**ATLANTIC NORTHEAST**

**RAILS & PORTS**

operating railroads + ports, intermodal facilities, and government environment

Formal issue 16#04A 18 April 2016

* Article unchanged from e-bulletin.
++ Blue type in article: changes from e-bulletin.

Blue header & table of contents: new article

REGITIONAL

[No report.]

NEW YORK

SNC: Rail bikes okayed on two sections of line.++

QUÉBEC

CMQ: Sherbrooke update.*

CONNECTICUT

[No report.]

MAINE

CMQ-NB&M: 30 tank cars for distillates move Searsport-Aroostook County.*

Pan Am: Cost to South Portland of a lawsuit by Pan Am to preserve its federal pre-emption rights.*

Pan Am: Phin Sprague expanding into the rest of Yard 8 in Portland.*

Pan Am: Waterville intermodal restarts with Poland Spring move.*

Pan Am: Reopened Dead River propane terminal in Portland.*

Pan Am: Suburban Propane moves off rail.*

SLR: Auburn wants to lease parcel to access Maine Intermodal Terminal.*

Eastport: Salt will land this summer.*

Eastport/Bayside: Ship calls.*

MASSACHUSETTS


Pan Am: Former Fletcher Granite facility may receive a thousand carloads.* Map.

Massport: 1QT16 export TEUs up 27%.*

Pan Am: Dirty dirt move from Milford. ++

RHODE ISLAND

[No report.]

VERMONT

[No report.]

MARITIMES

Saint John: LNG export facility on hold. Robbinston facility should have ‘wake-up call’.*

Halifax: Dinning leaves Halterm in the midst of a traffic upturn.*

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS, EDITORIAL

[No report.]

FROM THE PUBLISHER

On the Silver Meteor riding to Miami, I was pleased to see long CSXT trains. I return to Maine on the 24th.

- Chop Hardenbergh Next issue: 2 May.

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NEW YORK

SNC: RAIL BIKES ON AN ACTIVE RAIL LINE ++

28 March. A WARREN COUNTY BOARD OF SUPERVISORS SUBCOMMITTEE CONCEPTUALLY APPROVED PEDAL-POWERED BIKES ON TWO SECTIONS OF TRACK. The county leases the line to the Saratoga & North Creek Railway, which pays the county 6% of its revenue.

Horicon Supervisor Matt Simpson, chair of the county board’s Public Works Committee, which tentatively signed off on the operation at the 28 March meeting, said full board approval is not needed. “It’s strictly an agreement between Saratoga North Creek and them (Renegade Rail Riders),” Simpson said.

The county will get a portion of the revenue that SNCRR takes in, pursuant to the contract the county has with the company, he said.

Riders would use pedal-powered “bikes” on the tracks on two scenic sections of rail between Thuman and Stony Creek and North Creek and Minerva. Justin Gonyo, manager of SNCRR, said that the rail bike trips are expected to start on the line this year, though a starting date had not been set. {Don Lehman in Schenectady Post-Star 13.Apr.16}

Note: I inserted this item to get us thinking about use of active but seldom-used rail lines in the region. Or unused, such as the former QCR out of Sherbrooke?

QUEBEC

Sherbrooke access? CMQ would like access to the CP yard adjacent to its yard. The track remains out of the yard to the east on the MTQ-owned former QCR line [dotted line] to East Angus potential customers. {ANR&P}
CMQ: SHERBROOKE UPDATE*
31 March, Sherbrooke. CMQ IS ‘MAKING PROGRESS’ ON GETTING ACCESS TO THE FORMER CP YARD HERE, wrote President John Giles. If CMQ can obtain additional sidings there, it will ease noise problems from the switching for Akso Nobel [see 16#02A].

Getting to customers in ?
Could CMQ use the former Quebec Central line running along the valley east of Sherbrooke to reach customers in East Angus? Not immediately. The line is officially abandoned and owned by MTQ. {e-mail to ANR&P from CMQ's Ryan Ratledge 24.Mar.16}

MAINE

CMQ-NB&M: DISTILLATES MOVE*
6 April, Searsport. CMQ HAS LEASED 30 TANK CARS TO HANDLE DEAD RIVER DIESEL AND HEATING OIL MOVES TO THE COUNTY, wrote President John Giles. ‘We originate the business in Searsport and hand off to MNR at Millinocket [for two destinations]. We acquired the cars in exchange for Dead River commitment to give us the business for the term.’

Referring to Dorr’s comment, below, Giles wrote: ‘Before agreeing to the five-year lease we wanted sufficient protection. That might have caused some grumbling and he's right, we want to get paid for service.’ {e-mail to ANR&P}

Dead River comment
Alan Dorr, Dead River director of wholesale and procurement [see other article] rated CMQ as “not as easy to do business with as MMA. They are struggling and therefore getting every fee they can possibly get.” {ANR&P discussion}

PAN AM: RE-OPENED PROPANE TERMINAL*
6 April, Westbrook. IMPROVED PAN AM SERVICE INDUCED DEAD RIVER TO RESUME RAIL DELIVERIES TO ITS PROPANE TERMINAL HERE. Alan Dorr, the company’s director of wholesale and procurement, said direct rail to Terminal Street stopped a few years ago [see aerial]. “We closed it because shippers using the rail were not happy.”

