

Comments: 12/16/19

No Case for second track

If the Amtrak is serviced and overnights at a McNeil's siding, the Amtrak train will only be at Union Station for 10 to 15 minutes to unload its passengers before continuing north to this siding. Amtrak will return to the station in the morning for 15 to 20 minutes to load its passengers for its departure south. If there is only the existing single track in front of Union Station, Amtrak will only be paused on it briefly once in the PM and once in the AM. The proposed 2 track will not have an additional passenger platform therefore only there will still only be one track that is capable of allowing passengers to get on or off a train.

With no improved loading and unloading a 2nd track offers no advantage or relief for these brief stops should scheduling conflicts arise during the Amtrak arrival or departure. So an additional track offers this Amtrak service no advantages. Given the short time that the Ethan Allen will be stopped at the Union Station there is no need to have a passing track for freight, which can await a short pause in the rail-yard a block away, before Amtrak continues on to its overnight siding at McNeil. Amtrak's departure in mornings will take place at given early time, a time that freight traffic can easily be scheduled around.

With no discernible need of a 2nd track that can be attributed to Amtrak service, the State of Vermont is under no obligation to pay to provide VRS with a 2nd track between College St and King St.. There is no need to tear up the existing bike path which offers a sensible pedestrian and emergence vehicle access East of the existing and only necessary rail track at Union Station.

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