

# ATLANTIC NORTHEAST RAILS & PORTS

Helping to move rail and port traffic through New England, the Maritimes, & eastern Québec.  
A weekly trade newsletter.

operating railroads + ports, intermodal facilities, and government environment

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Issue 07#03A 21 March 2007

\*Article unchanged from e-bulletin.

\*\* Article revised from e-bulletin (see blue).

## REGIONAL ISSUES

**ST:** Moving to a scheduled railroad?

**P&O Ports:** Ports America has 5 terminals here.

**Regional:** US senators seek to remove waste facilities from federal pre-emption.\*

**CSXT:** Kearney, rather than New Jersey's ExpressRail, handles New England containers.\*

## CONNECTICUT

[No report.]

## MAINE

**Bond issue:** Guv seeks \$18.7M for rails and ports.

**Amtrak:** Bond issue proposed for extension to Brunswick.\*\*

**Maine Legislature:** Mountain Division and crossing lights.\*

**Propane:** Dealers diversify supply.

**NEARS:** Opportunity-rich NEARS conference.\*

**SLR/QGRY:** GWI intermodal plunges February.\*

## MASSACHUSETTS

**EOT/BCLR:** Competitor Mass Coastal makes a splash on the web.

**EOT/BCLR:** BCLR and CCCR bid on lines; new deadlines, further details on traffic.\*

**CSXT:** Harvard not taking Beacon Park.

**ST:** RFP for commuter north of Springfield.

**ST:** Abandoning Wakefield Junction.\*

**ST:** Intermodal improved!

**Boston:** Statistics for 2006, TEUs up.

## NEW HAMPSHIRE

[No report.]

## RHODE ISLAND

**PW:** Abandoning most of northern part of the Slate.

## VERMONT

**VRS:** Status of moving Rutland Railyard.

## MARITIMES/QUÉBEC

**New Brunswick:** Amendments to Shortline Act.\*

**Atlantic Gateway:** Saint John wants a role.

**Saint John:** Putting container terminal operation out to bid; Logistec current operator.\*

**Halifax:** Oceanex feeder service results.\*

**Strait of Canso:** 2<sup>nd</sup> most traffic in Canada.

## RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

## PEOPLE, POSITIONS, EVENTS

Victor Salemme\*, Tom MacAulay

## EDITORIAL

[See *Regional*, editorial on federal pre-emption.]

## FROM THE PUBLISHER

### Ports!

This issue has extensive coverage. More to come soon, on Fall River and New Bedford short-sea possibilities.

- Chop Hardenbergh

Next issue: 4 April

**Common abbreviations:** **BCLR** - Bay Colony RR, **BML** - Belfast & Moosehead Lake RR, **CBNS** - Cape Breton and Central Nova Scotia Ry, **CCCR** - Cape Cod Central RR, **CCRR** - Claremont Concord RR, **CFQ** - *chemins de fer Québec* System, **CMAQ** - congestion-mitigation or air quality (money from the US federal government for these purposes), **CN** - Canadian National Ry, **ConnDOT** - Connecticut Department of Transportation, **CPR** - Canadian Pacific Ry, **CSO** - Connecticut Southern RR, **CSRX** - Conway Scenic RR, **EOT** - Mass. Exec. Office of Transportation, **GWI** - Genesee & Wyoming Inc, **FHWA** - Federal Highway Admin., **FRA** - Federal Rail Admin., **FRTC** - Fore River Transportation Co., **FTA** - Federal Transit Admin., **Guilford (GRS)** - Guilford Rail System, formerly name for Pan Am Railway, see ST, **HRRC** - Housatonic RR, **MERR** - Maine Eastern RR, **MBCR** - Mass. Bay Commuter RR, **MBRX** - Milford-Bennington RR, **MBTA** - Mass. Bay Transportation Authority, **MCER** - Mass. Central RR, **MDOT** - Maine Department of Transportation, **MERR** - Maine Eastern RR, **MMA** - Montréal, Maine and Atlantic Ry, **MPO** - Metropolitan Planning Organization, **MTQ** - Québec Ministry of Transport, **NAUG** - Naugatuck RR, **NBDOT** - New Brunswick Department of Transportation, **NBSR** - New Brunswick Southern Ry, **NECR** - New England Central RR, **NEGS** - New England Southern RR, **NHCR** - New Hampshire Central RR, **NHDOT** - NH Department of Transportation, **NHN** - New Hampshire Northcoast RR, **NNEPRA** - Northern New England Passenger Rail Authority, **NSDOT** - Nova Scotia Department of Transportation, **Pan Am** - new name for GRS, **PVRR** - Pioneer Valley RR, **PW** - Providence & Worcester RR, **QCR** - Quebec Central Ry, **RIDOT** - Rhode Island Department of Transportation, **Seaview** - Seaview Transportation Company, **SLQ** - St. Lawrence & Atlantic Ry (Québec), **SLR** - St. Lawrence & Atlantic RR, **ST** - Springfield Terminal Ry (leases three parts of Pan Am Systems (Maine Central RR, Portland Terminal RR, Boston & Maine), **TIRR** - Turner's Island LLC, **TEU** - twenty-foot equivalent unit (measure of container traffic, equal to a 20x8x8 foot box), **VAOT** - Vermont Agency of Transportation, **VRS** - Vermont Rail System (Green Mt. RR Company **GMRC** + Vermont Ry **VTR** + Clarendon&Pittsford RR **CLP** + Washington County RR **WACR**), **WHRC** - Windsor and Hantsport Ry.

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## *REGIONAL ISSUES*

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### **ST: IMPROVEMENTS**

20 February, North Billerica MA. *ST IS RESCHEDULING THE ENTIRE RAILROAD*. In his ‘Presidents Message’ for the *Pan Am Clipper* 4Q06, David Fink *files* wrote: ‘The Transportation Department has been hard at work over the past few months rescheduling the entire railroad to improve transit times, reduce dwell times, and increase the overall velocity of the system. These changes have already improved our service and further improvements are in the works. Once all changes are made, the Transportation and Marketing departments will be meeting with customers to review the new train schedules.

‘These new customer service initiatives as well as others in the works will help continue to grow our business in the northeast region.’ {from newsletter}

### **PORTS AMERICA IN N. ENGLAND**

19 March. *P&O PORTS BECAME PORTS AMERICA*, when AIG Global Investment Group completed the purchase of 100% of the stock of P&O Ports North America (POPNA) from P&O Holdings, a wholly-owned subsidiary of DP World. [See 06#12A *Maine*.]

According to its website: ‘Ports America is a diversified port operator with operations ranging from pure container terminals to ‘under the hook’ stevedoring, from bulk handling facilities to passenger ship terminals and from Ro-Ro terminals to intermodal facilities.

‘Ports America is the largest independent stevedore and terminal operator on the US East and Gulf coasts with operations in most ports from Maine to Texas.’