During the winters of 2013-14 and 2014-15, when propane supply fell short, “we did some throughput through Sea-3.” Based on the good service Pan Am gave Sea-3 those two winters, Dead River decided to give Pan Am another chance. It refurbished the spur and added a second; using a rail contractor (Pan Am put in a bid; Dead River decided to go with the contractor). It installed another tower to unload the propane; Pan Am now spots six tank cars at the terminal.

While Dead River does have a terminal in Auburn, to receive domestic propane the company needs a rail line coming up from the south, Dorr said. He anticipates about 300 carloads a year in Westbrook, though the winter of 2015-2016 was “a lot less.”

Auburn versus Portland
Dead River’s Auburn terminal, on the other side of the Lewiston Auburn Railroad track (leased by SLR) from the Maine Intermodal Terminal, receives Canadian propane. SLR “has always done phenomenally well.” {ANR&P discussion 6.Apr.16}

[See CMQ story for Dead River comment there.]

Propane source
A trace of two of the cars at Dead River on 19 March showed they had returned empty to Galmish, West
Virginia.

They interchanged with CSX/EDC over the Barbers interchange in Worcester on 1 April but had only reached West Virginia, and not Galmish, on 6 April. {email to ANR&P 7.Apr.16}

**PAN AM: NGL MOVE**

4 April, South Portland.

**DESPITE A FEAR OF A PRE-EMPTION LAWSUIT FROM PAN AM, SOUTH PORTLAND ENACTED THE FIRE CODE AMENDMENT** which will require a 1,257-foot distance for any tank from public-oriented buildings [see 16#03B].

**Pre-emption lawsuits**

South Portland councillors are already paying Foley Hoag, a Boston firm, to defend the federal lawsuit by Portland Pipe Line which objects to the Clear Skies Ordinance barring crude export. The council increased the budget for contracted legal services in fiscal year 2015-16 from $135,000 to $385,000. It also set aside $200,000 in reserve funds specifically to defend the Clear Skies Ordinance.

In developing the fiscal 2016-17 municipal budget, the council plans $185,000 for contracted legal services. The city also has received $16,000 in donations to its Clear Skies Legal Defense Fund, City Manager Jim Gailey said. The city has spent $187,000 in legal fees thus far.

Councilors Linda Cohen, Maxine Beecher, and Claude Morgan opposed the fire code amendment.
because the city cannot afford a second major lawsuit.

“I’m very concerned and I’ve been vocal about it,” said Councilor Claude Morgan. “I don’t think $2 million is a stretch at all. Several of us are working under the assumption that a lawsuit from Pan Am would be as robust as the pipeline.”

Morgan believes the city should be prepared for the worst result: it loses legal challenges by both the pipeline company or Pan Am, and has to pay plaintiffs’ legal fees for challenging constitutional rights to free commerce, Morgan said. [I am doubtful – editor¹]

¹ Immediately after the Civil War, Congress passed a statute awarding attorneys fees to plaintiffs who could show that under color of state law, states or municipalities or municipal officials had infringed plaintiffs’ constitutional rights. This law, codified as 42 USC §1983, remains valid.

In the early 2000s, when the Town of Ayer, Massachusetts attempted to regulate Pan Am’s proposal to build a new auto terminal (which Pan Am ultimately built after Ayer lost a string of legal decisions), Pan Am sought to recover its attorneys fees.

In 2003, ruling on an appeal by the Town, the First Circuit denied the award of attorneys fees, writing: ‘[N]othing suggests that Congress intended to create rights for railroads apart from the STB statutory scheme. Even the “rights” cited by Guilford are less than clear and definitive. Guilford does not have the right to be free of all local environmental regulation; the STB order makes that pellucid. Moreover, the district court's judgment was entered based on the STB order under §1336, not under the Commerce Clause.

‘In the end, Guilford's argument devolves to the assertion that the town should not have attempted to enforce its own environmental regulations, but should have ceded all authority to the STB, and that Congress created a right, enforceable under §1983, to sue the town and recover attorneys' fees for the town's error in judgment over jurisdiction. Given that the town does have
“This could be an incredibly expensive exercise, wherein we get nowhere,” Morgan said. “And think of what $2 million could buy in our school system.” {Kelley Bouchard in Portland Press Herald 29.Mar.16 & 5.Apr.16}

**Would Pan Am file a suit?**

Generally, a plaintiff must have a “case or controversy” in order to avail itself of court action. At this point, Pan Am is not (apparently) considering any other propane terminal in Rigby Yard. In both Portsmouth and Waterbury (Connecticut), when Pan Am proposed its own propane terminals, its officials discussed the possibility with the municipality. Only if Pan Am proposed a Rigby Yard terminal which fell inside the buffer zone would South Portland have an argument to regulate the terminal, and would Pan Am – if it chose – resist the local regulation, citing pre-emption.

