**REGION**

**CONNECTICUT**

PW/CSO: Seven D moves from CSO to PW.

ConnDOT: TIGER funds for all freight railroads.*

Branford Steam Railroad: $6.4 million sought.

NECR+CSO: NECR seeks $5.15 million for 286.

Long (complete?) list of all customers.*

CSO $2.6 million. Expects 2 new customers.*

**Naugatuck Railroad:** $4.83 million to rehab its Torrington line, expecting freight.*

**Providence & Worcester Railroad**

PW Willimantic Branch: $11.1 million for track work. Expecting intermodal moves to CN.*

PW Middletown Branch: $1 million for seven miles from Rocky Hill to Hartford.*

**Housatonic Railroad.** $20.6 million for work on both HRRC- and state-owned track.*

**Valley Railroad:** Freight on a re-opened Old Saybrook-Middletown line, for $15.5 million. *

**Bridgeport/New Haven:** Motiva to downsize Bridgeport, upgrade New Haven facilities. 

**Bridgeport:** Ferry wants to buy Coastline site.

**MAINE**

MMA: Fraser future in Madawaska uncertain.**

SLR: Intermodal terminal has Prince Rupert connection, but tribulations to reach Halifax.*

**Portland:** Maine Port Authority is working to revive the feeder service, and other initiatives.*

**Searsport:** Non-petroleum traffic exceeds Portland in 2008 for first time.* Still no draft prospectus.**

**MASSACHUSETTS**

**PAS:** San Vel starts 1 January. Probation smooth.

**NEW HAMPSHIRE**

NHDOT: Efforts on the application for passenger funds not wasted. Praise for TranSystems.*

**RHODE ISLAND**

PW: Customer Mann moving to Cumberland?

PW: Customer Bostitch will transload there.

**VERMONT**

[No report.]

**MARITIMES/QUÉBEC**

WHRC: Interchange with CN resumed. Gyp mine.

**CANADO/HALIFAX:** Senator Stephen Greene writes that Halifax should close its container facilities.

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**PEOPLE, POSITIONS, EVENTS**

[No report.]

**FROM THE PUBLISHER**

Tuesday, not Friday

I had enough material to complete this issue early. Expect in the next e-bulletin, later this week, more details on PW’s ‘freight village’ in Cumberland.-

Chop Hardenbergh Next formal issue: 15 November
CONNECTICUT

PW/CSO: NEW/CLOSED CUSTOMER
21 October, Rocky Hill. **SEVEN D WHOLESALE HAS MOVED ITS OPERATION HERE**, said Brian Reiff, principal, based on economics. The facility, on the Connecticut River at 145 Dividend Road, “is bigger than all three places” Seven D operated: the Suffield facility [served by CSO, our Directory #565–see 08#05A with map], the CSO-served Hartford Market spur location [#600], and the transload in the CSO Hartford yard [#573]. “We are able to grow out at this location.”

As of 15 October, PW’s local out of Middletown had served the new location. [PW had stopped moving north on the line in recent months, and is seeking TIGER funds to rehab the line north of this point to Hartford. See other article.]

Keeping the East Hartford transload
Reiff said he is retaining the transload. “That means we have the ability to compete on the commodity side, where you need some volume to do it.”

In total, he will do more than a hundred cars this year, but could not estimate better than that. *ANR&P discussion*

CONNDOT: TIGER GRANTS
24 September, Hartford. **THE STATE WANTS FUNDS FOR FREIGHT RAIL WORKS** among its request for $329 million in several projects under the American Recovery and Reinvestment Act of 2009 (ARRA) TIGER (Transportation Investment Generating Economic Recovery) grants. Some $109 million would be used for the Branford Steam Railroad; Connecticut Southern Railroad and New England Central Railroad (two projects); Valley Railroad; Naugatuck Railroad; Providence & Worcester Railroad; and Housatonic Railroad.

ConnDOT Commissioner Joseph F. Marie said the federal notification of the stimulus awards is expected in February 2010. The TIGER fund awards would come in addition to the $455 million already committed to Connecticut for 33 other transportation projects under the American Recovery and Reinvestment Act of 2009 (ARRA), and to any funding under the High-Speed Intercity Passenger Rail program [see 09#09B Regional for the HSIPR applications]. *Rell press release*

Who wrote the grants?
According to one source, ConnDOT wrote the introduction of nine pages common to all the applications. The individual railroads then wrote the additional ten pages or so, which supplied the required detail for the grant process. *ANR&P discussion*

BRANFORD STEAM RAILWAY

From the text of the BSRR application
‘Branford Steam Railroad (BSRR), a subsidiary of Tilcon Connecticut, Incorporated, provides service between their trap rock quarry in North Branford and their barge-loading facility on Long Island Sound in Branford (7.2 miles).’ BSRR would use $6.445 million to: purchase a new 115-ton co-generation locomotive; repower its existing SW1001 with a two-engine co-generation conversion; and replace 40 100-ton hopper railcars. *text of BSRR application*

NECR and CSO*

From the text of the NECR+CSO application
‘The NECR project consists of bridge work, replacing an estimated 30,000 ties, 23,000 tons of new ballast, 55.7
miles of surfacing, and rebuilding ten switches, all of which are located on existing in-service railroad rights of way and [all] totals an estimated $5.15M...

‘This project will remove existing temporary slow orders and return the CT main line to FRA Class III and II freight speeds and return the track to a state of good repair. It will also upgrade the bridges to handle 286,000 lb. gross rail weight freight cars, the national standard. The NECR is working with the states of VT, NH, and MA on 286K upgrade projects that will allow movement of these larger payload cars to and from CT customers as well as overhead traffic.

Potential NECR passenger operations. ‘The NECR has been engaged in recent discussions with Conn DOT relative to the extension of Shore Line East passenger operations to New London. The NECR has also been in discussions with the Town of Mansfield, CT, home of the University of Connecticut and a student population in excess of 29,000, about establishment of future intercity passenger rail service. The NECR route also runs through Uncasville, CT, home of the Mohegan Sun Casino which could provide a very large source of future rail passengers.’

Freight operations. NECR’s 2008 system carload traffic = 37,083
Any NECR traffic touching CT, from the perspective of CT rail stations of any RR:
Local to CT = zero
Originating in CT = 2,046
Terminating in CT = 6,311
Overhead to CT = 481

The CT overhead traffic listed above is all traffic NECR handles to/from P&W stations in MA, CT & RI and it will grow dramatically when double stack COFC between Worcester, MA and Canada gets moving.

