxic air pollutants coal- and diesel-fired trains produce (the American Lung Assn. of Maine and the Sierra Club opposed the train on the same grounds); the environmentally hazardous runoff of herbicides, oils and fuels into Casco Bay; the influx of increased traffic in the city's most densely-populated neighborhood and an overall deterioration of quality of life. (Peaks Island resident Joseph Burman's recent complaint to the Press Herald was "...that the parking lot the city gave to the islanders has now been taken over by Phineas Sprague and his cohorts who want to play choo-choo train...")

Will this train be, as touted, an economic boon or will it, like Sprague's Nantucket Lightship and assorted failed business ventures, be a bust? In a conversation with the man in Oct., 1993, in the office of his ramshackle building at 58 Fore Street, he informed me that, with all the investor pledges he had in hand, his railroad "would not have to turn a wheel" in order to pay back his bank loans. Yet, despite all the much-publicized donation of scrap rails and ties, readers of the Press Herald were recently urged in editorials to "buy" a rail with a \$25 contribution or ballast for \$250, suggesting that, early on, this ill-considered scheme is financially wobbly. How long will it be, one must wonder, before Sprague, in the manner of others, asks the City to ante up \$75,000 or \$100,000 or so, lest he go belly-up? More to the point, how long will it be before the City considers the well-being of its ordinary citizens?

Sincerely yours,


John P. Wirtz

cc: Plng. Board Members; Robert Ganley; George Campbell; Amer. Lung Assn.; Sierra Club.

M O H R & S E R E D I N

Landscape Architects, Inc.

January 2, 1995

Mr. Joseph Gray, Jr., Director
Mr. Alex Jaegerman, Chief Planner
Portland Planning Department
City Hall
389 Congress Street
Portland, ME 04101

**RE: Maine Narrow Gauge Railroad Temporary Use Deadline Extension and
Planning Board Review for Final Approval**

Gentlemen;

On behalf of the Narrow Gauge Railroad Co. and Museum, we submit this request for an operation extension from the December 31 deadline imposed by the Board. As you are aware, various circumstances have delayed the Narrow Gauge Railroad from its 'temporary' operations. Over the past two months MNGRR has worked diligently to build the railroad from India Street to Fish Point per the approved plans. During its short span of operation the railroad has seen tremendous interest and success as a historic attraction.

To cease operations at this time, the Narrow Gauge Railroad feels it would be demoralizing to its supporters, volunteers and to the general public. Furthermore, the temporary time span was set to give the MNGRR adequate time to demonstrate its operations to allow for City and public review. The MNGRR feels that the 3 weeks it has operated is not consistent with the Board's anticipated time of 2 to 3 months.

Based on the above, the MNGRR proposes to extend its temporary and demonstrational use deadline from December 31, 1994 to April 1, 1995. We request that this item be moved directly to a public hearing on January 24, and have prepared the attached memo for the Board to review at their January 10th meeting. With respect to the review of the full MNGRR track build out and final site plan approval, based on our discussions with City staff MNGRR is proceeding on the basis that the board will review the final plans at a February workshop and hold a public hearing in March of this year.

Thank you in advance for your prompt review of this request for a deadline extension. Please feel free to call if the department has further questions regarding this matter.

Sincerely,



Stephen B. Mohr, ASLA



M O H R & S E R E D I N

Landscape Architects, Inc.

MEMO TO: Portland Planning Board**FROM: Mohr & Seredin on behalf of the ME Narrow Gauge Railroad & Museum** *SSA***DATE: December 30, 1994****SUBJECT: Maine Narrow Gauge Railroad Temporary Use Deadline**

This memo is intended to summarize the issues involved with our request for an extension of the December 31, 1994 termination date regarding the temporary and demonstrational use of the Narrow Gauge Railroad. On behalf of our client, the MNGRR, we respectfully petition the Board to move this request for a temporary operating extension until April of 1995 to a public hearing on January 24, 1995.

Our request for an operating extension is based on the following circumstances:

1. The Planning Board's thoughts at the time of approval were to allow operation for sufficient time to permit the general public exposure to the MNGRR. This time span was originally estimated at 2 to 3 months by the Board in their approval deliberations.
2. Due to various delays through-out the fall MNGRR has only been able to demonstrate its operations for the past 3 weeks. Original intentions were to operate for 2 to 3 months so that City officials and the general public could evaluate the train's performance on a protracted basis.
3. To cease operations at this time would be demoralizing both to MNGRR volunteers whom have worked so diligently laying the tracks, and to the businesses that have donated their time, equipment and materials for the construction of the railroad.
4. During the past few weeks, since opening to the general public, the Museum and Railroad has seen tremendous interest as a historic attraction and ridership is on the increase. In turn, the MNGRR has finally begun to generate much needed revenue to assure it's success.
5. MNGRR needs the revenue from the train ridership to continue meeting its financial commitments. The extension would allow MNGRR to continue to gain income from ridership while meeting the demonstration requirements of the Board.



CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

TO: Joseph E. Gray, Jr., Director, Planning and Urban Development
Alexander Jaegerman, Chief Planner

FROM: Richard Knowland, Senior Planner

DATE: December 20, 1994

RE: Noise Tests for Maine Narrow Gauge Railroad

On Saturday, December 17th, noise readings were taken for the Maine Narrow Gauge Railroad project. I was accompanied by Arthur Rowe, Code Enforcement Officer, who did the noise meter readings. Condition #4 of the Planning Board's June 28, 1994 site plan approval for the MNGR requires "that noise measurements relating to the train including whistles, bells and back-up signals, shall be reviewed by staff for conformance with the noise standards of the zoning ordinance." The noise tests were conducted in accordance with the methodology prescribed in the Waterfront Central and Waterfront Special Use Zone.

Noise readings were taken at three locations (see attached map). The coal fired locomotive was in use. The train started at the main rider embarking area of the MNGR site and proceeded north to a point between the Sprague property and the Portland House. Unfortunately, the coal fired locomotive developed a stuck valve so that it was shut down prematurely. We were, however, able to get noise readings using this locomotive at three test locations although in the case of the third test the locomotive was just south of our location.

Below are the noise levels in decibels (db.) for the three test sites.

Test Site #1...Northerly side of Fore Street adjacent to Munjoy South housing development. The Portland Engineering Company building extends along Fore Street, providing a partial noise buffer. One would expect noise levels in this area to be lower than other areas along Fore Street.

BELL...65 db.

WHISTLE...55 db...This represents a typical maximum noise level that could be expected from the train according to Stephen Mohr. It was a controlled whistle (1/2 whistle) as compared to the maximum noise level evident in test site #2. We will need to reverifify this noise result because of some confusion during the test.

Test Site #2...Southerly side of Fore Street near MacGowan residence.

BELL...70 db.

WHISTLE...100 db....This was a full blast - the maximum noise level of the whistle.

LOCOMOTIVE...60 db...This reading was the full "steaming up" of the locomotive.

Test Site #3...Location between Portland House and Haley property about midway down to the parking garage. The train at this location was not directly below us and was close to the Portland Engineering site.

BELL...65 db.

WHISTLE...95 db

We also tried to do a fourth reading at Fort Allen Park (Portland House side, southerly edge of the park), but unfortunately the coal locomotive had to be shut down due to a mechanical glitch. MNGR did run a diesel locomotive and the engine registered 60 db. The back up bell on the locomotive was recorded at 50 db. The locomotive was not directly below us since the completed track area is limited. At this test location, a bus driving on the Eastern Prom was recorded at 72 db. while the background noise of a fire truck/police vehicle some distance away (we couldn't tell where it was) registered 70 db.

The coal fired locomotive operated in the Waterfront Special Use Zone when we conducted the measurements. Both the Waterfront Special Use and Waterfront Port Development (the zone covering the westerly end of the tracks to India Street) have the same standards. A copy of the zoning text is attached. I have also included written statements submitted by MNGR as part of their site plan application pertaining to noise levels.

To summarize:

The measured noise of the locomotive engine at the test location was no higher than that generated by motor vehicle traffic. We recorded motor vehicles traveling up the hill on Fore Street at a 60 to 80 db. reading.

The coal locomotive whistle at its peak noise level can be very loud (about 100 db.). A controlled toot of the whistle will obviously result in a more moderate noise. While we recorded a controlled whistle at test site #1 of 55 db. (with the Portland Engineering building along Fore Street as a partial sound buffer), we were not able to measure it in the more open areas of sites #2 and #3 because of the locomotive's mechanical glitch. I suspect it probably would have been higher.

We had requested that radios be available so that we could communicate with the locomotive engineer in order to facilitate communication during the tests. Unfortunately the radios did not work so it was a challenge to get all the readings. We should probably do a follow upon the 1/2 whistle test as well as the test sites near the Fort Allen Park since the train was limited in its travel to the extent that the trackage had been completed.

MNGR in their written statements indicates that "use of the whistle will be limited to only those times when the train arrives or departs (a maximum of 12 times daily), and will be for a short (under 3 seconds) duration. Longer, louder whistle use will occur only for safety or emergency purposes...The use of the bell will be restricted to intermittent intervals upon departure and arrival. The bell will be rung for 5 to 10 seconds at each end of the trip."

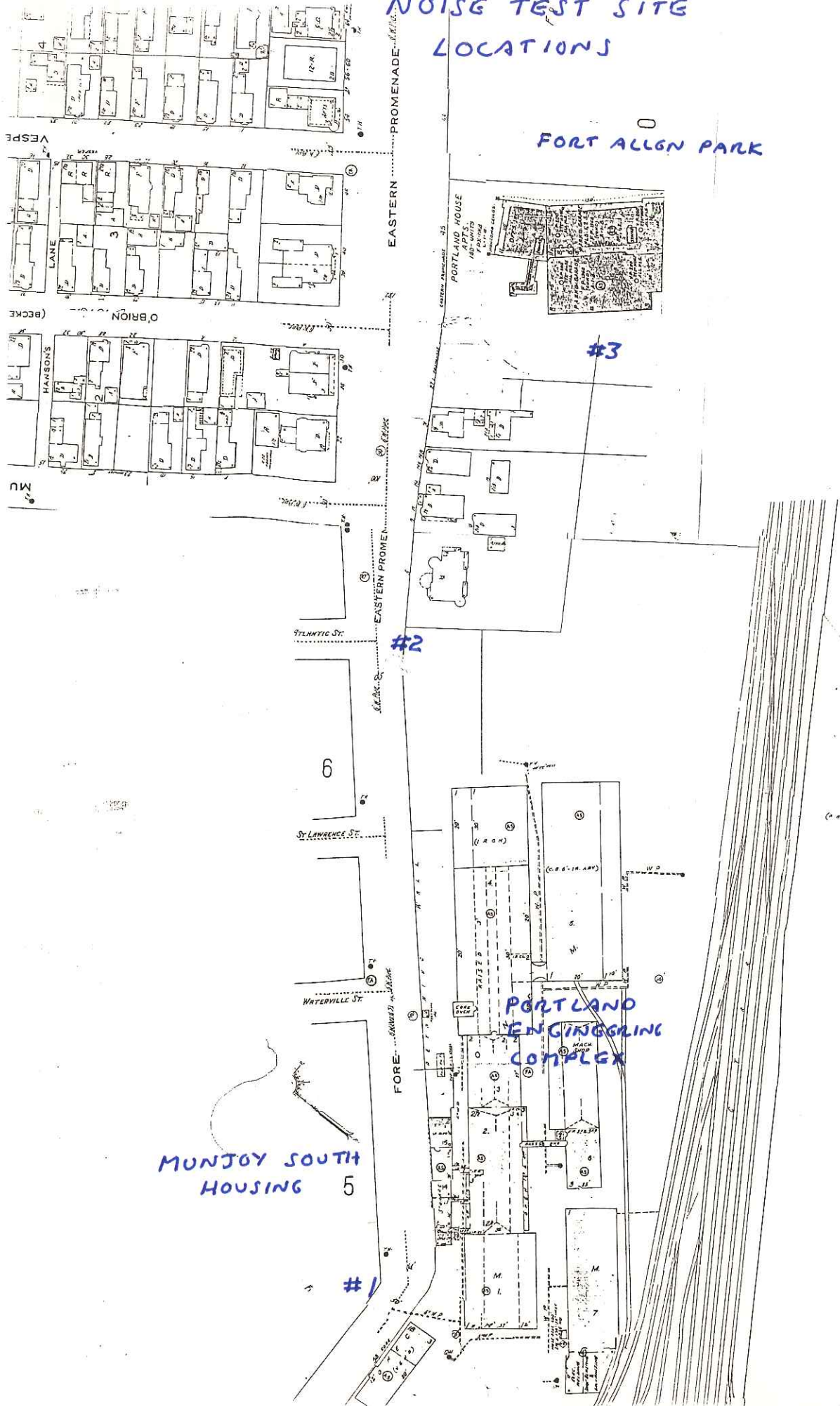
Generally I thought the test went well. Although we were able to get good representative data, we were constrained a bit by the locomotive breaking down and the limited trackage that has been completed to date.

Attachments

- A. Test Site Map
- B. Waterfront Special Use Zone Noise Standards
- C. MNGR Statements on Noise

cc: Samuel P. Hoffses, Chief of Building Inspections
Arthur Rowe, Code Enforcement Officer

NOISE TEST SITE LOCATIONS



D O R T I A N D H A R B O R

LAND USE

§ 14-320.10

Sec. 14-320.10. Performance standards.

All uses in the waterfront special use zone shall comply with the following standards:

- (1) *Outdoor storage of materials:* Outdoor storage of commodities and materials accessory to normal conduct of business, except pilings and/or cranes, shall be permitted to a maximum height of forty-five (45) feet, and such materials shall be entirely contained, including runoff contaminants and residual material, within a designated area within the lot boundaries.
- (2) *Noise:*
 - a. The level of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American National Standards Institute, Inc.), inherently and recurrently generated within the waterfront special use zone between the hours of 7:00 p.m. and 7:00 a.m. from industrial facilities or operations commenced on or after July 1, 1988, shall not exceed fifty-five (55) decibels on the A scale at or within the boundaries of any residential zone, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning signal devices.
 - b. In measuring sound levels under this section, sounds with a continuous duration of less than sixty (60) seconds shall be measured by the maximum reading on a sound level meter set to the A weighted scale and the fast meter response (L maxfast). Sounds with a continuous duration of sixty (60) seconds or more shall be measured on the basis of the energy average sound level over a period of sixty (60) seconds (LEQ₁).
 - c. In addition to the sound level standards otherwise established, facilities or operations established or built in the waterfront special use zone on or after July 1, 1988, shall employ best practicable sound abatement techniques to prevent tonal sounds and impulse sounds or, if such tonal and impulse sounds cannot be prevented, to minimize the impact of such sounds in residential zones. Tonal sound is defined as a sound wave usually perceived as a hum or which because its instantaneous sound pressure varies essentially as a simple sinusoidal function of time. Impulse sounds are defined as sound events characterized by brief excursions of sound pressure, each with a duration of less than one (1) second.
- (3) *Vibration:* Vibration inherently and recurrently generated shall be imperceptible without instruments at lot boundaries. This shall not apply to vibration resulting from activities aboard a vessel or from railroad vehicle activities, or from activities on a pile supported pier.
- (4) *Federal and state environmental regulations:* All uses shall comply with federal and state environmental statutes and regulations regarding emissions into the air, except where provisions of this Code are more stringent.

MNGRR STATEMENTS ON NOISE

3. Noise: The June 14 submission details the noise sources and levels associated with the train. The bell was not discussed, and will be included as part of the operations of the train. The bell and whistle will be operated to comply with the noise levels set by the ordinance in each zone. As set forth in the ordinance, these are 55 (WSUZ) and 75 (WPDZ) measured at the closest residential neighborhood.

As previously stated, the whistle will be operated for a one (1) to three (3) second note upon arrival and departure. This will amount to a maximum total of 10 soundings per day, for a total maximum duration of 30 seconds. The only exception to this will be for emergency use. The use of the bell will be restricted to intermittent intervals upon departure and arrival. The bell will be rung for 5 to 10 seconds at each end of the trip.

MNGRR has worked, and will continue to work, as a good neighbor to the Munjoy Hill neighborhood. The hours of operation, track layout and train operations all reflect the concerns of the neighbors. MNGRR agrees with the City that the best way to assure that noise is not an issue, and agrees to having the City staff measure the noise of the train from the west edge of the Fore Street side of the neighborhood, as specified by the ordinance. MNGRR requests that this work be performed by the City staff trained on the equipment, with properly calibrated equipment, and with Museum staff present.

The steam locomotive takes 3 1/2 hours to steam up, and a similar time to cool down. The engineer has a two hour commute from New Hampshire, and the steam engine is in the process of being worked on after its use at the rail fair. Accordingly, the noise tests cannot be performed prior to the meeting. MNGRR agrees to this testing being a condition of approval, should this continue to be a concern of the Planning Board.

4. Pedestrian Crossings: As stated in the June 14 submission, MNGRR will construct at its own expense, crossings for existing pedestrian and vehicular crossings of the proposed track. This will include a vehicular and pedestrian crossing for BIW and two combined vehicular/pedestrian crossings for Portland Yacht services. In addition, MNGRR has offered to construct a pedestrian crossing where the new trail is proposed to cross the tracks.

All crossings are proposed to be gravel ramped and ballasted crossings. Any further modifications to those crossings will have to follow the requirements of MDOT, MNGRR's landlord. Any person desiring a crossing must petition MDOT and work out the details, locations and costs. Any costs for upgrading of the crossings are borne by the petitioner, not MNGRR. MNGRR has agreed to follow the recommendations of the Eastern Prom Trail Advisory Committee with respect to safety equipment warning

NOISE

Sound types and levels found in the area of the Museum are typical to those found in both residential and industrial waterfront areas e.g.: boat whistles, fog horns, machinery, diesel engine automobile traffic, childrens' voices. Much of this noise falls within the range of 50 dB (Residential) to 90 dB (Industrial). The back-up signal on the crane at BIW is at the upper end of this range, while the residential neighborhood falls in the low end of the sound spectrum.

Noise generating activities from the proposed train use will be limited to the sound occurring as a result of the operation of the train engine and the use of the train whistle. The train's hours of operation will be limited to between 10:30 a.m. and 7:30 p.m., and the train will be utilized for a maximum of five (5) trips during that period. For each trip the train will be using the whistle for short (1 to 3 seconds) blasts when departing and arriving, as required for safety.

Based on Federal DOT information (Handbook of Urban Rail Noise and Vibration Control, Savienman and Wilson), small train engines such as the diesel and steam engines owned by MNGRR generate sound levels of 35 to 45 dB at rest, and 55 to 75 dB when operating (both measured 50 feet from the source). Whistles operate in the sound range of 60 to 90 dB, dependent upon whistle type ad purpose.

MNGRR will comply with the noise standards of the Waterfront Special Use Zone for all the areas in which the train operates. The operational sound levels, as measured within 50 feet of the train, will not exceed the 75 dB level set forth in the ordinance. The use of the whistle will be limited to only these times when the train arrives or departs (a maximum of 12 times daily), and will be for a short (under 3 seconds) duration. Longer, louder whistle use will only occur for safety or emergency purposes.

CHESTER & VESTAL
ATTORNEYS AT LAW

EDWIN P. CHESTER
BARBARA A. VESTAL

107 Congress Street
Portland, Maine 04101
Telephone (207) 772-7426

January 5, 1994

Kenneth Cole, Chair
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Re: Maine Narrow Gauge Railroad Temporary Use Deadline
Extension

Dear Mr. Cole:

I have just learned that the Planning Board will receive a communication from the Maine Narrow Gauge Railroad on January 10th and may be asked to vote on the request at that time, possible without receiving any public comment. While I have not had time to research the legal technicalities, I believe it would be a disservice to all concerned to act on the request without allowing the public an opportunity to comment.

It has been the City's practice to give the same notice for a requested amendment to a site plan coming before the Board as it gave for the original site plan application. It is further my understanding that the applicant did not request expedited action on January 10th; Stephen Mohr asked to forego any workshop but to be scheduled for a public hearing on January 24th. If that is the applicant's request, I fail to see why the Board should take action on the 10th without giving the usual public notice.

I have comments of a substantive nature that I would like to offer on the requested extension. I would like the opportunity to present those to the board prior to any action. I have no doubt that other people would like to speak as well, if they had notice.

Very truly yours,



Barbara A. Vestal

BAV/aj



CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

TO: Distribution List Below

FROM: Richard Knowland, Senior Planner

DATE: May 11, 1995

SUBJECT: Maine Narrow Gauge Railroad Meeting
Tuesday, May 16, 1995, 1:00 p.m.
Department of Public Works Building, 55 Portland Street
Boothby Conference Room

Tentative Agenda

1. Discussion of timing and construction activities of the Railroad including logistics and coordination as they impact the Eastern Prom and East End Beach

* Cutter Street rail crossing

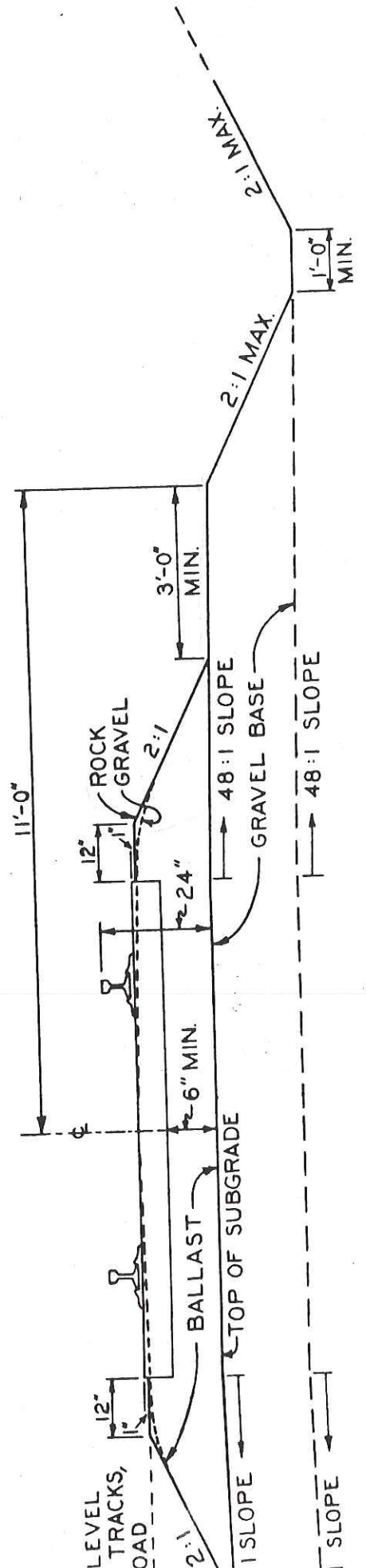
2. Stormwater and the beach - Is there a perceived problem with too much stormwater flowing across the beach?
3. Replacement of culverts

Planning Board condition - "The MNGR shall bear the cost of culvert replacement in the width of the 26' right-of-way at such time as the culvert is replaced by the City as part of the future work in the area."

