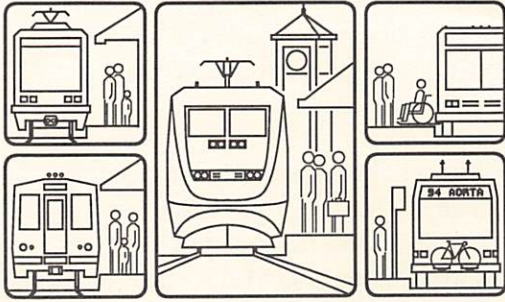


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AORTA Bulletin

A publication of the
Association of Oregon Rail and Transit Advocates

Issue 104

January 1995

Since 1976

“Advanced” Train Coming to Oregon!

□ ODOT Invites Bids for Oregon Advanced Train Demonstration Project in Willamette Valley

Salem- On Thursday, Jan 5, the Oregon Department of Transportation (ODOT) issued a “Request for Proposals” (RFP) to bring “one integrated trainset of advanced technology” to Oregon for a demonstration project. The train is to be placed in revenue service in the Pacific Northwest High Speed Rail Corridor for a 3-month demonstration.

Preference will be given to self-propelled rolling stock, such as ABB’s IC3 from Denmark (see story, page 3), “with controls at each end, capable of push-pull operation.” Preference will be given to “equipment not previously demonstrated ... to allow a larger experience base for the final selection process.” Other potential bidders include Siemens, Bombardier, Morrison-Knutsen, Talgo and Fiat.

Those wishing to submit proposals must do so by Tuesday, Jan 31. Getting the RFP “out” required a lot of hard work and patience by ODOT officials (see “Commendations” on page 9).

The RFP states “revenue service utilizing this equipment will start as early as April 1, 1995,” but start-up will probably be late Spring or early Summer.

Operating scenarios call for 1 or 2 roundtrips between Portland and Eugene, 6 or 7 days/week, with consideration given to extending north to Seattle. Amtrak will operate the equipment. Between Portland and Eugene, the train will stop in Salem and Albany. An intermediate stop in Clackamas County, possibly Oregon City, is being considered.

The RFP calls for a capacity of 140 to 300

passengers, onboard snack/food services, tables, restrooms with retention toilets, air conditioning and other “amenities suitable for comfortable intercity passenger service.” The successful bidder must provide maintenance personnel and arrange for maintenance facilities.

The equipment must be “available in the corridor for inspection, trial runs, and training of Amtrak personnel two (2) weeks prior to the beginning of revenue service.”

The RFP provides for possible extension beyond the initial three months by either ODOT or Washington State DOT (WSDOT). Length of the demonstration will depend upon public reaction (ridership) and political support generated. The Talgo, leased for a demonstration project by WSDOT, continues to operate between Seattle and Portland. The Talgo’s

Circulation over 1,200 and GROWING!

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URGENT MESSAGE: See pages 3,12

***Spread the Word (see “Commendations,” p 10)!
Ride the trains (& busses) in the Corridor!
SAVE AMTRAK: Call & write to Congress: (p12).***

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

**Association of Oregon Rail and Transit Advocates,
PO Box 2772, Portland, OR 97208-2772,**

a non-profit citizen's advocate group working for safe, fiscally responsible, environmentally sound transportation. Also known as Oregon Assn of Railway Passengers (OreARP).

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AORTA works with the National Assn of Railroad Passengers (NARP), but AORTA is an autonomous body. Region 8 (AK, ID, MT, OR, WA) NARP Directors are James Hamre, Hans Mueller, Ray Polani, Art Poole and Robert T. Stevens, Jr.

AORTA Annual Dues:

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

TIME TO RENEW MEMBERSHIP for 1995!

Mt Rainier Begins Service to Eugene

Twenty-eight revenue passengers were counted on the inaugural run of the South-bound Mt. Rainier between Portland and Salem on Oct 31. Passengers included two Oregon State Senators, Bill McCoy (D-Portland) and Peter Sorenson (D-Eugene).

Also riding was a freshman returning to Willamette Univ, a student returning to Chemeketa College, and a couple returning from the OSU-UW football game.

One lady said she routinely rides the train from Seattle to Portland enroute to Albany, but in the past transferred to a bus south of Portland. She expressed appreciation for being able to ride the train all the way to Albany without having to transfer to the bus.

A first-time train rider who frequently rides the bus commented with great delight about the spaciousness and comfort of the train, and the opportunity to move about. He heard about the train from his girlfriend.

Advanced Train

... continued from page 1

original six-month demonstration resulted in much higher than expected ridership, and the project is extended through June 30.

The successful bidder will be responsible for ensuring compliance with "Federal Railroad Administration (FRA), Americans with Disabilities Act (ADA), Food and Drug Administration (FDA) and other requirements necessary for Amtrak operation."

When WSDOT brought the Talgo to the United States, FRA did not grant final approval until after the equipment was crossing the Atlantic Ocean.

The PNW High Speed Rail Corridor stretches 464 miles, from Eugene to Vancouver, BC. It is one of five high speed rail corridors in the nation designated under Section 1010 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

ODOT and WSDOT are working with Burlington Northern and Southern Pacific to make improvements to reduce travel times in the corridor. Current top speed is 79 mph. Initial improvements will concentrate on grade crossings, signalization and trackage where speed limitations are considerably lower than 79 mph. Speeds above 79 mph are not expected for 5-10 years.