Potential intermodal. ‘NECR & P&W have the clearances today for Phase I D/S (19’6” ATR, which is able to handle mixed stacks of 8’6” ISO & 9’6” domestic units), 286K GWR and full Phase II D/S (20’6” for stacked domestic 9’6” domestic units) will go a long way to ensuring that eastern CT has continued mainline capable RR freight service.

‘The first four doublestacked containers moved from a CT manufacturer to a western Canadian customer the last week of August 2009 [see 09#09A]. These units moved via the P&W to Willimantic, CT and up the NECR to the connection with Canadian National Ry. in St. Albans, VT. This capability helps keep CT businesses competitive, and helps attract new business.

NECR customers in Connecticut
‘These below CT businesses on NECR would all (except as noted) be more likely to survive if they could increase their rail ladings by the 11.2% that 286K GWR vs. 263K GWR offers them; from north to south:

Stafford, CT:
*Cuno Div of 3M: While not currently a rail user, has a private RR spur & has renewed evaluation of rail’s role in keeping this plant competitive.
*Landowner with 70 acres on NECR at I-84 & Rt. 32 has support of town to develop for industry/distribution purposes.
*Stafford Industrial Park would be more marketable with access to 286K GWR rail service.

Willimantic/South Windham/Windham, CT:
*Willimantic Waste [our Directory #707]—411 loads & 33,915 tons of forwarded C&D. Light density and car design precludes big boost from 286K GWR but will help scrap iron exports. Would like to use currently out of service CDOT track (stub of Bolton Notch line west out to Willimantic River in Columbia, CT) as the staging location/home base for its 30-some private car fleet of C&D shipping RR cars and for tinplate & waste paper shipments by rail.
*General Cable: While not currently a rail user, has renewed evaluation of rail’s role in keeping this plant competitive and if re-establishment of its private RR spur should proceed.
*Mackie’s Farm Supply – On CDOT owned out of service trackage (see Willimantic Waste entry above). Has private RR spur and would like to receive wood pellets.
* C.C. Lounsbury – 649 cars & 56,767 tons. Immediate benefit from 286K GWR.
* Town of Windham, CT: Has plans for NECR-served industrial park plus is supporting the owners in the re-use of the former Windham Lumber, Rogers Plastics and mid-town location of the original C. C. Lounsbury [our Directory #708] parcels.

Yantic-Fitchville (Lebanon & Yantic areas), CT
*Kof Koff/Land ‘O Lakes [#704] – integrated chicken egg production: 1,121 cars & 106,380 tons – Immediate benefit from 286K GWR
*Freeport-McMoran Copper & Gold Corp¹: 1,283 cars & 111,136 tons. Immediate benefit from 286K GWR
*Ryan Ready Mix/Adelman Sand & Gravel [703] - 104 cars & 10,612: bulk cement, Immediate benefit from 286K GWR
*Can Do Warehouse (Stadium Motors) – new in 2008, public rail/truck transload services: 6 cars & 524 tons (wood pellets) immediate benefit from 286K GWR
*IT Dealers Supply – Has private RR spur & would like to use rail for inbound building materials when market recovers enough to make 60 to 110-ton shipments economical.
*CT Resources Authority considering bringing ash from its incinerator ops around the State of CT to the former mushroom farm for disposal.
*Municipality of Groton, CT joint-venturing with a waste-to-energy recycler co-gen plant proposed in Franklin, CT that would like to ship the recyclables out via rail.
*U.S. Foodservice: While not currently a rail user, is now re-evaluating the role of freight rail in the continued competitiveness of its local operations.
*Several large (20+ acre) parcels in Franklin, CT & Lebanon, CT are adjacent to NECR and offer prospective industrial parks with freight rail access: 286K GWR is a strong attraction that the municipalities working with the owners to develop these sites can use to attract job-producing and tax-paying occupants. Windham-Franklin-Lebanon are making coordinated efforts to promote these projects.

Norwich, CT
*Post-Script Warehouse [#699]: 44 cars & 2,870 tons. Immediate benefit from 286K GWR.

Montville, CT
*Headwaters Resources [#697]: 1,445 cars 141,774 tons fly ash from cogeneration power plant (AES Thames). Immediate benefit from 286K GWR.
*United Builders Supply [#695]: 44 cars & 4,016. Immediate benefit from 286K GWR.
*Smurfit-Stone Container Corp [#696]: In April, 2009 began shipping about 50 cars/month paperboard to Canada vs. previous trucking – immediate benefit from 286K GWR.
*NRG Energy, LLC/Montville Power, LLC: co-generator planning addition of bio-mass (wood chips) capability. Likely truck to start with possibility to use rail from further out chip supply points. For reasons and low density and rail car design, 286 K GWR is not a direct benefit.

New London, CT
*CDOT’s Port of New London [Logistec #691] – becomes more attractive to steamship lines as a port of call with 286K GWR. NECR already has plate F clearances to Port.
*Rand-Whitney of Montville, CT (not directly on rail) began shipping truck/rail via the warehouses in the Port of

¹Formerly Phelps Dodge. On 2 February 2007, Freeport-McMoRan Copper and Gold and Phelps Dodge announced the former would acquire the latter for $26 billion. {joint press release}
New London, CT early this year to Canada vs. previous trucking – about 5 cars per month, immediate benefit from 286K GWR.

*Sherwood Lumber [#691-1]: A lumber wholesaler brings in for distribution – 674 cars & 62, 198 tons: Immediate benefit from 286K GWR.

*F&F Distributors: While not currently an active freight rail user, is now with its suppliers (Miller & Corona) re-evaluating role of rail freight service in keeping this beverage distributorship competitive.

*Eastern Avenue Properties has its RR access as a central part of its efforts to market its facilities – 286K GWR will greatly assist this development.

CSO. CSO’s ‘system averages about 23,000 annual carloads. These are all CT-destined and -originated shipments. The CSO handles the majority of all CT rail freight.

‘[The] project consists of replacing an estimated 13,500 ties, 13,640 tons of new ballast, 27.5 miles of surfacing, installing 10# relay rail (replacing 80# and smaller rail), a bolt tightening program, and rebuilding six switches, all of which are located on existing in service railroad rights of way at an estimated cost of $2.625M.

‘The project involves maintenance and improvements on existing railroad-owned infrastructure and supporting structures and should qualify for an environmental categorical exclusion. This project will remove existing temporary slow orders and upgrade the CSO routes from FRA Excepted Track to FRA Class I. CT main branch line freight speeds could be increased and return the track to a state of good repair. Increased freight speeds will result in savings in locomotive fuel, crew costs, and car hire, as well as more efficient service to CT businesses.