4. Design of headwalls for the culverts
5. Appropriate replacement width of Munjoy Hill stormwater culvert
6. Other issues

Note: If there are other issues you would like to discuss, they can be added to the list.

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Kay Wagenknecht-Harte, Urban Designer
Michael O'Sullivan, Development Review Coordinator
Emmons Lancaster, Maine Narrow Gauge Railroad
Kathi Staples, City Engineer
Melodie Esterberg, Project Engineer
Larry Mead, Superintendent of Parks and Recreation
James Seymour, Sebago Technics



QUANTITIES PER 100 FEET OF TRACK

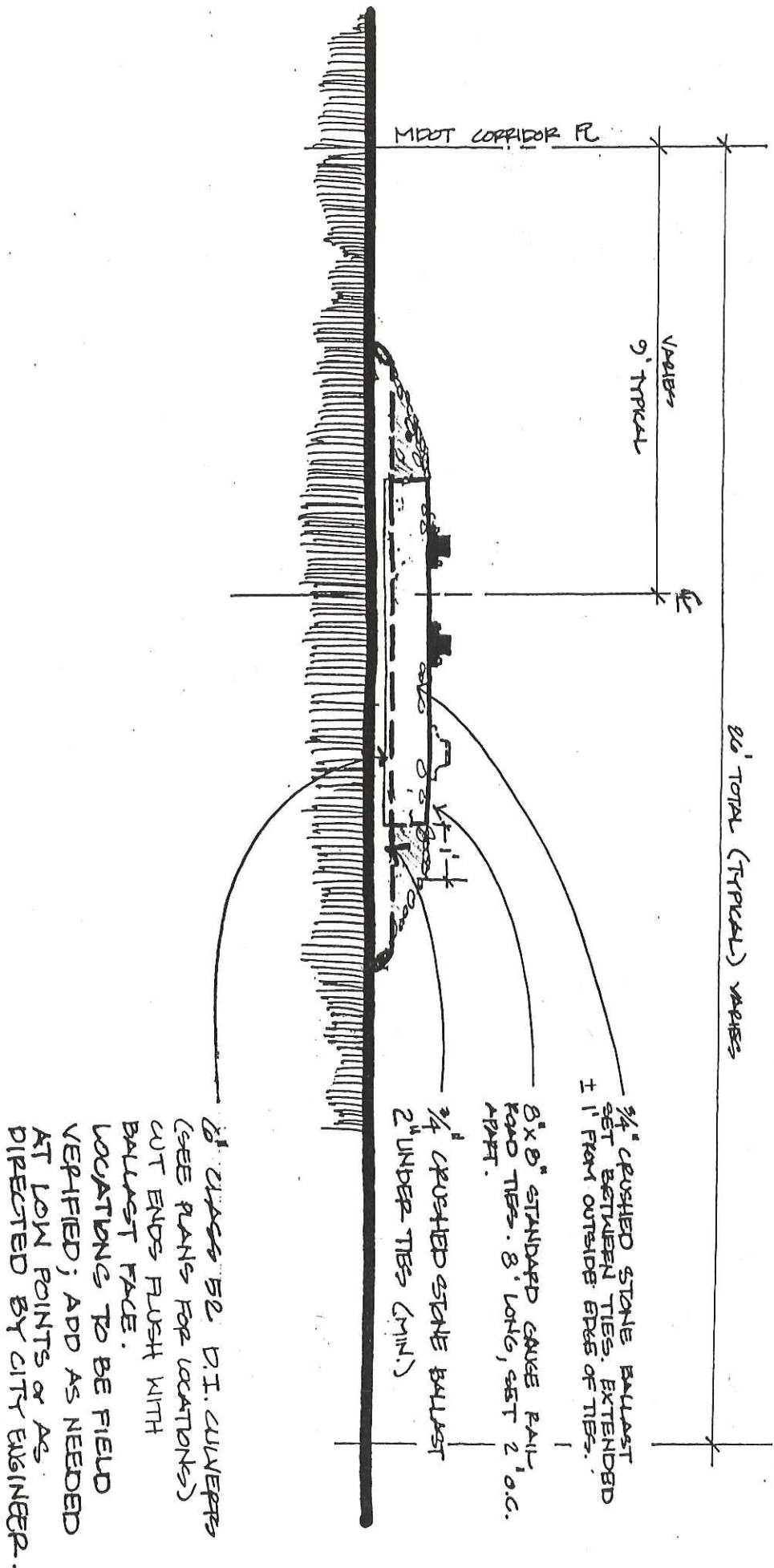
GRAVEL BASE	139 CY.
BALLAST	65 CY.

NOTES: BALLAST QUANTITY BASED ON
 6"x8"x8'-6" TIES, 24" C-C
 INCREASE QUANTITIES FOR
 COMPACTION

MAINE CENTRAL RAILROAD CO.
 PORTLAND TERMINAL CO.

1" = 2'

TYPICAL TRACK CROSS SECTION





CITY OF PORTLAND
Planning and Urban Development Department

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Kathi Staples, City Engineer
Melodie Esterberg, Project Engineer
Larry Mead, Superintendent of Parks and Recreation
James Seymour, Sebago Technics

ANACORTES RAILWAY

387 Campbell Lake Road
Anacortes, WA 98221
~~(206)~~ 293 2634
360

March 7, 1995

Mr. J. Emmons Lancaster
P.O. Box 377
Gray, Maine 04039-0377

Dear Emmons;

Thank you for the package containing the tape of the Maine Narrow Gauge and also the Maine Track Safety Standards. Its my surprise that the State of Maine track standards includes the smallest of track gauges. This is has been of great interest to me, and I am planning to write them into the track standards for the Anacortes Railway

Really enjoyed the tape of the Portland operation. Impressive--it appears that you have solved the smoke problem for the steam locomotives. They must be burning anthracite or coke. It would be interesting to see a Portland map showing the location of the two-footer and its projected route.

The Anacortes Railway is preparing for the 1995 season. The big excitement, however, is that the City and the Burlington Northern are negotiating about rail banking the 3.6 mile end of the Anacortes branch line. Chances are that the BN may give this section to the City in order to escape the State's requirement that the long causeway and the 2100' trestle across Fidalgo Bay must be removed upon abandonment--this costing about one million. The City desires the track be kept in place so that the Anacortes Railway can narrow gauge it from downtown to Weaverling Spit, a distance of 2.6-miles. Along side of the narrow gauge will be a bicycle and pedestrian trail. As a result, we have fired up the backyard foundry again, and are casting parts for a steam rail car to be used especially on this pending expansion.

For your interest, please find a drawing of this unique piece of rolling stock. It is designed to run independently or can be coupled into the train as a parlor car. The car, unlike the others, will have a door on each side, because it must be turned on a turntable at each end of the line. It will serve ideally for off-season and mid-week service.

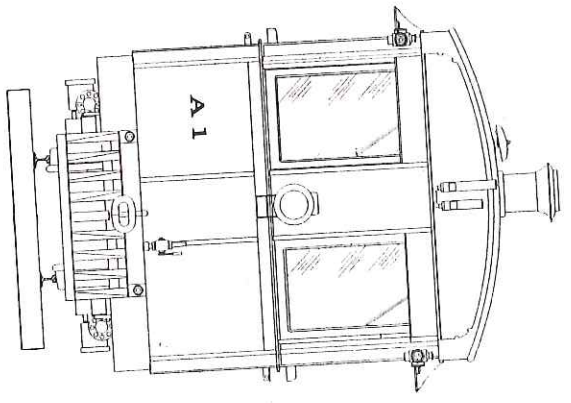
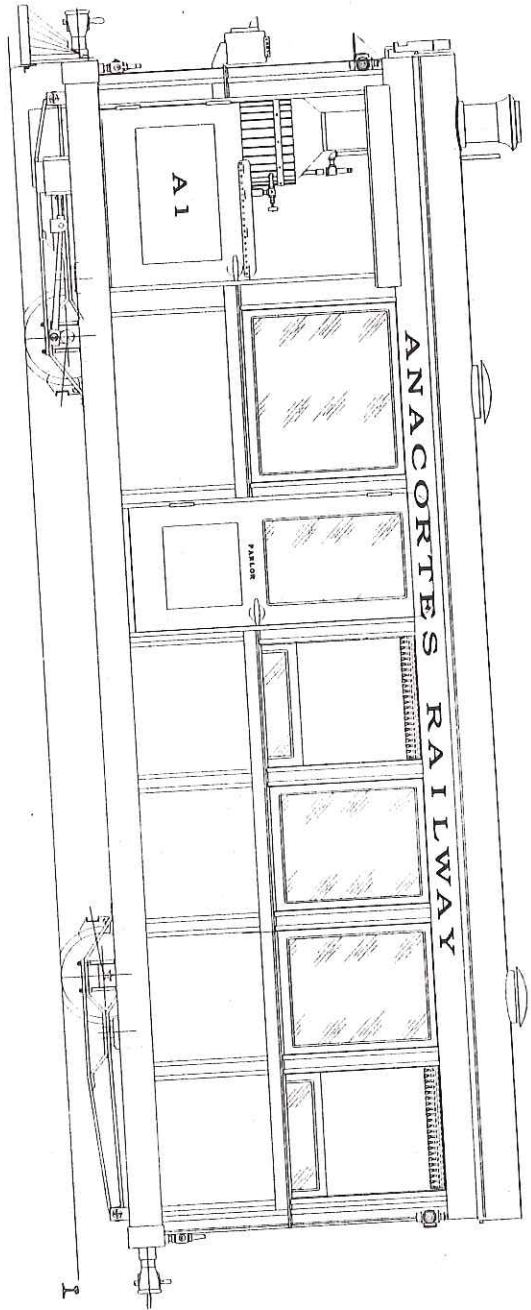
Again, many thanks for your kindness.

Best wishes,



Thomas G. Thompson, Jr. President
Anacortes Railway Company, INC.

GOOD
LUCK
E

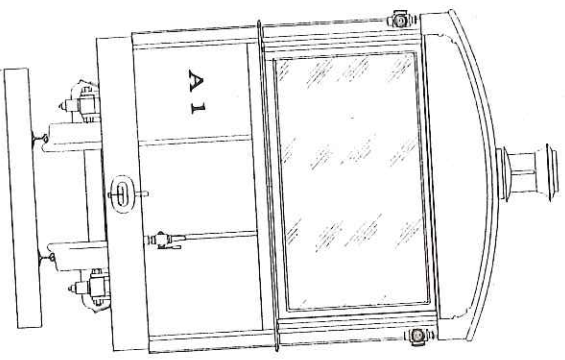


ANACORTES RAILWAY CO.
STEAM PARLOR CAR

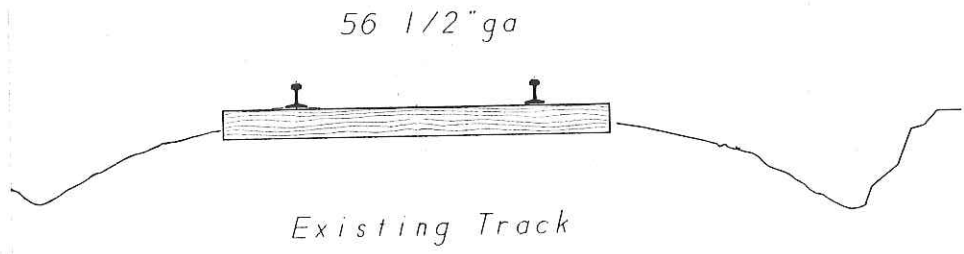
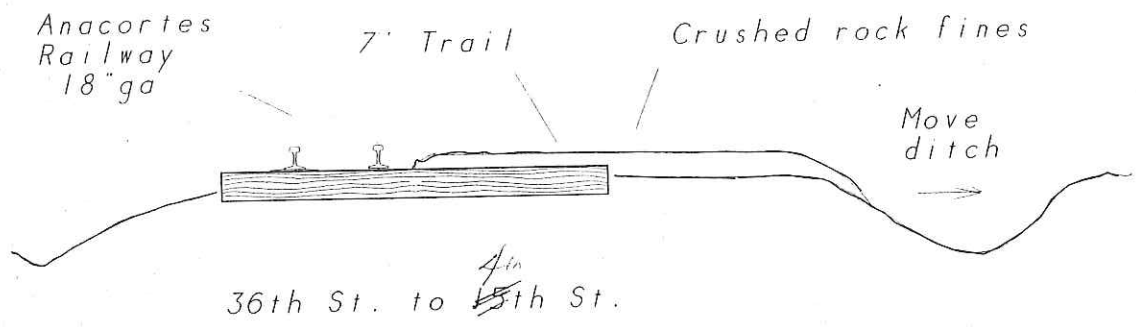
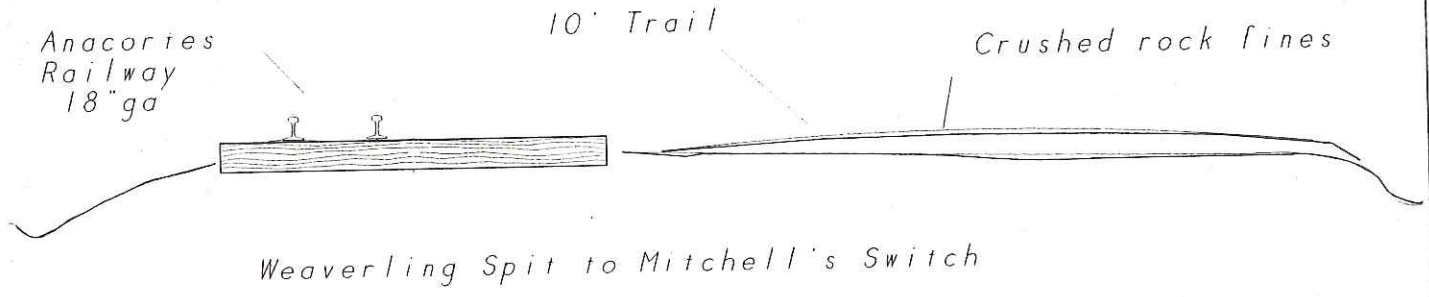
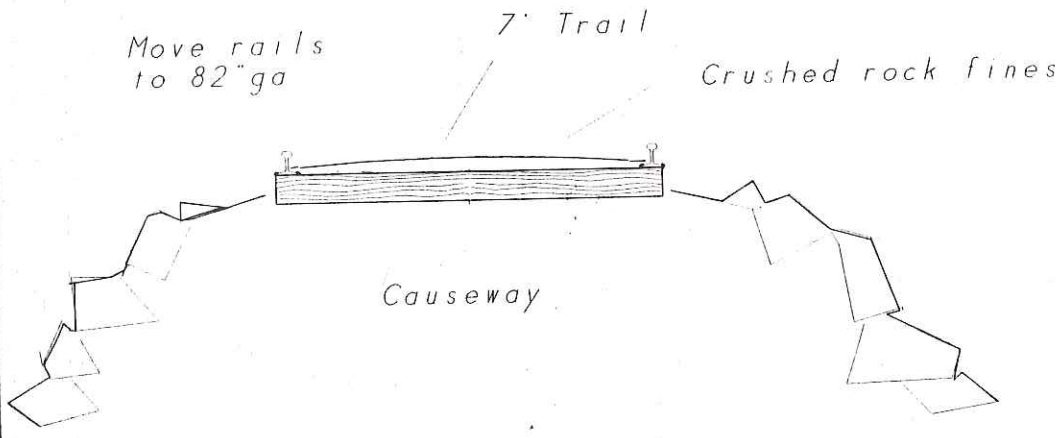
Gauge of Road.....	18-in
Cylinders.....	3 x 4
Drivers.....	14 in
Boiler.....	Vertical Water tube
Working Pressure.....	150 psi
Fuel.....	Fir Bark
Brakes.....	Vacuum
Weight.....	2,257 tons
Tractive Effort.....	327 lbs
O. A. Dim.....	212" x 54" x 84"
Wheel Base.....	105'
Recommended Radius Curve.....	159'
Passenger Capacity.....	9

SCALE 3/8" = 1'

1 2



DWG 10032-0.GCD T.G. Thompson, Jr 2/24/95



Scale 1/4" = 1'

Dwg A10035-0

T.G. Thompson, Jr. 2/25/95

LOOKING NORTH

774-7035

MOHR & SEREDIN

Landscape Architects, Inc.

TRANSMITTAL

Project: *Main Narrow Gauge
R.R.*

Date: *10.26.94*

To: *Pick Knowland*

From: *Tom Farmer*

Copy To:

Description:

- 1. Revised site plan for the Museum showing 6' wide sidewalk along south side. (6 sets)*
- 2. Surety bond for the est. cost of phase 1.*

Message:

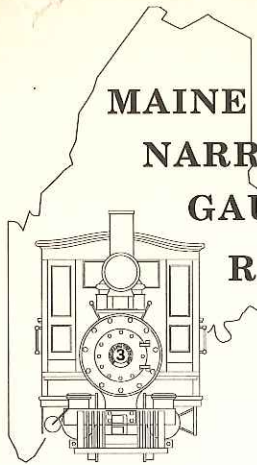
Mailed:

Delivered:

Fax:

Number:

No. of Pages (incl. cover page):



MAINE

NARROW

GAUGE

RAILROAD Co.

&

MUSEUM

October 28, 1994

58 FORE STREET • PORTLAND, MAINE 04101 • (207) 828-0814

Richard Knowland, Senior Planner
City of Portland Planning Department
389 Congress Street
Portland,
ME 04101

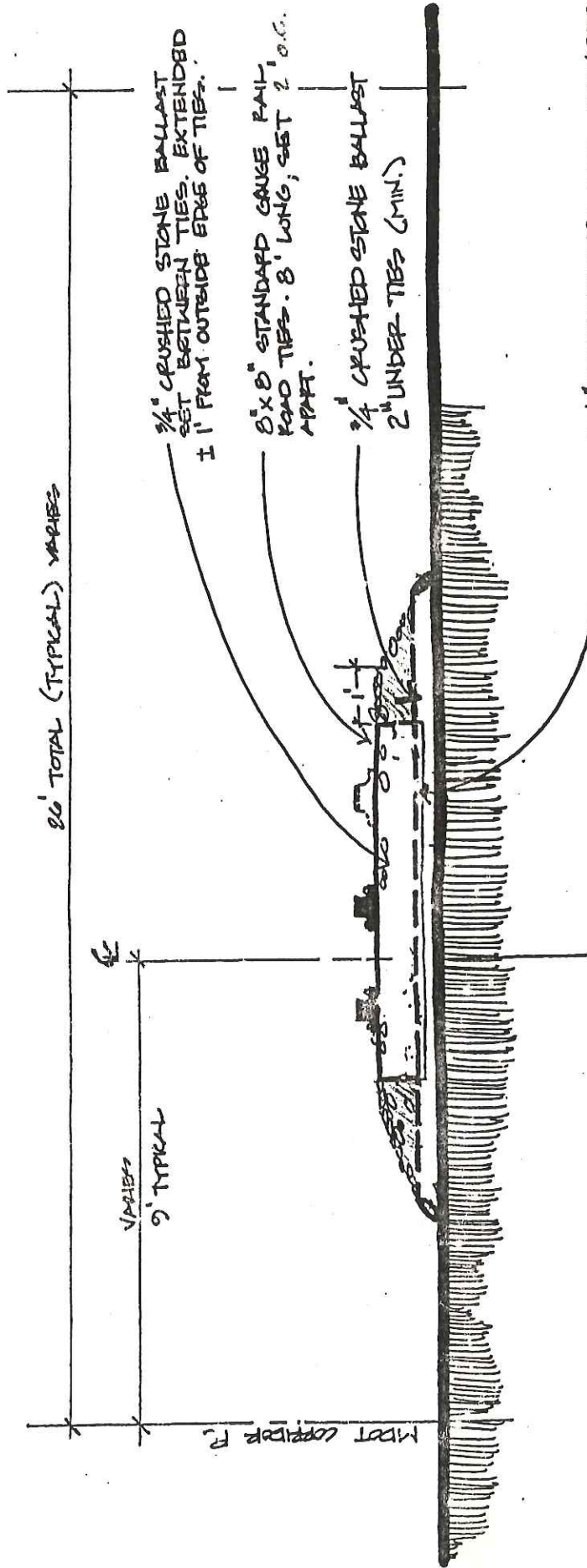
RE: Maine Narrow Gauge Railroad Company and Museum Site Plan

Dear Rick,

In conformance to Condition 1.-Viii of the June 29, 1994 letter from the City of Portland Planning Board, the Maine Narrow Gauge Railroad Company and Museum, should we abandon the temporary rail, here by pledges the full salvage value of our interest in the crushed stone ballast, railroad ties and rails associated with the proposed 3,400 linear feet of railroad construction between India Street and Fish Point.