McCoy and Sorenson, along with several other AORTA members, boarded the inaugural run (above) after attending AORTA's Annual Banquet at the Mallory Hotel. It was surprising how many of those interviewed were not aware this was an inaugural run! David Zagel assisted with the interviews. Passengers who were reading or sleeping were not disturbed! ■

ASEA Brown Boveri's IC3

□ The train from Denmark

One of the contenders for Oregon's "advanced train" demonstration project (see page 1) appears to be ASEA Brown Boveri's (ABB's) IC3.

ABB designed the IC3 for use by the Danish State Railways (DSB). The IC3 entered service in 1990.

The IC3 is a self-propelled diesel-powered three segment articulated car. The IC3 "trainset" weighs only 94 tons (a diesel locomotive weighs about 120 tons). The low weight and modular design provide for low energy consumption and fast acceleration.

The design allows up to five articulated cars to be coupled together under multiple-unit control. Automatic coupling allows cars to be coupled, or uncoupled, while the train is moving. Rubber diaphragms on the car ends provide "sound-proof, weather-proof" passage between cars.

Each end segment, referred to as a "power car" in ABB literature, has two air-cooled 8-cylinder diesel engines, providing a combined rating of 294 kW power per "trainset." *Editor's Note: Just because a car bends in the middle does not make it "two cars."*

Extensive sound-proofing, and a "floating" floor which rests upon sprung, shock-absorbing rubber pads, keeps interior noise levels below 66 dB(A) at speeds approaching 100 mph. The "floating" floor is constructed of a "sandwich" material, with a solid foam material between two thin aluminum sheets.

The air-conditioned car includes telefax machine, modems and power sources for personal computers,

payphones, 5 audio channels, 4 video channels, individual reading lights, ADA toilets, nursing table, and a "playground" for children. The car includes 144 seats (16 are "first class," 2-1 seating), and wheelchair and bicycle space.

Each car has built-in redundancy for braking (2 computers), train control (2 systems), electric supply (2 generators) and compressed air (2 systems). "Cruising" speed is approximately 110 mph.

The car's electronic information system is designed to display continuously updated arrival/departure times.

ABB claims the trainset is significantly less expensive to maintain/operate than most comparable trainsets. The IC3 design allows for 2, 3 and 4 segment articulated cars to be constructed. ABB also makes an electrified version of the IC3, known as the IR4. ■



IC3 boards passengers (left) from spacious covered platform

URGENT MESSAGE from the President:

President Fred Nussbaum is asking AORTA members to "step forward to volunteer time and resources to preserve and enhance rail, bus and transit service. Even as exciting new developments occur at the State and local levels, ominous clouds are gathering at the national level. Not only has the Amtrak Board of Directors proposed to cut train service nationwide (21%), but continued funding of Amtrak is in jeopardy in the new Congress."

The Amtrak Board action is particularly onerous, because it sets a precedent for Amtrak to eliminate funding for state-initiated service expansions, such as our Willamette Valley train and bus service. The Northwest, which already has lost important corridor service with the cutbacks on the Pioneer in 1993, would also be affected by proposed reductions in the Empire Builder schedule to four trips per week.

... *Continued on page 12 see President's Message*

Rail improvements create new jobs

Tillamook- According to *The Oregonian* (12-21-94), the Port of Tillamook Bay will soon receive \$183,140 for improvements. Slightly more than half of the money is in the form of a loan, the rest is a grant, funded in part by the Oregon Lottery. The money will be used to rehabilitate a spur which serves Tillamook County Creamery Association's new feed mill, and to lengthen a spur serving Trask River Lumber Co. The improvements mean three new jobs at the feed mill, plus ten jobs, a kiln and drying sheds at the lumber company.

Thruway bus service to Astoria threatened

Astoria- On Nov 25, 1994, Raz Transportation Company, which operates a twice-a-day bus between Portland and Seaside (via St Helens, Longview and Astoria), filed a petition with the Public Utilities Commission to abandon the service. On Dec 19, the Astoria City Council voted to protest the discontinuation of service. *The Daily Astorian* (12-20-94) reported City Councilor Doug Thompson believes the service is very important to the area. He sometimes uses the bus to travel to Portland.

The headline of the lead editorial in *The Daily Astorian* (12-12-94) claimed "we must not lose bus service." The editorial stated that the operation is very important to employers and businesses that use the service to transport freight. The paper said the "Tongue Point Job Corps Center - a major employer and component of our economy" would be seriously impacted. Over 30 students use the bus to get to and from the Job Corps site every two weeks. The service is especially important to low-income and elderly travelers, many of whom use the service to get to medical appointments in the Portland area.

On Jan 13, 1995, a source at PUC said the agency expects to issue a temporary permit to Green Belt Stages to continue the service. Raz has agreed to continue until Green Belt is ready to take over the route. Green Belt, based in Brookings, OR, currently operates the Amtrak Thruway buses between Portland and Eugene, and Thruway bus service in California, including a route to Gold Beach, Oregon.

Rail abandonment in NE Oregon protested

LaGrande- *The Observer* (11-29-94) reports the "Oregon Public Utilities Commission is contesting the proposed abandonment of the Idaho Northern and Pacific Railroad (IN&P) line between Elgin and Joseph."