The Pipe Line case differs in that the company has permits in place which would, at least at first blush, allow it to reverse the pipeline flow at any time. The company apparently wants to be in a position to do so whenever it chooses and not need to wade through a lawsuit before it can begin exporting crude. Thus it has a “controversy” because South Portland’s ordinance essentially removes its right to reverse the flow. Or at least that’s how I read it. Editor

**PAN AM: PROPANE MOVE**

11 April, Portland. **SUBURBAN PROPANE WILL MOVE OFF RAIL HERE,** from its long-time location at Thompson’s Point to Riverside Street [see map].

Russ Freeman, who handles logistics for the company from his office at Thompson’s Point, noted that location had not used rail for several years. [More than seven, according to my notes – editor].

Moreover, no other location in Maine uses rail, [though at least two – East Augusta and Bangor – have or had sidings.] Freeman said “the transport division” does well. {ANR&P discussion}

**Why the move**

The relocation of Suburban Propane has been years in the works. Fore Front Partners I, LLC, the developers of Thompson’s Point, entered into an agreement with the city in 2013 to purchase four acres near 636 Riverside Street for $300,000, where it is relocating the terminal. The developers will also pay $2 million to build the new propane facility. Greg Mitchell, head of Portland’s office of economic development, said: “We recognized the value of this business and the service they provide and we’re pleased to have a site zoned industrially that would permit the use in Portland. Vacant industrially-zoned property is scarce in Portland.”

Thompson’s Point is becoming a commercial, recreational, and residential development. {Randy Billings in Portland Press Herald 25.Mar.16}

**PAN AM: INTERMODAL YARD**

31 March, Portland. **PHIN SPRAGUE’S BOATYARD IS BEGINNING THE EXPANSION WEST.** Following the agreement among Sprague, MDOT, and Pan Am [see 14#02B], Sprague agreed to move west and Pan Am agreed to sell Sprague two more parcels of its former Yard 8.

On 31 March 2016, Sprague wrote that ‘Pan Am made good on their promise to sell me the land to the west if I went to Iceland on sales trip for Portland. I bought the land in June 2015.’

**Compensation for MDOT taking**

Maine DOT took the land where Sprague had planned to move Portland Yacht Services, and agreed to pay him fair compensation. He wrote: ‘DOT took my land based upon [the value of allegedly comparisons with] two mud berths in Newport News and a scrub lot in Gloucester [and] no Portland comps. ... environmental responsibilities under federal law, we are convinced Congress did not intend this to be a situation where a separate cause of action is created under §1983.’ {US Circuit Court #02-1537, 21 May 2003} See 03#08B.
‘The State Claims board reviewed the taking and opined we were uncompensated by almost 50% more than the taking price and awarded us an additional $4 million, which the DOT is appealing.’ {e-mail to ANR&P}

Grand opening?
Reportedly MDOT and the Maine Port Authority planned a grand opening of the now-operating intermodal terminal here, around 1 April. It has not yet occurred. Editor

PAN AM: RESTART WATERVILLE INTERMODAL ++
8 April, Waterville. POLAND SPRING BECAME THE FIRST CUSTOMER OF A RE-OPENED INTERMODAL YARD. According to an announcement from the company:

An estimated 4,000 containers of Poland Spring brand bottled water will be shipped via rail instead of by truck in 2016. This translates into a reduction of more than 500,000 road miles and lowers carbon emissions.

Beginning today, shipping containers of bottled water will be trucked from the Poland Spring bottling plant in Kingfield, Maine to the PanAm rail yard in Waterville, a distance of 45 miles, representing Phase II of this intermodal initiative. The containers will be loaded onto rail cars and transported to South Portland to join the train heading to Massachusetts. Earlier in 2016, the Poland Spring brand became the first Maine product to be shipped from the new intermodal rail terminal on Portland’s waterfront.

Fink statement
“It is exciting to witness the success of a project that took an alliance of people, companies, and officials to bring to fruition,” said David Fink, President of Pan Am Railways. “Our hope is to build on the success of ‘The...
Poland Spring Express' and use it as an example to expand the intermodal business in Maine.

This rail intermodal shipping represents a renewal of the Poland Spring brand's rich heritage from the early 1900s, when the Poland Spring Railroad was used to ship bottled water from the original bottling plant in Poland Spring, Maine. {text of announcement}

Fink, Mike Bostwick chief of Pan Am marketing, and Chris Haynes, Poland Spring director of Northeast logistics, appeared in the Pan Am executive car at the

yard. {Brandon Doyen in WABI-tv 8.Apr.16}

The planned move
Pan Am will haul 105 containers a week: 60 from Waterville, and 45 from Portland. Each of three days over a weekend, 20 containers will move from Waterville to Portland and join 15 containers from the Portland

Ayer. "Sky Rails" catches POAY (the Poland Springs Water Train) on 9 April with 15 boxes as it rounds the east leg of the wye off the Freight Main at Ayer. {courtesy Ken Houghton, Houghton's RailImages}
intermodal terminal, creating a 35-car string. This may move on its own in train POAY, or as part of a mixed train out of Portland.