‘Increased speeds will also allow faster clearing of public grade crossings, allowing for smoother flows of highway traffic and elimination of congestion and pollution. The project area serves both highly industrialized and commercial as well as rural agricultural areas of the state, thus providing a wide benefit to CT businesses and employers, both large and small. These improvements will result in an improved and ultimately safer rail route. The routes currently handle various hazardous materials. CSO’s Hartford freight yard is a very busy classification yard.
that provides the hub for service to the majority of CT’s freight rail customers.

Bradley Airport, passenger and freight
‘The CSO has been engaged in recent discussions with Conn DOT relative to the future increase in Amtrak and possibly commuter passenger operations along the existing Amtrak-owned Springfield-New Haven line. All of the CSO routes radiate from the Amtrak line. With future increased passenger train activity on this route, it will increase the importance of the CSO being able to efficiently serve the existing and future freight rail customers along this route. CSO’s Suffield Branch and Bradley Spur offer direct rail service to Bradley International Airport.

‘Currently there are two active freight customers, including the airport itself (shipping tank cars of used runway de-icer). [Our Directory #569, Inland Technologies.] This route also serves the Camp Hartell Army National Guard base [see 09#09B about Guard rail training site].’

Amtrak car mileage fees. ‘The CSO’s operation of freight rail service on the Amtrak-owned Springfield – New Haven line requires the CSO to pay per car mileage fees to Amtrak. Those fees, totaling almost $2M, limit the CSO’s ability to invest heavily in its owned infrastructure. The approval of this project will allow for much needed maintenance and upgrades that date back to the deferred maintenance of the prior Class I owner, Conrail.

New customers. ‘The CSO is currently working with two new rail freight customers that are locating in CT that should see an increase of 2,600 annual carloads. These customers will put additional pressure on the CSO and its infrastructure and limited resources to handle this new business. The CSO also has many industrial zoned, rail siding equipped, property locations that are available for future growth.’ {text of application, no contact person listed}

HRRC
From the text of the HRRC application
The Housatonic Rail Rehabilitation Project will:

- replace 7.5 miles of rail at several locations on the railroad-owned line between Derby and Danbury where rail is so severely worn that it is at the end of its serviceable life and no longer safe.

- replace 9 miles of rail on the state-owned line between Canaan and New Milford, some of which is 133 years old. HRRC already has six miles in inventory to contribute to this project, originally supplied by the State of Connecticut for the same purpose. The total rail contribution totals approximately 1478 tons of rail; at today’s estimated value of $950 per ton, the contribution would total $1,404,100.

- expand a storage track in Canaan to minimize storage of rail cars in the downtown area, renew three railroad crossings in Canaan and renew access to Specialty Minerals [our Directory #669] and Becton Dickenson [#670].

- restore two small overhead bridges and substantially rehabilitate a major rail bridge over the Housatonic River between Shelton and Derby.

‘The estimated cost for the entire Housatonic Rail Rehabilitation Project is $20.6 million.’ {text of HRRC application written by Colin Pease, vice-president of special projects}

NAUG
From the text of the HRRC application
The Naugatuck Railroad, ‘a common-carrier (freight and passenger) railroad owned by the Railroad Museum of New England, operates over the Torrington Line approximately 20 miles from Waterbury to Watertown to Thomaston to Litchfield to Torrington. The entire rail line is owned by the State of Connecticut and operated via lease.

‘Over the next 2 to 3 years, rail freight traffic is expected to experience a significant increase. Current Naugatuck
Railroad estimates project a freight traffic increase of approximately 1500 carloads per year. With an estimate of 4 truckloads per rail car, a 1500 railroad carload increase would result in a reduction of 6000 heavy truck trips on area roadways.

NAUG proposes a $4.83 million project to rehab three bridges and the ‘Plains’ side track in Torrington, replace 17,500 ties, ballast the entire line, and replace about a mile of rail. {text of NAUG application; points of contact Howard Pincus, president, and David Manning, special projects manager}

**PW: Willimantic Branch**

From the text of the PW application

PW is seeking $11 million to improve its Willimantic Branch from FRA Class 1 to Class 3. PW has done the engineering and design. ‘The P&W has no plans at this time to participate in cost sharing for construction of these improvements.

‘Rail replacement, MP 9.4 to 23.22 $8,550,250; Tie Installation, MP 3.0 to 10.34 (PW ownership) $ 857,080; Tie Installation, MP 10.34 to 24.30 (CDOT ownership) $1,729,345. Total $11,136,675.’

Importance. ‘The existence of a cleared [for auto racks and mixed double intermodal cars–editor] route, including the Willimantic Branch, is important to the overall transport of freight to and from Canada, New England’s largest international trading partner. The Willimantic Branch is a link between the southern New England ports of New London and New Haven in Connecticut and Davisville at the Quonset Business Park in North Kingstown, Rhode Island, and the Worcester Intermodal facility in Massachusetts.

‘This segment provides a link for transport of automobiles from the Port of Davisville via Worcester and opens global markets through Canadian ports such as Halifax on the east coast and Prince Rupert and Vancouver on the west coast. The New England Central Railroad and P&W lines, including the Willimantic Branch, provide a cost-effective alternative to the CSX line through Massachusetts.’

Beginning intermodal service with CN. ‘P&W will be initiating intermodal (containerized freight) service with the Canadian National (CN) toward the end of September 2009.2 Strict operating timetables must be kept to assure the competitive edge of this operation.

‘With current 10 mph speeds, one crew will operate between Plainfield and Willimantic to make the connection with the New England Central Railroad (CN haulage) from Montreal. P&W then makes a connection with the normally scheduled road train from Plainfield to Worcester, MA. This train is held at Worcester while the containers are removed and return containers are reloaded, then the train returns to Plainfield.

‘At that time the containers will sit awaiting the next New England Central Railroad northbound train for approximately 12 hours. A direct train turn from and back to Worcester would eliminate that wait and move the traffic faster and at less equipment cost than what is possible at this time. This time schedule will also assure that transcontinental shipment of automobiles from the Port of Davisville may be conducted within three days.

‘More efficient rail freight operations will therefore improve the economic competitiveness not just of the Windham region but of the state and southern New England as well. By increasing the efficiency and effectiveness of the transportation system, especially with international connections to Canada and connections to intermodal facilities in Worcester MA and port facilities in New Haven CT, New London CT and Davisville (North Kingstown, RI), economic benefits will result to the state and regional economies as well.