Idaho Northern notified the Interstate Commerce Commission of intent to abandon the 60.58 miles of track. IN&P purchased the track in 1993. According to IN&P officials, the recent closure of two sawmills in Wallowa County makes the Elgin-to-Joseph line unprofitable. PUC's Claudia Howells asked the ICC to deny the request.

Elgin City Recorder Joe Garlitz stated the abandonment would be a "disaster" for the community. Community leaders have expressed concern about the high costs of road maintenance and safety problems associated with increased heavy truck traffic if the rail line is discontinued.

Eugene/Springfield forms rail consortium

Eugene- A consortium of public and private organizations in the southern end of the Willamette Valley are "working to bring high-speed rail to Eugene." Partners for *High-Speed Rail - Get On Board!* includes the Lane Transit District, City of Eugene, City of Springfield, Lane Council of Governments, Convention & Visitors Assn of Lane County, the Eugene Area Chamber of Commerce and the Springfield Chamber of Commerce. In a Dec 94 letter, Dr. Richard McDuffie, President of the Eugene Area Chamber of Commerce appeals to "civic leaders" to "demonstrate that Eugene wants additional train service." McDuffie points out that "the fares are extremely low right now, and everyone loves the romance of the train."

Transplan selects BRW to serve as consultant

Eugene- Lane Council of Governments (LCOG) selected BRW, Inc., to serve as consultant for an Urban Rail Feasibility Study. LCOG received four applications in response to their request for proposals. BRW is a nationally recognized consulting firm

specializing in transportation, planning, urban design and engineering. The study will be conducted from their Portland office. Christina Deffebach will serve as project manager for BRW.

Work is expected to be completed by mid-April. The study will (1) evaluate various rail options, (2) identify potential rail corridors, (3) estimate ridership and costs, and (4) recommend changes in land use patterns and transportation policies that would make rail service more effective. The study will be incorporated in Eugene-Springfield's long range transportation plan ("Transplan"). Stefano Viggiano, Lane Transit District, is the lead staff person for the study.

AORTA Annual "Picnic" Big Success

On November 19 AORTA held a "picnic" aboard an RDC (rail diesel car) from Garabaldi to Rockaway, Wheeler, and east into the Coast Range. We saw lots of wildlife (including a HUGE elk) and stopped several times to take pictures, explore, and give kids (and adults) a chance to play in the snow. The trip was a great success, enjoyed by all. We are hoping to make another RDC trip in the spring.

Amtrak special rates; Sweepstakes

Effective Jan 4, Amtrak begins a nationwide winter promotion according to Amtrak's Scott Hurd. The promotion includes new low fares in major air competitive city-pairs and a "Winter Getaway Giveaway" sweepstakes. During the week, between Seattle, Portland and Eugene, a companion may ride free. Reservations must be made before Feb 28, and are valid for travel through March 31.

The "Winter Getaway Giveaway" offers a chance to win a free trip worth up to \$1,000. Persons making reservations and purchasing tickets through Feb 28 are automatically entered. Others may complete an entry form available at Amtrak ticket offices or at a travel agency.

Unsold sleeping accommodations are now sold on-board by conductors at a 25% discount to coach passengers wishing to upgrade, according to Amtrak's Scott Hurd. The price does not include meals.

Southern Oregon

FAA contracts for air controllers

Klamath Falls- The Federal Aviation Administration will soon contract with a private firm for traffic control at Kingsley Field. Over the next six months 25 airports will be affected by FAA's Contract Tower Program. The shift is to reduce costs, but the US Treasury will continue to pay for air traffic control. Conversion has already taken place in Salem and at five other airfields. Seven controllers are currently employed at Kingsley Field. [Editor's note: *air traffic control is one of many subsidies provided to private/commercial aircraft*]. *Herald & News*, Dec 4

More on Low Floor Cars . . .

In response to the article on low floor cars in the July 1994 *Bulletin*, Jim Lekas of McMinnville writes: "The United Railroads of San Francisco and its successor, the Market Street Railway Co. had one low floor car, #301, later renumbered 401. According to Charles Smallwood's book, *The White Front Cars of San Francisco*, and Fred Stindt's book, *A Century of San Francisco Street Cars*, this car was built in 1914 by the United Railroads in its Elkton Shops following the design developed in Pittsburgh in 1912..."

"Car 301 weighed 17 tons. The car entered service ... January 4, 1915 on the #8 line... The car was so underpowered that the United Railroads took it out of service after a year and put it in storage. In the 20's it was used as the 'Baseball Car.' ...In 1935 it was put into dead storage, where it remained until it was scrapped at Elkton Yard, July 30, 1941.

"Mr. Smallwood says, 'Car 301 (401) was really ahead of its time.' The Pittsburgh cars and 301 were the forerunners of the many hundreds of lightweight, low floor cars which became standard throughout America ... until the advent of the PCC... ■

Correction: The last *AORTA Bulletin* incorrectly stated that the Citizens' Advisory Committee and AORTA Board recommended the 4th Ave light rail subway. What should have been said was that both organizations recommended serious consideration be given to the 4th Ave subway alignment.