The first string from Waterville makes its way to Ayer

Friday 8 April: Pan Am pulls a 15-container string out of the Portland terminal. This reaches Ayer by itself as POAY on 9 April [see photo].

Saturday 9 April: Apparently Pan Am moves a 20-container string out of Waterville to Portland, and a 15-container string out of the Portland terminal.

Sunday 10 April: A combined string of 35 containers moved on train POSE (Portland-Selkirk) through Old Orchard Beach at 03h00.2 {Guilford Rail Sightings e-list}

SLR: OPTIMISM FOR AUBURN INTERMODAL*

4 April, Auburn. CITY COUNCILLORS AGREED TO LEASE A PARCEL AT THE ENTRANCE TO MAINE INTERMODAL for 99 years. The parcel, owned by the Lewiston-Auburn Municipal Airport, lies between Lewiston Junction Road and the SLR-leased track; trucks accessing the Maine Intermodal Terminal must cross the parcel from Lewiston Junction Road.

When MIT was beginning in 1994, the city leased the parcel for twenty years. As Auburn Economic Development Director Michael Chammings said3: “We are marketing the Intermodal Facility. When we have people coming in interested in it, we need to be able to show them we have a long-term lease on the access. “We would have preferred a permanent right of way to a lease, but this is a feasible alternative. It was a 20-year lease originally, but 20 years went by fast. We could have expanded it out every 10 years, but the council felt it would be better off to have a 99-year lease. Anybody that wants to put infrastructure in there wants to be guaranteed access for more than 10 years. …

“Right now, we are digging into contracts and putting it out there. We are trying to utilize that area better now. It is being very underutilized at this point.”

Current use

Since CN halted service in 2014, the facility has been used mostly for storage. The Hawkeye Elecnor Group pays the city $10,200 every six months to rent staging space and to store materials and equipment for the Lewiston Loop project, part of Central Maine Power's Maine Power Reliability Program.

The Power and Construction Group is leasing buildings on the site for $650 per month. That group is also renting space on the site to store utility poles. {Scott Taylor in Lewiston Sun-Journal 7.Apr.16}

EASTPORT: SALT COMING*

early April. NEW ENGLAND SALT COMPANY HAS AGREEMENTS TO IMPORT SALT HERE. company President Steve Clisham said. It has two full-time employees. Other employees are moved from Clisham’s other companies — Clisham Construction and Maine Materials Inc. — as needed. For instance, Clisham Construction workers will continue to deliver salt to customers. “We want to concentrate more on the Down East area and northern Maine,” Clisham said. NES already provides salt to an estimated 100 to 150 municipalities. He declined to say what the company’s revenues are but he hopes the expansion can add 15 to 20 percent to the bottom line.

NES will know by midsummer what new municipalities it will serve, as local governments solicit bids for road salt from May to July.

A first ship with 35,000 tonnes will arrive in early July. William Massow, vice-president of operations, expects 40,000 to 50,000 tonnes from Morocco or Peru on two or three ships over the year.

2 A 35-box string moved on the rear of POSE on 17 April. {Guilford Rail Sightings}
3 The reporter did not make clear whether Chammings spoke at the meeting, or afterward.
NES also hopes to serve eastern New Brunswick [see 16#02A].

**Laydown space**
The Eastport Port Authority board on 29 March allowed Costigan Chip to sublease a portion of the storage pad serving the Estes Head terminal to NES. It also approved a new three-year lease of the pad by Costigan.

**Stevedoring**
Clisham reported that in March, NES signed an agreement with Federal Marine Terminals to handle the ship and the unloading at Estes Head.

**Searsport to continue**
New England Salt will continue to import salt from South America and Morocco. In 2015, the firm imported 85,000 tons of salt through Searsport, Clisham said. Use of Searsport will not change; NES in 2015 invested in additional storage space near Searsport, rather than expand into Eastport that year.

**What about the chips?**
Eastport Port Authority Director Chris Gardner did not comment at the board meeting about the reportedly imminent export of chips [see 16#02A]. {Edward French in Quoddy Tides 8.Apr.16; Johanna Billings in Bangor Daily News 11.Apr.16}

**EASTPORT-BAYSIDE TRAFFIC**

**Bayside**
*Autumn Wave* arrived on 10 March to unload pollock from Alaska. The *Autumn Wind* delivered frozen pollock from Alaska on 30 March.