#### **Affected operations**

Ports America’s operations principally comprise marine terminal concessions in the ports of New York/New Jersey, Philadelphia, Baltimore, Miami, Tampa and New Orleans, coupled with stevedoring operations in sixteen locations along the East and Gulf Coasts and a passenger terminal in New York City. {press release 19.Mar.07}

#### **In New England: five terminals**

Ports America New England, Inc, works at five terminals. In Boston, Ports America operates the Black Falcon cruise terminal, as well as unloading the Subarus at the Moran terminal.

In Portland, Ports America provides stevedoring to the container operation at the International Marine Terminal.

In Providence, Ports America is handling the break-bulk traffic [see 06#09A].

In Davisville, Ports America provides stevedoring to the NORAD auto facility to handle Volkswagens. Ports America said it moved 80,000 autos a year total in New England. {company website}

Mike Miranda of NORAD explained that John J Orr handles Subarus in Davisville, but not in Boston. [See 05#09B.] {ANR&P discussion 21.Mar.07}

### **WASTE RECYCLING BILL**

28 February, DC. *US SENATORS FROM MASSACHUSETTS, RHODE ISLAND, AND NEW JERSEY PROPOSED REMOVING SOLID WASTE FACILITIES FROM STB PURVIEW*. Bill S.719 (in the House HR 1248), labelled The Clean Railroads Act of 2007, was introduced this day by Senators Frank Lautenberg and Robert Menendez of New Jersey, along with Jack Reed of Rhode Island and Ted Kennedy of Massachusetts.

#### **Proposed amendment**

The bill would insert the italicized language into Title 49, section 10901:

(b) The jurisdiction of the Board over—

(1) transportation by rail carriers, and the remedies provided in this part with respect to rates, classifications, rules (including car service, interchange, and other operating rules), practices, routes, services, and facilities of such carriers; and

(2) the construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team, switching, or side tracks, or facilities (*except solid waste management facilities (as defined in section 1004 of the Solid Waste Disposal Act (42 U.S.C. 6903))*), even if the tracks are located, or intended to be located, entirely in one State, is exclusive.

Except as otherwise provided in this part, the remedies provided under this part with respect to regulation of rail transportation are exclusive and preempt the remedies provided under Federal or State law.

....

(c)(2) Except as provided in paragraph (3), the Board does not have jurisdiction under this part over (A) mass transportation provided by a local governmental authority or (B) *the processing and sorting of solid waste*. Library of Congress website }

### **The targets in Rhode Island**

In 2004 in Pawtucket, the ‘Rhode Island and Western Railroad’ filed for railroad status to operate 1.43 miles of track to serve a demolition debris transfer facility proposed on Pine Street. The request was related to a 2,000 ton per day debris processing plant proposed by Pawtucket Transfer Operations, LLC [in the Pawtucket Yard–see 06#09B]. The company later withdrew this petition [see 04#10A], but stated its intention to re-file it.

In 2006 in Cumberland two companies, Coastal Recycling and Fleet Construction, proposed demolition debris facilities that would operate in conjunction with rail service. Coastal did file to create the Commercial Railroad [see 06#01A] at its Providence location, but quickly withdrew the filing [see 06#01B]. Fleet is now in court over the withdrawal of its permit [see 07#01A].

The Cumberland Planning Board was warned by the Rhode Island Office of the Attorney General of the possibility that if approved, the facilities could later seek federal designation as rail businesses. {Seth Bromley in *Woonsocket Call* 5.Mar.07 }

### **The target in Massachusetts**

Kennedy earlier spoke out against the creation of the Wilmington Woburn Railroad by New England Transrail (NET) to handle waste, avoiding state jurisdiction. The STB is still seized of the effort by opponents to get the STB to rule that NET’s activities are not ‘integrally related to rail transportation’ [see 06#07B].

### **The targets in New Jersey**

Senator Menendez, in a press release, noted: ‘The bill would close a loophole in federal law that has allowed at least one company to build up a number of large piles of garbage along a 2 mile section of rail line in Hudson Country. Last year, a company in Red Bank also threatened to use this loophole to build an unregulated waste transfer station near a residential community. {text from Menendez office }

On 21 February 2007, a federal district court for New Jersey decided that the New Jersey Department of Environmental Protection’s regulation of five New York, Susquehanna, and Western Railroad transload facilities would cause too large an impact on rail transportation to be justified ‘under the police powers exception’ to exemption. {cited by NYS&W in its reply 3 March 2007 to NJDEP in the *New England Transrail* case cited above }

### **Editorial**

No surprise that the Congress was asked to amend this bill. When waste companies create micro railroads to avoid local or state regulation of their facilities because of the federal pre-emption clearly stated in 49 USC 10901, it makes a farce of STB jurisdiction and of the effort to enforce environmental laws. Indeed, NYS&W, in the reply cited above, agreed with NJDEP’s contention that the STB should ensure that entities invoking federal pre-emption are ‘legitimate, bona fide rail carriers’ and not ‘a device for entities that are not engaged in common carrier rail transportation to avoid state and local regulation.’

On the other hand, NIMBYs continue to pretend that they do not manufacture waste, and that somehow their

Volvos and old wallboard just magically disappear. No disposal, in their eyes, is needed. Faced with strong and unreasonable NIMBYs, waste companies choose what looks like a legal and easier path: a micro railroad sheltered from local regulation by federal pre-emption.

W.K.Macnamara shows the right path. This Massachusetts company has obtained the right permits and broken ground on a facility served by ST [see 06#05A]. No federal pre-emption required. A company which started at about the same time, NET [see above], is still mired in legal battles generated by its choosing to use federal pre-emption.

### EXPRESSRAIL: NO NE CONTAINERS

14 March, New Jersey. **THE PORT AUTHORITY'S EXPRESS RAIL TERMINALS STILL HANDLE NO WORCESTER CONTAINERS**, wrote spokesperson Steve Coleman.

On 23 January, the Port Authority announced that the intermodal terminals, located virtually on-dock, handled a record 338,882 containers in 2006. The number represents an 11.8% increase compared with 2005. A PANYNJ spokesman said that it is now working on projects that will expand capacity at ExpressRail's Elizabeth and Port Newark terminals such that they will be able to handle an additional 600,000 containers annually by 2011.

'Before mid-2005, about 1,200 containers per month (in both directions) moved between our ExpressRail facilities and Worcester. In mid-2005, CSX transferred all of the Worcester business to its South Kearny intermodal terminal [see 05#05A]. Currently, there are no containers moving between our ExpressRail facilities and Worcester. We believe that between 15,000 and 20,000 containers per year move between the Port of NY/NJ and Worcester via the CSX South Kearny terminal.' {e-mail to ANR&P; PANYNJ press release; *Progressive Railroading*}

In 2005, the Port Authority moved about 14% of its containers by rail. [See 06#04A.]

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## MAINE

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### MAINE BOND REQUEST

19 March, Augusta. **GOVERNOR JOHN BALDACCI CALLED FOR \$18.7 MILLION IN RAIL AND PORT FUNDS**, as part of a \$397 million bond package he will introduce to the Legislature. {governor's press office}

Line item	Bond money	Matching funds
Passenger and Freight Rail**	\$16,825,000	
Ports***	\$1,975,000	\$280,000
Passenger intermodal*	\$3,450,000	\$8,750,000

\*\$3 million for Trenton intermodal, \$300,000 Bath train station improvements, \$150,000 Augusta intermodal facility. The 'Passenger and Freight Rail' line includes \$750,000 for a Rockland Branch Station commuter parking lot.