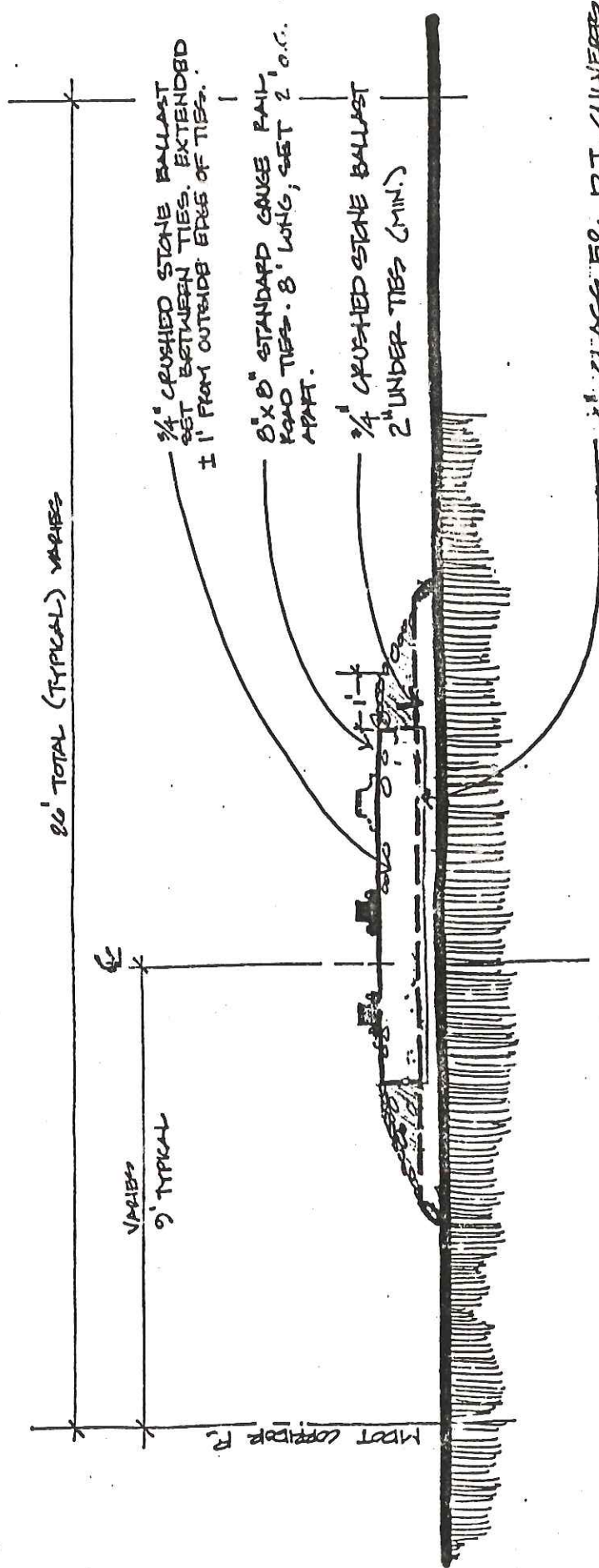
Very truly yours,


Maine Narrow Gauge Railroad Company and Museum
Phineas Sprague, Jr.
Board of Trustees



6" CLASS 52 D.I. CULVERTS (SEE PLANS FOR LOCATIONS) CUT ENDS FLUSH WITH BALLAST FACE. LOCATIONS TO BE FIELD VERIFIED; ADD AS NEEDED AT LOW POINTS OR AS DIRECTED BY CITY ENGINEER.

TYPICAL TRACK CROSS SECTION



1/4" CRUSHED STONE BALLAST SET BETWEEN TIES. EXTENDED ± 1' FROM OUTSIDE EDGES OF TIES.

6" x 8" STANDARD GAUGE RAIL ROAD TIES. 8' LONG, SET 2' O.C. APART.

1/4" CRUSHED STONE BALLAST 2" UNDER TIES (MIN.)

26' CLASS 52 D.I. CULVERTS (SEE PLANS FOR LOCATIONS) CUT ENDS FLUSH WITH BALLAST FACE. LOCATIONS TO BE FIELD VERIFIED; ADD AS NEEDED AT LOW POINTS OR AS DIRECTED BY CITY ENGINEER.

TYPICAL TRACK CROSS SECTION

PROCEDURE

TO BE FOLLOWED IN THE EVENT OF A RELEASE/THREAT OF RELEASE

OF OIL OR HAZARDOUS MATERIAL OR POLLUTING DISCHARGE

BY THE MAINE NARROW GAUGE RAILROAD COMPANY & MUSEUM

1. IMMEDIATELY: Notify the Superintendent of Operations (Primary Emergency Response Manager). (Home phone 207 657-3293).
- If unable to reach Superintendent of Operations, use Emergency Response Manager call list in order of appearance on list until a Response Manager is reached.

REPORT

- (A) The Location of the release/threat of release.
- (B) Petroleum products, although not considered by D.O.T. to be Hazardous Material, must also be reported.
- (C) If a release occurred, the quantity of spill by best estimate.
- (D) Approximate distance to nearest stream, body of water or swamp.
- (E) Can released material reach such stream, body of water or swamp.

and the appropriate
emergency agencies
including police, fire
and those agencies
listed on
emergency
checklist II

CITY OF PORTLAND, MAINE

MEMORANDUM

TO: Kathleen Brown, Assistant Director of Economic Development
FROM: Mark Jennings, Commercial Loan Officer *MJ*

DATE: May 25, 1995

SUBJECT: Cash Flow Analysis for Maine Narrow Gauge Railroad Co. & Museum

The Maine Narrow Gauge Railroad Co. & Museum (MNGRR) provided financial statements for the FY ended 12/31/94. Gross revenues of \$280k were reported for the year, primarily comprised of membership dues totaling \$109k, donations of material & equipment of \$109k, and cash donations of \$32k. Operating expenses totaling \$205k resulted in net income of \$75k for the year.

Based on FY94 operating results, MNGRR generated sufficient cash flow to cover debt service requirements as follows:

Gross income	\$279,771
less donations of materials (non-cash)*	<u>(108,949)</u>
Net cash income	170,822
Operating expenses	<u>205,181</u>
Adjusted operating income	(34,359)
plus depreciation expense	81,523
plus amortization expense	1,692
plus interest expense	<u>65,918</u>
Net cash flow	\$114,774
<u>Debt Service</u> (annual p&i)**	
\$75k DPC loan	8,688
\$710k Bank group loan	<u>96,000</u>
Total	\$104,688
Net Cash Flow after Debt Service	\$10,086
Cash Flow coverage	1.1 x

*Note that the analyst excluded materials donations from the cash flow, although the MNGRR expects to continue to receive donated materials in FY95.

** debt service does not include notes payable to MNGRR members which financed the purchase of the "B" List collection, as there is no formal repayment schedule. This collection will remain in So. Carver, MA; it is the museum's intention to lease the collection to a third party operator at that location.

In regard to Phase 2 construction of remaining trackage from Fish Point to Trestle Bridge, Phin Sprague of the MNGRR states that he has received commitments for donated materials & labor for the remaining 4,000 feet of track to be laid. Additionally, the organization has in place a performance bond issued by Smith, Wicke & Clark (the Planning Approval Board may require an increase in the amount of the bond to support Phase 2 construction work). Based on the organization's ability to generate sufficient cash flow to cover operating and debt service expenses in 1994 and the successful completion of Phase 1 of the rail installation, it appears that the MNGRR has demonstrated the financial and technical capacity to complete the project.

Please also note that Dwight Havey of Fleet Bank (lead bank for Bank Group loan) indicated that the bank group has approved an extension of their deadline for completion of Phase 2 from April 30, 1995 to July 1, 1996. The April 1995 deadline was a condition of the bank group's \$710k loan used for the acquisition of the RR collection.

cc: Richard Knowland, Senior Planner

Rick

Department of Public Works



Nadeen M. Daniels
Assistant City Manager
Director

CITY OF PORTLAND

William J. Bray
Deputy Director
City Engineer

June 12, 1995

J. E. Lancaster, P.E.
666 Dutton Hill Road
P.O. Box 377
Gray, ME 04039-0377

Dear Emmons:

It was good to meet with you last Thursday with regards to the Eastern Promenade Trail/Railroad Corridor Project. I wanted to summarize my understanding of the agreement we made concerning the scope of the City's survey for the Railroad Corridor.

The City's survey crew will attempt to layout one of the sidelines of the proposed 26 foot wide railroad corridor, as shown on the revised Land Title Survey by Owen Haskell. The portion of the corridor that is needed is the portion from India Street to Cutter Street (pages 1 through 4 on the Owen Haskell plans). The sideline will be staked at a 100 foot interval, including all angle points and PC/PT's. Also, at the Cutter Street crossing only, each sideline and the centerline of the corridor will be marked by PK nails set into the paved road. Completion of this layout is necessary by July 4th of this year.

Hopefully, my recollection of our agreement is accurate; if not, please contact me ASAP to clarify any misunderstanding or omissions on my part.

Sincerely,

William G. Scott

City of Portland, Maine
William G. Scott, P. L. S.
Senior Surveyor

pc: Melodie Esterberg, P.E., Project Engineer
Katherine Staples, P.E., City Engineer
Bill Bray, P.E., Deputy Director
Bruce Bell, Operations Manager



NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

SUMMARY OF ACCIDENT REPORTING REQUIREMENTS

"ACCIDENT" means any collision, derailment, or explosion involving railroad trains, locomotives, and cars; or any other loss-causing event involving the operation of such railroad equipment that results in a fatality to a passenger or employee, or in the emergency evacuation of persons.

WITHIN 2 HOURS

Notify the National Response Center (NRC) if the the accident results in:

1. A passenger or employee fatality or two or more crewmembers or passengers being injured seriously enough to require admission to a hospital;
2. The evacuation of a passenger train;
3. Damage to a tank car or container resulting in the release of hazardous materials or involving evacuation of the general public; or
4. A fatality at a grade crossing.

* * * * *

WITHIN 4 HOURS

Notify the NRC if the accident does not meet the above criteria but results in:

1. Damage estimated at \$150,000 or more in repairs (or current replacement cost) to railroad or nonrailroad property; or
2. Damage of \$25,000 or more to a passenger train including railroad and non-railroad property.

NOTIFICATION PROCEDURE

Telephone the NRC duty officer toll free at 1 800-424-0201

Give the following information

1. Name and title of person making the report.
2. Name of the railroad.
3. Description of the accident.
4. Casualties--number of fatalities and injuries.
5. Property damage estimate.
6. Name and telephone number of person from whom additional information may be obtained.



CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

TO: Distribution List Below

FROM: Richard Knowland, Senior Planner

DATE: May 11, 1995

SUBJECT: Maine Narrow Gauge Railroad Meeting
Tuesday, May 16, 1995, 1:00 p.m.
Department of Public Works Building, 55 Portland Street
Boothby Conference Room

Tentative Agenda

1. Discussion of timing and construction activities of the Railroad including logistics and coordination as they impact the Eastern Prom and East End Beach

* Cutter Street rail crossing

2. Stormwater and the beach - Is there a perceived problem with too much stormwater flowing across the beach?

there is an extended area along the old sea wall that does not have a real outlet

3. Replacement of culverts

Maintenance activity

Planning Board condition - "The MNGR shall bear the cost of culvert replacement in the width of the 26' right-of-way at such time as the culvert is replaced by the City as part of the future work in the area." *originally MNGR wanted to leave the culverts crossing the corridor that empty into the bay. initial comment, of S. Marshall leave alone. later we*

4. Design of headwalls for the culverts
5. Appropriate replacement width of Munjoy Hill stormwater culvert
6. Other issues

Note: If there are other issues you would like to discuss, they can be added to the list.

*See memo 5/11/95
d in + the 4th
to the 1st*

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Kay Wagenknecht-Harte, Urban Designer
Michael O'Sullivan, Development Review Coordinator
Emmons Lancaster, Maine Narrow Gauge Railroad
Kathi Staples, City Engineer
✓ Melodie Esterberg, Project Engineer
Larry Mead, Superintendent of Parks and Recreation
James Seymour, Sebago Technics

MAINE NARROW GAUGE RAILROAD COMPANY

OPERATING PLAN

PHASE II

JANUARY 1, 1995

PURPOSE

The Phase II Operating Plan of the Maine Narrow Gauge Railroad Company is designed to move the Operations Department to a higher level of efficiency and professionalism while it expands and improves its physical operating area. It is further designed to expand policies and procedures to more adequately meet the needs of the Department and to alleviate problems identified during our three weeks of operations.

Some of the identified areas most needing attention are listed below with expected action as developed to date. Further action on these and future issues will be addressed on a similar basis.

- RECORDKEEPING

It is in the best interest of the Maine Narrow Gauge Railroad Company and Museum to separate all Operating Department paperwork and finances from those of the Museum and Store.

With this in mind, it will be necessary to establish more stringent recordkeeping requirements, policies and procedures. An analysis of current recordkeeping procedures is in progress with new policies, procedures and forms to be developed. Volunteers affected by these changes will be advised and trained when necessary. Simplified forms will be developed whenever it is possible to simplify and still maintain the level of reporting necessary to maintain the separation of information.

- TRAINING

Volunteer training will resume as soon as possible on a regular basis. Due to the need to deviate from the previously established program in order to train the largest number of people in the crafts most urgently needed to lay track and begin operations, it must be documented that each volunteer has attended the classes required by his/her positions and training must be provided to fill areas where training sessions were missed by individuals, where individuals have taken on added responsibilities or where new people need training. The information on attendance sheets is being recorded, areas of needed training identified and the program will proceed as soon as classes to meet the most urgent needs of the railroad and the volunteers can be scheduled.

• ACCOUNTABILITY

During our three weeks of operation, it was evident that additional guidelines for accountability must be developed for the safe, smooth and professional operation of our railroad. In response to this need the following actions will be taken.

Key people will be identified and asked to accept added responsibilities. While the volunteer's prerogative to maintain his/her personal life with as little interference from the railroad as possible is understood, the railroad must, in some cases, ask for a commitment in order to maintain the required level of service to our patrons.

Although individuals have personal responsibilities, which often must take priority, a flexible scheduling system will help maintain a crew level sufficient to allow the railroad to operate. We will attempt to put in place a scheduling system which will meet both the needs of volunteers and the requirements of the railroad.

This system will, at the very least, provide for backup volunteers to avoid calling a small number of people, who already provide a great deal of support, as the first on the list to fill in during every emergency situation. The system will also address the need to develop and train additional personnel on an ongoing basis.

• CONSTRUCTION

With Phase I of our construction project nearly complete, we must now begin preparations for the next phase, completion and extending of current trackage..

Immediate attention will focus on the completion of the track from India Street to Fish Point. There remain several areas needing attention and "smoothing up" in addition to several hundred feet of additional track which can be put in place before reaching the limit of our current authority to construct.

There is also the need to construct much needed yard facilities, passing tracks, and an urgent need to provide good storage facilities for construction and maintenance materials and tools.

We need to search the right of way and our yard areas for useable materials and to store them properly. Both areas also need policing action to remove trash and salvage materials. A reasonably neat and orderly right of way will enhance our riders' experience and will be evidence to those who regulate our activities of our level of responsibility and commitment.

In addition to the right of way, we must begin to contain our operation and not expand beyond our lease limits or interfere with the areas designated for use by others. It is imperative that volunteers are made aware of the limits of our leased area and that all railroad materials and operations are conducted within this boundary. An updated

operations site plan should be prepared. While a certain amount of "trial and error" is always expected, we must begin efforts to be good neighbors and responsible tenants.

Although we do not yet have permission to continue track construction beyond our initial area (until trail plans are more fully developed), it is not too soon to begin to identify sources of materials and volunteer labor available for another "push". We need adequate materials on site or "reserved" as soon as feasible. These actions will allow us to extend our track as soon as we are given authority to do so.

- INTERPERSONAL RELATIONSHIPS

Despite the fact that we are all working toward the same goal, some interpersonal problems are bound to surface. Working within the boundaries of this knowledge, a procedure will be developed to handle these problems in a constructive manner. The program will begin by recognizing the value of each volunteer, the fact that volunteers have varying abilities, personal physical ability levels, areas of expertise, areas of interest and time constraints. Volunteers will be asked to recognize that the railroad also has needs.

The co-operation of EACH VOLUNTEER in seeing that both the needs of EACH volunteer AND of the railroad are met is critical to meeting our goals. We will be asking that everyone work as a team and show respect to every other volunteer. We will be asking that any disagreements between individuals be handled in as unobtrusive a manner as is possible. It is of the utmost importance that loud verbal disagreements between volunteers or negative opinions concerning railroad policy or other volunteers not take place in an area where patrons may be present. Our patrons deserve a pleasant experience when they visit us and every effort must be made to preserve this experience for them.

The program will recognize the need for those given supervisory responsibilities to request assistance from any qualified and able volunteer reporting to them to perform a particular needed task. It will also recognize the volunteer's right to refuse "for cause" or to suggest an alternative to performing the task as suggested.

The program will address procedures to follow if someone is unable or unwilling to perform a requested task or if a volunteer feels that he/she is being asked to work in an unsafe or illegal manner. A copy of these procedures will be made available to any volunteer who requests one.

- SAFETY

While knowledge of the legal and compliance issues surrounding operation of the railroad do not ordinarily fall to the volunteer, we will be asking for the assistance of every volunteer in refraining from actions which might create a safety, legal or liability problem for the railroad. Our training courses emphasize safe methods for the performance of duties and we expect volunteers to follow the instructions and rules as well as to apply

common sense to each situation. A dedication to work safety is the most important way in which each volunteer can help us maintain a safe railroad in compliance with all laws. In addition to working safely, each volunteer should make it a personal goal to see that any potential safety issue is immediately brought to the attention of the General Superintendent. Volunteer assistance is crucial in identifying safety problems.

Patron safety is also of the utmost importance. As patrons often do not realize the safety issues involved in railroading, volunteers must be ready to assist them.

- TRAIN OPERATIONS

Although train operations personnel have functioned very well, there are a few adjustments needed and additional training required for future expansion of service. These will be addressed and training scheduled as required.

- COMMUNICATIONS

The responsibility for effective communication lies with each individual volunteer. Communication needs (types of information and the personnel needing specific information in a timely manner) and procedures for effective communication of this information will be addressed. Current methods of communication (Superintendent's Bulletins, etc.) will be evaluated and adjusted as required.

EMERGENCY CHECKLIST

To Be Completed by Manager on Duty

The following checklist is designed as a guide for use in the event of an emergency. Completion of this checklist will insure that the proper actions are taken and then documented for future reference.

DATE: _____ TIME: _____

LOCATION (reference nearest landmark, milepost, structure)

NATURE OF INCIDENT (brief description):

EMERGENCY PERSONNEL REQUESTED: _____ TIME: _____

_____ TIME: _____

EMERGENCY EQUIPMENT AND PERSONNEL DISPATCHED:

NOTIFICATION CALL MADE TO:

Police/Fire/Rescue	911	Time Called _____
General Superintendent	(207) 657-3293	Time Called _____

If unable to contact General Superintendent, attempt to contact the following Emergency Response Managers in the order of listing until able to contact one. Do not arrange for more than one Emergency Response Manager (additional responders will be contacted by On-Duty Emergency Response Manager as conditions warrant).

EMERGENCY RESPONSE MANAGERS

Charles Googins	(207) 829-3317 (H)
Gilbert Wilcox	(207) 829-6453 (H)

Checklist completed by: _____
Date _____

EMERGENCY CHECKLIST II

(TO BE USED BY EMERGENCY RESPONSE MANAGER ONLY)

AGENCY NOTIFICATIONS

AGENCY NOTIFICATION WILL ONLY BE MADE AFTER REVIEWING
ATTACHED CRITERIA TO CONFIRM REQUIREMENT.

Maine Department of Transportation:

Normal Business Hours (207) 287-2841 Time Called _____
Evenings/Weekends 1-800-482-0730 Time Called _____

Name of Contact _____

Maine State Police (State Response Center)

24 Hour Number 1-800-482-0730 Time Called _____

Name of Contact _____

Maine Department of Environmental Protection (Oil & Hazardous Material spills only)

24 Hour Number 1-800-482-0777 Time Called _____

Name of Contact _____

U. S. Coast Guard (Officer in Charge - Marine Inspection) (Oil & Hazardous Material spills only)

24 Hour Number (207) 780-3251 Time Called _____

Name of Contact _____

Clean Harbors (If situation warrants)

24 Hour Number (207) 799-8111 Time Called _____

Name of Contact _____

National Response Center (DOT, NTSB, Coast Guard) (Call local numbers first)

24 Hour Number 1-800-424-8802 Time Called _____

Name of Contact _____

National Transportation Safety Board (fatality or multiple serious injuries only) (within 2 Hours)

24 Hour Number 1-800-424-0201 Time Called _____

Name of Contact _____

Insurance Company Time Called _____

Name of Contact _____

LISTING OF MEDIA INQUIRIES:

<u>Caller</u>	<u>Phone #</u>	<u>Time Rec's/Time of Call Back</u>
_____	_____	_____/_____/_____
_____	_____	_____/_____/_____
_____	_____	_____/_____/_____
_____	_____	_____/_____/_____
_____	_____	_____/_____/_____
_____	_____	_____/_____/_____
_____	_____	_____/_____/_____
_____	_____	_____/_____/_____

Additional Comments:

Checklist completed by: _____

Date: _____

INSTANT PRESS RELEASE FORM

At _____, _____, Maine Narrow Gauge Railroad _____
(Time) (Today's Date) (Train Number)

carrying approximately _____ passengers was involved in a _____
(Number) (Type of Incident)

_____ at _____. Injuries are reported to be
(Location)

_____, and law enforcement/rescue personnel were immediately dispatched
(Major/Minor)

to the scene. Weather at the time of the incident was _____
(Clear/Cloudy)

Further information will be released as it becomes available.

=====

Name of Spokesperson: _____

Date & Time of Initial Release _____

Information Released To: _____

Comments: _____

MAINE NARROW GAUGE RAILROAD COMPANY AND MUSEUM

EMERGENCY PROCEDURE PLAN

It is not realistically possible to foresee every type of emergency action or requirement necessary in case of accident or injury on Maine Narrow Gauge Railroad Company and Museum property. It is the intent of this plan to establish basic guidelines for response to any emergency where the welfare of our employees/volunteers or passengers is endangered, or company property is jeopardized.