**Eastport**
*Paris Trader* loaded 13,000 tonnes of woodpulp for China on 29 February. *Admiralengracht* loaded 8,000 tons of same for Italy on 5 March. The *Fernando* picked up 24,000 tonnes of pulp for China on 24 March. The *Suomigracht* loaded 8,000 tonnes of pulp for Italy on 4 April. {Quoddy Tides 11&25.Mar.16, 8.Apr.16}

**MASSACHUSETTS**

**PAN AM: SERVICE TO WILMINGTON-WOBBURN-WINCHESTER ++**

*PAN AM HAS FIVE CUSTOMERS REMAINING AMONG WILMINGTON, WOBBURN, AND WINCHESTER*, receiving about a thousand carloads a year. Five who were customers in 2006 no longer use rail.

The Boston Report shows that on certain dates between 3 March and 7 April, 142 cars moved empty or loaded to the five customers. Assuming the reports, which are not posted every day, missed 58 cars in this period, the five-week period could have had 200 cars in- or out-bound. That translates into 100 loads in five weeks, or about a thousand carloads a year.

**PAN AM SERVICE**
According to the Boston Report, Pan Am switches the five customers with a local from Lawrence, numbered LA-2. Often the train out of Lawrence will only go as far as the Montvale Yard, and then return to Lawrence. A local out of Somerville will usually proceed direct to Lawrence, but will occasionally switch customers. {The Boston Report from Guilford Rail Sightings e-list}
1. WILMINGTON CUSTOMERS & FORMER CUSTOMERS

Pan Am customer areas. For Fletcher quarry and W-W-W area, see this issue. For Billerica Shop customers, see 16#03B.
LEHIGH? HANSON? GLENS FALLS?
The cement distribution facility in Wilmington was known as Glens Falls, and is now listed as a ‘Lehigh Northeast’ facility on the Lehigh Hanson website. Trying to understand the corporate structure of the Glens Falls, Lehigh, Hanson, Lehigh Northeast Cement names is difficult because the website which should describe it does not. Under the website we find this logo:

In 1977 Heidelberg Cement bought Lehigh Cement. In 1999, Glens Falls Lehigh was formed through the merger of two German-owned U.S. cement companies: Glens Falls Cement, owned by Wiesbaden-based Dykerhoff AG, and Lehigh Cement owned by Heidelberg Cement Group.

The combined partnership operated production plants in Glens Falls and Cementon, New York. It distributed from terminals in Syracuse, Onondaga County, Wilmington, and Providence. {Albany Business Review 15.July.02}

In 2005, Heidelberg acquired Dykerhoff’s share of the partnership and the “Glens Falls” part of the name disappeared. {Heidelberg Annual Report 2005}

Lehigh remains a separate business unit within Heidelberg’s Lehigh Hanson Company, which operates in the United States and Canada.

Lehigh Northeast?
Some of the plants in the Northeast carry the moniker ‘Lehigh Northeast Cement.’ Jeff Sieg, Lehigh Hanson director of corporate communications, explained: ‘Lehigh Northeast does not have its own website. It is really more a trade name and it rolls up to Lehigh Hanson.’ {e-mail to ANR&P 15.Dec.15}

1.1 Lehigh Cement.
90 Eames Street, Wilmington. This distribution facility receives cement from Glens Falls, New York. Estimated annual carloads: 500#. A colleague familiar with cement by rail writes: The 500 carloads is ‘a very good starting estimate since a minimal-ish annual volume for a rail cement terminal would be approximately 50,000 tons per year = 500 carloads.’

Although in 2002 Lehigh said some cement arrived from Cementon [see box], he adds: ‘The Cementon clinker production facility is shut down, and is listed as a grinding station only. I doubt any Wilmington cement would come from Cementon as that would require double-handling the product: once as clinker to get it to Cementon, another as finished cement. {e-mail to ANR&P 15.Apr.16}

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<tr>
<td>Rohstein</td>
<td>50</td>
</tr>
<tr>
<td>Tighe Woburn</td>
<td>75</td>
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<tr>
<td>Tighe Winchester</td>
<td>300#</td>
</tr>
<tr>
<td>total</td>
<td>1000</td>
</tr>
</tbody>
</table>

#Number obtained by subtracting the other customer numbers from the assumed total of one thousand.

1.2 Crystal Warehouse
25 Industrial Way, Wilmington. One observer stated the firm has gotten ‘no cars for some time.’ {e-mail to ANR&P}

1.3 Wilmington Cold
90 Eames Street, Wilmington. Google shows no cars. One observer stated the firm ‘only gets an odd-ball car now and then, if that.’ {e-mail to ANR&P}

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*Aerial photos show an average of nine cars there. The Boston Report shows perhaps five cars delivered every few days. A guesstimate would be 10 cars a week, or 500 per year.*
1.4 New England Transrail - FUTURE
[See location on map.] NET has sought for over a decade to open a transload here, served by a new railroad which would pre-empt much local regulation [see 16#01A]. Its opening, if it ever happens, is at least two years in the future. Editor