\*\*\* Small Harbor Improvement Program \$1.2 million working waterfront, Searsport US Army Corps of Engineers, deepen channel \$275,000 (matching funds for the Corps reconnaissance study, needed for an eventual capital project), Portland International Marine Terminal rehab \$500,000. {spread sheet from governor's office}

#### \*\*Freight rail projects

On 21 March, Rob Elder, head of MDOT's Office of Freight, broke out the projects:

- \$1.6 million IRAP.
- \$2.5 million Mountain Division to rebuild rail link. "We want to get started." [See bill, below.]
- \$1.675 state rail track improvements:
  - Tie work on Rockland Branch, 200 ties/mile to keep within Class 3;
  - Repair on the crumbling Montsweag arch retaining wall in Woolwich;
  - Phase 2 to extend the Lewiston Lower line beyond the currently-rehabbed section up to Knight Celotex, a short distance to the Lisbon industrial park where possible customers such as Dingley Press are located [see 05#07B].

- \$1.75 million MMA capital improvements. This would continue the track rebuilding from Brownville Junction to Quebec. CPR when it owned the line before Iron Road took over in 1995 had head-free rail, which Elder said was “identified as a major weakness.” MDOT agreed to fund half of the cost at the time MMA acquired the line in 2003, because of its importance as an east-west access for northern Maine. The department has helped fund this ongoing project since.

If this connection had an derailment during the propane shortage [see below] in February, the situation “could have been much worse.”

- \$1.8 million freight rail interchange program. Per Elder, this is a “new idea out of the freight plan” (not yet published). It would help improve the traffic flow at interchanges such as Danville Junction (SLR and ST) and Brunswick (MERR and ST). The railroads themselves identified these as bottlenecks; if changes were made, the railroads could increase throughput, making the whole system more efficient. In Danville Junction, “it’s a cooperative project between ST and SLR.”

- \$6.75 million Downeaster passenger rail investment. {ANR&P discussion}

## AMTRAK MAINE

16 March, Freeport. A **\$40 MILLION BOND ISSUE TO BRING AMTRAK TO BRUNSWICK** was proposed at a press conference here by State Senator Beth Edmonds (Freeport). MDOT would use \$1 million for capital improvements to the Lewiston Lower Road, and \$39 million for capital improvements to the ST line from Portland.

Edmonds said she had conferred with Governor John Baldacci about her bill; she and he are “going in the same direction” but she did not know how much the governor would propose in his bond bill [see above].

### Comments about freight

Asked whether state funding to upgrade track might be coupled with an agreement by ST to provide service to Grimmell’s scrap yard in Topsham or Knight-Celotex in Lisbon Falls, or better service for Dragon, Edmonds characterized the bill as “step one in a set of steps” leading toward that goal. Gordon Page of MERR said the bond issue would “open more doors” so that freight could improve.

Page also told the press conference that MERR had hired a freight specialist in 2006, “and that is bearing fruit.”

### Questions about dollars proposed

Asked why she is seeking \$39 million when NNEPRA reports it needs only \$31.5 million [see below], Edmonds said that by the time the work started, possibly in 2009, costs may well have risen.

Officials from Edmonds’ office said the million dollars for the Lewiston Lower would go to MDOT, for use as it sees fit. Your editor and others exhorted them to list the money for the Lower Road to Augusta, where it would garner more votes. [Greg Olson, one of Edmonds’ officials, later said the \$1 million for MDOT would improve rail along one or more lines linking Brunswick to Rockland, Lewiston and Augusta. {Paul Carrier in *Portland Press Herald* 17.Mar.07}]

However, MERR General Manager Jonathan Shute said despite the dollars devoted by MDOT to the Lewiston Lower, once freight started running it would need further upgrading. {ANR&P interviews and coverage}

### NNEPRA study of two routes

In 2006, NNEPRA conducted a study of the two possible routes for the *Downeaster*. It held extensive discussions with representatives from MDOT, ST, SLR, and FTA; stakeholder groups including but not limited to: TrainRiders Northeast, Maine Tourism Association, GPCOG; and station community representatives from Lewiston, Auburn, Freeport, Brunswick, Yarmouth, Falmouth, and Portland.

The report of December 2006 examines costs, timelines, benefits, and funding issues for the two prospective routes to extend *Downeaster* passenger rail service from the Portland Transportation Center (PTC) to Brunswick: either ST tracks or SLR tracks to Yarmouth Junction, and then ST tracks. The SLR alignment would require a new trestle across Back Cove SLR’s current terminus in East Deering.

The report put the cost of the ST alignment at \$31.5 million, and the SLR alignment at \$53 million. The service

would consist of two to three daily round trips.

**ST route.** The train would stop in Freeport and Brunswick. The work, as estimated by ST and done under a force account agreement by its track crews, would cost \$15 million to rehab the 15.1 miles from PTC (Portland) to Yarmouth Junction. For the 14.2 miles between Yarmouth Junction and Brunswick the estimated cost is \$16.5 million. Estimated trip time: 50-55 minutes. [Auto time 30 minutes. *Editor*]

**SLR route.** The *Downeaster* would stop in Bayside (Portland), Falmouth, Yarmouth, Freeport, and Brunswick. [This did not include the proposed state purchase or lease of the SLR between Bayside and Yarmouth Junction, as required for the I-295 alignment. MDOT has previously estimated this purchase at \$5 million. ]

### **Possible commuter service**

The SLR or ‘I-295 alignment’ provides infrastructure for commuter rail between Yarmouth and Portland Bayside via East Deering. The study argued the ST alignment precluded commuter rail because of lower population density along that route. Additional infrastructure for commuter, at 22 round trips daily, would cost \$8 million.

Commuter rail equipment is estimated at further \$10-\$12 million plus \$7 million for a new rail maintenance facility to share with the *Downeaster*. The report outlines a system alternative: Phase 1 would use the ST alignment until the I-295 alignment can be funded and built. Phase 2 would shift *Downeaster* operation and add commuter service via Bayside. The extra cost would come to the \$15 million for the ST alignment between PTC and Yarmouth Junction. However, this investment would have continuing value to the state’s economy through permanent improvements to the ST freight main and the Brunswick Branch west of Yarmouth Junction.

### **Service to Auburn**

The report notes that rehabilitation of SLR track to extend passenger service from Yarmouth Junction to Auburn will cost an additional \$27.3 to \$31.4 million.