Cascadia (PNW) Corridor Service

Eugene • Albany • Salem • Portland • Kelso/Longview
 Centralia • Tacoma • Olympia • Seattle • Vancouver, BC

Northbound

Effective 1-17-95; bus schedules minor adjustment 2-1-95

Train Name/Bus Number Frequency	Mt Rainier 750 Daily	Thruway Bus 8821 Mon-Fri**	Thruway Bus 8826 Daily	Coast Starlight 14 Daily	Thruway Bus 8828 Daily	Thruway Bus 8752 Daily	Thruway Bus 8822 Mon-Fri **	Thruway Bus 8854 Daily
Eugene	6:10 am		8:45 am	12:40 PM	1:10 PM	2:55 PM		6:55 PM
Albany	6:55 am		9:30 am	1:25 PM	1:55 PM	3:40 PM		7:40 PM
Salem Amtrak Sta	7:27 am	9:25 am	10:10 am	2:00 PM	2:35 PM	4:20 PM	5:08PM	8:20 PM
Woodburn	↓	↓	10:35 am	↓	↓	4:45 PM	↓	↓
Portland OR arrive	8:45 am	10:25 am	11:15 am	4:00 PM	3:35 PM	5:25 PM	6:20 PM	9:20 PM

Train Name/Bus Number Frequency	↓	Pioneer 25 Tue Thurs Sun*	↓	Empire Builder 28 Daily*	Mount Adams 753 Daily
Portland OR depart	8:50 am	2:40 PM	4:30 PM	5:20 PM	6:00 PM
Vancouver, WA	9:11 am	3:02 PM	4:54 PM	5:46 PM	6:21 PM
Kelso/Longview	9:50 am	3:41 PM	5:37 PM		7:00 PM
Centralia	10:33 am	4:24 PM	6:25 PM	to Spokane, Minneapolis, Chicago.	7:43 PM
Olympia/Lacey	10:53 am	4:44 PM	6:48 PM		8:03 PM
Tacoma	11:39 am	5:33 PM	7:37 PM		8:47 PM
Seattle, WA arrive	12:45 PM	6:35 PM	8:45 PM		9:55 PM

3 PM
 2:55 PM
 3:40 PM
 4:20 PM
 4:45 PM
 5:08 PM
 5:25 PM
 6:20 PM
 6:55 PM
 7:40 PM
 8:20 PM
 9:20 PM

Train Name/Bus Number Frequency	Thruway Bus 8907 Daily	Thruway Bus 8014 Daily
Seattle, WA depart	1:00 PM	9:15 PM
Vancouver BC arr	4:45 PM	12:15 am

Thruway buses make guaranteed connections with trains at Portland Union Station. Amtrak tickets are valid on all trains and buses shown on this schedule. Buses operate between Amtrak stations in the corridor.

For bus service connecting Albany Amtrak Station to:

Corvallis, OSU (Mon-Fri), call Linn-Benton Loop Bus: (503) 967-4318
 Corvallis, Philomath, Toledo, Newport (Sun-Fri), call Valley Retriever Bus Lines: (503) 256-2253

For bus service connecting Portland Union Station to:

Portland Airport (on call), see Union Station ticket agent or call RAZ Transportation: (503) 720-4523
 St. Helens, Longview, Astoria, Seaside (daily Thruway Bus), call AMTRAK: 1-800-USA-RAIL

Special "THANKS" to
 Oregon and Washington State Departments of Transportation
 for working to improve PNW service.

Sample Round-Trip Fares

Portland-Salem	\$ 12 - 18	Higher fare applies
Salem-Eugene	\$ 14 - 20	Friday-Saturday-Sunday.
Portland-Eugene	\$ 20 - 26	Lower fare on Monday-Thurs.
Portland-Seattle	\$ 24 - 39	special FREE companion
Eugene-Seattle	\$ 36 - 48	fare between Sea-Port-Eug

Fares & schedule subject to change without notice.
 Fares on Mt. Adams (Talgo) slightly higher.

Southbound

Train Name/Bus Number <i>Frequency</i>	Thruway Bus 8011 <i>Daily</i>	Thruway Bus 8508 <i>Daily</i>
Vancouver, BC depart	5:30 am	12:30 PM
Seattle, WA arrive	8:30 am	4:35 PM

connects with

connects with

Train Name/Bus Number <i>Frequency</i>	Empire Builder 27 <i>Daily*</i>	Pioneer 26 <i>Mon Wed Sat*</i>	Coast Starlight 11 <i>Daily</i>	Mount Adams 753 <i>Daily</i>	Mt Rainier 751 <i>Daily</i>	
Seattle, WA depart	<i>from Chicago, Minneapolis, Spokane.</i>	7:30 am	9:10 am	11:30 am	5:10 PM	
Tacoma		8:28 am	10:07 am	12:20 PM	6:05 PM	
Olympia/Lacey		9:08 am	10:54 am	1:02 PM	6:47 PM	
Centralia		9:30 am	11:18 am	1:23 PM	7:08 PM	
Kelso/Longview		10:19 am	12:05 PM	2:07 PM	7:52 PM	
Vancouver, WA		9:27 am	10:58 am	12:49 PM	2:45 PM	8:30 PM
Portland, OR arrive		10:20 am	11:25 am	1:20 PM	3:25 PM	9:05 PM

