News to come in the 15 April formal issue, 15#04A

CONNECTICUT: customer updates for four railroads.
1. PW: Laticrete, Spectra Energy.
2. HRRC: Winter Bros.
3. Pan Am: Frost Bridge, Municipal Road, Inland Fuel.
4. CSO: Automated Material Handling.
CMQ: AECOM selected to study Lac Megantic bypass.
Future of Maine paper mills: Two or three will disappear.
MDOT: IRAP awards due this month.
MDOT-MERR: RFP for Rockland branch will be out this month.
CMQ-Searsport: Inbound pipe and wind turbine components.
Halifax: NY-NJ congestion could help Halifax?
CBNS-Canso: Cabot Gypsum taking gypsum by ship, and sending wallboard to the United States.
Pan American Railway: Don't be fooled by the similar name.

CONNECTICUT: CUSTOMER UPDATES FOR FOUR RAILROADS

1. PROVIDENCE & WORCESTER

1.1 Laticrete
This chemical company manufacturing building materials in Bethany is reportedly draying materials from a Wallingford team track. Requests for comment submitted to Laticrete and PW were not returned by publication time.

1.2 Spectra Energy
Spectra will receive pipe for two natural gas transmission projects: Algonquin Incremental Market (AIM - expansion of the existing Algonquin Pipeline to Boston) and Atlantic Bridge (expansion of the line to Saint John). The pipe will 'arrive at 330 Plains Road in Windham, Connecticut,' wrote John Heintz of Spectra

At the location is sited a quarry operated by Windham Materials [see 09#10B, 12#09A (map), 12#10B.] In 2012 owner Harold Hopkins wrote that he may send out aggregate by rail 'in the future.' Requests this week for comment on the pipe and the aggregate were not returned by publication time.

2. HOUSATONIC

Winters Bros.
The company is erecting an enclosed building to process construction and demolition debris. Ryan Bingham, director of government affairs for the trash hauler, said erecting a new building to was long overdue and will allow all of the operations, including the removal of recyclable materials, to be conducted indoors.

“Previously, the construction material was dropped outside. By moving all the operation indoors, it reduces the amount of dust that's created and any potential for water-quality issues.”

The new facility will utilize new sorting equipment to remove additional materials from the debris including wood, plastics, and other elements that can be recycled.

Bingham noted that commodity prices for paper and cardboard, traditionally higher-value materials for recycling, have been near historic lows, at least for the past decade. “Of course, we are hoping to increase our revenue from recycling, but we also want to do the right thing and clean up the site.”

The project is part of a nearly $5 million plan, he said, to improve recycling operations within the company that also included the construction of a new single-source sorting facility that was completed in 2014 on Oliver Terrace in Shelton.

State permits
Mayor Mark Boughton said the project had been delayed several years while waiting for state officials to approve the required environmental permits for the work. {Dirk Perrefort in Danbury News-Times 26.Mar.15}

Operating under the legal name Transfer Systems, Inc, the facility holds Permit No.0340946- P0, issued on 15 July 2010. {e-mail from Enna Wilson of ConnDEEP 1.Apr.15}
3. PAN AM RAILWAYS

3.1 Frost Bridge
19 March, Watertown. **WORK ON THE C&D FACILITY HERE WILL RESTART “IN THE NEXT FEW WEEKS,”** said Craig Lupinski, the engineer for the project.

He had no idea whether Frost Bridge would bid out the track work, which consists of a switch on the NAUG main, four spurs, and a track into the building [see map and photo in 14#10B]. \{ANR&P discussion\}

**Permitting.** Enna Wilson of the Connecticut Department of Energy and Environmental Protection wrote on 31 March: ‘This permit was issued on June 14th, 2011 and will expire on June 14th, 2016. The Permittee was authorized to construct four (4) rail spurs.’ For ConnDEEP, the next step would be receiving 'the as-built' plans. \{e-mail to ANR&P 31.Mar.15\}

3.2 Municipal Road
In Waterbury, on 184 Municipal Road, this facility was issued permit 1510852-PCO on 29 November 2007; it expired 29 November 2012. ConnDEEP has given Municipal Road permission to ship out waste by rail, but Municipal Road has not submitted notice of completion of a railcar enclosure.

ConnDEEP has finished processing the Municipal Road renewal permit application, wrote Wilson on 31 March: 'the permit is ready to be signed by Bureau Chief Yvonne Bolton.'

3.3 Inland Fuel
12 March, Plainville. **CONCRETE CRADLES TO HOLD THE PROPANE TANKS ARE GOING IN “RIGHT NOW,”** said Margus Laan, director of planning and economic development for the Town of Plymouth. Plainville is a locality in Plymouth.

While the Town approved the site plan, it awaits submission of the piping plans [see 14#12B]. He did not have an estimated completion date. \{ANR&P discussion\}

4. CONNECTICUT SOUTHERN

**Automated Material Handling**
Automated has a 2009 permit issued by ConnDEEP's Bureau of Materials Management and Compliance Assurance, to process up to 1000 tons per day [see 14#11A].