### **Funding**

The report suggests state pursuit of non-FTA funding to complete the Phase 1 ST rehabilitation, and pursuit of FTA funding for the future I-295 alignment and a Yarmouth Junction to Auburn connection, provided any future funding for the I-295 alignment will not be compromised by the state’s initial investment in the ST route. {summary of report in March 2007 *MRG/Downeast Rail* newsletter}

## **MAINE LEGISLATURE**

23 January. ***A BILL TO REQUIRE AN ENGINEERING STUDY ON THE MOUNTAIN DIVISION*** was introduced by Senator Bill Diamond. LD 328 reads in part:

‘Whereas the commuter corridors into Portland are becoming increasingly congested, resulting in more accidents and pollution; and

Whereas, one of the benefits of rail service is that it moves freight that would otherwise be hauled by trucks on our roads; and

Whereas, developing alternative transportation options is important to relieve congestion on our roads and reduce

### **NEARS MEETING IN NEWPORT: IT’S WORTH IT!**

The meetings of the North East Association of Rail Shippers (NEARS) always provide great chances to network with other rail professionals, from suppliers to railroads to governments to shippers. They all gather to hear information-rich presentations on current rail topics. Your next opportunity to attend happens this April, in Newport Rhode Island. At this meeting:

- Tony Hatch, rail analyst, will present his view on the direction of the industry.
- Douglas Buttrey, vice-chair of the STB, talks about how the rail regulatory body is handling cases.
- A Class 1 railroad panel, composed of senior management from the various transportation departments of all Class 1s, will outline some of the major initiatives toward more efficiency in the rail industry.
- Shippers will present success stories, and other experiences.
- Other topics include security and intermodal.

*The meetings are well-worth it.* Hotel Viking, Newport 26-27 April. See NEARS website for more information.

our reliance on foreign oil reserves; and

Whereas, there exists a state-owned rail corridor from Portland to Fryeburg that may be used for rail service...

‘[T]he Department of Transportation in collaboration with the Northern New England Passenger Rail Authority shall conduct an engineering study to determine the cost of extending rail service from Portland to Fryeburg on rails rated class 3 rails by the Federal Railroad Administration; and be it further

‘Sec. 2. Report. Resolved: That the Department of Transportation and the Northern New England Passenger Rail Authority shall submit the study and any proposed legislation to the Joint Standing Committee on Transportation no later than January 15, 2008. Following receipt and review of the report, the Joint Standing Committee on Transportation may report out a bill to the Second Regular Session of the 123rd Legislature.

### **Hearing on 16<sup>th</sup>, also Lights at railroad crossings**

Also, the Transportation Committee will entertain LD 626, requiring lights at all railroad crossings. Public hearings on both bills occurred on 16 March; work sessions on both bills will happen on 23 March. {Maine Legislature website}

### **DIVERSIFY PROPANE DELIVERY**

16 March, Brunswick. **“THOSE SUPPLIERS WHO ARE 100% RAIL WILL PROBABLY DIVERSIFY THEIR SUPPLY,”** said Jamie Py of the Maine Oil Dealers Association. “Smaller and medium-sized dealers are looking to put in storage to prevent these situations” when Maine ran short of propane due to the CN strike on beginning 10 February [see 07#02B]. Elsewhere in New England, about 50,000 homeowners in New Hampshire use propane for heat, along with 29,000 in Vermont and 64,000 in Massachusetts. Maine suffered the worst shortage, however, because of its heavy reliance (60%) on rail delivery.

In Bangor, Robert Cort of Maine Energy said his company weathered the tight supplies without a problem despite relying on rail cars for 90% of supply. Nonetheless, he's looking to expand his supply options. “You have to put a blend in your basket that involves both rail and bringing propane in by ship. You can have problems in either direction. If you have a blend, if you have one problem it could hit you less hard,” he said.

Augusta Fuel Company plans to double its propane storage capacity this summer, adding an additional 30,000-gallon propane storage tank. The company already had planned to increase its storage, but it accelerated the process because of the February problems, said Marc Lacasse, president of Augusta Fuel and chair of the Maine Oil Dealers Association. “It made the investment easier to make.” The project will cost between \$125,000 and \$150,000. {David Sharp of AP in mainetoday.com 19.Mar.07}

### **SLR/QGRY: INTERMODAL**

13 March, Greenwich CT. **FOR FEBRUARY, GWI INTERMODAL VOLUMES PLUNGED** versus 2006: 134 carloads, down from 336. In January 2007, GWI reported 234 carloads. [The drop is attributed to the Quebec Gatineau intermodal terminal in Quebec City, not to SLR’s Auburn terminal—our *Directory* #914. See 07#02A.] {GWI press release}

Mario Brault, SLR president, wrote in explanation: ‘Let me just put it this way: in February, our Quebec City ramp saw an abnormally low traffic volume and this definitely impacted our system numbers. The CN strike also had some impact on our Auburn volumes, but to a lesser extent than Québec.’ {e-mail to ANR&P}

### **ST INTERCHANGES IN MAINE**

13 March Maine. **ST ‘IS CURRENTLY DOING VERY WELL AT THE DANVILLE INTERCHANGE,’** wrote Mario Brault, SLR president. He was referring to Danville Junction, Maine, where SLR and ST conduct interchanges. {e-mail to ANR&P}

**Ditto for MERR**

Jonathan Shute, MERR general manager, also praised ST for performing well in Brunswick, where his railroad and ST interchange. “They are doing what they promised. Since David Fink took over [see 06#11A], they are doing better.” {ANR&P interview 1.Mar.07}

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## MASSACHUSETTS

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**EOT: MASS COASTAL FORMED**

16 March, Hyannis. *THE MASSACHUSETTS COASTAL RAILROAD ANNOUNCED ITS EXISTENCE* by putting up a website, masscoastal.com. The company, per executive vice-president Ted Michon, did file a bid to operate the EOT southeast lines [see below]. Contrary to the webpage showing that it already operates the EOT lines [see illustration], Mass Coastal has not yet won the bid. {ANR&P discussion 19.Mar.07}

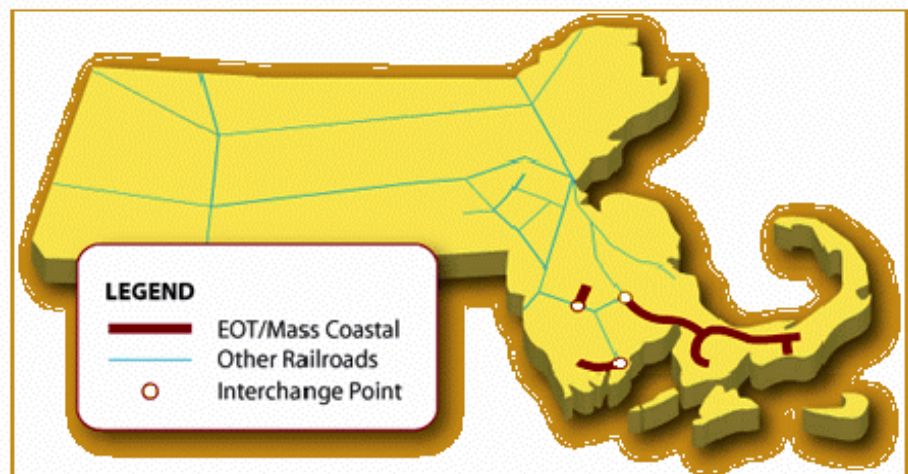
The website describes the company as a wholly-owned subsidiary of the Cape Cod Central Railroad (CCCR), capetrain.com. Like CCCR, Mass Coastal is led by four partners: Michon, President John Kennedy, and Chris Podgurski, chief mechanical officer. {website}

**EOT: SOUTHEAST LINES BID**

7 March, Boston. *EOT CHANGED THE SCHEDULE FOR THE RFP*, extending the date due to 14 March:

Responses Due	March 14, 2007 (originally the date of notice of short-list)
Notification of	March 16 - 21, 2007
Shortlisted Firms	
Oral Presentations	March 26 – 30, 2007
/ Interviews	
Selection of	April 2 – 6, 2007
Railroad Operator(s)	
Contract Negotiations	April 9 – May 4, 2007
Transition Period	May 7 – June 30, 2007

### Map of Mass Coastal's Rail Lines



**New traffic data**

'Bay Colony reports the following freight traffic over EOT Rail Lines in CY 2006:

Watuppa	523 Carloads
Taunton	1,185 Carloads
Cape Lines	3,627 Carloads.