Due to the possibility that some emergencies could involve up to 200 passengers, it is absolutely necessary that we have a contingency plan in place should the need arise. Information contained within this plan will allow for a unified and coordinated response to any and all emergency situations.

GENERAL PROCEDURES:

The attached map is an integral part of this plan. It identifies streets and roads adjacent to company property, and also identifies access points to all segments of the right of way. In an emergency situation, the Superintendent of Operations will be immediately notified of the situation by the fastest means possible. All response activities will be coordinated through that office, and the ONLY person authorized to release information to the news media and/or other outside sources will be the Superintendent of Operations.

PERSONNEL RESPONSIBILITIES:

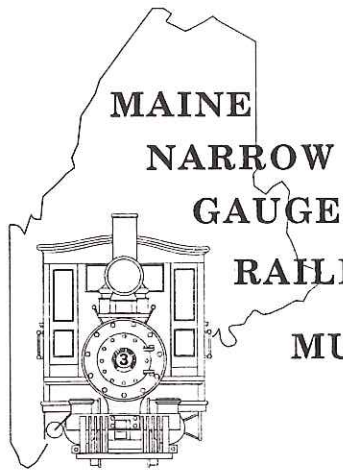
Train Crew Personnel

A. Locomotive Engineer - The assigned engineer will establish and maintain communications with the Superintendent's office via radio, if equipment has not been disabled, or by other available means. Engineer will be responsible for on site decisions regarding continued movement of equipment.

B. Fireman - On consists assigned a fireman, it shall be his/her duty to assist the engineer in carrying out his/her duties. When equipment has been secured, and reliable communications have been established, Fireman will assist Conductor with the protection of passengers.

C. Conductor - The Conductor will be responsible for the safety and security of all passengers. All communications will be relayed via the Engineer to insure a prompt and accurate response to the emergency situation. Should evacuation of the train be necessary, passengers should be directed to a safe location out of harms way. Evacuations should be orderly to preclude

MAY 20 1994



MAINE
NARROW
GAUGE

RAILROAD Co.
&
MUSEUM

May 16, 1994

58 FORE STREET • PORTLAND, MAINE 04101 • (207) 828-0814

Bob Ganley
Manager, City Of Portland
389 Congress Street
Portland,
ME 04101

Dear Mr. Ganley,

I have been sent a copy of the May 4th letter directed to you from Norman Anderson of the American Lung Association.

It is one of the few negative letters of substance that we have indirectly received. I have written the enclosed letter to Mr. Anderson in order to better understand the specifics of his assertions. His statements are not according to my understanding. The startling difference between his views and the medical advice we are getting from pulmonary specialists and engineers warrant investigating.

I am also enclosing a letter to the Environmental Protection Agency in Boston. This description of our operation satisfied the EPA during their investigation of our proposed operation this winter. I believe they concluded that there wasn't a significant pollution problem from our operation.

I don't know where this negative letter will take us because there aren't any specifics which we can address. We did an analysis for the Council and Planning Board many months ago. Our impact is minuscule by any standard, but it does exist. If you feel that we can do more to address this potential issue, please feel free to give us some guidance in the matter.

Yours truly,

Phineas Sprague, Jr.

enclosures

Norman Anderson, American Lung Association
Molly Magoon, Environmental Protection Agency

FAX(207)774-7035
FAX TRANSMITTAL FORM

DATE: February 9, 1994

FROM: PHINEAS SPRAGUE, JR.

TIME:

RECEIVING FAX NUMBER: (617)565-4939

PLEASE DELIVER THIS FAX TO:

Molly Magoon
U.S. EPA
1 Congress Street
Boston,
MA 02203

THERE ARE PAGES IN THIS TRANSMISSION INCLUDING THIS COVER.
Please contact us immediately if there is any problem with the
transmission.

Dear Molly,

Thank you for calling us regarding the Maine Narrow Gauge
operation in Portland.

Over the past year we have been fielding questions from the
Portland community regarding the Maine Narrow Gauge. The
sentiment is overwhelmingly positive if not enthusiastic, but as
with anything "new" appropriate questions are raised which
require appropriate answers. This report reflects in a
preliminary sense how we have been addressing the most persistent
questions and misconceptions.

We offer this working discussion as an effort to provide you with
insight into our preparedness to respond to these questions. The
most significant purpose of the report is to allow you to
identify areas where you are not satisfied with our responses and

to engage you in a dialogue and guidance in areas where there are additional questions which you would like addressed or areas where you feel more specific information is needed.

The initial stage of the operation in Portland will be on the Maine Department of Transportation's rail corridor which starts at the intersection of India Street and Commercial Street and ends at the Railroad Bridge before the sewer plant. The short length of track is to be integrated into the comprehensive plan for the waterfront park, bike path and walking path.

If we are going to be successful in establishing Portland as a destination location, the adequate parking of our guests will always need to be considered. We hope that the City will continue to make parking available in the lots which it recently purchased.

Question #1. What about environmental impact such as Smoke?

The steam locomotives do use coal. They were designed to use bituminous (soft) coal. These are very small locomotives and there are only five Maine Two-Footers left in the world.

We also have two diesel locomotives and two gasoline locomotives. Preparing and running a steam locomotive is labor intensive and therefor it is unlikely that Steam Locomotives will be run on a daily basis for one or two trips. It is more likely that they will be used on weekends special events or holidays when numerous trips can be scheduled.

When the trains are running under a full load they use between six and eight shovels full per mile. If a train makes eight trips a day pulling twelve cars this translates to a consumption of 544.00 pounds of coal to move 3,264 people. 2.72 oz. per person. My car uses 0.28 gal for the same distance for 6 people, to move the same number of people my car would make 544 trips and use 152.32 gallons of fuel.

It is difficult to efficiently retrofit these historical pieces for alternative fuels with out ruining the engines. At some future date we will contemplate retiring these engines. They will become too valuable as artifacts to justify continuing use. New engines which might be replicas will be designed using the best practices of modern combustion technology and or alternative fuels.

Until we have new engines, we intend to be very sensitive to "smoke" concerns. Smoke delights railfans and is a common factor in Railroad photos because it gives photographs life and the equipment a sense of motion. A photograph of a smoking locomotives is either the product of deliberate introduction of contaminants into the fire box, poor firing practices, improper fuels, or inefficient operation of the engine.

Smoke is an immediate indication and represents sloppy practices. Properly fired locomotives do not make significant amounts of smoke. Some of the steps which we intend to take are as follows:

Source of Coal:

We will effect the basic characteristics of the combustion by seeking out a more expensive coal which is clean burning and has low sulfur content. Some of these coals, which other Railroad Museums use are from the New River seams in Beckley, West Virginia.

Tower Fuel Company of 1939 Waukeegan Road, Glenview, Illinois 60025 (708)729-2430 is a source of Metallurgical Coal. They participate with the following steam railroad museums who are members of the Tourist Railway Association.

California State Railroad Museum	Sacramento, California
Henry Ford Museum	Dearborn, Michigan
Huckleberry Railroad	Flint, Michigan
Illinois Railway Museum	Union, Illinois
Indiana Railway Museum	French Lick, Indiana
Michigan State Trust for Rail Preservation	Owosso, Michigan
Mid-Continent Railway Museum	No. Freedom, WI
Minnesota Transportation Museum	Minneapolis, Mn
National Park Service	Scranton, Pa.
Valley Railroad Company	Essex, Conn

This list comes from literature which Tower supplied us.

Specification of Coal:

We will specify sorted, pre-washed and if necessary, oiled coal to minimize fine dust and particles.

Storage on site:

We will institute best practices to minimize the amount of coal stored on site.

Training:

Firemen will be trained and the best practices will be instituted to minimize smoke.

Perspective:

We had the #3 Monson locomotive steamed up and operating inside of a closed building within 15 feet of five hundred people having dinner. Dinner would not have been a joyful celebration if we had substituted an idling bus for the locomotive.

If an individual is concerned about the hazard from the smoke from our locomotive then I suggest a relative test. To bring into perspective from our own personal knowledge the difference between the combustion products, consider that I would bank the engine and spend the night closed in the engine house, if they will spend the night closed in their garage with their car running.

Because it is so difficult to prove a negative, I asked a mechanical engineer, William Petitjean, who is familiar with steam processes to put into human terms a brief comparison of how the Monson #3 ranks against other fuel combusting processes common to the Portland area. This is an extract from his proposed open letter which follows as an appendix.

"Before we begin several qualifying assumptions must be laid down: First, all combustion processes require air; this air is drawn from the atmosphere and is called ambient air. The relatively clean air is consumed in the combustion process and is exhausted back into the atmosphere as combustion products. We can assume that all combustion processes are, more or less bad for human health because they take clean air and turn it into unusable (for breathing) carbon dioxide and water. Second, some fuels and combustion processes are worse than others from the standpoint of pollution --- but we shall treat them all equally because this analysis would be many pages long if we tried to rank all combustion processes and fuels according to their minute effects on the atmosphere and human health. Third, since all combustion processes require air regardless of the fuel consumed, we shall make our comparisons on the basis of cubic feet of combustion air consumed so all processes can be viewed in a fair

assessment that shows how each process contributes to air contamination.

If we look at the life of the greater Portland area for one 8 hour day, we find the following things happening:

If the Monson #3 were running all day and using 40# of coal a mile (This number reflects mountainous terrain, twice the amount predicted since the land is flat.) The Monson #3 Locomotive would consume 265,170 Cubic feet of air while it pulled it's little train about thirty miles a day.

22 average automobiles running around the Portland area all day will require the same amount of combustion air as the Monson #3. How many Cars per day are running around the Portland Area?

4 average semi-truck combinations running in the Portland area all day will require the same amount of combustion air as the Monson #3 locomotive. How many semi-trucks per day are running through the Portland area?

One 737-300 commercial jetliner will consume as much combustion air as 6 Monson # 3 locomotives while taking off and climbing to cruising altitude. How many jetliners per day are taking off from Portland International Airport?

71 residential wood stoves require the same amount of combustion air per day as the monson #3 locomotive. How many residential wood stoves are operating in the Portland area on any given winter day?

These comparisons are not meant to cast one process as being better than another, thus creating great controversy; they are meant to show how the the Monson #3 ranks with it's fuel combusting brethren inside the Portland area. We feel that the value obtained from the Monson#3's comparatively minuscule degradation of Portland's air quality is a better understanding of how far we have come in the relative ease and convenience of modern fuel burning devices; and how much we now know about combustion and it's consequences compared to the early twentieth century when the Monson #3 was built.♦1♦

Question #1a: What about the health impact of particles in the air?

Under controlled circumstances, our external combustion engine results in fairly complete combustion of the coal. When the oxygen/fuel balance is thrown off. For example in an emergency if the throttle is closed quickly the fire becomes starved for air and until the fire stabilizes there will be visible smoke. The smoke it produces is comprised of large particles which are easy to see. These particles are principally carbon and ash, opaque and black, too large to stay suspended in the air. While no one should expose themselves to any extra particles the current debate referred to by Mr. Wirtz is primarily over respirable particles and molecules which are produced by internal combustion engines, most specifically diesel engines and which are of sub micron size and are freely suspended in the air and therefor do not settle out. Since the internal combustion process is not complete these suspended particles which are not visible because of their size contain unburned fuel, complex hydrocarbons, fuel additives, sulfur, heavy metals such as lead and so on. These are not particularly good things to breath and because of their small size they stay suspended in the air until a cleaning mechanism such as rain or moisture vapor as we have in our lungs captures them.

Our Member Dr. Gill Wilcox has spoken to Dr. George Bokinsky who is a pulmonary specialist at Maine Medical Center. Dr. Bokinsky is an authority on the health hazards relating to respirable particulates. He is willing to address the Council but I will attempt to paraphrase his advice.

Respirable particles and pollutants are the by product of any combustion process. Pollutants are gases which are molecules and particulates. He does not feel that the operation we propose poses a health hazard.

1. The source is moving and therefor concentrations of pollutants will be low.
2. We are contemplating small amounts of combustibles.
3. The combustion products of the fuel (coal).
 - a) has no nitrates.
 - b) has no unburned organics/ hydrocarbons.
4. Particulate contribution is low. (The fly ash which is in the fire box might become a source of airborne

particulates if disposed of in a way that would allow them to become become wind born.)

The primary air pollution concerns are:

1. Sulfur Dioxide
2. Hydrocarbons
3. Nitrates
4. Ash/flyash
5. Cinders

The worst health hazards are Sulfur dioxide and nitrates. Nitrate pollution is associated with internal combustion engines. Sulfur dioxide is a by product of coal combustion.

It is interesting to note that steam era locomotive engineers had extraordinary logevity often working into their eighties. This became such a pervasive problem in the industry that mandatarly retirement at age eighty was instituted in the 1950's.

Question #2: What about Noise?

Gasoline engines, and diesel engines are internal combustion engines which use an explosion to create the expanding gasses which push against the piston and convert fuel to rotary motion. We all know how much noise an automobile, truck or lawn mower makes. Most people are too young or don't remember how quite steam is. The Monson #3 locomotive is an example of external combustion. The flame is outside of the boiler tubes and relatively silent. In this process we heat water and generate steam which is released into the pistons the pressure forces the piston back and turns the wheels. When the train is not moving there is a barely audible hiss of escaping steam and when the train does move there is a slight "cough" when the steam is released from the cylinder. It is disingenuous to make statements about bothersome noise emitting from the operation of the engine. This is particularly troublesome to address as an honest issue when one considers the actual sound produced, the topography of the hill which reflects noise away from the city and distances from houses.

We can show using the cities own data that the noise levels are beneath the ambient noise levels of the harbor and the streets. Our research shows that the whistle is generally accepted as "fun" and not obnoxious♦2♦. We intend to be considerate of our neighbors, if over time, there becomes a problem then this issue

can be readily addressed through changing the whistle and throttling the steam supply to it or even substituting another type of signaling device.

Question #3 What about Public Safety?

Public safety is of utmost concern and can be easily and confidently addressed. We have the depth of experience in our membership to understand and adequately address public safety issues. Our First Superintendent has made many contributions in rule making for both the State of Maine and the Federal Rail Authority. I think that in the absence of a plan for the park which plan should be available for inspection in the Spring, this issue becomes one of applying common sense and personal experience to the operations of this equipment and similar equipment.

There are no fences or barriers at Edaville and in 46 years and over 10,000,000 riders gathering around the tracks here has not been a serious accident.

Most of us are familiar with cities which have light rail systems which operate satisfactorily at much higher speeds than we are contemplating. These systems are on the streets, in the parks, next to the paths and in much more relatively dangerous situations than contemplated here.

Most of us drive our cars on crowded highways at breakneck speeds. We ride our bicycles on the streets and walk along the roads on the side walks, in the parking lots we accept the risk of being next to moving vehicles, most of them traveling at much higher rates of speed than our museum operation contemplates. We have become accustomed to trust that the driver has the vehicle under control and will not swerve out of his lane or up onto the side walk.

The track speed contemplated is up to 15 miles an hour. This is the same speed as one finds posted on roads in school zones when children are present.

Question #4 What about Handicapped Accessibility?

Edaville has always been handicap accessible. We intend to have equipment available for every train. The configuration of the

combines and the cabooses lend themselves to use with wheel chairs with out significant modification. We have a founding member who is in a wheel chair. I made the commitment to him a year ago that we would be an asset and a resource to the handicapped community. I will be asking him to represent the interests of that constituency.

Question #5 What about opposition from Munjoy Hill.

In the Munjoy Hill Observer there recently appeared a negative guest editorial by John P. Wirtz. I have met with Mr. and Mrs. Wirtz on two occasions to discuss their fears. Recently in my office went over with him in detail his comments. He lives on the street side of the Portland House and told me that he didn't personally hear or see the "smoke" from the engine but was representing individuals who did and that he further declined to reveal who they were. There has been only two other letters to the editor in the Portland Press Herald, one was written by Mr. Moulton and the other was written by Mrs. Wirtz.

We have carefully examined the issues that Mr. and Mrs. Wirtz have raised and have addressed them in writing for inspection. We will never appease the Wirtzs but in addressing the concerns that they raise we allay the fears that they attempt to use as a tool to radicalize the neighborhood.

The Wirtzes have not been able to galvanize any support in spite of their tactics and in fact the Mrs. Wirtz was the only negative speaker at the City Council Public Hearing specifically on the Railroad and it's plans. Because we had addressed the concerns publicly and directly her comments were that she just didn't want the rail use. Subsequently at the Planning Board site plan review for the Museum there were no negative speakers and Mr. Wirtz simply asked for the number of employees we projected.

After the Wirtzes were unsuccessful in Portland they have mounted a mailing campaign to anyone who they thought would listen to a well constructed letter smoothly voicing the concerns that have already been addressed locally. We have had the opportunity to address reasonable inquiries from agencies we had no idea existed, and we have done our best to respond to the questions although they have been addressed in several other forums. While acknowledging the Wirtzes agenda and ability to get the questions repeated, they are at face value valid and reasonable concerns that should be satisfactorily addressed to any individual who becomes concerned. I have found that

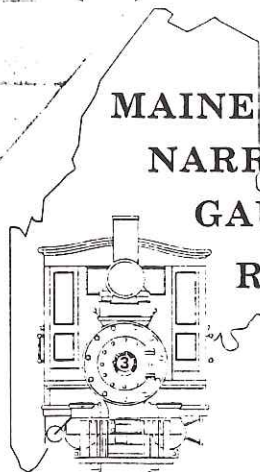
responding to these concerns has been a useful exercise because in the final analysis, through the efforts of the Wirtzes, we have had an opportunity to be thoroughly reviewed and there will be no agency which has not been informed about our minuscule operation here.

I would be pleased to give you a tour of our operation if that would give you a better feeling for our impact. If there are any responses here which you might wish an expansion upon please ask. We would like to be armed with thorough answers to any questions that might arise.

Yours truly,

Phineas Sprague Jr,
President

Following is a calculation for the air volume calculations and an analysis of the type of high grade coal we would be using.



MAINE
NARROW
GAUGE

RAILROAD Co.
&
MUSEUM

May 16, 1994

58 FORE STREET • PORTLAND, MAINE 04101 • (207) 828-0814

Norman Anderson
American Lung Association
128 Sewall Street
Augusta,
ME 04330

Dear Mr. Anderson,

I have been given a copy of your letter of May 4, 1994 to Robert Ganley, City Manager of Portland. We have never shied away from acknowledging the legitimate concerns which you express. In the record we have been quick to acknowledge that no combustion source produces exhaust which is good for an individual to breath.

We have been searching for answers to the questions you pose both from the medical community, engineering and in the way that common sense addresses issues of incremental risk.

One of the constraints we have placed upon our responses is that we would like to take the highest road. Our responses to questions have to be both technically correct to pass peer review and understandable to the general public. This balanced process is being driven by citizens alerted to potential concerns by organizations such as yours. Your letter is being widely circulated and is the only harshly negative letter which we have had the opportunity to respond to.

We have a number of doctors who have been advising us on precisely the issues you have expressed specific concerns about. I would appreciate the benefit of your thoughts in a more technical form regarding the issues that you raised so that we can address them both quantitatively and in a way that the general public can relate to.

We realize that we can not adequately address issues brought forward by individuals whose underlying motivation is that they "just don't want the railroad". However, we welcome concerned individuals who would work with us in a positive way to establish sensible criteria for the best management practices. I hope that you will count yourself among the group that is concerned but would like to work with us in a positive way.

I placed a call to you today and I am looking forward to hearing from you.

Yours truly,

A handwritten signature in dark ink, appearing to read "Phineas Sprague Jr.", written over a horizontal line.

Phineas Sprague Jr.

PHASE ONE BOND AMOUNT

3,600
400

4,000
5+)

Maine Narrow Gauge Railroad
Cost Estimate - Phase 1

1. Temporary Erosion Controls

- 1,300 L.F. siltation fence @ 2.
- 9 Haybale check dams @ 25.

\$2,600. ?

220. OK

2,820

2. Earthwork

- Rough grading, 1,200 G.Y. @ 3. / LY.

\$3,600. FOR TRACKS, YES

3. Storm Drainage

- 6-9 ductile iron pipes, 6" x 15' @ 22/L.F.
- Maintenance of existing pipes L.S.
- Rip Rap of Storm Pipes L.S.

1,980. NONE OF THE DRAIN PIPES INSTALLED

200. ? NO

1,500. ? NO

\$3,680.

4. Railroad Track Ballast

- Provide and install

8,500. MAYBE 50% TO 60% IN PLACE

TOTAL

\$18,600.

INCLUDES WALKWAY AND CROSSING

18,600

14,600
23,845

38,445

PHASE TWO BOND AMOUNT
(PROPOS60)

COST ESTIMATE

MNGR - Final Site Plan Approval

1. Erosion Controls

- 4 Rip/Rap aprons at existing culvert inlets @ 40.00/each \$ 160.00
- 4 Haybale check dams @ \$25.00/each \$ 100.00
- \$ 260.00

2. Earthwork

- Rough grading, 1,715 C.Y. @3.00 \$ 5,145.00

3. Storm Drainage

- 9-10 drainage pipes, 6" x 12' @ 16/L.F. \$ 1,950.00
- Maintenance of existing pipes L.S. \$ 400.00
- \$ 2,350.00

4. Railroad Track Ballast

- Provide and install \$11,500.00

TOTAL

\$19,945.00
3300.

bond the culvert, (with in their portion)
26 per

\$ 23,245

doesn't cover walkway

trees 6 x \$200 = \$1200
culvert \$2,100
\$ 3,300

trees \$1,200
install culverts \$2,600
headwall
stabilize BMP, tech spec.
walkway - slope
parking wheel stop

m
F no

PHASE ONE BOND AMOUNT

Maine Narrow Gauge Railroad
Cost Estimate - Phase 1

1. Temporary Erosion Controls

- 1,300 L.F. siltation fence @ 2.
- 9 Haybale check dams @ 25.