train to The Dalles, Pendleton, Denver, Chicago

↓

connects with

↓

Train Name/Bus Number <i>Frequency</i>	Thruway Bus 8821 <i>Mon-Fri **</i>	Thruway Bus 8823 <i>Daily</i>	Thruway Bus 8726 <i>Daily</i>	Thruway Bus 8822 <i>Mon-Fri **</i>	Thruway Bus 8853 <i>Daily</i>	Thruway Bus 8825 <i>Daily</i>	
Portland depart	6:30 am	8:30 am	11:40 am	2:30 PM	3:55 PM	6:00 PM	9:10 PM
Woodburn	↓	9:05 am	↓	↓	4:30 PM	↓	↓
Salem Amtrak Station	7:44 am***	9:40 am	12:40 PM	3:00 PM	3:30 PM***	5:15 PM	7:00 PM
Albany		10:15 am	1:10 PM	3:32 PM	5:45 PM	7:35 PM	10:53 PM
Eugene		11:00 am	2:05 PM	4:22 PM	6:35 PM	8:25 PM	11:45 PM

* Empire Builder changes to 4 days/week, Pioneer days of service change February 1, 1995

** Bus 8821/8822 operate Monday through Friday only; do not operate on state holidays, also stop at Barber Transit Center (Portland), Salem Capitol Mall and Salem Transit Center.

*** Bus 8821/8822 continue thru Polk County, then return to Portland via Salem.

Oregon Amtrak stations: Eugene (4th & Willamette), Albany (110 W 10th St), Salem (13th & Oak St), Woodburn (*buses only*, Hwy 214, E of I-5), Portland (800 NW 6th Ave).

Washington Amtrak stations: Vancouver (W end of W 11th St), Kelso/Longview (501 S First St, Kelso), Centralia (Railroad Ave), Olympia/Lacey (6600 Yelm Hwy, SE), Tacoma (1001 Puyallup Ave), Seattle (King Street Station, 303 South Jackson St).

CANADA: Vancouver, BC (*buses only*, Sandman Inn on Georgia Street).

For a FREE, updated schedule, send self-addressed, stamped envelope to AORTA, ATTN: Editor.

Bus 8821	Polk County Service**	Bus 8822
7:45 am	↓ Salem Amtrak Station	↑ 5:07 PM
7:48 am	↓ Salem Capitol Mall	↑ 5:10 PM
7:52 am	↓ Salem Transit Center	↑ 5:02 PM
8:15 am	↓ Independence (<i>Main St</i>)	↑ 4:39 PM
8:25 am	↓ Monmouth (<i>City Hall</i>)	↑ 4:30 PM
8:40 am	↓ Dallas (<i>Jefferson & Court</i>)	↑ 4:15 PM
8:45 am	↓ Rickreall (<i>Park & Ride</i>)	↑ 4:08 PM
9:10 am	↓ Salem Amtrak Station	↑ 3:45 PM

See your travel agent for tickets/reservations or call 1-800-USA-RAIL

This schedule prepared and provided by AORTA, the Association of Oregon Rail and Transit Advocates.

Working for safe, environmentally sound, fiscally responsible transportation. Join AORTA today! Introductory dues \$10.

AORTA ♦ PO Box 2772 ♦ Portland, Oregon 97208-2772

Rent-Alls: A Key to Successful Transportation Systems

by Tom Bender

Bender is an architect and AORTA member from Nehalem, OR

Sustainable communities cannot be built upon auto-centered transportation systems. Land-use, economic, ownership and energy costs required are excessive, even with 150 mpg autos. More central, however, is their inherent tendency towards dispersal of our communities and isolation of our lives.

Non-auto-centered transportation systems have two basic requirements for success. They must be able to provide more freedom, convenience, and quality of transportation than the automobile. They must also reduce the negative aspects of an auto-centered culture such as economic costs, pollution, rush-hour congestion, driving stress, land use impacts, and the hassles of car buying, servicing, parking, and selling.

Pedestrian Pockets, Transit-Oriented-Developments, and Ecological Communities will not become viable community options until they can realize the significant financial, land use, and construction savings and gain the closer physical connectivity attainable from major reduction in the amount of land devoted to automobile movement and storage.

Merely adding public transit to our existing communities raises rather than lowers overall transportation costs. Auto ownership and associated costs are not significantly reduced, nor are the hidden costs of residential and commercial space devoted to auto access and parking. Transit is consequently used less than optimally, and becomes an investment in addition to rather than in place of the automobile system.

An effective integrated system uses each mode of transportation for its appropriate benefits and allows users of effortlessly move from one to another. Air travel is used for over-water and transcontinental trips, high speed rail for regional movement, bus or light rail for inner city and interurban travel. Bicycle and pedestrian travel is used for short and unencumbered trips. Taxis, jitneys, vans and Rent-Alls are used for dispersed, off-hour, assisted, and inclement weather destinations and travel.

Most basic to avoidance of need for transportation - creating environments and location of activities so we minimize the need to get away from them or to use means other than walking to access them.

Transportation system design needs to recognize that once an automobile is at hand, and particularly once a person is in an automobile, its convenience makes shifts to other modes unlikely, and gives no premium to proximity of destinations. Real improvement in transportation needs to make alternatives available to us before an automobile is at hand.

One of the smaller yet vital elements necessary for the success of these new patterns is a new approach to automobile rentals - or more accurately, "Rent-Alls" of all vehicle types. Where our automobile needs can be reduced to occasional use, ownership becomes less important than the availability, convenience, and cost of having autos when needed. A rental system can offer freedom from the costs and space commitments that auto ownership entails.

