

It is so late in the afternoon, that I only had time for a quick skim of the transportation sector. Nevertheless, I am amazed to discover that the analysis of that sector is limited to the highway sector, with zero recognition of any other mode of transportation. Admittedly, that is an almost reasonable description of New Hampshire's current transportation system as it is almost totally reliant upon its highways.

Should however the NH Rail Transit Authority achieve its goal, the State will have commuter rail service on its NH Capitol Corridor to Nashua, probably Manchester, and possibly Concord. In addition, Amtrak is in its 13th year of providing intercity rail service to three NH stations Exeter, Durham, and Dover, while NH DOT is involved in an effort to extend commuter rail service on that same corridor to Plaistow.

Clearly, the existing Amtrak service and the proposed commuter rail services envision diesel-electric powered trains similar to what both Amtrak and MBTA currently operate out of Boston's North Station. However, I note that the plans for the new MBTA service to New Bedford and Fall River will be electrically operated. And should the North-South Rail Link ever be built between North and South Stations, it too will necessarily be electrically operated. By extension, should the Federal funding for such ever become available, it is my expectation that the construction of the North-South Rail Link will provide ample motivation to extend the electrification into the various North Station Commuter lines. In turn, planning for the electrification of the Boston-Lowell line will in turn lead to extension of that electrification to the NH Capitol Corridor.

Note that the forgoing is clearly conjecture on my part. But that conjecture is based in large part upon the electrification of commuter rail services between 1900 and the 1930's in New York, Chicago, and Philadelphia, all of which are still operating today. But equally important is the vast network of light electric railways that once existed across the country, for which the only available evidence is contained in a handful of railway museums such as the Seashore Trolley Museum in Kennebunkport, ME

Kenyon Karl
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