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220. OK
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PIPES INSTALLED
200. ? NO
1,500. ? NO
\$3,680.

4. Railroad Track Ballast

- Provide and install

8,500. MAYBE 50% TO 60%
IN PLACE

TOTAL

\$18,600.

INCLUDES WALKWAY AND CROSSING

8500
3680
12180
2600
14780

4200
3680
2600
10480

PHASE TWO BOND AMOUNT
(PROPOS 60)

COST ESTIMATE

MNGR - Final Site Plan Approval

1. Erosion Controls

•4 Rip/Rap aprons at existing culvert inlets @ 40.00/each	\$ 160.00
•4 Haybale check dams @ \$25.00/each	\$ 100.00
	<u>\$ 260.00</u>

2. Earthwork

•Rough grading, 1,715 C.Y. @3.00	\$ 5,145.00
----------------------------------	-------------

3. Storm Drainage

•9-10 drainage pipes, 6" x 12' @ 16/L.F.	\$ 1,950.00
•Maintenance of existing pipes L.S.	\$ 400.00
	<u>\$ 2,350.00</u>

4. Railroad Track Ballast

•Provide and install	<u>\$11,500.00</u>
----------------------	--------------------

TOTAL \$19,945.00

doesn't cover walkways

MOHR & SEREDIN
Landscape Architects, Inc.

TRANSMITTAL

Project: **MNBRR**

Date: **12.9.94**

To: **Rick Knowland**

From: **Tom Farmer**

Copy To:

Description:

- Track location inspection report per our walk yesterday
- state & Federal Rail Inspection Report

Message:

- F.Y.I.

Mailed:

Delivered:

874-8716

Fax:

Number:

No. of Pages (incl. cover page): **5**

memo to : File
From : Tom Farmer
Date : December 8, 1994
Subject : MNGRR state & Federal Rail inspection

It has been relayed to us by Phineas Sprague that the MNGRR has been inspected for safety compliance by George Dallman, Rail Inspector MDOT and Jim Toler, Federal Rail Authority. on December 5, 1994.

They inspected the construction of the rails and switches and noted several items that needed to be addressed prior to the operation of the train. After talking with Emmons Lancaster, Superintendent for the MNGRR, this afternoon those items have been corrected.

871-1419

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING

STATE HOUSE STATION 16

AUGUSTA MAINE

04333-0016



ALDEN G. SMALL
Acting Commissioner

December 6, 1994

Mr. J. Emmons Lancaster, Superintendent
Maine Narrow Gauge Railroad Company & Museum
56 Fore Street
Portland, Maine 04101

Dear Mr. Lancaster:

On December 5, 1994, the Maine Department of Transportation was pleased to conduct an inspection of 1500 feet of track in which the Museum intends to operate on December 10th and 11th. I noted seven items that need to be addressed prior to any operations involving the carrying of passengers. Per our conversation, the maximum train speed will not exceed 10 MPH.

The items noted are listed below:

- (1) Repair two (2) damaged rails in crossing. (As a one-time solution, we would permit you to visually supervise each movement over the damaged rail this weekend.)
- (2) Replace cracked joint bar.
- (3) Surface areas where ties are suspended.
- (4) Surface two lengths south of crossing
- (5) Correct both open switch points in main line.
- (6) Correct areas of cross level which also need more ballast.
- (7) Correct two mismatched joints.

Sincerely,

MAINE DEPARTMENT OF TRANSPORTATION
Bureau of Transportation Services

George E. Jackman

George E. Jackman
Rail Inspector - Track
Rail Transportation Division

MEMO TO: File

FROM: Tom Farn er

DATE: December 8, 1994

SUBJECT: MNGRR Track Location Inspection

At 8:00 this morning, I met with Louis T. Maquire, (Owen Haskell Land Surveyors) at One India Street to walk the MDOT Rail Corridor. Our intent was to locate survey pins along the corridor and verify the location of the Narrow Gauge track center line (CL), for compliance with the approved site plan.

Beginning at the Grand Trunk Building, One India Street, and walking east along the corridor, the following verifications were made using Mr. Maquire's survey tape and the approved site plans prepared by Mohr & Seredin.

1. Two survey pins are set in the pavement approximately 12' off the south corner of the Grand Trunk Building. From the pin closest to Commercial Street the CL of track should be 45' away, it was 33'. The CL needs to move 12' to the south to comply with the approved plans. It also should be noted that the shoreway trail is located on the landward (north) side of the M.N.G.R.R. at this location.
2. The next measurement was taken approximately 90' east of the first pin. The landward edge of the MDOT corridor should be 48' south of the Grand Trunk building. The center line of track should be an additional 17' south of the R.O.W.. At this point, the CL of track falls outside of the MDOT rail corridor. The CL needs to move 25' to the south to comply with the site plans.
3. At a pin located in the driveway approximately 176' from the Commercial Street pin and 25' south of the "wood building", as shown on DWG. #2, the CL of track should be 41' away. The CL of track was measured to be 25' away. The CL needs to move 16' to the south, to comply with the site plans.
4. The next bearing change for the MDOT corridor and survey pin located lies between the two metal buildings and has been marked with a pink spray painted "X". The CL of track should be 9' off this pin. It was 5 1/2'. At this location the shoreway trail is still on the landward side of the tracks, thus the CL should be moved 3 1/2' to the south to comply with the site plans and avoid possible conflicts with the shoreway trail.
5. The next pin was located 204.12' east of the last pin, as shown on DWG #2, it too was marked with a pink spray painted "X". The track CL should be 9' away, it was 7 1/2'. At this point the shoreway trail proposes to cross the M.N.G.R.R.. To comply with the site plans the track should be moved 1 1/2' toward the seawall. It was also

noted that no ballast was in place from this point west but that the majority of the required ballast was in place from here east.

6. The next pin was located 174.37' east of the last pin, as shown on DWG #2. It was marked with a pink spray painted "O". The CL should be 9' away, it was 7', thus giving the shoreway trail an additional 2'.
7. The next pin was located 297.14' east of the last pin. This pin also designates a property pin for 58 Fore Street. At this point, the CL should be 9' away, it was 8', providing an additional 1' for the shoreway trail.
8. At a point near the richer embarking/debarking zone, we took a measurement off the existing fence separating the corridor and the 58 Fore Street complex. The CL should be 19' away, it was 1' 1/2', providing an additional 1 1/2' for the shoreway trail.
9. The next measurement was taken approximately 280' east of the last measurement. We took a measurement from the seawall where we have shown a 65' setback on the plans, DWG #3. This measurement was 65' complying with the site plans.
10. On DWG #4 and approximately 113' from the easterly most corner pin for 58 Fore Street, we located a clipped survey pin. The CL of track should be 19' from this pin, it was 15', providing an additional 4' for the shoreway trail.
11. At the end of the trackage laid to date and approximately where we have shown a 65' setback from the seawall on DWG.#4 we took a measurement off the seawall. It was 65' to the CL complying with the site plans.

Upon meeting with Phin Sprague, he informed me that the track location from where the ballast ended, west to India Street has not yet been accurately set. Once the rail was spiked to the ties it would be moved into place, meeting its proper setbacks. This moving of the ties and rails will easily be done by a forklift. With the track and rails in its proper location the ballast would then be placed. Mr. Sprague hopes that this remaining work will be completed this weekend, December 9, 10, & 11.

Owner: Phinneas Sprague Phone # _____

Address: 58 Fore St PtlD, ME 04101

LOCATION OF CONSTRUCTION: 58 Fore St

Contractor: Mohr & Seredin Sub: _____

Address: 18 Pleasant St PtlD, ME 04101 Phone # 871-0003

Est. Construction Cost: _____ Proposed Use: _____

of Existing Res. Units _____ Past Use: _____

Building Dimensions L _____ W _____ # of New Res. Units _____

Stories: _____ # Bedrooms _____ Total Sq. Ft. _____

Is Proposed Use: Seasonal _____ Condominium _____ Conversion _____

Explain Conversion: Temporary Permit for location of 50 Narrow Gauge

Foundations: _____

1. Type of Soil: _____

2. Set Backs - Front _____ Rear _____ Side(s) _____

3. Footings Size: _____

4. Foundation Size: _____

5. Other _____

Floor: _____

1. Sills Size: _____ Sills must be anchored.

2. Girder Size: _____

3. Lally Column Spacing: _____ Size: _____

4. Joists Size: _____ Spacing 16" O.C.

5. Bridging Type: _____ Size: _____

6. Floor Sheathing Type: _____ Size: _____

7. Other Material: _____

Exterior Walls: _____

1. Studding Size _____ Spacing _____

2. No. windows _____

3. No. Doors _____

4. Header Sizes _____ Spans(s) _____

5. Bracing: Yes _____ No _____

6. Corner Posts Size _____

7. Insulation Type _____ Size _____

8. Sheathing Type _____ Size _____

9. Siding Type _____ Weather Exposure _____

10. Masonry Materials _____

11. Metal Materials _____

Interior Walls: _____

For Official Use Only

Date: Sept 16, 1993

Inside Fire Limits _____

Bldg Code _____

Time Limit _____

Estimated Cost _____

Subdivision: _____

Name: _____

Lot: SEP 17 1993

Ownership: _____

Public _____

Private _____

Zoning: _____

Street Frontage Provided: _____

Provided S. Trucks: Front _____ Back _____ Side _____

Review Required: _____

Zoning Board Approval: Yes _____ No _____

Planning Board Approval: Yes _____ No _____

Conditional Use: _____

Shoreland Zoning: Yes _____ No _____

Special Exception: _____

Other (Explain): _____

Ceiling: _____

1. Ceiling Joists Size: _____

2. Ceiling Strapping Size _____ Spacing _____

3. Type Ceilings: _____

4. Insulation Type _____

5. Ceiling Height: _____

Roof: _____

1. Truss or Rafters Size _____

2. Sheathing Type _____

3. Roof Covering Type _____

Chimneys: _____

Type: _____

Heating: _____

Type of Heat: _____

Electrical: _____

Service Entrance Size: _____

Plumbing: _____

1. Approval of soil test if required _____

2. No. of Tubs or Showers _____

3. No. of Flushes _____

4. No. of Lavatories _____

5. No. of Other Fixtures _____

Swimming Pools: _____

1. Type: _____

2. Pool Size: _____

3. Must conform to National Electrical Code and State Law.

Signature of Applicant: _____

Signature of CEO: _____

Inspection Dates: _____

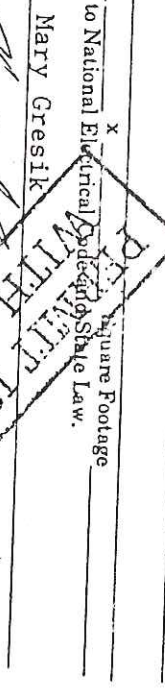
White-Tax Assessor _____

Yellow-GPCOG _____

White Tag-CEO _____

Sept 16, 1993

Copyright GPCOG 1988



HISTORIC PRESERVATION

DATE DELETED: _____

Does not require review

Requires Review

Approved: _____

DATE: _____

Number of Fire Places: _____

Side _____

CITY OF PORTLAND, MAINE

SITE PLAN REVIEW

Processing Form

Applicant Phineas Sprague Sr
58 Fore St- Ptld, ME 04101
 Mailing Address (change/use)
museum - from vacant space
 Proposed Use of Site
u/k / 190'x50'
 Acreage of Site / Ground Floor Coverage

Date 9/14/93
58 Fore St- Bldg #6
 Address of Proposed Site
 Site Identifier(s) from Assessors Maps
 Zoning of Proposed Site

Site Location Review (DEP) Required: () Yes () No Proposed Number of Floors _____
 Board of Appeals Action Required: () Yes () No Total Floor Area _____
 Planning Board Action Required: () Yes () No

Other Comments: contact person: Phineas Sprague - 774-1067

Date Dept. Review Due: _____

Minor Site plan review for change/use

BUILDING DEPARTMENT SITE PLAN REVIEW

(Does not include review of construction plans)

- Plans in file cab -

- Use does NOT comply with Zoning Ordinance
 - Requires Board of Appeals Action
 - Requires Planning Board/City Council Action

Explanation _____

- Use complies with Zoning Ordinance — Staff Review Below

Zoning:
SPACE & BULK,
as applicable

	DATE	ZONE LOCATION	INTERIOR OR CORNER LOT	40 FT. SETBACK AREA (SEC. 21)	USE	SEWAGE DISPOSAL	REAR YARDS	SIDE YARDS	FRONT YARDS	PROJECTIONS	HEIGHT	LOT AREA	BUILDING AREA	AREA PER FAMILY	WIDTH OF LOT	LOT FRONTAGE	OFF-STREET PARKING	LOADING BAYS	
COMPLIES																			
COMPLIES CONDITIONALLY																			CONDITIONS SPECIFIED BELOW
DOES NOT COMPLY																			REASONS SPECIFIED BELOW

REASONS: _____

SIGNATURE OF REVIEWING STAFF/DATE

LOCATION OF CONSTRUCTION 58 FORE ST

Contractor: Mohr & Sereidin

Address: 18 Pleasant St PctId, No 04101

Est. Construction Cost: _____

of Existing Res. Units _____ # of New Res. Units _____

Burning Dimensions L _____ W _____ Total Sq. Ft. _____

Stories: _____ # Bedrooms _____ Lot Size: _____

Is Proposed Use: Seasonal _____ Condominium _____ Conversion _____

Explain Conversion Temporary Permit for Location of 50 Narrow Gauge Rail

Date Sept 16, 1993

Inside Fire Limits _____

Bldg Code _____

Time Limit _____

Estimated Cost _____

Review Required: _____

Zoning Board Approval: Yes _____ No _____ Date: _____

Planning Board Approval: Yes _____ No _____ Date: _____

Conditional Use: Yes _____ No _____ Variance _____

Shoreland Zoning: Yes _____ No _____ Floodplain: Yes _____ No _____

Special Exception: _____

Other (Explain) _____

Street Frontage Provided: _____

Provided S-backs: Front _____ Back _____ Side _____

Submitted: _____

Name: _____

Lot: _____

Ownership: _____

Public _____

Private _____

Foundation:

- 1. Type of Soil: _____
- 2. Set Backs - Front _____ Rear _____ Side(s) _____
- 3. Footings Size: _____
- 4. Foundation Size: _____
- 5. Other _____

Floor:

- 1. Slabs Size: _____ Sills must be anchored.
- 2. Girder Size: _____
- 3. Lally Column Spacing: _____
- 4. Joists Size: _____
- 5. Bridging Type: _____ Size: _____ Spacing 16" O.C.
- 6. Floor Sheathing Type: _____ Size: _____
- 7. Other Material: _____

Roof:

- 1. Truss or Rafter Size _____
- 2. Sheathing Type _____
- 3. Roof Covering Type _____
- 4. Insulation Type _____
- 5. Ceiling Height: _____
- Heating: _____ Type: _____
- Electricity: _____
- Service Entrance Size: _____
- Plumbing: _____
- 1. Approval of soil test if required _____
- 2. No. of Tubs or Showers _____
- 3. No. of Flushes _____
- 4. No. of Lavatories _____
- 5. No. of Other Fixtures _____
- Swimming Pools: _____
- 1. Type: _____
- 2. Pool Size: _____
- 3. Must conform to National Electrical Code and State Law.

Exterior Walls:

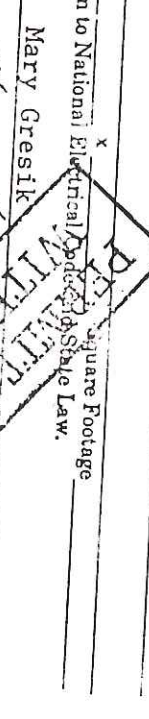
- 1. Studding Size _____ Spacing _____
- 2. No. windows _____
- 3. No. Doors _____
- 4. Header Sizes _____
- 5. Bracing: Yes _____ No _____ Span(s) _____
- 6. Corner Posts Size _____
- 7. Insulation Type _____
- 8. Sheathing Type _____ Size _____
- 9. Siding Type _____
- 10. Masonry Materials _____
- 11. Metal Materials _____

White Tax Assessor

Yellow-GPCOG

White Tag-CEO

Copyright GPCOG 1988



Signature of Applicant: Mary Gresik

Signature of CEO: Tom Farmer

Sept 16, 1993



58 FORE STREET • PORTLAND, MAINE 04101 • (207) 828-0814

May 13, 1994

Mrs. Jadine O'Brien
Chairperson, Planning Board
City of Portland
389 Congress Street
Portland, Maine 04101

Dear Mrs. O'Brien:

Having heard that the planning board is in the process of evaluating the site plan of the Maine Narrow Gauge Railroad and the Portland Trails recreational path, I wish to describe to you our understanding of the health and air quality impact of the train on the trails. First, the pertinent emissions from the railroad operation will include sulfur dioxide, unburned hydrocarbons and particulates. We will be burning a metallurgical grade of coal which is low in sulfur (0.5%) and particulates. The sulfur dioxide emissions will be within regulatory restrictions applied to coal and diesel fuel combustion (i.e. less than 2%). The issue of unburned hydrocarbons and petroleum polymers is generally confined to diesel engines of which we have two. We expect each of these engines to have the impact of a single diesel truck because the diesel locomotives in fact have truck engines for power. Interestingly, from a health perspective the greatest issue from our coal burning locomotives is particulates, namely exhaust particles containing "fly ash". I have discussed the health effects of fossil fuel and coal burning with George E. Bokinsky, M.D. of the Pulmonary Department at Maine Medical Center. In particular, I have discussed coal burning and resultant production of fly ash with Dr. Bokinsky. Some ash does escape with the stack smoke but this can be held to a minimum by visual monitoring of the engine operation. In addition, prevailing winds will cause rapid dissipation of the remaining particulates in the area of concern. An additional issue is associated with the ashes which are collected beneath the engine fire box. If these are not properly handled (such as ash dropping onto the track/roadbed), they can create an airborne particulate problem of significance, similar to dust coming from a dirt road. Our ash will be disposed of in sealed containers and not allowed to escape, and the rate of travel of the train will be slow, about 10-15 mph. Thus, the way we intend to control these air quality and health concerns is to: (a) burn a low-sulfur, low-ash coal (metallurgical grade source already secured), (b) employ a well-trained and highly motivated engineer staff who will maintain an efficiently burning and therefore clean burning energy source (visible smoke means inefficient operation of engine and subsequent emission of particulates), and (c) maintain high quality practices regarding the proper handling and disposal of ash produced by the engines. Finally, I would note that our engines are very small and our frequency of operation will be limited. We expect that these factors

combined with the above described efforts to avoid unwanted emissions will answer any concerns regarding air quality and potential health problems associated with our operations. We will continue to work with Dr. Bokinsky on these matters as appropriate. As an organization, we remain committed to acting as responsible neighbors in the Eastern Promenade area.

Yours sincerely,

A handwritten signature in cursive script that reads "Gilbert M. Wilcox".

Gilbert M. Wilcox, M.D.
Trustee Maine Narrow Gauge Railroad
Museum

GMW;dlg

Gordon Draper
RR2 Box 3738
Bowdoinham, ME 04008-9616

August 27, 1994

Joseph DeCourey
Portland Planning Board
Portland, ME 04101

Dear Mr. DeCourey:

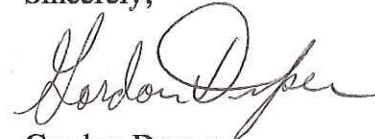
I recommend that you locate the new train station on Marginal Way near the store Hot Shots. I believe it would offer easy on and off access to I-295, closer to down town for city visitors and better parking space for commuters. I also would feel a lot more secure at night if the station is located on Marginal Way because the whole area is lit up from the parking and I-295 lighting. It is also has better looking surroundings and would enhance a first impression of the city. I could also be able to walk to work everyday from there if a rail ~~commuter~~ link is ever started.

And if commuter light rail ever gets started again in the future, the rail could easily be extended from where rails end at the AAA Motor Club to join the old Grand Trunk line at the B&M baked beans plant and could provide a commuter link from Portland to Augusta and Rockland.

I plan on using the AMTRAK service regardless of where you locate the station. And if a commuter line from Bowdoinham to Portland is ever started I would use it to commute to work since I work in the city.

Good luck in the selection process!

Sincerely,



Gordon Draper

JUL 19 1995

July 18, 1995

Dear Ms. Lanley:

A word of thanks for your explanatory letter of June 30. You don't know how gratifying it is to receive a full response from a city official.

Thank you for taking the time. It is much appreciated.

Enclosed new item reminds us of comments made by Nini (Jean) McManamy last March before the Planning Board, meeting to decide on permanent granting of permit to the train. Nini and Debbie Kitchels, in visiting the train operation site, observed children of varying ages cycling and running in back of the train as it was en route to India St. Nini expressed concern that there seemed little safeguard for such accident-potential activity — on the part of the train crew. Overlooking the train daily, I have seen the same casual safety precautions. (On one occasion, after passing the kids who'd been playing "Chicken" with the train, the "engineer" shouted at them, "you morons!")

Again, thank you for your interest in this matter.

Sincerely yours,

John D. Harty
45 Eastern Promenade
Portland, Me. 04101

Clinton said the prevalence of working parents and latchkey chil-

PORTLAND PRESS HERALD JULY 11, 1995

Antique locomotive kills two boys

● The two had been riding all-terrain vehicles and were apparently trespassing, a railroad official says.

Associated Press

DUNMORE, Pa. — Two brothers were crushed by an antique, 360-ton locomotive heading to the Steamtown National Historic Site as they tried to free an all-terrain vehicle stuck on the tracks.

Anthony Paskert, 16, and his 12-year-old brother Paul were killed Sunday as the train brought 572 passengers back from an excursion to the nearby town of Moscow.

The boys were riding two all-terrain vehicles in a fenced-off area. A nearby gate with a no-trespassing sign is frequently knocked down by people who like to ride off-road vehicles in the woods, officials said.