‘Proposed upgrades will enable the P&W to more fully benefit from federal investment in the enlarged Bellows Fall, VT rail tunnel that opened in October 2007. The tunnel now provides clearance for tri-level auto racks, which transport 18 or 21 automobiles. Clearance at the Bellows Falls tunnel on the New England Central Railroad (which interchanges with the P&W at the Willimantic Yard) will enable transport throughout North America of imported automobiles.’

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2The first move occurred in August—see 09#09A. Since then, PW has done several more to CN. {e-mail to ANR&P from PW’s Frank Rogers. 27.Oct.2009}
autos arriving at the port facility in Davisville (North Kingstown, RI) via connections with the Canadian Pacific, Canadian National and CSXT.’

**Traffic: intermodal increase.** ‘Volume on the Willimantic Branch has increased dramatically in just the past year’ versus 300 car trips in 1995. ‘In 2007, 2,384 carloads (revenue movements) were recorded. In 2008, 2,950 revenue movements were recorded. Through August 25, 2009, 1,420 revenue movements were recorded. In October 2009 through intermodal movements are anticipated to increase to six days per week....

‘P&W projects that rail movements will double in the next five years with implementation of projected improvements to Class 3 operations. Revenue generated from these improvements will assure long term operations and maintenance of this line.’ {text of PW application, signed by Bernie Carter, director of engineering}

**PW: Middletown Branch**

**From the text of the PW application**

**Possible traffic.** ‘Projected revenue for the Middletown Branch is less dramatic or secure [than the Willimantic]. The Middletown Branch is currently out of service and all through traffic has been diverted to other lines. No customers are currently located along this segment although the P&W continues to market to customers to the south.

‘Provision of freight rail service to the corridor could enhance the economic recovery of this depressed area south of Hartford. Increased rail operations could contribute toward sustainable long term operations.

‘....Assuming operation is resumed with one round trip daily with five revenue producing cars in one direction with return cars empty, approximately 5,616 truck trips could be diverted annually from area roads. It might be anticipated that cargo haulage on the Middletown Branch would include general cargo that would not require specialized cars for auto transport, fuel tanks, or aggregate that generally travel full in one direction only, regardless of the mode via rail or truck.’

**Proposed improvements.** Until recently P&W operated through service on the line from Middletown to Hartford to interchange with CSO. [Trains began in 2005—see 05#01B.]

‘Due to track conditions, P&W has placed the line north of Rocky Hill’ into Hartford (MP 28.75 to MP 35.88) ‘out of service pending repair. P&W continues to market the properties in Rocky Hill and south for freight use. The proposed project, for $1 million, would fund needed repairs to resume freight rail service on this seven-mile segment as a Class 1 rail line. [See other article for new customer in Rocky Hill.]

**Resumption of project with ConnDOT.** ‘The proposed project is to preserve and enhance the improvements undertaken several years ago by CDOT and P&W (70/30) to rehabilitate, and in some sections, reconstruct, the Connecticut River Line from Middletown to Hartford.

‘When the CDOT/P&W program was undertaken, the goal was to rebuild the line to Rocky Hill to Class 2 standards and reactivate the line north to Hartford. The initial program enabled the line to open, preserving a disappearing right of way for future freight and commuter use, but was not sufficient to rehabilitate the line from Rocky Hill, MP 28.75 to Hartford, MP 35.88. Investment in this right of way will last years beyond the lease expiration date of 2017.’ {text of PW application, signed by Bernie Carter, director of engineering}

**VALLEY RAILROAD: OVERVIEW**

24 September.  **THE CONNDOT APPLICATION FOR TIGER FUNDS SHOWS THAT THE VALLEY RAILROAD WOULD LIKE TO MOVE FREIGHT.** Valley (VALE) is asking for $15.5 million.

**Description of Valley**

The Valley Railroad Company leases from ConnDOT an existing rail right of way formerly described as the Connecticut Valley Line, beginning at the Amtrak line in Old Saybrook, northwest to Maromas station in southern Middletown connecting to the rail line operated by PW.

‘At the present time the Valley Railroad operates steam and diesel trains from MP 0 in Old Saybrook to
approximately 150 yards north of the Connecticut Route 82 crossing at MP 12.75 in Haddam.’

**Proposed project**
This project proposes that the Valley Railroad Company spearhead a multi-agency, public and private effort to reopen dormant sections of, and rehabilitate for combination modern freight and expanded tourist/passenger service, the entire 22-mile section of leased and operated track from Old Saybrook to Maromas. Valley maintains its track in operation at FRA Class 1 and 2 standards; the project will improve the entire line to Class 2.

The project will establish interchange with PW at Old Saybrook and Maromas for freight.

**Costs**
- $3,500,000 – Construction and Upgrade of Right of Way MP 0.0 –MP 12.75
- $300,000 - Engineering and Inspection of Right of Way MP 12.75 – MP 22.0
- $11,000,000 – Construction and Upgrade of Right of Way MP 12.75 – MP 22.0
- $700,000 - Improvements to Locomotive and Rolling Stock Maintenance facilities

**Potential traffic; PW overhead**
‘It is not unreasonable to assume that the completion of this project will likely remove a minimum of 100 trucks per week from the highways. Once operational and agreements and connections are established with other rail carriers the number of trucks removed from the highways could reach a level of 1,500 per week.

‘In addition, because of the interconnectivity of the rail lines, thousands of track miles currently utilized will be reduced due to the availability of shorter routing through the Valley line.’

**New traffic; lowering Amtrak fees**
The application stated: ‘The Northeast Corridor is peppered with ever-increasing Amtrak and commuter trains. Amtrak keeps freight tonnage charges on the corridor artificially high to dissuade freight from those tracks.’

By moving some railcars to the Valley between Middletown and Old Saybrook, PW would take it off the Northeast Corridor between New Haven and Old Saybrook.

‘The Company sees this rail corridor as playing a pivotal role in solving solid and liquid waste issues for towns and cities throughout the river valley. Materials such as household waste, construction/demolition materials, bulky waste, sewage waste, commercial freight, commuter passengers and tourist passenger will likely be carried on the reconstructed line. Incinerated ash from the Hartford CRRA Trash/Energy plant, in unit train form, heading toward landfill sites in eastern Connecticut is also anticipated. Traffic of recycled/processed metals to the Midwest and beyond would also be available.