Rent-Alls are public-transit-linked vehicle rentals, providing a range of vehicle types, accessible at all primary transit hubs and stations. A successful Rent-All system contains a number of elements different from conventional auto rentals:

- ◆ Automated, instant and hassle-free rental process directly integrated in primary transit stops, air, rail and bus terminals.
- ◆ Reservation/confirmation of vehicle availability from home, transit stop, or enroute on transit. If desired vehicle is not available, the closest alternate location is given before the trip is started.
- ◆ "Transit Card" operation serving all modes of transit including vehicle rental, eliminating cash and i.d. problems, permitting discounts, and giving users accurate total costing of their transportation use and providing monthly information access to users.
- ◆ Gas pump auto insurance, if available in the state, reducing insurance costs and separating driving insurance from ownership of vehicles.
- ◆ Rentals available on an hourly, daily, or weekly basis, with charges set on a combined time-mileage basis. Including fuel costs, eliminates "tank-refilling" issues and provides incentive for fuel economy.
- ◆ A range of available vehicle types, ages, and service conditions - including bicycles and hand carts.



Commendations

👉 AORTA commends the Oregon Department of Transportation for improving transportation services in the Willamette Valley, including the eagerly anticipated “advanced” trainset (see pg 1). **Bob Krebs, Erik East, Ed Immel** and **Lucinda Curran** are among those deserving special mention. Additional support is needed from you, our readers. Help educate everyone about the need for *statewide*, integrated bus & rail services.

Use the service. Help publicize the service.

Photocopy and circulate the schedule (pp 6-7).

Let's get those ridership figures soaring!

👉 Green Belt bus driver **Jimmy Hamlin** is commended for taking the initiative to announce the Dec 15 start of additional Willamette Valley thruway bus service. 12/5

👉 On a rainy evening, Nov 19, a 23 y.o. logger discovered a truck and trailer wedged under a Willamette & Pacific trestle near Eddyville, OR (E of Newport). The truck driver disregarded warnings, slamming into the 12' high trestle which crosses the Yaquina River, shifting track more than 5' out of line. Jay Mulberry, the logger, first called 9-1-1 in an attempt to warn the train crew. When he called his mother who lives near the rail line, the train had already passed her house and was nearing the trestle. Worried the crew would not receive the warning in time, he raced to a location where he flagged down the four-locomotive, 30-car train, from Toledo. Bob Melbo, W&P Genl Mgr, presented Mulberry with a \$500 reward. Although Mulberry is not a “provider of public transportation,” we want to say “thank you, Jay!”

NOMINATIONS REQUESTED

AORTA needs to hear from you! Send us stories regarding superior performance by providers of public transportation. When you are on the train or bus, try to “catch someone in the act!” Let us know who, what, where and when. While we will not be able to observe (or report) all such behavior, it is important to give recognition to some of those on the front lines who provide exemplary service.

Adding neighborhood Rent-All vehicle rental facilities to transit stops creates significant advantages and new opportunities:

- ◆ The ability to access dispersed destinations through a transit-centered system is enhanced, increasing ridership levels.
- ◆ Both neighborhood residents and transit riders have the opportunity to select different vehicles- subcompacts, convertibles, luxury sedans, pickups, vans, etc. -depending on each specific trip need.
- ◆ Auto rental costs and storage needs are reduced through balancing weekday and workhour rental needs with evening and weekend uses.
- ◆ Automation of the rental process and reduction of “esthetic servicing” (wash and vacuum) between each use permits dispersal of rental locations for convenient neighborhood access.
- ◆ Different age and condition of vehicles can be chosen - rent-a-wreck, standard car rental, rent-a-Rolls - with commensurate cost savings.
- ◆ Economies of scale lower costs and omit hassles of private vehicle purchase, maintenance and operation.
- ◆ Market development opportunities are created for 150 mpg urban autos, or electric vehicles charged from off-hour hydroelectric flows.
- ◆ Second-auto ownership needs and costs can be drastically impacted, and primary auto ownership to a lesser degree by making vehicle rental accessible, affordable, and hassle free.
- ◆ Demand for single- and multiple-car garages and driveway space on residential properties can be reduced. Existing garages can be converted to income-producing rental apartments.
- ◆ Parking areas at transit stops and in commercial area can be reduced, as “commuter” autos are re-rented during the day for shoppers and “day-trippers.”
- ◆ Parking congestion on city streets can be lessened.

- ◆ Mobility for low-income families can be improved and costs lowered.

An integrated system, with convenient linkages between modes, and utilizing both the ease and cost savings of public transit and the flexibility of auto rental can offer advantages to all transportation users:

- ◆ Central city residents can live their whole life without owning an automobile. Use of taxis as well as public transit, and auto rental for special trip needs, can still offer considerable savings as well as convenience in areas where residential parking spaces cost \$10-50,000 and vandalism and car insurance costs make auto ownership a headache.
- ◆ Suburban commuters can depend on transit for

commuting, with the assurance that in-town automobiles are readily and affordably available if needed for mid-day errands or changes in plans.