"It's land that's not open to the public. They were definitely tres-

passing to begin with," said Calvin Hite, assistant superintendent of Steamtown.

The boys were standing next to the vehicle and could not see the train coming, said Dunmore Patrolman Anthony Cali.

The train was traveling about 20 mph and had just passed a blind curve, Bob Patterson, the fireman on the locomotive, said Monday.

"They were probably gunning the engine and they had their helmets on, so they couldn't hear anything," he said.

Patterson said he looked up when he heard a crash and saw an all-terrain vehicle flying about 10 feet in the air.

"I looked down and saw the body of this young boy underneath the

tender," Patterson said.

The tender is the car that carries coal. It is usually behind the steam engine, but was in front on this run because the locomotive rides backwards on its return trip from Moscow.

The train took about a quarter mile to stop. After it did, Patterson said he walked out and found both boys' mutilated bodies.

"I could tell after one look that they were already dead," he said.

It was the first fatal accident since the National Park Service started running excursions from the park in Scranton in 1989. A woman was killed by a Steamtown train in 1984 when it was operated by a private company.

Steamtown, which bills itself as the national museum of railroad history, had its official grand opening July 1.

...JUST AS DOES THE "MINE" LOCOMOTIVE ON ITS RETURN TRIPS TO INDIA ST.

WHEN COUNCILOR HARLOW ASKED MINGRA'S EMMONS LANCASTER HOW LONG IT TOOK TO STOP THE TRAIN AT YARD SPEED, MR. LANCASTER DIDN'T KNOW (BUT WOULD GET BACK LATER WITH AN ANSWER).

June 20, 1995

Mr. Robert B. Ganley
City Manager
Portland City Hall
389 Congress St.
Portland, ME 04101

Dear Mr. Ganley:

At the Planning Board approval of the operation of the MNGRR, one of the Staff suggestions was that the diesel locomotive engine be turned off between runs. This proposal was not incorporated into the final approval, with the result that the diesel engine idles daily from approximately 10 AM to 5 PM.

During the June 17-18 Railfair, both the coal-burning steam engine and the diesel ran from 10 AM to 9 PM, the hours between 5 and 9 PM devoted to the members' enjoyment.

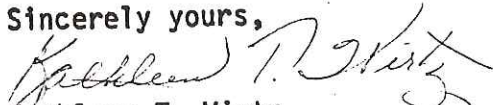
Yesterday, with the thermometer climbing to 100 degrees, the diesel was again in operation. With an ozone warning announced, I question the wisdom of the diesel continuing to contribute to higher air pollution levels for the transport of two (!) passengers from 58 Fore St. to Fish Point to India St., and back again.

Meredith Tipton of Public Health and MNGRR's Dr. Gilbert Wilcox are apparently not familiar with the on-shore winds off of Casco Bay and the resulting fumes, smoke and soot blanketing Munjoy Hill.

Along with the noxious air pollution, there's noise pollution. Is it really necessary to clang the trains' bells over 100 times to announce the crossing of a path already protected by temporary bollards?

I find it most curious that the residents of Morrill's Corner can protest the attack on their quality of life (by a noisy dance hall) and that the Cape Elizabeth neighbors of Fort Williams Park can protest the attack on their quality of life (by a baseball field) while the citizens of Munjoy Hill are called narrow-minded, nit-picking nay-sayers for suggesting the MNGRR has no place in a high-density residential area.

Sincerely yours,



Kathleen T. Wirtz
45 Eastern Promenade, Portland, ME 04101

CC: George Campbell, City Council
✓ Joe Gray, Director, Planning & Urban Development

July 20, 1995

Mr. Joseph Gray, Director
Dept. of Planning & Urban Development
City Hall
389 Congress St.
Portland, ME 04101

Dear Mr. Gray:

A discussion I had today with Mr. Phil Gemmer, Portland area business owner and resident of 45 Eastern Promenade, centered on Phineas Sprague, Jr.'s narrow gauge train operation.

Mr. Gemmer -- who gave his approval to be quoted in communicating with you -- phoned to describe (1) his earlier conversation with Mr. Sprague regarding the train and (2) what he has subsequently experienced as a resident proximate to the train's site.

In a meeting with Mr. Sprague about a year ago, Mr. Gemmer said that he was assured that, based on diesel operation, there would be no problem with visible smoke emissions resulting from the train's operation.

However, contrary to this assurance, Mr. Gemmer reports that he has often seen black smoke billowing from the train's steam locomotive on its runs directly below this building.

Since your office is charged with monitoring the train for air emissions (along with noise) which might have an impact on the well-being of this residential area, Mr. Gemmer thought you would be interested in having his experience on record.

Sincerely yours,



John P. Wirtz
45 Eastern Promenade, Portland, ME 04101

CC: Mr. P. Gemmer

June 30, 1995

Mr. and Mrs. John and Kathleen Wirtz
45 Eastern Promenade
Portland, ME 04101

Dear Mr. and Mrs. Wirtz:

This letter is in response to your letters of June 20 and 21 concerning the Maine Narrow Gauge Railroad (MNGR). Smoke emissions and noise are important concerns to the City and to neighbors such as yourself because they speak to the quality of life in our community. The Planning Board when they reviewed the MNGR considered these issues and set a framework from which the railroad must adhere. A railroad as such is not regulated by the state or federal government. We must rely on our local regulations and the approvals of our review boards.

Let me take a moment to address the issues outlined in your letters.

Smoke emissions from the railroad

The MNGR is required to comply with operating procedures that are intended to address air emissions. A condition of the Planning Board's site plan approval requires that the MNGR adhere to certain operating procedures for their coal fired locomotives. These procedures are intended to promote an efficient combustion process and to minimize air pollutant concerns. A low sulfur coal with a tight specification was also required. The procedures require documentation that the coal meets the prescribed standards.

The operating procedures indicate that "if in the course of operation "smoke" becomes an intolerable problem, an organized development program and a reasonable timeframe can reduce visible emissions to a more acceptable level." We would expect the railroad to adhere to this principle and make the appropriate adjustments.

Another condition of the Planning Board approval requires that the MNGR submit a report to the Planning Office at the end of August 1995, documenting observed air emission. City staff will review this information when it is submitted. This will help us monitor exhaust issues and if there are concerns, help us quiz the MNGR on what measures they have taken to correct such concerns. In addition, the MNGR's own internal procedures require that the operation's engineer record in a log book special conditions and general exhaust conditions of each trip. Again we look at this procedure as a way to insure that the MNGR takes corrective action when problems do occur.

We will also be having City staff take photos of the smoke from the coal fired locomotive periodically this summer so that we have another way to monitor the situation.

Noise

The Planning Board approval requires that the MNGR adhere to a noise standard of 55db from 7:00 p.m. to 7:00 a.m. at any residential boundary along the entire length of the railroad track except for emergency use of the whistle. Further emergency use must be documented in writing as to date, time and reason in a log to be maintained by the operator.

If there are specific dates and times that you believe this standard has been violated please contact the Planning Office. During July and August, City staff will conduct spot checks with a noisemeter to check the noise levels.

Housekeeping of property

During the construction of the railroad tracks there has been rails and ties stored along the trail corridor. I would agree with you at times this material could of been stored in a more neat manner. As the track is installed, one would expect these materials to be consumed in the project. Certainly when the Eastern Prom Trail is constructed in 1996 all of the unused materials must be removed from the site. We will contact the railroad concerning the "housekeeping issue" and monitor it.

Mr. Sprague does have his own property holdings including the Portland Engineering site and marina facility along the water edge. There is storage taking place on this property but as it is not public property, our authority to control housekeeping on private property is limited.

Please be assured that the City will monitor the above referenced issues to insure that they meet the requirements of their Planning Board approvals. If you have any questions on this monitoring please call Joseph Gray, Planning Director.

Sincerely,

Robert B. Ganley
City Manager

cc: Councilor George Campbell
Joseph E. Gray, Jr., Director of Planning and Urban Development

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JAN 09 1995

PORTLAND PLANNING OFFICE

January 6, 1995

Joseph E. Gray Jr
Director Of Planning & Urban Development
389 Congress Street
Portland, ME 04101

RE: Maine Narrow Gauge Railroad Co. & Museum Permit

Dear Joe:

As you know, I am a neighbor of the Maine Narrow Gauge Railroad.

I welcome them to Portland and to this area of the city. I feel that entities like the Maine Narrow Gauge are what we need for this city. This will bring forth the city in a positive direction. I support the Maine Narrow Gauge Railroad, and urge you to give them all the necessary permits to finish what they have started.

It will make Portland a better city for us all.

Sincerely,



Pasquale Laponarda Jr.
President,
Erasmus Inc.
2 India Street
Portland, Maine 04101

CAROL A. WILSON
ARCHITECT

62 Hampshire Street
Portland, Maine 04101
207 773-3399

RECEIVED
JAN 09 1995
PORTLAND PLANNING OFFICE

January 6, 1995

Joseph E. Gray, Jr.
Director
Department of Planning and Urban Development
City Hall, Room 211
389 Congress Street
Portland, Maine 04101

Dear Mr. Gray,

I am writing to you and to the Portland Department of Planning and Urban Development on behalf of the Maine Narrow Gauge Railroad Co. & Museum. I own a building where I live and have my office located at 62 Hampshire Street which is a five minute walk from the waterfront area of the Railroad. I walk this path at least four times a week. It has been very exciting to me and to my fellow walkers and dog walkers to see this area of Portland being used by the Narrow Gauge Railroad. Before work on the Railroad began, this area of Portland felt like a 'no-man's-land'. The Railroad and the Railroad Museum add to the sense of place of Portland's eastern waterfront.

It is evident having the railroad in service, that there are no detrimental effects to the waterside pathway. Pedestrians and the Railroad easily co-exist. It would be a shame if the Narrow Gauge Railroad is not permitted to continue their great effort in reviving Portland's history and the history of the Narrow Gauge Railroad.

George Neavoll said it best in his New Year's editorial (Maine Sunday Telegram, January 1, 1995), "This can be better year in Maine. . . Why not extend the operating permit of the Maine Narrow Gauge Railroad Co. & Museum, and give the Lilliput engines a fair chance to prove themselves along Portland's Eastern Prom? They've only been able to operate for less than a month, after every obstacle opponents could think of was placed in their path. At that, they've done well, with 247 passengers aboard Wednesday's runs."

As a citizen of Portland, as an architect and observer of Portland's urban fabric, as well as a resident of the East End, I support the Narrow Gauge Railroad and look forward to their success adding to Portland's vitality.

Sincerely,



Carol A. Wilson

cc Maine Narrow Gauge Railroad Co. & Museum

To: Joseph E. Gray Jr.
Director of Planning & Urban Development

Jan. 6, 1995

Dear Mr. Gray,

This is a letter of support for the Maine Narrow Gauge Railroad Co. & Museum in their attempts to operate a narrow gauge train on the former Grand Trunk Railroad right-of-way from India Street to Fish Point.

As a nearby resident to the right-of-way I have watched the Herculean effort of these many dedicated and varied people as they have volunteered their time and energy in realizing a vision of a miniature railway and museum along this city's waterfront. It is truly a phenomenon, one which has caught the attention of railfans and civic organizations nationwide... indeed, worldwide.

It can only benefit the city economically, especially the waterfront and Old Port sections of Portland. One can imagine the numbers of tourists drawn from far and wide to witness this "visionary" endeavor. The Maine Narrow Gauge Railroad & Museum's success will ultimately be a unifier for the region... an egalitarian effort attracting people from all walks of life.

Please consider this in your decision to allow this extraordinary historical event to continue.

Sincerely,

Wallace F. Warren
45 Middle St., Portland, Maine

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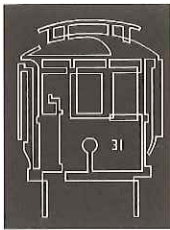
JAN 09 1995

PORTLAND PLANNING OFFICE

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JAN 09 1995

PORTLAND PLANNING OFFICE



Seashore Trolley Museum PO Box A Kennebunkport ME 04046 Telephone: 207 967 2712

January 5, 1995

Mr. Joseph E. Gray, Jr.
Director of Planning and Urban Development
Portland City Hall, Room 211
389 Congress Street
Portland, ME 04101

Dear Mr. Gray,

This letter is prompted by the pending decision on re-permitting the Maine Narrow Gauge Museum's two foot gauge operating railroad, which just completed an abbreviated first season.

Of course, we at the Seashore Trolley Museum can't imagine why there could be any hesitation in allowing Portland's newest attraction to resume its operation and expansion. If one considers the volume of tourism that the former Edaville RR brought to the barrens of remote South Carver, Massachusetts, then the potential for this family attraction in the Old Port area of Portland becomes mouth-watering for any Convention and Visitor's Bureau executive!

Look around you! Two foot railroading will be advertised widely in the rail press and tourist press. Restored or newly constructed two foot gage lines are underway at Wiscasset, Boothbay, Phillips, and Biddeford; with the Portland operation destined to become World-Class!

In addition to the obvious tourist draw, using our operations in the Kennebunkport, Arundel and Biddeford corridor as an example, you will see:

- Increased employment
- 3X multiplier of Tourist dollars in area
- development of supporting business
- Additional Portland advertising
- Increased residents from railfans

We hope that these supportive thoughts will assist your prompt and favorable decision. Portland has a great opportunity!

Very truly yours,

Ralph L. Day
Ralph L. Day
President

ALAN D. FISHER, P.E.
415 Sisquisic Trail
Yarmouth, Maine 04096
207-846-9551

Mr. Joseph Gray, Director of Planning and Urban Development
Portland City Hall, Room 211
389 Congress Street
Portland, Maine 04101

January 9, 1995

Dear Mr. Gray,

I am writing in support of the continued operation of the Maine Narrow Gauge Railroad. I believe that there are business, family and social benefits to its operation and that Portland should allow and encourage its existence.

I am employed by Cianbro Corporation and lead the design engineering group for them. After more than a decade in Pittsfield, I have moved to the Portland regional office because I perceive that Portland offers a better environment in which to grow a design engineering operation and because of the improved transportation access, primarily the nearness to the Portland Jetport. The continued existence of the MNGRR will be one more attraction that the city offers which helps me attract bright and creative people to work for my group at Cianbro.

On the personal side, I see the MNGRR as a way to teach my children the concept that transportation is not just cars and trucks on super highways. I have ridden the MNGRR with my kids (ages 3, 6 and 9) and the outing was a further confirmation of the family benefits of living in the greater Portland area. I think the narrow gauge format is especially oriented towards children because its smaller scale features are less overwhelming to small children than standard gauge train's are.

From the greater social perspective, I envision that the operation of the MNGRR can be a step in the realizing of rail as a part of the transportation mix in the Portland area. I would hope that Portland sees light rail to be a part of the transportation mix in the next century. Whether or not the MNGRR actually provides the primary means for this activity, it can certainly offer an introduction to rail based travel and initiate the inclusion of rail infrastructure in the planning of future city developments.

I hope that this letter further confirms the support of the City of Portland behind this venture.

Very truly yours,

Alan D. Fisher, P.E.
Alan D. Fisher, P.E.

cc: Ms. Jamie Findlay, MNGRR

George L. Collord III
Antiques

Mr. Joseph E. Gray Jr
Director of planning and Urban development
Portland City Hall, Rm 211
389 Congress St.
Portland, Me. 04101

Dear Mr. Gray,

I'm writing you with regard to
Maine Narrow Gauge Railroads permit extension.
I'm sorry to hear about the small number
of reactionary uninformed residents on Munjoy Hill
with their worries about too much coal
smoke, loud whistles etc. The smoke (much of it steam)
from these small locomotives would
represent only a tiny fraction of that
emitted from only one of many large
Canadian locos that once passed by the
Eastern Promenade to Grand Bump Station in
Portland's rail heyday. Even today there's probably
many times the amount of coal burned in
stoves and furnaces on Munjoy Hill than
a narrow gauge loco will ever consume.

On a different note; - imagine the excitement
the children and residents of this city would
feel at the sight and sound of a 19th century
steam train traveling along the coast. WOW!

George L. Collord III
Antiques

I have two daughters age 3 and 7 whose favorite outing is to go to the Train Museum and board the antique train cars and ring the loco bell etc.

People used to come from all parts of the country to ride this historic Maine equipment when it was out in the middle of a ^{remote} Massachusetts cranberry bog; - imagine the attraction to ride this train around Portland and the coast!

I'm also very excited about the potential for an expanding Museum at the Portland Co's Works - both for the railroad and to educate residents on Portland's rich and fascinating industrial history. I have done much work with the Maine State Museum in Augusta helping them locate important Maine industrial artifacts including the only known Portland Company Stationary steam engine c. 1878 that operated a wood products mill until 1937.

A large and expanding group of effort dedicated volunteers and supporters have labored for months to lay track and have everything in order. Let's reward this great effort and the vast majority of Portland residents with approval of operating attention. Thank you for your consideration
Yours Truly,
George L. Collord III

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DEC 28 1994

PORTLAND PLANNING OFFICE

45 Eastern Promenade
Portland, ME 04101
December 24, 1994

Portland Planning Board
City of Portland
Portland, ME 04101

Dear Members:

After observing its operation last weekend, it is obvious that the Narrow Gauge Railroad will be incompatible with the proposed Portland Trails project. There is simply insufficient space at many points to accommodate both projects and I feel that the Portland Trails objective should have prior consideration.

I am also uneasy about permitting a for-profit enterprise to invade the Eastern Promenade. It might be the opening salvo to create an area for other businesses - such as souvenir vendors, fast food operators, etc. I also noted with dismay that the Promenade was included in a list of potential sites for an aquarium. While I support the concept of an aquarium, I would strongly object to its being placed in the Eastern Promenade area.

If you have any long range plans for altering the Eastern Promenade, or any portion thereof, I feel you should announce them to give the public an input opportunity before casting them in concrete.

Very truly yours

Jacuzzi Chase

JOSEPH GRAY JR.
DIRECTOR OF PLANNING
AND URBAN DEVELOPMENT
CITY HALL ROOM 211
389 CONGRESS ST.
PORTLAND, ME. 04101

TO JOSEPH GRAY JR.

MY NAME IS DAVE CONWAY. AFTER FINDING OUT ABOUT THE MAINE NARROW GAUGE TRAIN MUSEUM ABOUT FOUR WEEKS BACK, MY FAMILY AND I HAVE BEEN TO THE TRAIN MUSEUM FIVE TIMES. MY CHILDREN WOKE ME UP AT SEVEN A.M. SATURDAY, BUT THE FIRST RIDE WAS AT ELEVEN THIRTY A.M. MYSELF I HAVE VOLUNTEERED TWELVE OR MORE HOURS A WEEK. I HAVE SEEN MANY OTHER TRAINS OUT WEST AND SEE VERY GOOD POSSIBILITIES WITH WHAT THESE FEW PEOPLE HAVE STARTED THE MAINE'S NARROW GAUGE RAILROAD PLEASE HELP US WITH OUR GROWTH.

THANK YOU,
DAVE CONWAY AND FAMILY
Dave Conway and Family

Michael U. Trueworthy
70 Whitney Avenue
Portland, Maine 04102
(207) 772-7226

June 27, 1994

Dear Ladies and Gentlemen,

I have been a resident of Portland for a total of nearly thirty-five years in Lybblytown. One can hear Jetport noise from 5³⁰ AM to Midnight. We accept the necessary aspects of that noise, pollution, etc. as being far outweighed by the benefits of the Jetport.

Personally, I think that business should not override environmental concerns.

Having said those things, I now state my support for the Maine Narrow Gauge Railway's speedy commencement of full operations. The economic spin-offs and ~~fun~~ fun from the railroad will

Truworthy 6/27/94

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JUN 28 1994

PORTLAND PASSAGE OFFICE

greatly outweigh scant inconveniences to a few people by an occasional ding, knot, or puff of smoke in the distance! An adult sending a child unsupervised to play near tracks and water, a child too young to realize danger, well, that adult may need supervision more than the child.

The majority will have a lot of fun and some will benefit in other ways.

Some people are by inclination or habit naysayers. Do not pay attention to them. Let that 3,400 feet of track be laid now! I support the Maine Narrow Gauge Railroad and Museum.

Sincerely,

Michael Truworthy

2/2

CITY OF PORTLAND, MAINE



George N. Campbell, Jr.
City Councilor

June 24, 1994

Commissioner Dana Connors
Maine Department of Transportation
State House Station 16
Child Street
Augusta, Maine 04330

Dear Dana:

Thank you for forwarding a draft copy of the operating agreement between MDOT and the Narrow Gauge Railroad.

I'm sure that this will be discussed at the Portland Planning Board's June 28th public hearing and certainly offers more protection for air quality and operating safety than afforded through the site plan review.

By way of this letter, I am formally requesting that you conduct a public hearing in Portland to take direct input from all concerned parties on this draft before it is finalized.

The sensitivity of the neighborhood and other users of the trails area might be helpful to insure that the general environmental condition, safety condition and other multi-use aspects of this agreement truly reflect the best interest of all parties including the Narrow Gauge Railroad.

Sincerely,

George N. Campbell, Jr.
City Councilor

cc: ✓ Jadine O'Brien, Chairperson, Portland Planning Board
Phineas Sprague
John Wirtz

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JUN 28 1994
PORTLAND PLANNING OFFICE

Jan P. Carlson
86 Pond Street
Natick, MA 01760
June 25, 1994

Portland Planning Board
Chairperson Jadine O'Brien
389 Congress Street
Portland, ME 04101

Dear Ms. O'Brien,

I am writing to you in support of the proposal of the Maine Narrow Gauge Railroad Company and Museum to use the former railroad right-of-way next to the Museum for the purpose of laying track so they can run the narrow gauge trains for a distance and give rides to the public.

On Saturday, June 18th, my family and I visited the Maine Narrow Gauge Railroad Company and Museum in Portland. For many years, the equipment now at the museum was at Edaville Railroad in Carver, Massachusetts. My family visited the railroad every year.

At Edaville, they had a railroad line of about 5 miles, and I greatly enjoyed riding the trains on the line.