‘A re-routing of stone and aggregate trains to the Tilcon plant in Old Saybrook (direct shipment from Wallingford to Old Saybrook via Middletown on the Valley line), to remove such traffic from the vital Shore Line Route of Amtrak, [is] still another probable traffic source.

‘An additional benefit of this project would be the possibility of commuter passenger service between Old Saybrook and Middletown. {text of Valley application; contacts listed as Robert Bell, president, and Edward D. Dombroskas, chair of the board of directors}

**BRIDGEPORT/NEW HAVEN: MOTIVA**
21 October, New London. **MOTIVA WILL DOWNSIZE ITS BRIDGEPORT FACILITY, AND IMPROVE BOTH that and the one in New Haven, according to David Keene of Shell Trading.**

He told the Connecticut Maritime Commission in its monthly meeting that the estimated $11.6 million improvements in New Haven will include renovations to the breasting dolphins and gangway system.

According to Chuck Beck, CTMC secretary, Keene attended to introduce himself and to inform the Commission of Motiva's projects in Connecticut. Keene made the same pitch to the Connecticut Pilot Commission the day before.

**Dredging not the problem**
Due to structural deficiencies, the Bridgeport facility will be downsized, limiting the capability to an RTC-135 size barge or ships with less than a 22,500 metric ton displacement. Improvements will be made to the gangway system in Bridgeport. In response to questions Keene stated that economics and tankage were the primary factors in the decision to downgrade the Bridgeport facility, not dredging. He further stated that the Bridgeport facility routinely handled 6-10 ship visits per year where as New Haven handled approximately 200-220. {minutes of meeting; e-mail to ANR&P from Beck}

**More about Motiva**

Shell, Saudi Refining, Inc. (SRI), and Texaco formed Motiva in 1998. In 2001, Texaco sold its share to the other two partners. {web sources}

SRI, with headquarters in Houston, is a subsidiary of Aramco [Arabian American Oil Company) Services Company (ASC) that purchases and sells crude oil and maintains a significant inventory of crude oil outside the United States. Aramco Services Company (ASC) is a wholly-owned subsidiary of Saudi Arabian Oil Company (Saudi Aramco), the national oil company of Saudi Arabia. {Motiva website}

**BRIDGEPORT: COASTLINE FUTURE**

21 October, New London. **THE FERRY WOULD STILL LIKE TO MOVE ACROSS THE HARBOR**, according to a presentation by Fred Hall, director of operations, and Raymond Rizio, attorney, for the Bridgeport Port Jefferson Ferry (BPJF). It has long sought to relocate from 330 Water Street on the west side of the harbor to 535 Seaview Avenue, the Coastline Terminal on the east side of the harbor.

According to Rizio, the BPJF would invest $10 million in infrastructure improvements to the proposed Coastline Terminal location. In response to a question, he indicated that no dredging would be required. Hall noted that the BPJF ferries needed 12 feet of water.

Hall also noted that the company had been operating at the current location since 1967 and that ridership had steadily increased over the past 40 years.

[CTMC Chair Joe Riccio, in a comment in August, noted that Port Jefferson cannot accommodate expansion, ‘so the move to the other side is bogus’ in terms of expansion. {e-mail to ANR&P 20.Aug.09}]

**Coastline situation**

Since Turbana departed for Philadelphia in 2007, the Coastline terminal, a property of the employee-owned Coastline Terminals of Connecticut, has stood vacant [see 08#06A]. Rizio stated that discussions with Coastline have configured the proposed property acquisition to leave the refrigerated warehouses and enough linear dock space. Commercial vessels could still be accommodated.

Dave Shuda, a commissioner of the CTMC and the head of Coastline, told the meeting that there had been no discussions between the BPJF Ferry (McAllister) and Coastline about the acquisition for months.

Rizio stated that an informal meeting with 32 residents found the East End community is backing the project and looked at it as a potential draw for more retail development in their neighborhood.

Rizio stated that BPJF would be to continue to lease the 330 Water Street location after the relocation to 535 Seaview Avenue to retain a second slip.

**State to buy terminal?**

ConnDOT has expressed to Coastline an interest in acquiring the property to preserve and expand of the state’s three deep-draft ports, said ConnDOT Deputy Commissioner Albert Martin at the meeting. He serves as the acting Bureau Chief of the Bureau of Aviation and Ports.

Martin added that ConnDOT will work with any and all entities towards those goals as long as proposals put forward do not diminish the opportunity to develop deep draft use of the ports.

**No action on requested support**

Rizio asked the CTMC for a letter of support for the proposed move to be sent to Connecticut Department of
Environmental Protection and the City of Bridgeport Planning and Zoning Committee. No action was taken. {draft minutes of meeting}

Loss of tariff
Several observers have noted that ferry passengers would no longer pay the tariff if it stops using the BPA site, depriving the Bridgeport Port Authority of its major source of revenue. {e-mail to ANR&P from Beck 23.Oct.09}

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**MAINE**

**MMA: MAJOR SHIPPER IN DOUBT**

20 October, Portland. “FRASER NEEDS CERTAINTY AND WE NEED IT SOON,” said Jeff Dutton, Fraser Papers president, according to John Wolanski a panel of a conference headed ‘Maine Global Logistics Solutions’, put on by the Maine International Trade Center. Sutton, in speaking to Wolanski recently, asked him to give a message to present to the conference panel on Maine logistics.

Dutton was referring to the proposed abandonment of the rail line between Madawaska, the location of a Fraser paper mill, and Millinocket [see 09#08B]. While Maine officials are considering whether to purchase the track, and have sought stimulus funds to do so [see 09#09A], Dutton is implying the future of the plant depends on reliable rail service. {ANR&P coverage}

Fraser to spin off Madawaska and Edmundston?
On 20 October, in the bankruptcy proceedings [see 09#06B Regional] in Ontario, Fraser CEO Peter Gordon said that to survive as a money-making entity, Fraser needed to spin off the two mills which produce specialty papers. Three outstanding issues must be resolved.

First, Fraser must obtain a labor contract at the Madawaska mill; the current pact expires on 31 October and discussions are already underway. Second, Fraser must reach an agreement with pension plan beneficiaries to address the pension liability ‘in a manner that does not impact the opportunity for a specialty papers business to be preserved.’

Third, Fraser must secure a better deal with NB Power on selling the electricity Fraser produces at its co-generation plant. {Dave MacLean in Saint John Telegraph-Journal 20.Oct.09}

More Fraser comments, Irving comments
Fraser Papers CEO Peter Gordon said the route loss would mean significant added costs for the company, which is undergoing restructuring. “Obviously, it's a concern for us as a vast majority of our paper is shipped by rail down on that line into the northeast.”