{Comm-PASS website}

14 March, Boston. **EOT RECEIVED TWO BIDS TO OPERATE THE LINES**, said EOT's Erik Abell, but he would not name them. [Bernie Reagan of BCLR wrote that his company bid. Ted Michon of Mass Coastal confirmed that his company bid. *Editor*]

**The Kennedy approach**

On 20 February, Kennedy [of Mass Coastal] told the planning committee of the Cape Cod Commission that he expected to bid, according to the committee's minutes. He hoped to use "newer and specially designed rail cars" to handle the Cape's solid waste. Bay Colony has a contract with Cape towns to transport such materials to an incinerator in Rochester.

Asked to estimate the current gross annual revenue from the contract, the minutes report, Kennedy placed the figure between \$2.2 million and \$2.6 million. He asked the committee for a letter of support or, failing that, a letter stating "its own requirements for rail management." This week, the committee sent a letter to EOT Secretary Bernard Cohen urging him to set "high stewardship standards for the operation and management of rail lines and demand nothing less than qualified, experienced and motivated professional management." The letter did not endorse any applicant's proposal.

**Other interested parties: MMA comments**

Two interested parties chose not to bid. Through a spokesperson, Railroad Industries' business manager, Anastacia Sullivan, said her woman- and minority-owned consulting firm did not see itself as operating a railroad.

Bob Grindrod, president of the other party, MMA, said: "My clear sense (reading the EOT's Request for Responses) was that people were not happy with the present operator and were looking for someone else, but they made it an extremely complex transaction.

"If the MBTA wanted to extend service, you lost control of the railroad." Grindrod also objected to what seemed to be a requirement to assume the unfulfilled work of the current operator, if Bay Colony was not selected. "The Commonwealth was in some sense looking for the operator to provide some of the funds to make up for the lack of maintenance the line has undergone in the last 10 to 15 years."

Grindrod said the status of BCLR's contract to haul solid waste from Cape towns to the SEMASS incinerator in Rochester was another problem. It wasn't clear whether the new owner would have to buy the specially-designed trash cars from Bay Colony. Also, if Bay Colony retained its separate contracts with the towns, it might be able to continue servicing them by trucking the waste, thus depriving the new rail operators of a significant revenue stream. {Ed Maroney in *Barnstable Patriot* 16.Mar.07}

**CSXT: NOT MOVING FROM ALLSTON**

14 March, Boston. **THE MARCH MPO HEARD THAT HARVARD WOULD NOT ASK CSXT TO MOVE OUT FROM BEACON PARK**. [In contrast to earlier news stories—see 07#01A, 07#01B.] Kathy Spiegelman, chief planner for the Allston Development Group of Harvard University and the Harvard Allston Initiative, gave a presentation on "The Plan for Harvard in Allston." This plan outlines a megaproject that will add approximately 110 acres to Harvard University's campus over the course of the next 50 years.

According to the schematics and diagrams contained in the executive summary of the plan (a reference URL found at <http://www.news.harvard.edu/gazette/2007/02.01/99-allston.html>), both the Beacon Park Yard and Houghton Chemical will remain for the next half century. The narrative does not discuss disposition of the yard.

**Some rail-served land to go**

However, Harvard would, under the plan, occupy rail-served industrial land (see page 12) for which CSXT has an easement. The railroad has only one customer there now: Romar Transportation [our *Directory* #226]. {Executive Summary}

**Plan submitted in January**

The formal filing with the City of Boston of the proposed Harvard in Allston plan began a comprehensive public review process. In 2006, hundreds of public meetings, campus presentations, and tours of the Harvard in Allston exhibit in Holyoke Center occurred, to collect feedback on the ideas and options under consideration for Harvard in Allston. This process of consultation will continue as the Institutional Master Plan is finalized, which is expected at the end of 2007. Academic planning will continue as well during this time and beyond. {Harvard University *Gazette* 11.Jan.07}

**Confirmation from Harvard**

Lauren Marshall, director of Harvard University Office of News and Public Affairs, confirmed on 20 March that the 91-acre Beacon Park is not included in the 25- or 50-year plan.

Harvard's plans do include using the Romar site, Marshall confirmed, noting that because of CSXT's perpetual easement on the property, Harvard will need to reach agreement with CSXT to give up the easement under the Romar terminal. {ANR&P discussion 20.Mar.07}

**ST: INTERMODAL IMPROVEMENT**

20 February, North Billerica MA. *ST INTERMODAL HAS IMPROVED*. In his 'Presidents Message' for the *Pan Am Clipper* 4Q06, David Fink *files* wrote: 'The performance of our intermodal product for the Norfolk Southern over the past six months has been fantastic. This improved transit time succeeded in attracting a new international customer, Costco, which came on line in January.' {from newsletter}

[In October 2005, NS said the product had improved, when Mike Bostwick, now senior vice-president for marketing and sales, took over. See 05#10A.]

**NS concurs**

An NS intermodal account manager confirmed that Costco is using the Ayer terminal. Furthermore, "we just had our annual service review with David's team, and everything is going real, real well." {ANR&P discussion 20.Mar.07}

**ST: CONN RIVER LINE**

19 March, Springfield. *THE RFP FOR COMMUTER NORTH OF SPRINGFIELD* could go out at the end of the month, said Tim Doherty, senior transit planner of the Pioneer Valley Planning Commission (PVPC). In September, the Commission pre-qualified four consultants for the job: Edwards and Kelcey, Wilbur Smith, HDR [to which Ron O'Blenis formerly of PB just moved—see 07#02A], and STV Engineering of Boston [which worked on the New Bedford rail yard—see 05#09B].