When we visited the Maine Narrow Gauge Railroad last week, I was happy to see the railroad engines and cars still existed as I had seen them at Edaville. However, I was very disappointed that the railroad was only able to offer a ride within their grounds of about 200 feet.

Allowing the Maine Narrow Gauge Railroad to lay track to expand their ride would greatly improve the attraction of the railroad for visitors, and would give visitors a better perspective on what Maine narrow gauge railroading was like when it was a commercial enterprise in Maine.

Sincerely,

Jan P. Carlson
Jan P. Carlson

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JUN 28 1994

PORTLAND PLANNING OFFICE

June 24, 1994

Ms. Jadine O'Brien, Chairwoman
Portland Planning Board
389 Congress St.
Portland, ME 04101

Dear Ms. O'Brien,

I am writing to express my support for the display and operation of narrow gauge trains along the Portland waterfront. Railroads have been instrumental to the history and development of Maine. Narrow gauge trains, while not native to the Portland area, are a well-known symbol of Maine in general. The presence of an operating narrow-gauge railroad in Portland would serve as exciting reminder to both residents and tourists of the rich heritage of Maine people.

Sincerely,



J. Jeffrey Laverty
97 Maquoit Drive
Freeport, ME 04032

RECEIVED

JUN 28 1994

PORTLAND PLANNING OFFICE

7 Gilbert Lane
Portland, ME 04101
May 17, 1994

Joseph E. Gray, Jr.
City Hall, Room 211
329 congress Street
Portland, ME 04101

Dear Mr. Gray,

As a homeowner and resident of Munjoy Hill in Portland, I am quite concerned about the proposed railroad line along the former Canadian National Railroad right-of-way. Noise and pollution are two concerns. Another is the negative effect I believe it will have on the planned bike and walking trail along that same route.

I have been quite excited about the trail providing a quiet place for cyclists and walkers to get away from the bustle, noise and pollution of engine powered vehicles. The installation of a railway along side the trail seems to defeat the purpose.

I am strongly opposed to this proposal, and I urge you to consider the adverse effects this proposed railway will have on the trail and on the surrounding neighborhood.

Sincerely,


Barbara Carter

RECEIVED

MAY 20 1994

PORTLAND PLANNING OFFICE

Chris & Susie Blake
RR 1, Box 4833
Camden, ME 04843

207-236-2550
Fax: 236-7002

May 17, 1994
Joseph E. Gray, Jr.
Director of Planning and Urban Development
City Hall, Rm 211
389 Congress Street
Portland, Me 04101

Dear Mr. Gray,

Just a note to make a comment on the narrow guage railroad being considered for the area of the Eastern Promenade. I own two condo's in the Portland House and am an interested party.

I want to support the concept and implimentation of this plan. I think it's a great way to use land, which now lies unused and not good for much, in the public interest. Anything which supports the kind of industry and effort which these characters have shown is a good thing in my book.

I have no fears, whatsoever, about noise or air pollution. And anyone who tells you they have such fears is uninformed and most certainly has gotten up on the dark side of bed on that particular morning.

This whole thing can be nothing but a positive and intruguing addition to our neighborhood and the City of Portland. I have no fears about lost property values or any of the rest of it; and am in support of the project.

My only concern for the project is that it is given adequate security. I would hate to see such a thing defaced or vandalized.

Thanks very much.

Cordially,

Christopher Blake

Christopher Blake

(of Christopher Blake and Cornelius Fergueson IV, TRS)

1 St. Lawrence Street
Portland, Maine 04101
May 20, 1994

Chairwoman Jadine O'Brien
Portland Planning Board
City of Portland
City Hall
Portland, Maine 04101

Dear Chairwoman O'Brien,

It is with some reluctance that I once again express my views on the narrow gauge and Portland Trails combined project. I do not want to re-enter the fray once again that can develop when one takes a positive and public position about the narrow gauge railroad at the base of Munjoy Hill.

A very small group of dissenters led by Mimi and John Wirtz has struggled for some time now to come up with a strategy on which to hang their "Stop the Train" hat. This campaign has jumped from strategy to strategy to strategy trying to find one that is creditable enough to stick. Initially, they waged a written war of words personally attacking some who publicly supported the narrow gauge, including me. When that campaign didn't stick, it teetered along in search of a different strategy to try and topple the train's momentum. Speed of the train became an issue of concern until it was repeatedly and publicly stated that top speed of the trains will be 15 miles per hour. When speed was resolved, noise became an issue of concern even though it has been repeatedly stated that there will be only three trains running during the middle of the day. I am pleased that the leadership of the narrow gauge has made these and other obvious efforts to accommodate the issues of concern expressed by the dissenters.

However, the unwillingness of this group to accept compromises made in good faith and to try to continue to derail the narrow gauge has failed to gain wide public support - from a community of about 6,600 residents on the Hill. This constant search for a strategy to cause a train wreck won't succeed! It won't even leave the station because it is rooted in self-serving goals and not the greater good of the community. I think that the facade of altruism is only a smoke screen for the selfish goals of this small group.

Up until last month, I wrote for and served on the editorial board for the Munjoy Hill Observer. This was my third year at it. I quit because I got exhausted from being winged in the cross-fire that erupted from this tiny group whenever a positive article appeared

May 20, 1994

in the Observer about the railroad and its status before city boards, such as this one. I can't be convinced of the altruistic motives of those behind this hodge podge campaign to derail the narrow gauge.

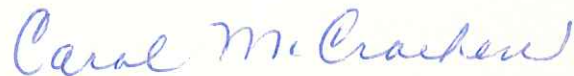
It's getting increasingly harder to respect a campaign to find a campaign to find a strategy that has been underhanded, personal, unfocused and grasping at thin straws if not struggling for air to stay alive. It is a desperate campaign to scare our neighbors on the Hill through negative publicity and repeating misinformation at every public opportunity.

The implementation of a tourist train would give a wonderful economic boost to the Old Port area. Shops and restaurants would benefit and jobs would eventually be created much as they were when the railroad was the Edaville in South Carver, Massachusetts. This railroad would also improve the level of pride in the community as the home of the famous narrow gauge - a good change and a real "shot in the arm" to the Hill.

Change is hard. It is very hard. It is easiest sometimes to resist it and fight it. One Portland Trails official told me last fall of his vision for Maine that included people living on wages earned in "cottage industries." I dare say that not everyone shares that vision for Maine. As the 20th century approaches, I want to live in it and be a part of it. I don't want to be left behind in a cottage somewhere on the Hill knitting Munjoy Hill brand shawls, hooking rugs and crocheting doilies as a means of survival. I don't want to live in the past and I honestly believe that the overwhelming majority of Munjoy Hill residents agree. Otherwise, there would be roughly 3,000 people protesting the train.

Thank you for reading my views!

Sincerely,



Carol McCracken

cc: Planning board members

Barbara A. Vestal
7 Fore Street
Portland, Maine
May 24, 1994

Portland Planning Board
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Proposed Temporary Track, Maine Narrow Gauge Railroad, 58
Fore Street

Dear Planning Board Members:

As an across-the-street abutter to the site of the Maine Narrow Gauge Railroad museum, I am concerned about the impact of the proposed museum expansion on my residence and on my neighborhood. My specific concerns at this workshop stage are as follows:

1. **Air emissions:** The type of fuel used to power the train will make a great difference in whether this proposed expansion will be compatible with the adjacent pedestrian trail and residential neighborhood. It is my understanding that it would be possible to convert an engine to run on relatively clean-burning natural gas for approximately \$10,000. This is a small price to pay to resolve this problem in comparison to the \$800,000 reported to have already been invested in this project. I believe the Planning Board should impose a **condition requiring the use of natural gas as the sole fuel used to power the train.**

Well in advance of any public hearing, I believe the Planning Board should require the applicant to specify precisely what type of fuel it proposes to use. Until this is done, the public is unable to properly evaluate and comment on this issue. If the applicant is proposing to use a fuel other than natural gas, I believe the Planning Board should also request that the applicant provide it and the public with information about the feasibility of using natural gas as an alternative fuel.

2. **Noise:** Regulating noise emissions is critical to fitting this industrial type of use into a residential neighborhood. It will also be a key determinant of whether the trail system will provide a high-quality experience for

pedestrians who seek to enjoy the beauty of the Casco Bay shoreline in relative solitude. Based on our experience with the BIW drydock in that vicinity, noise seems to be amplified by the water and travels unimpeded into the adjacent residential area. **I believe that it is imperative for the Planning Board to obtain appropriate information from the applicant about noise-generating activities and to take sufficient time to craft appropriate restrictions to minimize noise impacts on the neighborhood.**

To have adequate information to review impacts and impose appropriate conditions, the applicant should be requested to provide information to the Planning Board and the public, well in advance of any public hearing, detailing precisely where it is proposing to lay the temporary track; the estimated noise levels from normal train operation; maximum noise levels projected from all associated activities, and at what times whistles or other warning devices will be used (i.e., each time the train starts up, crosses the access road to the marina, comes to the end of the temporary track, changes direction, etc.) Noise data collected by Doug Mason of the City planning staff in 1981-82 in several immediately abutting sites should be consulted to compare the projected noise to the baseline information.

I am particularly concerned that the Planning Board impose **restrictions on hours of train operation** so that this aspect of the museum use will not interfere with residents' right of quiet enjoyment of their homes nor interfere with the ability of pedestrian users of the trail to find times to use it in relative peace. It would seem reasonable to allow the train to operate only from 10:00 a.m. to 4:00 p.m.

In addition to specifying hours of operation, I believe the Planning Board also needs to impose **carefully crafted restrictions specifying maximum noise limits**. As Board members may recall, this would be similar to the process previously utilized when the Board reviewed the BIW drydock project and the industrial rezoning precipitated by Merrill Marine Terminal's proposed cement silos. Specific conditions are necessary to mitigate noise impacts; it would be completely inadequate to rely on the noise provisions in the existing zoning ordinance because 1) the proposed track will probably span two or more zones, some of which do not even have existing noise provisions; and 2) the noise with greatest potential impact is from the whistle, a "warning device" which might be exempt from the existing noise standards.

The Board should also explore whether the frequency of use and decibel level of the whistle exceed what would otherwise be required for safety in this particular applica-

tion. If so, the Planning Board should impose a **condition restricting the frequency of use and decibel level of the whistle**. The fact that this train will be operating much below the speeds it was designed for should mean that the whistle need not be heard as far away. This should allow the applicant to muffle the whistle so it is only heard in the immediate vicinity of those who need to be warned of its passage without any compromise in its safety function. The applicant should not be allowed to impact a residential neighborhood by using an unnecessarily loud whistle as an advertising device to attract potential riders from the Old Port.

Please note that I believe it is important to address all three aspects -- hours of operation, maximum noise levels, and use of the whistle -- in order to mitigate noise impacts. Merely restricting hours of operation is not sufficient. Many residents in the immediate vicinity are elderly and will be at home during even restricted hours of operation.

3. Water-dependent Uses: The Planning Board should also take care in applying the "no adverse impact on marine uses" standards (14-320.55) of the Waterfront Special Use Zone. As an expansion of a museum use in this zone, the proposed use would need to meet these standards. Clearly the museum is a non-water dependent use. Its siting or expansion cannot substantially reduce or inhibit public access to marine waters by users of the pedestrian trail.

4. Environmental Impacts: It is my understanding that no permits are required from the Department of Environmental protection for this phase of the project, so no environmental reviews will be performed unless requested by the Planning Board. While I recognize that an active train was in this corridor until several years ago, it might be prudent to **determine whether this area is now acting as habitat for any particularly high value wildlife**. The Board could direct the planning staff to contact Maine Inland Fisheries and Wildlife and the Department of Marine Resources to see if there is any readily available information on this site.

5. Completion Bond: It is my understanding that the applicant has stated that it will make any required modifications to the proposed temporary tracks to make the tracks consistent with the final plan for the trail corridor. It is further my understanding that the applicant is proposing to rely to a large extent on volunteer labor to complete the initial installation. It is critical that a **completion bond or similar guarantee of performance be posted** so that there

Portland Planning Board
May 24, 1994
Page Four

are sufficient funds to modify this temporary installation, if required. This is a key element of Portland's shoreway access system. It should not be compromised by the prospect that in the future sufficient volunteer labor may not be available to reverse any temporary installation.

6. **Process/Timing:** I also have concerns about the existence of a trail in this vicinity at all, and concerns about the process of the applicant applying for temporary track installation prior to completion of the comprehensive trail planning process. While the Planning Board may not be able to deny the application on the ground that the applicant is short-circuiting the trail planning process, the Planning Board should clearly go on record that, if it grants this application, it will not be bound in future reviews by what is done under this application. The applicant should be put on express notice that it is proceeding at its own risk, and any investment made to install temporary track will be disregarded and will not be accepted as a limiting condition in future Planning Board actions.

Thank you for considering these comments.

Very truly yours,



Barbara A. Vestal

cc: Rick Knowland
Joe Gray
Natalie Burns

May 24, 1994
54 Eastern Promenade
Portland, Maine

Chairperson
The Planning Board
The City of Portland
Portland City Hall
389 Congress St.
Portland, Me.

Ladies and Gentlemen,

It is my understanding that the Planning Board of the City of Portland will be holding review sessions to discuss the development of a Narrow Gauge Railroad track along the foot of the Eastern Promenade. My letter will speak in favor of such a proposal.

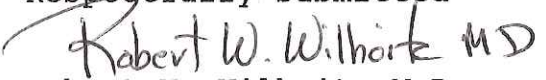
First let me say, as a resident of the City of Portland, I believe that the construction of such a railway along the base of the Prom will represent a great "drawing" feature to our community. Such an attraction is really quite unique and will certainly create an image for our city that will attract visitors and at the same time support our business community.

Second, as a resident of Munjoy Hill with a personal residence on the Promenade, I have no concerns with the alledged "contamination" of the area by the train's engine.

I am told that the train's engine will be burning low sulfur content coal and as such I am sure that the miniscule of smoke that emanates from such a vehicle will quickly be dissipated by our "windy hill!"

Therefore let it be known that my wife and myself strongly support the proposal under consideration and hope that the Planning Board in its wisdom and consideration for the future of Portland will approve such a concept.

Respectfully submitted


Robert W. Wilhoite M.D.

RECEIVED

MAY 25 1994

PORTLAND PLANNING OFFICE

MEMORANDUM

To: City of Portland Planning Board
From: MNGR
Re: Potential Conditions of Approval -- MNGR
Date: March 28, 1995

i. That the applicant shall comply with William Petijean's operational recommendations and related coal specifications, and further that a copy of the supplier certification of coal type shall be mailed to Planning Authority. If the source of coal changes then an updated coal specification will be provided to the Planning Authority.

OK ii. That the applicant shall undertake a comprehensive parking, traffic and pedestrian circulation analysis of the site during the summer and fall. The report and recommendations shall be submitted by November 1995 for review and approval by the City's Principal Traffic Engineer, and the applicant will follow through with the traffic report recommendations by April 1997.

OK iii. The applicant will submit plans with revisions to reflect items 1,2, 3A and C, 4, 5, 6 in the 3/24/95 memorandum from Jim Seymour, Acting Development Review Coordinator. MNGR agrees to bear the cost of culvert replacement in the width of the 26' ROW at such time as the culvert is replaced by the City as a part of future work in the area. *not 7 and 3b*

no operation plan
- iv. The applicant will conduct all railroad operations in compliance with the existing noise standards applicable to the WSUZ zoning district. This performance standard will apply at all times of operation along the entire track length irrespective of time of day. The only exception to this performance standard will be use of the railroad whistle for emergencies, which will be logged by MNGR staff.

v. Financial capacity previously submitted - refer to June 28, 1994 Fleet Bank letter.

- vi. The hours of operation of passenger trains by the applicant will be restricted to 10:00 a.m. until 10:00 p.m. For special occasions or events the passenger train operations will extend after sunset for a limited number of times per year, not to exceed eight times without prior approval of the Planning Authority. (Christmas, 2-3; Thanksgiving, 1; New Years, 1-2; Fourth of July; Rail Fair; Boat Show)

- vii. The applicant will submit a report by the end of October 1995 describing the observed air quality under various conditions as logged by MNGR staff. The intent of this report is to establish baseline information for best operating practices during regular steam locomotive operation. MNGR staff will observe and log all firing and operations for the steam locomotive annually thereafter and provide access to those logs to the City upon request by the City. In the event that the emissions vary from the baseline information, MNGR will undertake remediation measures to maintain normal emissions from the stack. *document come back to the Board*

OK viii. The applicant will install six 2" caliper birch trees along the property line in locations set in the field by the applicant to maintain sight lines and visual access to the waterfront dock area while screening portions of the parking lot from the trail.

OK ix. The applicant shall submit a specific schedule of construction activities including installation of trackage, ballast material, and other improvements to the Planning Authority for review and approval, to avoid possible conflicts with the construction activities of the Eastern Prom trail

Rodney S Quinn, 45 East Promenade, Portland, ME 04101 (207) 761 4514

May 20

Joseph E Gray Jr.
Director of Planning and Development
City Hall, Rm 211
399 Congress St, Portland

In reference to the proposed installation of a narrow gauge railway adjacent to or on the eastern Promenade:

As abutters and residents, my wife and I would like to register our objections. Our reasons in brief:

A train "ride" would be out of character and not be in keeping with a community place of rest and family recreation -- it is an entertainment and commercial venture little different than ferris wheels, merry go rounds and the like.

It is essentially a tourist attraction. It seems doubtful that Portland residents would be willing to consistently repeat the thrill of a ride very many times, leaving its use, after an initial curiosity, to visitors. The basic purpose of Portland Parks should not be to "attract tourists".

It would pollute an already marginal atmosphere with noise and smoke.

It would be dangerous, particularly to children, elderly, handicapped, and pets.

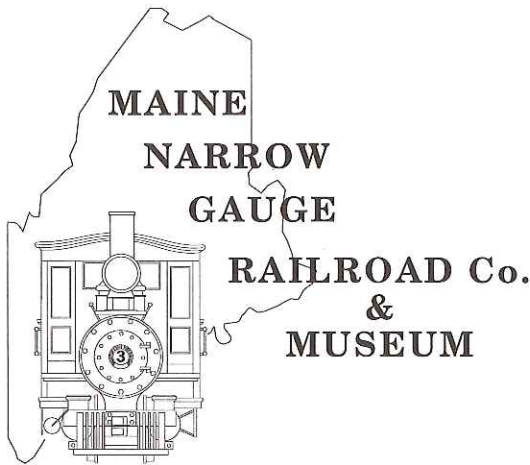
This equipment is antique and difficult to keep up, and despite its nomenclature of "narrow gauge", weighs tons. Both the equipment itself and the road bed will require a great deal of maintenance when in regular use. We have heard little about firm longterm finances for such protection, and we doubt that firm guarantees can be given by the promoters.

Sincerely,



Rodney S Quinn

RECEIVED
MAY 24 1994
PORTLAND PLANNING OFFICE



58 FORE STREET • PORTLAND, MAINE 04101 • (207) 828-0814

May 13, 1994

Mrs. Jadine O'Brien
Chairperson, Planning Board
City of Portland
389 Congress Street
Portland, Maine 04101

Dear Mrs. O'Brien:

Having heard that the planning board is in the process of evaluating the site plan of the Maine Narrow Gauge Railroad and the Portland Trails recreational path, I wish to describe to you our understanding of the health and air quality impact of the train on the trails. First, the pertinent emissions from the railroad operation will include sulfur dioxide, unburned hydrocarbons and particulates. We will be burning a metallurgical grade of coal which is low in sulfur (0.5%) and particulates. The sulfur dioxide emissions will be within regulatory restrictions applied to coal and diesel fuel combustion (i.e. less than 2%). The issue of unburned hydrocarbons and petroleum polymers is generally confined to diesel engines of which we have two. We expect each of these engines to have the impact of a single diesel truck because the diesel locomotives in fact have truck engines for power. Interestingly, from a health perspective the greatest issue from our coal burning locomotives is particulates, namely exhaust particles containing "fly ash". I have discussed the health effects of fossil fuel and coal burning with George E. Bokinsky, M.D. of the Pulmonary Department at Maine Medical Center. In particular, I have discussed coal burning and resultant production of fly ash with Dr. Bokinsky. Some ash does escape with the stack smoke but this can be held to a minimum by visual monitoring of the engine operation. In addition, prevailing winds will cause rapid dissipation of the remaining particulates in the area of concern. An additional issue is associated with the ashes which are collected beneath the engine fire box. If these are not properly handled (such as ash dropping onto the track/roadbed), they can create an airborne particulate problem of significance, similar to dust coming from a dirt road. Our ash will be disposed of in sealed containers and not allowed to escape, and the rate of travel of the train will be slow, about 10-15 mph. Thus, the way we intend to control these air quality and health concerns is to: (a) burn a low-sulfur, low-ash coal (metallurgical grade source already secured), (b) employ a well-trained and highly motivated engineer staff who will maintain an efficiently burning and therefore clean burning energy source (visible smoke means inefficient operation of engine and subsequent emission of particulates), and (c) maintain high quality practices regarding the proper handling and disposal of ash produced by the engines. Finally, I would note that our engines are very small and our frequency of operation will be limited. We expect that these factors

combined with the above described efforts to avoid unwanted emissions will answer any concerns regarding air quality and potential health problems associated with our operations. We will continue to work with Dr. Bokinsky on these matters as appropriate. As an organization, we remain committed to acting as responsible neighbors in the Eastern Promenade area.

Yours sincerely,

A handwritten signature in cursive script that reads "Gilbert M. Wilcox".

Gilbert M. Wilcox, M.D.
Trustee Maine Narrow Gauge Railroad
Museum

GMW;dlg

May 12, 1994

Hon. Anne B. Pringle, Mayor
City Hall
389 Congress St.
Portland, ME 04101

Dear Mayor Pringle:

I happened to catch your speech at the "Vision 2000" Landmarks lecture shown on Channel 4.