Since the railway is the only one to run north and south through Maine, Fraser Papers would likely have to ship most of its products by CN Rail, which heads west to Montreal before sending products south to key markets. “We obviously have alternatives but the alternatives can be more expensive,” Gordon said.

Jeff Dutton, the president of Fraser Papers and executive most active in discussions over the railway, said his company is trying to nail down a freight shipping solution if the MMA stops operating the 387 kilometres of low-revenue track “With our situation and being under creditor protection, we have to get some certainty. We're talking to CN. We're talking to other rail lines.”

Mary Keith, spokesperson for J.D. Irving, Limited, said in a statement her company is concerned about the track abandonment plans as a supplier of wood fibre to mills south of Maine’s Aroostook County. “On an annualized basis we would move the equivalent of 10,000 truckloads on the MMA.

“The economics of deploying trucks to move this freight over more cost-efficient rail is a concern, as are the added CO2 (carbon dioxide) emissions associated with trucking.” {Rebecca Penty in Saint John Telegraph-Journal 27.Oct.09}
SLR: INTERMODAL UPDATE
20 October, Portland. THE AUBURN INTERMODAL TERMINAL IS NOW SERVED BY HANJIN VIA PRINCE RUPERT, said Nat Moulton, MDOT’s rail manager, speaking on a panel of a conference headed ‘Maine Global Logistics Solutions’, put on by the Maine International Trade Center; it already serves Mitsui and APL. Auburn serves all Maine paper mills, and other shippers such as LL Bean. Hanjin gives balance to the traffic, and adds round trip revenue, according to one Moulton slide.

Ed Foley, SLR general manager and vice-president sales & marketing, added: ‘The Hanjin traffic is currently under a trial period and has been running smoothly. The current transits from Prince Rupert are consistent with the proposed 9 days delivered to Auburn. This new traffic from Hanjin marks the first Prince Rupert to New England market for CN.’

By using Canadian ports, carriers can avoid the harbor maintenance tax imposed at most US ports.

Traffic levels are low
The last numbers Genesee & Wyoming, the SLR parent, published for the terminal showed it moved about 200 “carloads” a quarter [see 09#05A, and Fraser decreasing use in 09#09B]. Asked whether perhaps SLR might close the terminal, Moulton said “it’s not going to close. There are low numbers everywhere.” He expected traffic to pick up as the economy improved.

One possible lane: serve Boston from Auburn. The reverse? Worcester, at least, provides no competition to Auburn, added John Wolanski, who handles marketing and sales for Safe Handling.

Halifax access
For years, SLR has noted that in conjunction with CN, containers could move to and from Halifax and then overseas. A slide Moulton posted showed a container would take four days to reach Halifax. {ANR&P coverage; e-mail to ANR&P from Foley}

However, Susan Bell, a freight forwarder and customs house broker for Albatrans, an Italian-based logistics company, said at the conference that transit was more like eight to ten days. “Four days would be wonderful. I could get customers if it only took four days.”

She blamed CN rail service “partly.” {ANR&P interview}

PORTLAND: FEEDER AGAIN?
20 October. MAINE SHIPPERS WOULD LIKE THE SERVICE TO HALIFAX TO RETURN, said John Henshaw, executive director of the Maine Port Authority, at the MITC conference. He noted that Maine shippers’ costs have increased with the end of the feeder ship in 2007. [See 07#12B.]

Indeed, MPA is “in active discussions with the Halifax Port Authority” to restart the service.

But not a major container port
At the same time, Portland does not have the space, the connections, or the infrastructure to handle a large volume of containers; Sears Island does [see other article]. MPA is investing $350,000 in the port infrastructure [see 09#04A].

Barge returning?
Henshaw noted that the barge service, suspended in September, may return to Portland in November [see 09#10A]. “All barge traffic is outbound” which puts a premium on empties. When the barge started, during the economic boom, obtaining empties was difficult, but not now. “The feeder was more balanced,” he said.

Rail access?
Henshaw was asked whether Safe Handling and other Auburn shippers might use Portland, as they now use the Maine Intermodal Terminal [see other article]. “We are talking to Safe Handling about importing” over Portland, he said. {ANR&P coverage}
SEARSPORT: NO PROSPECTUS**

20 October. THE MAINE PORT AUTHORITY IS MARKETING ALL THREE PORTS, said Henshaw [see other article], when asked why the MPA seemed to be favoring Searsport and Eastport over Portland. He responded that the MPA is trying to fill Portland as well as the other two ports.

Henshaw’s slides showed that in 2008, for the first time, non-petroleum traffic through Searsport, just over 800,000 tons, exceeded that through Portland.

Prospectus not yet done
Henshaw told the audience he “spent some time last night” working on the marketing prospectus for the port. A first draft was done by consultant Moffatt and Nichol [see 09#09A], who was hired to help market the port.

No direct call
John Wolanski of Safe Handling said he is working with a producer in Finland. The company cannot ship direct to Portland or any other Maine port; it will have to ship over Halifax or Montreal. “Maine just does not have the volume of containers to induce a direct call,” said one audience member.

However, Henshaw pointed out, if a container terminal in Searsport existed serving the middle of the continent, traffic such as the Finnish product could piggyback on that volume and get a direct call into Maine. {ANR&P coverage}

Prospectus update
On 10 September MDOT wrote to the Legislature’s Transportation Committee:

‘The draft Request for Expressions of Interest (RFEI) is in near-final form. It was determined that the timing would be best if it was released after Labor Day. It is planned to be ready for release before the end of this month. Moffatt & Nichol has developed a pre-qualified list of recipients that it will be sent to, including terminal operators/developers and potential investors. It will be posted on the websites of the American Association of Port Authorities (AAPA) and the Maine Port Authority. It will also be advertised in the Portland Press Herald, the Bangor Daily News, the Kennebec Journal, and possibly other publications.’

On 20 October, Henshaw wrote to Steve Miller, a member of the committee of Sears Island stakeholders: ‘The RFEI is in final draft form. I expect to have it completed by the end of the week. I would be pleased to send you a copy when it’s ready. As you will see from the attached September report to the Transportation Committee, we are running a bit behind schedule but I think the final product will be worth the extra effort.’ {e-mail to ANR&P from Miller}

MASSACHUSETTS

PAS: SAN VEL UPDATE

15 October. PAS WILL START OPERATIONS AT SAN VEL 1 JANUARY, according to statements by its attorneys during a probation hearing this day in Massachusetts Superior Court for Middlesex County. Andrew Rainer of the Massachusetts Attorney General’s Office told Judge Elizabeth Fahey that the Town of Ayer and the Massachusetts Department of Environmental Protection now “have no concerns” about the San Vel site following the 29 September meeting among town, DEP and EPA officials, and Pan Am [see 09#10A].