Doherty hoped that the consultant could be selected and signed by the end of spring. {ANR&P discussion}

**ST: ABANDONMENT**

7 March, DC. *ST AND B&M FILED TO ABANDON THE WAKEFIELD JUNCTION INDUSTRIAL TRACK*, out of service beyond the Smurfit Stone plant for many years. The 9.69-mile track begins at milepost 9.38 (Wakefield Junction), and ends at milepost 19.07 (Danvers—the mileage begins in Boston). [This was the last unabandoned part of the former Newburyport Railroad, which ran from Wakefield Junction to Newburyport with a branch from Georgetown to Bradford. {Ronald Dale Karr, *Rail Lines of Southern New England*}]

The Town of Wakefield noted that it strongly supports the proposed abandonment and discontinuance because the community is interested in rail-to-trails use of the Line. The Town of Lynnfield noted that it was not aware of

any potential adverse effects of the proposed abandonment and discontinuance. {STB Docket No. AB-32 (Sub-No. 95X), filing and environmental statement}

### **Three-year plan**

In 2005, ST filed with the STB a three-year plan which put the Wakefield track (MP 11.50 to MP 19.07) in Category One, for abandonment within three years [see 05#06A].

### **Former customer**

Over the objection of the Smurfit Stone Corporation in Wakefield, ST stopped serving the plant in 2001 [see 01#05A].

## **BOSTON: 2006 RESULTS**

8 March. **CONTAINER ACTIVITY INCREASED BY 7.3%** over 2005, to 200,113 total TEU. ‘The most significant container growth was led by Massport’s five-year-old Asian service between Boston and ports in China provided by China Ocean Shipping Company (COSCO) and its partners “K” Line, Yang Ming Line, and Hanjin with a 13% increase in volume (64,685 total TEU in 2005 to 73,061 total TEU in 2006).

Tonnage rose also [see table].

### **Productivity**

Vessel productivity, measuring how efficiently Massport loads and unloads ships, increased by 4% from 2005, achieving an average of 26 container moves per crane per hour. In December 2006, the Port of Boston welcomed global carrier CMA-CGM with a new direct service from North Europe [see 06#11B].

### **Barge**

Columbia Coastal Transport provides a weekly barge service between Boston and New York carrying containers from many other steamship lines moving cargo into and out of New England from various trade lanes. [But the feeder ship for Halifax remains out of service. See 06#08A *Regional*.]

### **Future**

Mike Leone, port director for the Massachusetts Port Authority, said: “Looking ahead, Massport is striving to attract a new service via the Suez Canal that will connect Boston with Southeast Asia, the Indian subcontinent, and the Middle East.”

As a result of consistent growth at the Port of Boston, Massport is in the final stages of its \$25 million expansion project at Conley Container Terminal that will increase container handling capacity by 50% within the same 100-acre footprint of land. The new configuration will be more efficient with a higher and wider stacking capacity. New, reinforced concrete runways will support eight new rubber-tire gantry cranes (RTGs) providing improved services to steamship lines and New England’s trade-dependent companies. Anticipated completion is summer 2007. {Massport press release}

## PORT OF BOSTON 2006 TONNAGE\*

	2006	2005	% Chg
<b>Containerized Cargo, Public &amp; Private</b>			
Container TEUs (includes over-the-road, excludes empties)	162,144	151,780	7%
Import Metric Tons	902,473	844,470	7%
Export Metric Tons	538,257	505,976	6%
Total Metric Tons	1,440,730	1,350,446	7%
<b>Container Vessels Including Barges***</b>	259	283	-8%
<b>Auto Vessels</b>	18	18	0%
Automobiles (Autoport)	13,226	11,935	11%
<b>Bulk Cargo Imports in Metric Tons</b>			
Petroleum Products	8,876,924	9,476,355	-6%
Salt	653,501	1,324,508	-51%
Liquefied Natural Gas	2,564,566	3,017,575	-15%
Gypsum	154,560	192,919	-20%
Cement **	184,492	171,620	8%
Other##	776,734	376,365	106%
Sub-total Bulk Imports	13,224,003	14,571,277	-9%
<b>Bulk Cargo Exports in Metric Tons</b>			
Scrap Metal	648,279	436,701	48%
Other #	19,958	37,561	-47%
Sub-total Bulk Exports	668,237	474,262	41%
<b>Total Bulk Cargo</b>	13,892,240	15,045,539	-8%
Bulk Cargo Vessels/Barge Calls per Dock	478	523	-9%
<b>Total Port Cargo Metric Tons</b>	15,332,970	16,395,985	-6%
Automobiles Processed(Units)	12,149	10,956	11%
Cruise Passengers	208,883	233,702	-11%
Cruise Vessel Calls	81	102	-21%

## NOTES:

\* Private Terminal Volumes are as reported by PIERS

\*\* Cement includes barge volumes at Massport facilities

\*\*\* Drop probably due to loss of feeder ship for Halifax. See 06#08A *Regional*.

# The "Other" in bulk exports in 2006 is "Metalware"

## The "Other" in bulk imports in 2006 includes animal/veg fatty acids, vegetable/castor oils, and toys. {Massport website}

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## RHODE ISLAND

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### PW: THE SLATE

6 March, DC. **THE RAILROAD FILED A NOTICE OF EXEMPTION TO ABANDON 1.1 MILES OF THE SLATE**, the branch line out of Woonsocket. Per the filing, ‘very little traffic has moved over the portion of the Slatersville Secondary Track, and none in the last four years.’ The railroad will abandon in place the rails and ties. No agency informed PW of possible alternative uses.

#### The Slatersville Secondary

[This secondary at one time formed part of the New York and New England Railroad, from Boston to New York. BCLR now provides freight service on the Millis and Needham parts of the line. The PW-owned section runs from Blackstone (milepost 0.0), in Massachusetts, through Woonsocket (PW main line at MP 1.19) to Slatersville, in Rhode Island (MP 4.56). {Karr, *supra*}] This Notice of Exemption applies to the part starting in Blackstone, and running 0.85 miles to Boydon Street in Woonsocket. {STB Docket Number AB-254 Sub-No.9X}

#### Woonsocket comment

On 12 December 2006, the city planner for the City of Woonsocket, Catherine Ady, asked PW to postpone abandonment until the possibility of re-using the line for commuter was explored [see 06#05A]. {letter filed with PW application} Although Ady estimated the city would not complete the evaluation of commuter rail until June 2007, by 12 February the city’s consultants, Edwards and Kelcey, had concluded that commuter to Boston along the Slate was not feasible, compared to commuter to Providence [see 07#02A].

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## VERMONT

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### VRS: RUTLAND RAIL YARD

20 March, Rutland. **MOVING THE RUTLAND RAILYARD IS HELD UP BY WETLANDS MITIGATION**, said Tom MacAulay, executive director of the Rutland Redevelopment Authority. In particular, the preferred alternative in the draft Environmental Impact Statement, moving it south of the city [see 05#02B], would take 25 acres of wetlands.

Federal rules require creating 50 acres (“a two-for-one replacement,” said MacAulay) of new wetlands. Stakeholders had found one, but it did not pan out; other owners were not willing to sell or accept the wetlands. The effort stopped for six months when MacAulay’s predecessor Matthew Sternberg stepped down [see 06#05B and matthewsternberg.com].

Even after MacAulay finds a potential wetland, testing must pass through a four-season period. Therefore, release of the draft EIS will occur at least a year from now.