The Amtrak main line through Berlin has a switch installed but the Automated spur is not connected to the switch. Automated is not required to notify ConnDEEP, wrote Wilson, when it does begin to ship by rail. \{e-mail to ANR&P 31.Mar.15\}

**CMQ: LAC MEGANTIC BYPASS**
27 March, Lac Megantic. **THE CITY ANNOUNCED THE SELECTION OF AECOM TO DESIGN THE RAIL BYPASS.** Seven firms submitted bids, including SNC-Lavallin and Roche, said Mayor Colette Roy Laroche at a press conference. She noted that the $965,764 contract award was conditional on funding from the province and federal economic development department, who will split the total cost.

AECOM, which has 45,000 employees in 100 countries and is a leader in railway engineering in Quebec, is already participating in the rebuilding of the downtown. Municipalities of Frontenac and Nantes have asked to participate in the study as parts of the bypass will cross their jurisdiction [see map].

The study will have three stages and could take two to three years, reported the director-general of the city, Gilles Bertrand. “There will be a reflection that will occur between each of the steps.”

**AECOM comment**
Jean-Stéphane Bédard, manager of the business and transport sector for the AECOM of eastern Canada,
stressed that the first step would be to gather existing data and establish a profile of options. Those results will come in early 2016. If it looks feasible, the next two steps would create a preliminary draft.

**Role of CMQ**

The railway will not contribute to the study, though President John Giles offered in 2014 the technical services of his engineers.

Nor will it own the 13-15-kilometer bypass [see map]. The city has not selected a builder, said the mayor: “I can't tell you who it will be, but I can tell you that...it will not belong to the CMQ.” {Rémi Tremblay in *L'Echo de Frontenac* 27.Mar.15 (Bing translation)}

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**THE FUTURE OF MAINE PAPER MILLS**

With the sole exception of the Gorham, New Hampshire mill\(^1\), Maine has the only paper mills left in New England. On 30 March, one supplier close to all of them ventured an opinion on their survival. His insight has proven accurate, as fifteen years ago he predicted the state would have fewer than ten mills in ten years. Maine has lost Millinocket, East Millinocket, Woodland (paper), Old Town (paper), Jay, and Augusta,

Sappi Hinckley – Good, investing in the mill.

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\(^1\) Gorham Paper and Tissue operates just one of the three machines {per official at the mill 1 April 2015} which were operating at the beginning of 2014. It went through a shutdown that year. {Chris Jensen in New Hampshire Public Radio 7.Aug.14}
Sappi Westbrook – Good, has a niche product.
Verso Jay – Good mill. Even if Verso messes up, which is likely, the next buyer can keep it operating.
Rumford – Uncertain future.
Madison – owner UPM Kymmene sees it as a beachhead on the continent and will keep it going.
Twin Rivers – Good mill but distant from all points of the compass.
Old Town – Iffy.
Lincoln – Fairly good future.
Woodland – Good future, especially with the tissue machines.

Bottom line: “We haven't seen the end of the shakeout. Two or three more mills will disappear.” {ANR&P discussion 30.Mar.15}

**MDOT: IRAP**

30 March, Augusta. **IRAP AWARDS SHOULD EMERGE “IN THE NEXT COUPLE OF WEEKS”** wrote Nat Moulton, MDOT rail administrator. Applications for the Industrial Rail Access Program were due on 5 March [see 15#01A]. {e-mail to ANR&P}

**MERR-MDOT: RFP**

30 March, Augusta. **MDOT 'SHOULD' ISSUE THE RFP FOR THE ROCKLAND BRANCH IN APRIL**, wrote Nate Moulton, rail administrator. After two one-year extensions, Moulton said in January that the department would issue an RFP for an operator on the line to start in 2016 [see 15#01A]. {e-mail to ANR&P}

**CMQ-SEARSPORT: INBOUND CARGOES**

27 March, Northern Maine Junction. **CMQ WAS MOVING PIPE FROM SEARSPORT TO CANADA**; a rail observer spotted the six head cars with pipe here this day. The cars reached Farnham and Iberville by 28 March. Reportedly nine more shiploads of pipe will arrive, each requiring 30 bulkhead flats. {Harry Gordon e-mail via Fred Hirsch 27.Mar.15; CMQ e-list}

**Wind turbine components too**

Prior to the rail move, a ship unloaded turbine components too, reported pilot David Gelinas: ‘The wind turbine components came off the ship first; we were surprised to learn that there was coated pipe due to come off as well.

'While it may seem contradictory for a product that will ultimately be buried underground, the pipe required an extremely high level of care in handling so that no damage would occur to its coated exterior.