Judge Fahey said, “If the Commonwealth is satisfied, then I’m not getting involved.”

The actual probation matter
PAS attorney Dennis Kelley provided an update on the PAS on emergency procedures ordered and listed by the court on 8 July, after Pan Am and subsidiaries were ordered to pay $500,000 in fines and placed on probation [see 09#04A].

Before dismissing the matter for the day, Fahey asked Pan Am Southern directors and officers named in the criminal matter to make themselves known to their probation officer in court that day. Fahey said she was “not looking to embarrass anybody” but said the Pan Am matter is no different than any other criminal matter before her court on a probation hearing. “When you call a defendant in a criminal session, they come to the bar.” She allowed PAS executives to signal their presence instead from their seats.

While PAS pushed for a late December or no return date on the terms of their probation, Rainer succeeded in securing a tentative call-back date if needed of 1 December if necessary. {Mary Arata in Nashoba Publishing 15.Oct.09}

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**NEW HAMPERSHIRE**

**NHDOT/NHRTA: BACKSTORY**

18 October, Warren PA. **TRANSYSTEMS WORKED HARD TO COMPLETE THE TRACK 2 APPLICATION** for the high-speed rail stimulus funds which, due to ST intransigence, was not submitted [see 09#10A]. Gary Landrio, one of the consultants for TranSystems, wrote:

‘The Rail Authority hired TranSystems to prepare the applications for a Track 3 Planning Grant which was submitted on August 24th. [See table in 09#09B Region.]

‘We then worked on and got ready a Track 2 Program Grant application which was for $300 million [due 2 October]. ‘This second grant application required that the major planning needed to [make the project] "shovel ready" had to be accomplished by the application's due date. The heart of this process is the preparation of a Transportation Corridor Service Plan [showing that the applicant has] done the detailed corridor planning including the operational analysis [which will] document to the FRA:

- that the need for the grant has a solid focus based on the condition of the railroad corridor. and

- that the expenditures will be wisely spent to raise the standards to give the speed and capacity to run a safe high speed passenger operation. The analysis includes speed and curvature calculations and an itemized laying out on a scaled plan the locations of all the improvements.

‘This second application which included eight separate documents was ready to submit to the FRA by the October 2nd due date.’ {e-mail to ANR&P}

**Consultant fee**

TranSystems was paid, not by the state, but by private donations to the New Hampshire Rail Transit Authority [see 09#07B]. Peter Burling, chair of NHRTA, said that the entire consultants’ fee of $121,500 was paid from the private funds raised by the NHRTA. “We did not have time to go through a public selection process.” The Authority selected what he thought was the only firm who could do the work in a short period of time, “and they did a brilliant job.” He mentioned Carla Karash in particular.

**Nothing was lost**

“Nothing [of the work or the fee] is lost yet. All [of TranSystems work] is valuable....There are other ways to go forward, and we will continue working to get a train into New Hampshire as soon as possible.

“If anyone thinks we will stop, they do not know the 28 members of the Rail Transit Authority, Commissioner George Campbell, or the vital interest the train signifies to the state.”
Except perhaps to ST
Burling explained that he is concerned about continued rail service to the Merrimack coal-fired electric plant in Bow. “We [meaning the ratepayers of the state] are paying for scrubbers. It behooves us to know that the railroad [delivering the coal] is good.”

He did enquire about representations ST had made to Public Service of New Hampshire, the owner of the railroad. The company told him that while no direct representations about the line were made, representatives of ST stated that if the passenger rail initiative invested more than $100 million in the line, that would be great for service to Bow.

One consequently has to ask, said Burling, why ST would throw away an investment of upwards of $100 million in a line it needs to serve one of its major customers. {ANR&P discussion 20.Oct.09}

The state line option
Chris Clement, NHDOT deputy commission who negotiated with ST as the host railroad and who worked with the Track 2 and Track 3 applications, said on 20 October that New Hampshire could get passenger service into Nashua without using ST-owned lines. It would build a switch off the MBTA-owned line in Massachusetts just before the state line, and a spur off the switch into New Hampshire where the state would build a passenger depot.

Clement also answered the concern that the August Track 3 and the October Track 2 applications appeared to overlap. “They do overlap,” he said, “and the FRA is aware” that they were running parallel. If the state were awarded both grants, they would be dovetailed. {ANR&P discussion 20.Oct.09}

RHODE ISLAND

PW: CUSTOMER RELOCATION 1
15 October, Cumberland. MANN DISTRIBUTION IS PROPOSING TO MOVE HERE FROM WARWICK, to a site in the Berkeley section. Plans call for the construction of five concrete containment areas to hold sodium hydroxide, sulfuric acid, hydrochloric acid, potassium hydroxide, sodium hypochlorite, nitric acid, and hydrogen peroxide.

Some neighbors oppose the siting of the chemical distribution facility in Cumberland.

Why the move
Bill Mann, the owner, said his company (formerly Mann Chemical) despite the Great Recession is growing by leaps and bounds. He is looking to triple or quadruple his throughput [PW current serves him in Warwick, our Directory #485]. Unfortunately, he is having a difficult time finding a site already zoned to handle chemical distribution.

He is “talking to CSX” about an Attleboro site, and looking at locations at Quonset Point and New Bedford. {ANR&P discussion 21.Oct.09}

The Cumberland site
Mann has filed to use a warehouse and spur formerly occupied by Air Products, at 1226 Mendon Road [more in a future issue]. Cumberland Director of Planning John Aubin said Mann proposed no manufacturing, and would use the spur for inbound deliveries.

Mayor Daniel McKee was supporting the move, until an EPA report on the Warwick operation came to light, noting as many as 40 problems, including a failure to chock a railcar.

When opponents revealed the EPA report, Mann asked for a postponement of a presentation to the Planning Board. The presentation will now occur on 28 October. {Marcia Green in Valley Breeze 15.Oct.09}

PW: CUSTOMER RELOCATION 2
26 October, Cumberland. **STANLEY-BOSTITCH WILL CONTINUE TO RECEIVE WIRE COILS** for its manufacturing, though it is closing its Clinton, Connecticut plant [on PW, our Directory #537] and moving the manufacturing to East Greenwich, Rhode Island, an enormous facility with no rail access.