Another alternative: modify one of the designs to reduce impact on the wetlands, and therefore need fewer acres of mitigation. {ANR&P discussion 20.Mar.07}

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## QUEBEC/MARITIMES

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### NEW BRUNSWICK: RAILWAYS ACT

28 February, Fredericton NB. **THE GOVERNMENT PROPOSED AMENDING THE ACT TO HELP SHORT LINES IN THE PROVINCE**. In an address to the House, Minister of Transport Denis Landry sought two changes:

### Creating new railways

‘The present definition under the Act does not provide for the ability to construct new rail lines. When the *Act* was created, national railways were abandoning portions of their systems and these were the lines of interest to shortline operators. As a result, the definition focused on the acquisition of existing rail lines. At the time, consideration was not given to constructing new rail lines. The amendment will address this situation.’

### Grade crossing protection

‘The second provision will give the Minister of Transportation the authority to exempt a railway company, shortline railway, or other person from the application of a regulation made under Section 8 of the *Act*, if in the opinion of the Minister, the exemption is in the public interest and is not likely to threaten public safety.

‘Mr. Speaker, the Department intends to use this provision to allow railways to implement newer and more effective technologies and practices. Mr. Speaker, the New Brunswick Shortline Railways Act is based upon the federal Railway Safety Act, and the federal government uses a similar exemption provision to deal with changing technology on railways under its jurisdiction.

### LEDs at crossings

‘Mr. Speaker, a prime example of how my department plans to use this exemption is the installation of Light Emitting Diode (LED) technology in railway/highway crossing lights. These lights are required by the Act to have one incandescent light bulb in each light. If the bulb fails, the whole light is inoperative. LED lights are made up of dozens of small diodes. If one fails, the remaining diodes will still work and provide adequate safety until it can be repaired. LED light technology is also brighter.

‘Because of these improvements over traditional lighting, LED lights are being used in highway traffic signals across North America. They are also being installed on federally regulated railways across Canada using the exemption provided under the federal act that I mentioned earlier.

‘One of our shortline railways, the New Brunswick Southern Railway, has already expressed its desire to install LED lights at rail crossings in New Brunswick. Its sister company, Eastern Maine Railway, has already successfully installed LED lights at several locations in Maine.

### Blowing horns

‘Mr. Speaker, the Department also plans to use this provision, at the request of a municipality, to exempt railways from the requirement to sound their horns when a railway crosses a highway or street within the municipality. An exemption to cease whistling would require the use of alternate safety warnings already approved for these situations. My Department has received several such requests, Mr. Speaker. As you can appreciate, requiring trains to whistle at all crossings 24 hours a day can disturb the sleep patterns of nearby residents. Some trains pass over crossings four to 10 times a night in some municipalities. Anti-whistling by-laws have been in place in Moncton since 1988 and were recently put in place in St. Léonard. The exemptions were granted by the federal Minister of Transport as the railway in both municipalities falls under federal jurisdiction.’ {text from NBDOT}

## ATLANTIC GATEWAY: DISPUTE

1 March, Halifax. *A REPORT ON THE CONCEPT OF AN ATLANTIC CANADA TRANSPORTATION GATEWAY* (dated November 2006) was released by the Atlantic Provinces Economic Council, an independent think tank located here. [The full report, as well an executive summary, is located on the Council’s website. It has interesting trade flow statistics, dated 2003.]

Its Halifax-centric approach, as noted by the Saint John Port Authority [see below], is revealed in the first page of the Executive Summary:

Atlantic Canada’s transportation system consists of a complex array of infrastructure, services and flows. Among the key elements are:

- The Port of Halifax which acts as a marine gateway for container traffic with more than 80% of volumes destined for or

originating from central Canada and the U.S. Midwest.

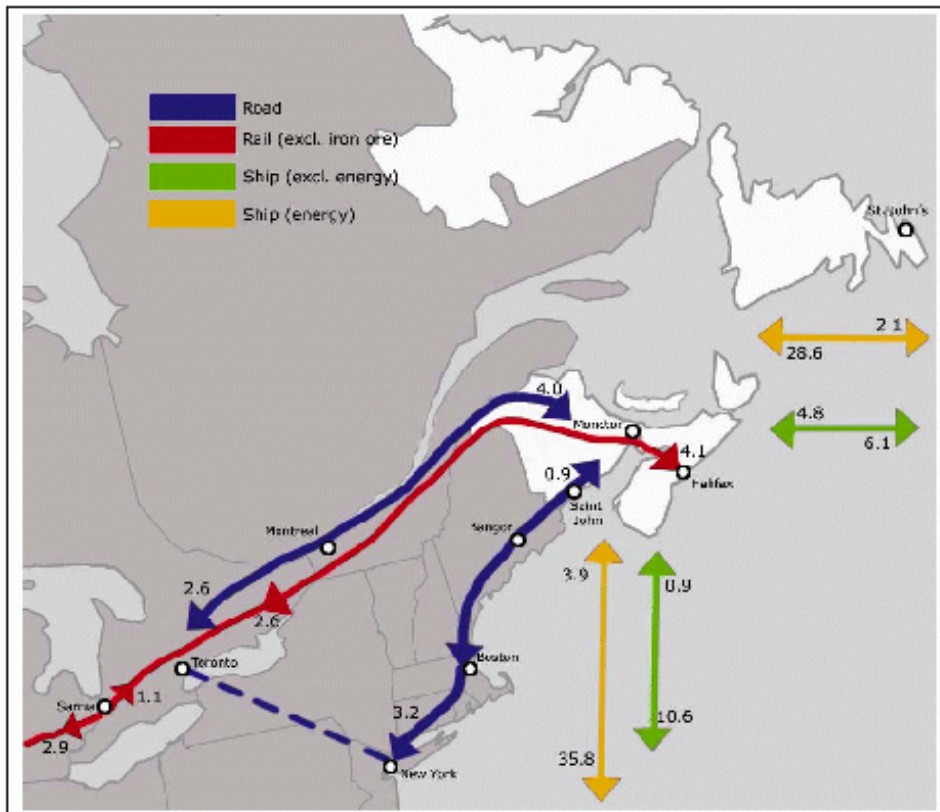
- A rail corridor, operated by CN, that links the region and the Port of Halifax to markets in central Canada and U.S. Midwest.
- Two truck corridors, one between Atlantic Canada and the U.S. Northeast and one linking the Atlantic region with central Canada. Given the unbalanced nature of the flows along these trade corridors, Atlantic trucking companies have developed triangular network strategies, taking loads south to the United States, picking up goods from the U.S. Northeast region and transporting them to Toronto or Montreal, and then bringing goods back from central Canada to the Atlantic region.
- Dedicated port infrastructure, including two transshipment terminals, and international and domestic marine services for crude oil and refined energy products which account for about 80% of the marine tonnage moved to, from, and within the Atlantic region.
- Other ports and marine services for the export of Atlantic Canadian goods to the United States and for trade with other international markets.

### Competitors to Halifax

While there may also be opportunities for other East Coast Canadian ports, a number of challenges exist:

- The Port of Saint John requires increased shipping times compared with Halifax and it is constrained by tides in the Bay of Fundy;
- The Port of St. John's is limited by its lack of access to the major inland markets;
- The Port of Canso currently lacks a container terminal and Class 1 rail service;
- The Port of Montreal is constrained in its ability to handle larger, Post-Panamax vessels because of the depth of the St. Lawrence Seaway and the need for an icebreaker and ice-strengthened vessels during winter.