- ◆ We can travel to unfamiliar destinations by plane, train and transit, with the security of knowing that vehicles will be available when and where needed.
- ◆ Business travelers can use public transit totally for all but dispersed destinations, allowing travel time to be used for work, rest or relaxation.
- ◆ Transit-oriented development residents can avoid all but foot and bicycle transportation for most needs, eliminating automobile ownership, and yet having a variety of vehicles available when the need arises. ■

Shortlines and Quotes

- “On November 15 the Federal Railroad Administration (FRA) released its final environmental impact study on Amtrak’s Boston electrification project. Despite opposition from some villages in Connecticut, the FRA found no major problems. It said the biggest environmental threat would come from delaying the project, which would further increase highway and air congestion.” *The ESPA Express*, Dec 94-Jan 95.
- *Seattle*- BN Executive VP Greg Swinton told a Seattle audience that consideration is being given to reopening the Stampede Pass route (Northern Pacific) between Cle Elum and Auburn. Also being considered is electrification of the Cascade Tunnel under Stevens Pass (7.8 miles). The tunnel was electrified when first constructed, but General Motors coerced the Great Northern into installing a ventilation system and using GM diesel-electric locomotives. Now, because of increased operations along the route, the ventilation system used to expel the diesel fumes limits operations to two trains/hour. Another alternative mentioned was the Snoqualmie Pass line (Milwaukee Road), linking Seattle to Pasco.
- *Salem*- A Dec 12 *Statesman Journal* editorial says we “simply do not have the available land or money to build enough roads, or widen existing ones, to meet ...” our transportation needs. “... We believe that high-speed rail, taking advantage of existing ... track, will be an attractive alternative to congested highways, but we can’t wait until growth overwhelms us to develop the connecting links that will make it work.”
- *Seattle*- “Commuters between Seattle and its suburbs to the north and south will be getting a free train ride” starting Jan 95. The Regional Transit Authority is embarking on a plan which will bring both light rail and commuter rail to the congested Seattle area. “The goal of the free commute is to show local communities how the commuter rail program would work.” Between Jan 30 and Feb 10, trains will run four times daily between Everett and Seattle; between Feb 20 and Mar 3, trains will operate between Seattle and Tacoma, via Kent. *Bend Bulletin*, Dec 1.
- *Portugal*- According to the *Wall Street Journal* (12-27-94), Portugal is investing \$5.57B over the next five years to improve the rail system. In 1995 \$773M will be used to modernize track, stations and rolling stock. Portugal is about one-third the size of Oregon; the population is less than 4% of the US.
- “Emphasis upon single-occupant vehicles robs society of the experience and warmth of human interaction and replaces it with an environment of competition for space, an environment of hostility and violence.” (Editor, speaking before audience at Lincoln Street Methodist Church, 1-8-95)

Road widening project threatens Salem rail line

The western half of the Salem-Geer rail line, operated by Willamette Valley Railway Company (WVRC), is threatened with closure to accommodate road projects. The 7-mile line runs east from the Salem Amtrak station to Geer (east of 78th Ave). The line continues both north and south from Geer.

ODOT and the City of Salem have two road projects affected by the line. I-5, which is being widened, crosses over the railway. If the line were abandoned, freeway widening costs would be reduced. Secondly, a "State Street Improvement" project would have lower costs if grade crossings were eliminated.

In response to these "cost reductions," Salem's Public Works Director, Frank Maudlin, claimed the rail abandonment would have "a positive impact to both ODOT and the City of Salem."

"This is a very shortsighted approach," says AORTA Director Tim Wilson. "This will discourage railway usage and increase truck traffic on Lancaster, one of Salem's most congested arterials."

A Target distribution center near Linn-Benton Community College will generate a truck movement every eight minutes, according to Wilson. "The Cub Foods/Waremart distribution center will also add trucks

to the area. ODOT and the city should be encouraging and facilitating movement by rail."

The Oregon Transportation Plan and LCDC's Transportation Planning Rule require that better use be made of infrastructure by moving more freight and people by rail. Tearing up track in order to widen roads is inconsistent with both state and federal requirements.

The Salem official claimed the route was "redundant" because there is more than one rail line to Geer. [Editor's Note: Using this logic, there are several roads to Salem we could eliminate. Shall we start with I-5? It's certainly "redundant!" And unlike the rail line, is a tax **burden** rather than a source of **revenue**.]

Ironically, much of the pressure for abandonment appears to be coming from Waremart, who wants to expand its distribution center across the Geer line. Wilson pointed out that, instead of being considered a hindrance to operation, the rail line should be considered a big plus.

The proposal looks good to WVRC because the state would pay for the land and relieve the railway of its property tax burden. But other property holders and the public would not be well served. Rail lines would not be cannibalized if rail and roads were treated equitably.

Greenbrier purchases Canadian freight car manufacturer

Greenbrier Cos. Inc., Lake Oswego, plans to purchase a freight car manufacturing company based in Nova Scotia according to *The Oregonian* (11-29-94). Trenton Works Inc. has the capacity to manufacture over 2,000 cars/year. According to Greenbrier's Bruce Harmon, this will increase the Oregon-based company's production capability by nearly 50%. Greenbrier conducts its operations through two major subdivisions, Gunderson and Greenbrier Leasing.

Gunderson designs, engineers and manufactures most types of freight cars. The company began heavy steel fabrication in 1919, and has produced over 75,000 cars since 1960. The company introduced many types of cars: high-cube boxcars, center-partition lumber cars, and Maxi-Stack and Husky-Stack container cars.