2. WOBURN CUSTOMERS & FORMER CUSTOMERS

2.1 Atlantic Plywood
8 Roessler Way, Woburn. According to an official at the location, the firm still uses rail, but under 100 carloads a year. [It is employee-owned. 11#11A] {ANR&P discussion}

2.2 Rohtstein
70 Olympia Avenue, Woburn. An official at Rohtstein [not Rothstein, as easy as it is to “correct” the spelling] said the company gets about one car a week. {ANR&P discussion}

The company receives and distributes: sugar, flour, donut, cake, & bread mixes; corn syrups, corn syrup solids, corn sugar, yeast, dextrose, & baking powder, bakery ingredients. {website}

2.3 Tighe Warehouse, 481 Wildwood Avenue, Woburn. Estimated carloads: 75.5
Rohtstein and Tighe are served off the same switch [see aerial].

2.4 Kraft Foods - GONE (was Atlantic Gelatin), Hill Street, Woburn. rail long gone, plant to close end 2016.

2.5 Woburn Concrete - NO RAIL
237 Salem Street, Woburn. No longer using rail. The switch and some of the siding remain, used by MBTA to store maintenance of way equipment. {e-mail to ANR&P from observer}

3. WINCHESTER CUSTOMERS & FORMER CUSTOMERS

3.1 Tighe Warehousing
45 Holton Street, Winchester. In 2011-2013 Tighe, which had not used the siding in some years, fought a battle against the Town of Winchester after it rehabbed the siding and Pan Am reworked the Montvale Yard. Residents near the location objected to the new noise from switching at night, but Tighe won at the STB in 2013 and continues to use the siding.

When Pan Am began serving Tighe, the company projected 8-12 cars a day [see 11#10A], but that number is far above the current traffic of about 300 per year [see table above]. Winchester investigated the cost of noise-reduction measures, and concluded they were too costly [see 16#02B].

3.2 Montvale Yard
Pan Am uses the yard on occasion for cars to other area customers. It has three tracks: the one closest to Tighe is used to serve Tighe. The next track can also be used to serve Tighe by moving contents through open cars on the first track. The status of the third track, the one next to the MBTA two-track main line, is uncertain [see undated aerial which shows it disappearing into the dirt].

PAN AM: ANOTHER THOUSAND CARLOADS?
24 March, Chelmsford. THE FORMER FLETCHER GRANITE FACILITY MAY RECEIVE A THOUSAND CARLOADS of Georgia granite, said Tony Ramos, the owner.

Background
Founded in 1881 by Herbert Fletcher, the company still operates a quarry here. In 1981, it proposed to convert the quarry into a hazardous waste facility. The town defeated that.

Fletcher continued as a granite-cutting company, bringing in stone from Georgia sometimes direct by rail [see 06#01B] and as late as 2010 by rail via Larson Reload [see 16#03B].

In July 2010 the company closed its doors. Through bankruptcy filings, the facility was sold for $7 million in 2010 to Ramos. {Rachel Briere in Lowell Sun 10.July.10; James Fuccione in wickedlocal.com 3.Jan.11; US Bankruptcy Court Case No. 10-43884-MSH and Case No. 10-44443-MSH}

Current ownership and operation
Ramos, out of headquarters in Esmond, Rhode Island, operates 16 quarries throughout the eastern United States, from Maine to Georgia, doing business as Granites of America and operating the Chelmsford site as part of Georgia Stone Industries Inc.

There workers cut curbstone and building blocks. While the cutting shed handles granite trucked in from the quarry, it needs additional product from other locations.

Rail
At this point, Chelmsford receives only about 30 carloads a year directly into the facility, Ramos said. He would like to do much more, “and that depends on CSX and NS. If they treat us right” he could do 500 cars and even
1000 cars. “It’s a very competitive business.” He is expecting numbers from the Class Is “any day.” \{ANR&P discussion\}

The rail at this time runs from the Pan Am main about one mile to the cutting shed. Track beyond that, into and interlacing the quarry, remains in place but is not used. \{editor\}

**MASSPORT: 1Q16 RESULTS**

4 April. EXPORT TEUs GREW 27% IN 1Q16 OVER 1Q15, the Massachusetts Port Authority reported. Import TEUs grew 12%. \{e-mail from Lynn Vikesland, maritime research manager\}

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<th>Export TEUs</th>
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<td>CY16 Q1</td>
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<td>Pct Chg in CY15 Q4</td>
<td>12%</td>
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<td>11%</td>
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**NEW HAMPSHIRE**

**PAN AM: MORE DIRTY DIRT ++**

6 April, Milford New Hampshire. AN ENVIRONMENTAL REMEDIATION CONTRACTOR IS MOVING OUT DIRT WITH POLYCHLORINATED BIPHENYLS on spine cars hauled by Pan Am.