I was deeply dismayed to hear you express enthusiastic support for a narrow gauge train running along the Eastern Prom "to Freeport." Several times during your speech you made reference to the "quality of life" envisioned for Portland. Whose quality of life? You certainly could not mean the quality of life of residents whose daily lives would be severely adversely affected by having a train running along its neighborhood park.

Would not the Parkside residents be most upset and negatively impacted by having a train running through Deering Oaks? This is a residential neighborhood. As such, a train, any train, does not belong here. To those who say that "there used to be a train there," I would remind them that we used to have logs floating down our rivers and that we used to have an open dump on the site near the Promenade ball park. Understanding comes from looking backward, but the future can only be lived looking forward.

I realize that the City of Portland is hungry for economic development. In its zeal to chase tourist dollars, however, it makes no sense to destroy the golden goose which already attracts dozens of tourist busses three seasons of the year to the Eastern Prom. The city taxpayers have already invested hundreds of thousands of dollars upgrading East End Beach, the boat landing, and parking areas. Surely you can see that a train "spewing particulate matter within a 50-ft. radius" of boaters trying to cross the tracks, and bathers splashing in the surf at East End beach, not to mention pedestrians and families picnicking at Fish Point, is not a "visionary" concept.

If the train runs at all, why doesn't it make sense to run along Commercial Street with a stop in the Old Port for passengers to get off for shopping, lunch and to take on more passengers.

Having served on a Planning Board myself, I am fully aware of the often conflicting interests that city officials must deal with. I have patiently waited and

watched and listened hoping the city would do the right thing. If it isn't your job to protect the quality of life in our most densely-populated neighborhood in the state of Maine, whose is it?

Please don't let the powerful private interests "railroad" through the less powerful, but deeply concerned citizens of our neighborhood and our precious public park, Frederick Law Olmsted's Eastern Promenade.

Most sincerely,

Diana Dunn

*Quoted from Steven Mohr's presentation at the May 10 Planning Board workshop.

RECEIVED

MAY - 9 1994

PORTLAND PLANNING OFFICE

May 6, 1994

Joseph E. Gray, Jr.
Director of Planning and Urban Development
Room 211
City Hall
389 Congress St.
Portland, Me. 04101

The proposal to run the Narrow Gauge Railroad alongside Portland Trails is an absurd idea. The tranquility of a quiet place to walk, ride a bicycle or to sit quietly and look at the beauty of Casco Bay will be broken with an attempt to turn the East End of Portland into an amusement park.

Impact on the residential Munjoy Hill neighborhood will be great. Where are the parking spaces for all the proposed visitors to the train museum? While more tourist activity for our city is good, adequate parking has not been given for all this added traffic to our neighborhood where people live and children play.

The Narrow Gauge Railroad Train has never been defined. Is it transportation? Is it an amusement? Who will run the train? As an amusement it needs to be proven safe for people to ride. And a substantial barrier needs to be placed between the train and Portland Trails. Aren't these antique cars? Are they safe for passengers? Won't their useage need constant care for their upkeep? Are the engineers trained to run them? Aren't they just hobby enthusiasts? Are they fully insured for liability insurance? Does this endanger the city of Portland with liability for any accidents?

How will the train pass through areas where cars and trucks pulling boats will travel as well? Doesn't this call for a railroad crossing and maybe a traffic light? And this all adds to more congestion of a once tranquil place. How often will the train whistle blow? And at what deceibel?

Most unconscionable is that the train will produce smoke and soot to poison the people walking and running along Portland Trails, as well as to blow smoke into windows of residents along the train track. In light of all the information that has surfaced lately about particulate matter and air pollution and deaths from lung cancer, how can these two diverse activities be compatible? Isn't the city of Portland buying new buses that don't pollute the air? Why should this city allow highly polluting trains to run beside people who are breathing heavily from exercising where they inhale even more air than usual?

Portland Trails is more in keeping with the peaceful nature of our beautiful Casco Bay area. To add a noisy, air polluting, smoke puffing train will harm the environment, will poison people, will add traffic and congestion and will completely destroy one of Portland's gems.

How can Portland city officials let this happen?

Sincerely,



Peggy Johnson
30 Lafayette St.
Portland, ME 04101

6 May 1994

Mr. Joseph E. Gray, Jr.
Director of Planning and Urban Development
City Hall, Room 211
389 Congress St.
Portland, ME 04101

re: Planning Board approval of MNGRR tracks

Dear Mr. Gray,

As a resident of Munjoy Hill, a member of Portland Trails, a board member of MHNO, and a member of the MNGRR, I have heard many opinions pro and con about the proposed narrow gauge rail operation, and my own interests lie to some degree with all of the groups. At our last MHNO board meeting there was a strong feeling that the Citizen Trail Committee should be given full reign to come up with a plan by next September, and that the MNGRR should not be allowed to lay any tracks in advance of that plan. You should have received a letter from the MHNO expressing that opinion.

However, I strongly urge you to approve the MNGRR plan to lay some demonstration trackage between India St. and Fish Point in order for the public (and the Trail Committee in particular) to see how it really looks... and what it looks like with a train on it. It would help design a rail/trail corridor by enabling people to see and touch the real thing rather than trying to imagine how it might look, and trying to draw up a paper plan that has no basis in reality. As the proposed trackage can be easily moved laterally by the MNGRR within the corridor, the track location can be fine tuned when the Trail Committee comes up with a final plan.

As a related matter, would you also do what you can to see that automobile traffic to Fish Point is stopped once and for all immediately. The corridor was purchased as an alternative to car transport, and it is currently used by tire-spinning fast-driving hooligans as a place to hang out. We don't need to wait for the Trail Committee plan to make it an offense to drive out there.

Thank you for your consideration.

Sincerely,



Sam Powers
33 Atlantic St.
Portland, ME 04101

THE "470" RAILROAD CLUB

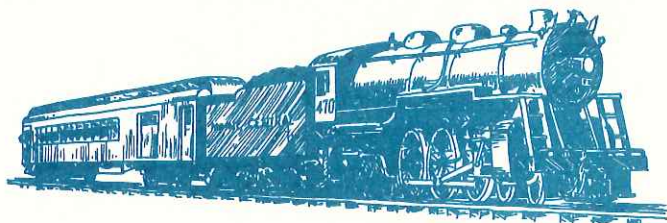
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JUN 21 1994

PORTLAND DIVISION
THE RAILROAD ENTHUSIASTS, INCORPORATED

PORTLAND PLANNING OFFICE

Meetings:
Third Wednesday of
Each Month



Address Reply To:
P. O. Box 2468
South Portland, Maine 04106

P. O. Box 641
Portland, Me 04104
June 20, 1994

Jadine O'Brien
Portland City Planning Board
City Hall
Portland, ME 04101

Dear Jadine O'Brien:

This letter is written on behalf of the officers, trustees, and members of The 470 Railroad Club in support of the proposal of the Maine Narrow Gauge Railroad Co. and Museum to establish a demonstration passenger railway around the base of the Eastern Promenade.

The 470 Railroad Club was established in Portland in 1954 for the purpose of preserving and sharing the heritage and history of Northern New England railroads through education and recreational entertainment. We represent a constituency of over 700 members, most of whom are concentrated in Maine and New Hampshire. Our abovementioned goals are accomplished through speakers and audio-visual programs at regular monthly meetings, passenger rail excursions over area railroads, and publication of illustrated histories which describe the importance of the railroads and the part they played in building the social and economic institutions and infrastructure which we take for granted today.

The 470 Railroad Club is corporately one of the founding members of the Maine Narrow Gauge Railroad Co. and Museum, as are several of our individual members. Together and individually we are committed to the preservation of the "Maine Two Footers." It is one thing simply to preserve the rolling stock and related hardware. With the increasing recognition of industrial archeology as an element of local history, historic artifacts such as these are meant to be shared with and interpreted for as wide a public as possible, and not be kept shut up in a warehouse or storage yard. This entire undertaking was predicated on the basis of earning sufficient income from the public through offering train rides to meet operating expenses and service the debt.

The combination of the locations of the Portland Company facilities and the former Grand Trunk Railway right of way together with the generosity of the Sprague family could not be better. Important as physical plant is to such a program, there is an equally vital

element for its success: people.

First are the volunteers who enjoy the often arduous, but personally rewarding, work of building and operating a railroad, along with those who administer it and staff the supporting activities. Next is the public through whose support the venture becomes financially viable. Finally there is the local community whose economic and political support is an absolute necessity.

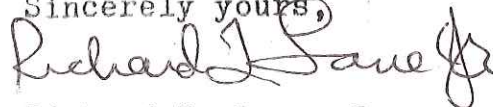
We acknowledge the concerns raised by several individuals from Munjoy Hill. However, we must question whether they represent the views of the "silent majority" of the neighborhood's residents. For over a century, until 1984, there were full-size trains running at the base of the Eastern Promenade. People knew then how to safely cross the track and to avoid passing trains. Why should it be any different now with a much smaller, scaled down size of track and train? Proper control of the locomotive fire will keep smoke emissions to far less than those of a diesel bus or truck passing in the street. This was clearly demonstrated at the recent "Rail-fare" event held June 18 and 19. Minimal smoke, limited use of the whistle, the soft "chuff" of the engine, and the cheerful sound of the bell.

This appeal is directed to all who are committed to the future of Portland. An attraction such as the narrow gauge train and the related museum will bring in not just the people of Greater Portland but also many who will travel from afar. It should help establish Portland as a destination area for tourists who are so vital to our economy. The ramifications are obvious.

Two examples of rail oriented activities in other Maine locations should be considered: At Kennebunkport the Seashore Trolley Museum, a similar volunteer organization, is recognized as a viable part of the local tourist economy. After several years of operating a summer passenger train, the Belfast and Moosehead Lake Railroad has been acknowledged by that city's administration as a major contributor to the local economy accounting for 30,000 visitors who come each year to ride the train, and, patronize local businesses.

We respectfully encourage and urge the Planning Board on June 28 to approach this proposal with the broadest possible perspective, to be open to all considerations, to weigh objectively the concerns of the adjacent neighborhood with those of the larger economic and social communities. We are convinced that the Maine Narrow Gauge Railroad Co. and Museum will not infringe upon the proposed hiking trail, and will become a "user friendly," good neighbor to all for years to come.

Sincerely yours,



Richard T. Lane, Jr.,
President

RECEIVED

JUN 21 1994

PORTLAND PLANNING OFFICE

JESSE C. DEUPREE
314 DANFORTH ST.
PORTLAND, ME 04102

June 20, 1994

Ms. Jadine O'Brien
Portland Planning Board
389 Congress St.
Portland ME 04101

Dear Ms. O'Brien,

I am writing regarding the application by the Maine Narrow Gauge Railroad Museum to run a train from India St. to Fish Point along the newly acquired right of way below the Eastern Prom. I write as a city resident. I live in the West End and work along the waterfront near where the train will run. I am a frequent user of the back cove pathway and other city parks, as a pedestrian and bicyclist. I am a user of the East End launching facility. I look forward to using the new trail on a regular basis.

I think the Narrow Gauge Railroad is a wonderful opportunity for my city and I urge you to grant permission for the train to run along the route the museum is proposing. Portland will be home to an historical treasure of international significance which will provide pleasure for local residents and attract visitors that will use our city's businesses.

I am familiar with the railroad operation at Edaville on Cape Cod and I have walked the proposed pathway in Portland from Bath Iron Works to East End Beach. I am completely comfortable with the idea of a pathway shared by the train and pedestrians, and believe the train will provide a wonderful experience for rider and spectator alike. The noise and smoke produced by the train will be negligible in this urban setting where trains ran until so recently, and the passing of the steam engine will provide spectators with an opportunity to enjoy a significant piece of our past.

My only hope is that someday the tracks run completely around the city, along the edge of Deering Oaks and Hadlock Field and around to Commercial Street, connecting the Ferry Terminal to the Old Port. Portland would then have a signature attraction like San Francisco's cable cars, serving as public transportation and tourist attraction and symbol for our city. I urge you to allow the first step towards this vision, a step that will benefit us all even if the rest never happens.

Let the Narrow Gauge Railroad be a wonderful addition to our city.

Sincerely,


Jesse C. Deupree

Eight Kellogg Street
Portland, ME 04101
May 31, 1994

Ms. Jadine O'Brien
Portland Planning Board
389 Congress Street
Portland, ME 04101

Dear Ms. O'Brien:

I am a third generation Munjoy Hill resident and property owner, and I am writing to let you know that the Maine Narrow Gauge Railroad Company & Museum has my full support on the installation of a temporary track from India Street to Fish Point.

I live on the corner of Kellogg Street and Adams Street about five hundred feet above the Maine Narrow Gauge Railroad Company & Museum. I have watched the Maine Narrow Gauge Railroad Company & Museum grow from its inception to the present. The former Edaville collection which is now the Maine Narrow Gauge Railroad has historical value and is very charming.

I believe a temporary track would be a wonderful tourist attraction and an economic boost for the City of Portland, ME, and I hope that the people of Portland, ME will be smart enough to realize this. Other cities such as North Conway, NH have train rides that attract people from all over the country. I am told that the train would not be environmentally polluting.

I believe the time has come to let the Maine Narrow Gauge Railroad Company & Museum lay their track and give train rides. I hope the Portland Planning Board will agree.

Yours very truly,

Angela M. Dambrie
Angela M. Dambrie

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JUN 01 1994
PORTLAND PLANNING OFFICE

59 West Street #6
Portland, ME 04102
May 27, 1994

Chairman, Planning Board
City of Portland
City Hall
Portland, ME 04102

Dear Sir:

I'm writing to express my opinion that Portland should have an operational narrow gauge antique railroad running along the waterfront and through the new park areas.

I think of myself as a committed environmentalist, and I think of this railroad as a people-mover, as mass transit, and as a novelty that will help re-introduce people to the idea that it's possible to get from one place to another without a car.

Thank you for taking the time to consider these ideas.

RECEIVED

JUN 01 1994

PORTLAND PLANNING OFFICE

Sincerely,
Patricia E. Garrett

MAINE MEDICAL CENTER

RECEIVED

JUN 16 1994

PORTLAND PLANNING OFFICE

June 14, 1994

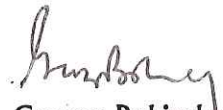
City of Portland Planning Board
Portland City Hall
389 Congress Street
Portland, ME 04101

Dear Sirs:

Dr. Gilbert Wilcox has sought my opinion on several occasions concerning the potential adverse health consequences to residents of the Munjoy Hill Community from the operation of a narrow gauge railroad along the shore perimeter of the Eastern Promenade. Dr. Wilcox described to me the amount and type of coal to be used, as well as his computations of emissions to be expected.

Based upon the information provided to me by Dr. Wilcox, I believe the railroad will have no adverse health consequences for the residents of the community that could be attributable to emissions. We are fortunate to have a historical record of air quality in the community from nearby monitors operated by the Air Quality Control Bureau of the Environmental Protection Department. The proposed railroad will operate near one of these monitors and it should be easy to determine if there is any significant change in air quality resulting from its operation.

Sincerely,



George Bokinsky, M.D.
Pulmonary Medicine

GEB/crt

CC Dr. Wilcox

C:\WP51\GEB\PTLDPLAN.LTR
June 14, 1994

6 May 1994

Mr. Joseph E. Gray, Jr.
Director of Planning and Urban Development
City Hall, Room 211
389 Congress St.
Portland, ME 04101

re: Planning Board approval of MNGRR tracks

Dear Mr. Gray,

As a resident of Munjoy Hill, a member of Portland Trails, a board member of MHNO, and a member of the MNGRR. I have heard many opinions pro and con about the proposed narrow gauge rail operation, and my own interests lie to some degree with all of the groups. At our last MHNO board meeting there was a strong feeling that the Citizen Trail Committee should be given full reign to come up with a plan by next September, and that the MNGRR should not be allowed to lay any tracks in advance of that plan. You should have received a letter from the MHNO expressing that opinion.

However, I strongly urge you to approve the MNGRR plan to lay some demonstration trackage between India St. and Fish Point in order for the public (and the Trail Committee in particular) to see how it really looks... and what it looks like with a train on it. It would help design a rail/trail corridor by enabling people to see and touch the real thing rather than trying to imagine how it might look, and trying to draw up a paper plan that has no basis in reality. As the proposed trackage can be easily moved laterally by the MNGRR within the corridor, the track location can be fine tuned when the Trail Committee comes up with a final plan.

As a related matter, would you also do what you can to see that automobile traffic to Fish Point is stopped once and for all immediately. The corridor was purchased as an alternative to car transport, and it is currently used by tire-spinning fast-driving hooligans as a place to hang out. We don't need to wait for the Trail Committee plan to make it an offense to drive out there.

Thank you for your consideration.

Sincerely,

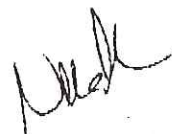


Sam Powers
33 Atlantic St.
Portland, ME 04101

Munjoy Hill Neighborhood Organization

92 Congress Street, Portland, Maine 04101 • Telephone 775-3050

to: members of the Portland Planning Board
from: Nini Mc Manamy, president, Munjoy Hill Neighborhood Organization



date: 5-9-94

re: proposal to lay track along the Eastern Promenade to Fish Point, presented by the Maine Narrow Gauge Railroad Company

At its meeting on May 4, the MHNO board voted to request the Planning Board to delay granting approval for the laying of any track until the Eastern Promenade Trail Advisory Committee completes its work. The MHNO believes that the Advisory Committee will gather important information, and provide a valuable analysis of the options, which should not be pre-empted by a decision at this point. In particular, the MHNO supports the collaborative and consensual nature of the Trail planning process and is concerned that premature laying of track will polarize the parties involved.

Thank you for your consideration of the neighborhood organization's position on this issue.

John P. and Kathleen T. Wirtz

JUN 10 1994

cc: Joe Bay

June 10, 1994

Mr. Robert Ganley
City Manager
Portland City Hall
389 Congress Street
Portland, ME 04101

Dear Mr. Ganley:

In reading the report in this morning's Press Herald that The Friends of the Parks Commission voted unanimously to oppose Mr. Sprague's plans for the "temporary" laying of rail tracks, Kathleen and I were reminded of an exchange of comments that took place last November in the City Council Chambers.

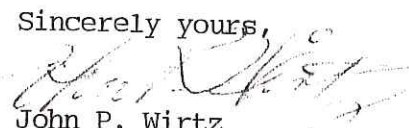
That was the occasion you will recall on which Mr. Sprague and his supporters spoke to the subject of the proposed train.

What remains especially vivid in our recollection were your remarks in a brief discussion with Nathan Smith, during which you reminded Mr. Smith of all the years of effort that had been devoted to putting together what everyone now agrees can be an admirable Eastern Prom addition to Portland Trails' people's recreational pathway system. In your comments, we recall you making the point that, in the end, we should make certain that Portland Trails' plans should not be subordinate to the proposed train. Mr. Smith agreed on that certainly important point.

Today, Phineas Sprague is quoted as saying, "What we have said is, when and if [my emphasis] they get the park planned, we have committed to move the rail at our own expense if they want it in another location."

It strikes us that Mr. Sprague's "and if" says volumes about his skepticism regarding the future prospects of the bike-pedestrian path as well as his notion of who has priority in the scheme of things.

Sincerely yours,


John P. Wirtz

LABAN W. LETTER, M.D.
175 VAUGHAN ST.
PORTLAND, MAINE 04102

June 12, 1994

Chairman
Planning Committee
City Hall
Portland, ME 04101

Dear Ms O'Brian:

I wish to write in support of the Two Foot Maine Narrow Gauge Railroad — in general, and specifically regarding the proposed trial operation for this summer.

It is hardly necessary to cite the tremendous importance and impact of the steam engine and the railroads in the development of our country thru out the nineteenth and twentieth centuries. We are indeed fortunate to have a great collection of genuine artifacts, uniquely Maine, well preserved and operational.

The flavor of all this, the fun of all this can be experienced best by seeing the engine(s) run, and riding the train!

There is some legitimacy to the objections raised by a few, though when rationally and objectively reviewed

LABAN W. LEITER, M.D.
175 VAUGHAN ST.
PORTLAND, MAINE 04102

②

Chairman Planning Committee —

there appears to be more smoke than
fire — certainly the pollution factor
has been exaggerated. Safety issues
for pedestrian and cyclist uses
of proposed Portland Trail appear to
be shared with the rail road do need
to be addressed and resolved if such
there be. But what better way to
resolve these and other issues
than to have a trial run when all
aspects — pro and con — can be
studied and rationally evaluated!

My wife and I strongly en-
dorse and support the temporary
placement of tracks and summer
operation of the two foot rail-
road as proposed.

Sincerely,



Laban W. Leiter, M.D.

Jul Bray

Janmarie Toker
340 Eastern Promenade #234
Portland, ME 04101

June 8, 1994

Dana Connors, Commissioner
M.D.O.T.
State House
Station 16
Augusta ME 04333

Dear Commissioner Connors:

I am writing to express my strong opposition to the proposed Narrow Gauge train near the Eastern Promenade.

I am a resident of Munjoy Hill. I believe that the proposed Narrow Gauge train will detract from the neighborhood and our quality of life here.

The proposed site for the Narrow Gauge train is beautiful as it is. As it now stands, residents are free to enjoy this one relatively pristine area of Portland. Putting in the train would take this away from us.

I am also concerned about the environmental impact of same. I am particularly concerned about the elderly residents of Portland - many of whom I see on a daily basis enjoying a walk or a chance to sit and admire the scenery at the Eastern Prom. I understand that the emissions from the train may cause risks to individuals with pre-existing lung or cardiovascular diseases. Obviously, this risk tends to be greater for our senior citizens. I fear that the proposed train may especially have a negative impact on these people - who, after all, have really earned the right to enjoy the quality of life that the Eastern Prom now has to offer.

Dana Connors, Commissioner
Page Two
June 8, 1994

In short, I am strongly opposed to the proposed Narrow Gauge train. Please feel free to contact me if you have any questions or concerns.

Sincerely,



Janmarie Toker

JMT:mak
cc: Robert Ganley, City Manager