Chart 1: Major Trade Flows Through Atlantic Canada's Transportation System



Note: All flows are to and from the Atlantic region, not to a specific province. Volumes are indicated in millions of tonnes, 2003.

Source: Statistics Canada, APEC.

### Saint John objections

In a statement issued on 8 March, Captain Al Soppitt, president of the Saint John Port Authority, wrote: 'The report highlights the benefits of the Port of Halifax but quite frankly, it misses the boat by failing to also recognize the full potential of Saint John as a viable gateway port. The Atlantic Gateway has to be more than a one-point of entry initiative and has to bring all the region's assets to bear to provide cost-effective and efficient transportation options for imports and exports to and from Canada and North America.'

Unlike the Pacific Gateway Strategy, which required only one province, Atlantic Canada involves four provinces, and not the major market provided by Vancouver. 'We are dealing with four jurisdictions all having a coastline and we have a different transportation model than on the West Coast. The success and value of an Atlantic Gateway depends on the supply chain links to the major markets. Atlantic Canadian importers and exporters are not the sustainable element of that equation.'

'The movement of bulk and break bulk cargo also has to be considered—to accomplish this goal, strategists need

to step out- side the container box. Movement of all of goods puts pressure on the transportation system and solutions need to be found for all sectors. In our industry there is a concern that rail capacity, due growth in containers, will affect the movement of other goods, particularly in bulk...

‘We believe features of existing ports must be capitalized on before considering green field investment at other locations.’ {port press release}

19 March, Ottawa. **THE FEDERAL GOVERNMENT ANNOUNCED A \$2.1 BILLION NATIONAL FUND FOR GATEWAYS AND BORDER CROSSINGS**, awarded on a merit basis, as part of its annual budget. This could help fund the Atlantic Gateway. but no dedicated funding was announced. {APEC press release, ‘Federal Budget 2007: Implications for Atlantic Canada’}

### SAINT JOHN: BOX OPERATOR

16 March. **THE SAINT JOHN PORT AUTHORITY WILL INVITE PROPOSALS TO OPERATE THE RODNEY CONTAINER TERMINAL**, the port’s dedicated, 36-acre facility. The existing operating agreement with Logistec will expire 31 December 2007.

‘Advertisements will appear in selected newspapers over the next week and on the Port Authority’s web site at www.sjport.com. Proposals will be received until April 30<sup>th</sup> after which time the proposals will be evaluated and a proponent selected to begin negotiations toward a new terminal operating agreement.’ {Port Authority press release}

### HALIFAX: OCEANEX RESULTS

1 March. **FEEDER SERVICE FOR NEWFOUNDLAND DROPPED 0.7%**. Oceanex Income Fund, which operates service to Newfoundland from Montreal and Halifax, announced in its annual results: ‘Volume for the year was 86,407 TEUs, 0.3% more than 2005 volume of 86,135 TEUs. Volume to Newfoundland was up 0.7%: Montreal, with two additional sailings, increased 1.5% whereas Halifax, with eight fewer sailings, was down 0.7%. Return traffic was lower on both services for an overall reduction of 1.3%. Motor vehicle shipments from Halifax increased by 842 units or 4.5% to 19,585 units compared to 2005.

‘Revenue for the year was \$124.3 million, an increase of \$5.8 million....’

### 2007

“We look forward to a year without interruption as we have not scheduled any vessel dry dock in 2007 and, with a reduced fleet of three vessels [see 06#12A], we should benefit from reduced vessel operating costs. We have also recently ordered 75 new 53-foot containers for delivery in April that should enable us to continue the ongoing conversion to 53-foot high cube containers in anticipation of working closely with the road transport sector which we expect to be a major source of growth in 2007,” said Peter Henrico, president and CEO.

### Empty containers counted

‘Beginning with 1Q 2006, container volume includes revenue-generating empty containers carried on behalf of third parties. 2005 volume has been adjusted accordingly.’ {press release}

### STRAIT OF CANSO:#2 IN CANADA

26 February. **THE PORT AGAIN RANKED SECOND IN CANADA IN TERMS OF TONNAGE** at 32.7 million tonnes, said Tim Gilfoy, CEO of the Strait of Canso Superport Corporation. The Port of Vancouver led Canada at 79.3 million tonnes; Montreal at 25 million, the Port of Saint John at 24.9 million tonnes, and Halifax at 13.7 million tonnes in 2006 trailed the Strait. [See 07#02B.]

### Container possibilities

The Strait hopes to receive word this year that Trident Holdings Inc. will proceed with plans to build a container terminal on the Melford land reserve. [See 07#02B (not listed in table of contents) for inland terminal serving a

Strait container facility.]

Trident, a Nova Scotia company, has been quiet about its plans since some initial information was released last year [see 06#07A]. Sources indicate the project, a container transshipment facility, would be based on container growth from India [see *Halifax*] and Asia and the use of more and larger post-Panamax ships on Atlantic trade routes. {Tom Peters in *Halifax Herald* 27.Feb.07}

## STRAIT OF CANSO 2006 TONNAGE

Facility	Product	Tonnage
Statia	petroleum transload	25.3 million
Martin Marietta	aggregate out	4.5 million
Georgia Pacific	gypsum out	1.8 million
Nova Scotia Power	coal in	928,591
Mulgrave	paper out	80,014
Mulgrave	salt**	129,210
Mulgrave	fish et al	40,000
Stora Enso	kaolin in	28,491*
<b>Total</b>		32.668 million

\*Normally Stora Enso imports approximately 10,000 tonnes per month of kaolin from Britain. In 2006, a lockout kept the paper mill closed for nine months [see 06#09B]. The mill also imported some machinery parts in 2006. {numbers from John Langley, Strait harbor master, 20.Mar.07}

\*\* The Canadian Salt Company, a subsidiary of Morton International, uses the pier to transload salt. Since its ships cannot load to the maximum draft at its two loading ports, Pugwash and Isles de la Madeleine, the ships drop the salt at Mulgrave, return to get more, and then sail south. The ships pass through the Canso Canal. {01#12B}

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## *RAIL SHIPPERS*

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Described in this issue. Our *Directory of Rail Freight Facilities in New England* has more information on the companies denoted with their directory number.

Maine Intermodal Terminal (SLR, Maine #914)  
 North Atlantic Distribution (PW, Rhode Island)  
 ST Intermodal Terminal (ST, Massachusetts #124)

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## *PEOPLE*

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**Victor Salemme**, Amtrak service director for the *Downeaster*, retired in February. Amtrak is in the final stages of hiring a successor.

**Tom MacAulay** succeeded Matthew Sternberg as executive director of the **Rutland Redevelopment Authority**. MacAulay served as state representative, then state senator 1991-1996, before working on energy projects such as pipelines.

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*Atlantic Northeast Rails & Ports*, née *Maine RailWatch* (1994-1997) and later *Atlantic RailWatch* (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. 'No railroad is an island, entire onto itself.'

**E-ISSUE**