**History**

Fletcher’s Paint manufactured latex and solvent paints here from 1948 to 1991. In 1985, an EPA inspection found hundreds of leaking drums and subsequently contaminated groundwater and soil. The drums were brought to Fletcher’s, and stored there, by General Electric from the 1950s to the 1970s. \{EPA Record of Decision EPA/ROD/R01-98/124 1998\}

After investigation, court cases, and other procedures, GE has shouldered the responsibility for cleanup, said EPA’s manager for the project, Jim Brown. \{ANR&P discussion 8.Apr.16\}

**Contractor**

General Electric has awarded the cleanup contract to Maxymillian, which has hired Heritage Environmental to do the trucking and rail [see box].

**Soils removal**

The final site cleanup will remove, according to EPA plans finalized in 2008, 28,000 cubic yards of soil trucked from Milford to a landfill in New York state, and another 28,000 cubic yards of clean material brought in to
build a cap for the site. Originally, the EPA was going to treat the soil on-site, but in 2008 the agency said excavation and disposal at an off-site landfill would be more economical.

In 2015, Mark Bender, Milford town administrator, said final cleanup had begun. Preliminary work continued until the end of 2015; excavation process will began in the spring of 2016. “This is 30 years in the making to get this cleanup started. It is a big job. It is 30,000 cubic yards of material that needs to be cleaned up — and that is huge.” {Kathy Cleveland in cabinet.com 26.Mar.15; Kimberly Houghton in Manchester Union Leader 13.Oct.15}

The EPA’s Brown said some of the soil would go by truck to a New Hampshire landfill, and some would move intermodally. The intermodal move has started small, and would get larger at the peak.

**MAXYMILLIAN HANDLING THE CLEANUP AT FLETCHER’S**
Maxymillian Technologies of Pittsfield, Massachusetts is the general contractor [hired by General Electric, presumably], said Tyler Rogers of the company on 18 April. Maxymillian has hired Heritage Environmental “to do the trucking and the rail,” said Rogers. {ANR&P discussion}

**Maxymillian Technologies – work for GE**
In 1969, James H. Maxymillian founded the general contracting company J.H. Maxymillian Inc. (JHM) in Pittsfield, Massachusetts, to provide heavy civil construction services throughout New England. In 1974, JHM tackled the first of many hazardous waste construction cleanup projects for General Electric Company.

In 1980, JHM formed Maxymillian Construction Company to specialize in the remediation of contaminated sites. In 1996, JHM renamed Maxymillian Construction as Maxymillian Technologies Inc.

The two family-run businesses have grown by leaps and bounds in the years since, serving a broad spectrum of customers in the Northeast and beyond. “My father founded JHM, the original company from which we have branched in several directions,” says Neal Maxymillian, now president of both JHM and Maxymillian Technologies. “I’ve been involved in the business since 1980, full time in 1993, and I took over as president of both companies in 2006.” {Molly Shaw in USBusiness Review undated}

**Heritage Environmental**
From the website: ‘Heritage Environmental Services is the largest privately-held environmental company in North America. Heritage has been a leader in providing responsible methods of managing secondary materials for over 30 years. Our nationwide service centers, including eight RCRA-permitted facilities, are committed to providing a safe work environment, quality service, and strict environmental compliance. Our geographically distributed service centers operate as waste collection points to assist in bringing the highest value to our customers. Heritage owns and operates ‘best in class’ landfill, incineration, chemical treatment, and recovery facilities.’

**Landfill**
The Heritage Landfill is located on 1000 acres of company-owned and -managed property near Roachdale, Indiana. Heritage currently operates a RCRA Landfill and a Non-Hazardous Industrial Waste Landfill at this location. {www.environmental-expert.com/companies/heritage-environmental-services-inc}
Use of rail
In late March Pan Am brought empty 20-foot waste containers on HESX spine cars to the Nashua yard. They were drayed to Milford, filled, returned to Nashua, and loaded back onto the spine cars.

On 6 April, the first five cars came out of New Hampshire and became part of 41-car train LOED (Lowell-East Deerfield). {Guilford Rail Sightings e-list}

If all 30,000 cubic yards moved by rail, it would require roughly 300 railcars. One cubic yard of soil weighs approximately one ton. Editor

Excavation suspended at the Mill Street site
General Electric’s contractor, Maxymillian Technologies, began in 2016 at two sites of Fletcher: Mill Street and Elm Street.

The day air monitoring began, 18 February, the three air monitoring devices on Mill Street indicated PCB emissions above the recommended threshold of 0.1 micrograms per cubic meter. “We stopped all active work,” said Jim Murphy, an Environmental Protection Agency spokesperson.

Control measures include power-cleaning driveways to the site, putting down dust and wind screen, adding misting and sprinkling devices, and covering exposed soils to get rid of potential sources of fumes, Murphy said. Air levels improved but continued to exceed the threshold, according to the EPA, so on 30 March, GE applied vapor-suppressing foam and added a fourth air monitoring station. {Kathy Cleveland in cabinet.com 7.Apr.16}

The work at Mill Street remains suspended, said Rogers [see box]; the dirt moving out by rail comes from the Elm Street site.