'I hope that we see more moves like this in the future (ship to rail); it was great to see the yard so busy with the crane working non-stop and the port full of rail cars. {e-mail to ANR&P 31.Mar.15}

Turbine towers were spotted moving toward Searsport [see 15#02B] from Farnham on 28 March, as well. {CMQ e-list}

**HALIFAX: MORE ON LARGE SHIPS**

31 March. **HEAVY VOLUME FROM LARGER SHIPS AND CARRIER ALLIANCES IS STRAINING CAPACITY AT NEW YORK-NEW JERSEY CONTAINER TERMINALS** just when shippers are seeking alternatives to congested West Coast ports. For the last several weeks, port truckers have endured hours-long turn times at one or two of the port's five major terminals each day.

The delays usually follow arrivals of large ships that discharge up to several thousand import containers that must be funneled through truck gates during weekday hours. Drayage drivers waited in queues reported to be three miles or longer Friday outside Port Newark Container Terminal. PNCT and GCT Bayonne, which also
has had intermittent severe congestion, planned to open their truck gates Saturday to catch up on backlogs.

East coast ports have been deluged with Asian shipments routed to avoid disruptions during recent West coast longshore contract negotiations. Though West coast traffic is moving again, New York-New Jersey is still receiving higher-than-normal volumes while the West coast contract awaits ratification. {JOC Online in CIFFA bulletin 31.Mar.15}

A boon for Halifax?
As the unloading of large boxships causes such congestion, perhaps Halifax can induce some calls, just as Halterm's Ashley Dinning has suggested [more in future issue]. That would depend on the destination of the boxes unloaded in New York: if they are staying there, then sending them to Halifax first does not make sense.

Editor

CBNS – CANSO: WALLBOARD MOVE
16 March, Point Tupper. CABOT GYPSUM IS EXPORTING WALLBOARD TO THE UNITED STATES, manufactured from gypsum mined in Milford. When the plant opened in the Strait of Canso in 2011, owner Marcel Girouard wrote on 16 March, the existing mines in the Strait, which had exported gypsum², refused to sell to Girouard.

Cabot then obtained gypsum from the National Gypsum mine in Milford, which moved it via rail to the Wright's Cove pier, and then shipped to the Strait.

NB&M outbound to the US
While Cabot sells to sister company Acadia [see below], center-beam cars with Cabot wallboard are regularly spotted on NB&M through McAdam³, indicating Cabot has found markets in the United States. Girouard declined to specify the destination, nor how many cars a year he sends out. {e-mails to ANR&P}

Note: Cabot deserves congratulations. It has two strong competitors on the same rail line to the States: Certain-teed wallboard in McAdam, and Irving-owned Atlantic Wallboard in Saint John.

Editor

History
1990: Louisiana Pacific gypsum. Louisiana Pacific located in Point Tupper in 1990. The 170,000SF plant used recycled paper, gypsum, and perlite to produce Fiberock, a more durable wallboard. Approximately 95% of the Fiberock product was shipped to US markets and approximately 4% was shipped to Quebec and Ontario; 1% was shipped throughout the Atlantic provinces. United States Gypsum bought the plant and then closed it in 2002.

2004: Federal Gypsum. Nova Scotia Business Inc announced in 2004 that the New Jersey-based Simpson family would take over the plant. Under their management, the operation shipped wallboard in 2006 [see 06#07A] but never reached employment and production targets and it filed for bankruptcy in 2008 [see 08#02B], owing about $32 million to more than 90 creditors.

2011 Cabot Gypsum. The owner of Acadia Drywall, Marcel Girouard, purchased the plant from NSBI.⁴ He said

²Georgia Pacific began mining at River Denys in 1962, moved to Sugar Camp in 1992, and to Melford in 2003. GP idled the mine in 2011 due to economic conditions. See 02#11A.
³NBSR Westbound through Harvey Station (east of McAdam) at 12h16. Units 6304, 6332, 6200 and 76 cars: 1 box, 8 gypsum rock loads, 2 loads of Cabot Gypsum wallboard, 2 covered hoppers, 11 LPG tanks, 52 empty woodchip cars. {RailsNB e-list 31.Mar.15}
⁴Girouard did invest in Federal Gypsum, but played no role in operations. “They didn't want me involved at all. They just wanted my money, and that's how it went.” Girouard called it a learning experience, noting he had never had partners in business before. "Probably a few things that they were doing I would not have done the same thing, but that's the way it goes," he said. {Nancy King in Nova Scotia Business News 17.Nov.10}
in 2010 that Acadia Drywall is a distributor and manufacturer of drywall-related products, with 12 locations in the Atlantic provinces and Quebec. “Of the product we manufacture, we currently do not manufacture drywall, we currently buy it from elsewhere in the U.S. We'll be buying drywall from that plant rather than the U.S. when it opens up.” {Nancy King in *Nova Scotia Business News* 17.Nov.10}

**PAN AM RAILWAY (sic)**

*WERE YOU STARTLED TO SEE PAN AM RAILWAY GETTING A MORTGAGE ON 1300 RAILWAY CARS?* I was too – see STB Recordation No. 31640, for cars GAMX 231-100037.

Turned out a joke on me, a colleague pointed out. “Pan American Railway” is a Mexican company, though incorporated in Delaware. *Not* the same entity as Pan Am Railways. - *Editor*

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**e-bulletin**

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