**Transload at Dean Warehouse**

Brad Dean junior, vice-president of Dean Warehouse Services, said this day that Bostitch will bring in railcars of wire coil, about 500 a year, to his facility in the Berkeley neighborhood.

Dean bought the former IGA warehouse decades ago, and in 1992 covered up the track which led inside the building. “It’s still there,” he said, “and we will uncover it. It holds three cars at a time.” Inside the warehouse, a crane will lift out the wire coils from the open-top railcars.

The 200,000SF warehouse also serves other customers which do not use rail, including Pet Food Experts [more in a future issue, with map].

**Second added facility**

Dean recently purchased the building directly across the tracks (formerly CCL). PW will use the spur serving that facility, now empty, to store inbound or outbound wire cars. “We may get six or seven at a time, and we will get a daily switch.” {ANR&P discussion 26.Oct.09}

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**QUEBEC/MARITIMES**

**WHRC: INTERCHANGE RESUMED**

20 October, Windsor Junction. **CN IS ONCE AGAIN SPOTTING CARS AT WINDSOR JUNCTION** for WHRC to pick up, or is lifting cars spotted by WHRC. Jim Taylor, general manager said WHRC had completed the necessary work on the siding [see 09#09A]. The interchange was suspended in the summer. {e-mail to ANR&P 26.Oct.09}

**Mine expansion permitting**

On 16 October the Nova Scotia minister of environment received the Focus Report for the Miller’s Creek Mine Extension proposed by CGC Inc. Windsor.³

The purpose of the proposed undertaking is to mine gypsum from a surface mine in Miller’s Creek, Hants County. The mine life, including construction, operation and reclamation is anticipated to be in the order of 50 years. {notice from Nova Scotia Environmental Assessment Branch 21.Oct.09}

The Report shows basically the same plans filed four years ago [see 05#09A].

**MELFORD/HALIFAX: NEW VOICE**

17 October. **NEW FEDERAL SENATOR STEPHEN GREENE SAID HALIFAX SHOULD CLOSE ITS CONTAINER TERMINALS**, in an opinion article in *The Halifax Chronicle Herald* this day. Greene, appointed to the Senate in January⁴ for The Citadel area of Halifax, wrote that the Melford International Terminal site in the Strait

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³ CGC, formerly Canadian Gypsum, is a subsidiary of USG - formerly US Gypsum. CGC has renamed, from Fundy Gypsum to CGC Windsor, its subsidiary served by WHRC. *Editor*

⁴Stephen Greene has political and policy experience at both the federal and provincial levels. Mr. Greene served as Chief of Staff in the Leader’s Office of the Reform Party of Canada from 1993 and 1996 during which he helped manage the opposition response to the national unity and fiscal issues of the day. He went on to work as the Executive Director of the Insurance Brokers Association of Nova Scotia. For the past two years he has served as Principal Secretary and Deputy Chief of Staff to (former) Nova Scotia Premier Rodney MacDonald with wide responsibilities to help the Premier administer an
of Canso should become the Nova Scotia container port. It will be ‘the most advanced, computer-automated, secure and environmentally friendly responsible deepwater port on North America’s East coast. With direct, on-site links to Canada’s rail system, cargo will be quickly and seamlessly loaded and off-loaded and sped rapidly to markets across North America and around the world.’ Halifax, Greene wrote. could develop the land now occupied by terminals for residential, commercial and recreational use.

[Reached on 27 October, Greene said he wrote the article based on his knowledge of port issues. He served as the lead person on the Gateway file for the province. He did research about the Port of Barcelona, which was trapped by urban surroundings and moved out. He noted Cleveland is considering the same step. {ANR&P discussion by correspondent Tom Peters}]

**Congestion?**

Greene said the shipping industry will soon outgrow Halifax which doesn’t have room to expand and will struggle with 10,000 TEU ships that will come on the scene. {Halifax Herald 17.Oct.09}

Halifax Port Authority spokeswoman Michele Peveril disagreed. Without any expansion the port can triple its capacity and if it did expand its terminals, it could handle up to 2.5 million TEUs or six times present volumes.

The Port of Halifax has an economic impact of $1.58 billion in the region and generates over 11,000 jobs. Peveril characterized the port’s two container terminals as the “cornerstone” of that economic activity. The port lands are owned by the federal government and it is highly unlikely they would ever be available for the type of development suggested by Senator Greene.

**Different opinions**

Neither Nova Scotia Premier Darrell Dexter nor CN’s Francois Hebert, vice-president for corporate development, agreed with Greene. “If they can have a different business model to attract a different kind of business we think that makes sense,” Hebert said. “But if it is just to cannibalize or steal the business from Halifax or another port we are not supportive of that.” And to close out Halifax terminals, “we definitely are not supportive of that,” he added.

**Port costs**

Melford Vice-President Richie Mann believes the new terminal will offer better rates to shippers than most ports because it will be less costly to operate. He wouldn’t get specific, saying savings would come from an efficient design combining technology and automation that means less overall handling of containers, no wharfage or berthage fees, better labour rates and no rent to be paid.

[Since Melford will own its own terminal, it could choose not to charge carriers wharfage or berthage, and would of course pay no rent. One assumes it would charge enough to repay investors for the $300 million cost. Editor]

“So you combine all those things and I would be very comfortable in saying at least 20% less [costly], and probably [even lower], than the industry average,” Mann said. He called the senator’s article “good advertising.” {ANR&P correspondent Tom Peters interviews 20.Oct.09}

**Other estimates**

One Halifax source put the cost to off-load a 40-foot container from a ship, put it on a railcar, and move it to Chicago at close to $900. Another estimated it at $820, and said to move the same box from New York to Chicago costs about the same. {ANR&P correspondent Tom Peters discussions 24.Oct.09}

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**RAIL SHIPPERS**

Described in this issue.

*Our Directory of Rail Freight Facilities in New England* has more information on the companies denoted with their directory
number.
[See Connecticut for long list of NECR customers.]

Auburn Intermodal Terminal (SLR, Maine) Will not close.
Fraser (MMA, Maine) May close.
Mann Distribution (PW, Connecticut #485) Moving.
San Vel (PAS, Massachusetts) Opens 1 January.
Seven D (CSO, PW Connecticut #565, 573, 600) Moved.
Stanley-Bostitch (PW, Connecticut-Rhode Island #537) Moving.

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Atlantic Northeast Rails & Ports 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 unto itself.’