MARITIMES

SAINT JOHN: LNG EXPORT DROPPED?*
16 March. REPSOL HAS PUT THE CONVERSION OF ITS IMPORT FACILITY “ON HOLD,” Repsol Canada spokesman Brent Anderson said, after a long review that included preliminary permitting applications with the National Energy Board. The company has been unable to find outside investors and has concluded the conversion is not currently economical. “The current market conditions and project challenges make it unattractive for third parties and off-takers [customers] to join the project.”

The conversion, which was estimated to cost between $2 billion and $4 billion, had wide political support in New Brunswick, where the economy has been struggling. According to Statistics Canada, New Brunswick has lost 9,900 jobs since October, and a major investment in Canaport LNG was seen as a way to turn that around. {Robert Jones in CBC}

Anderson added: “In its existing configuration, Canaport LNG continues to play a key role in serving the markets in Maritimes Canada and the Northeast U.S, by providing flexibility and reliability.”

Canaport was built to accept two ships a week, but has received only three all winter – all from Trinidad and Tobago.

A teaching moment for another LNG project
Robert Godfrey of Save Passamaquoddy Bay wrote to the US Federal Energy Regulatory Commission after the Repsol announcement about Downeast LNG’s proposed export/import terminal in Robbinston, Maine:

‘This is a teaching moment for Downeast LNG. Since Canaport LNG cannot finance or justify its export project, with some required infrastructure already in place and with Repsol having considerably more experience, knowledge, and financial capacity than relatively inexperienced and underfinanced Downeast LNG,

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6 According to railroad.net, the cars have a maximum gross weight of 386,000 pounds, and a load limit of 318,000 pounds. HESX is a mark of Heritage Environmental Services.
there is no mystery here. There is no justification for Downeast LNG to continue in FERC permitting.’ {Edward French in Quoddy Tides 25.Mar.16}

**HALIFAX: HALTERM TURNAROUND**

6 April. **AS THE CONTAINER TERMINAL THROUGHPUT RISES, HALTERM CHIEF EXECUTIVE OFFICER & MANAGING DIRECTOR ASHLEY DINNING IS LEAVING.** While neither Dinning nor senior Halterm officials were available for comment, he and wife Wendy Dinning listed their house in Hammonds Plains for sale at $449,000.

Dinning took over in June 2011, succeeding Doug Rose who retired after nearly 14 years. Early on, Halifax proved a difficult sell, with its reliance on CN Rail’s monopoly [see 15#10B for CN recommendations to improve logistics chain] and a strong Canadian dollar that hurt the port’s competitive position against US East coast ports.

Weeks after Dinning arrived, Halterm lost a big chunk of business when the CKYH alliance – a consortium of five shipping companies – dropped its Halifax call.

By April 2015, Halterm, like its rival Ceres container terminal in the north end of Halifax, was operating at one-third capacity.

**The turnaround**

Dinning in June 2015 announced that Halterm had landed a weekly call on CMA CGM’s Columbus Suez lane, which links major Asian ports with the North American East coast. He enticed the call due in part to his earlier APM connections, working alongside senior executives who are now top executives at CMA CGM North America. The route includes CMA CGM’s Ocean 3 alliance partners (United Arab Shipping and China Container Shipper).
CN positive outlook
CN has changed its attitude on Halifax, due to the new CMA CGM service to Halterm, plus an enhanced G6 Alliance call to Ceres and Atlantic Container Line’s renewed contract with Ceres [see 16#03A].

Container throughput jumped in 4Q15 [see 16#01B]. {allnovascotia.com}

More boxes to come?
In September 2015, Dinning noted that Halterm added two cranes at a combined cost of $20 million in 2014, giving the terminal four super post-Panamax cranes. Without those, “we would not have been able to attract this [CMA CGM] business.”

“Once [the Bayonne Bridge in New York] is lifted, then you will see 12,000TEU or 13,000TEU ships on the East coast of North America. Halterm is very well positioned for that,” Dinning said. “We have no navigational, nautical, or operational restrictions that we can’t handle any size container ship in the world.”
{Remo Zaccagna in Halifax Chronicle Herald 14.Sept.15}

RAIL FREIGHT FACILITIES

Described in this issue.
Atlantic Plywood (Pan Am, Massachusetts) 50 carloads.
Dead River (Pan Am, Maine) Reopened rail in Westbrook.
Dead River (CMQ, Maine) Moving distillates to the County.
Fletcher Granite (Pan Am, Massachusetts) 1000 carloads?
Lehigh (Pan Am, Massachusetts) 500 carloads?
Maxymillian (Pan Am, New Hampshire) Dirty dirt for GE.
Poland Spring (Pan Am, Maine) Water to Massachusetts.
Rohstoff (Pan Am, Massachusetts) 50 carloads.
Tighe Winchester (Pan Am, Massachusetts) 300 carloads.
Tighe Woburn (Pan Am, Massachusetts) 75 carloads.

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Purpose
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...