Gunderson's 75-acre Portland-based plant includes 750,000 sq ft of covered manufacturing space, and employs approximately 1,500 people. The company also builds barges and other heavy marine equipment.

On Jan 10 Greenbrier Cos. Inc. reported a 64% increase in net earnings for 3 mos ending 11-30-94. *The Oregonian* quoted William A. Furman, President and Chief Executive Officer, "Strong demand for our railcar manufacturing business accounted for most of the \$10.6 million revenue increase."

The paper also stated that Greenbrier owns, leases or manages a fleet of approximately 36,000 cars, containers, intermodal trailers and Autostack equipment.

HELP SAVE INTERCITY RAIL PASSENGER SERVICE: WRITE A LETTER TODAY!

President's Message . . . continued from page 3

Besides writing letters to Amtrak and Congress, volunteers are needed to distribute "Save our Trains!" flyers, produced by NARP, to Amtrak passengers at local train stations.

Please call one of the officers listed on page 2 or attend an AORTA meeting (see schedule below). Other issues for which help is needed include:

Organizational Issues

- Achieve 501(c)(3) tax deductible status
- High Speed Rail pin merchandising program
- Re-establish an active Eugene Chapter
- Building chapters in other parts of the state

Statewide Programs and Policies

- Work with environmental coalitions at the 1995 Legislature to preserve land-use/transportation policies/laws and establish adequate/stable funding for public transportation
- Improved local transit access to Willamette Valley passenger services.

- Establish bicycle rental facilities at Willamette Valley stations

Local and Regional Programs

- Portland's S/N Light Rail planning process
- Involvement in Eugene Urban Rail Study
- Monitoring/input in local/regional land-use and transportation projects
- Preparing comprehensive multimedia AORTA display/workshop for Sep 95 Natl Conference on Rail and Urban Livability in Portland.
- Developing and arranging the broadcast of one or more short videos on transportation issues for local cable access and other presentations
- Updating of AORTA's Transportation 2020 Vision brochure for the Portland metro area

National Issues

- Coordination of Grassroots (Passenger) Campaign to Stop Amtrak Service Cuts
- Continue working with Amtrak on its Decentralization/Reorganization Program
- Campaign to assure adequate funding for Amtrak and other intercity rail

🕒 AORTA TIMETABLE	
Jan 26 3:30- 5 PM	ODOT Bike and Pedestrian plan meeting Rm A, Portland Bldg, 1120 SW 5th Ave.
Jan 28 9 am-1 PM 1:15 PM	Regional Transportation Fair METRO Bldg., 600 NE Grand. AORTA Bd mtg (location TBA, call 292-5549)
Feb 9 6-9 PM	Federal RR Administration Field Hearing Portland (call 503 642-4077 for information)
Feb 16-17	Cascadia Sustainable Communities Conference, Hilton Hotel, Eugene. Registration: \$80. Call Sheri: (503) 687-5010
Feb 17 6 PM	NRHS Spaghetti Feed, St David's Episcopal Church 2800 SE Harrison, Portland. Speaker: Dan Kuhn
Mar 14 7 PM	AORTA Willamette Valley Chapter mtg Anderson Room, Salem Public Library Call (503) 873-4570 to confirm time, program.
Mar 16 7:30 PM	AORTA Portland Chapter mtg Room 208, Union Station
Portland Chapter meets at 7:30 PM on the 3rd Thursday of each month in Rm 208, Union Station. Call 281-0434 to confirm.	

Write letters to The Oregonian and your local paper:

Letters to the Editor, *The Oregonian*, 1320 SW Broadway, Portland 97201
 Letters to the Editor, *Statesman Journal*, PO Box 13009, Salem 97309
 Letters to the Editor, *The Register Guard*, PO Box 10188, Eugene 97440

SAVE AMTRAK . . .

Phone and Write to Congress:

- Senator Mark Hatfield**
 (503) 326-3386 (Portland), 588-9510 (Salem), or
 (202) 224-3753 (WashDC)
 711 Hart Senate Office Bldg, WDC 20510
- Senator Bob Packwood**
 (503) 326-3370 (Portland), (202) 224-5244 (WashDC)
 259 Russell Senate Office Bldg, WDC 20510
- Representative Elizabeth Furse** 1st District
 (503) 326-2901 (Portland), or toll-free: 1-800-422-4003
 316 Cannon HOB, Washington DC 202515
- Representative Wes Cooley** 2nd District
 776-4646 (Medford), or toll-free: 1-800-533-3303
 (202) 225-6730 (WashDC)
 1609 Longworth HOB, Washington DC 20515
- Representative Ron Wyden** 3rd District
 (503) 231-2300 (Portland), (202) 225-4811 (WashDC)
 1111 Longworth HOB, Washington DC 20515
- Representative Peter DeFazio** 4th District
 (503) 465-6732 (Eugene), (503) 440-3523 (Roseburg),
 (503) 269-2609 (Coos Bay), (202) 225-6416 (WashDC)
 1233 Longworth HOB, Washington DC 20515
- Representative Jim Bunn** 5th District
 (503) 588-9100 (Salem) or toll-free 1-800-548-7179
 1517 Longworth HOB, Washington DC 20515