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

Formal issue 16#06A 15 June 2016

*Article unchanged from e-bulletin.
++Blue type in article: changes from e-bulletin.
Blue header & table of contents: new article

Pan Am: No deal with Watco. ++
Logistics: IHLC, handling Albert Bros, gets award.

Sydney, Halifax, Saint John, Boston: The future of bigger ships, wider canals, and fewer alliances.

**NEW YORK**

BKRR, CSXT: NYSDOT funds track rehab. Map of BKRR.*

**QUÉBEC**

[No report.]

**CONNECTICUT**

PW: Belle Dock Yard rebuild starting.
PW: O&G spur finished.
NAUG: C&D facility receives first cars.*

**MAINE**

Maine ports: 2015 tonnages and TEUs.
NB&M + Pan Am: More paper mill trouble.

Pan Am: More dirty dirt from Orrington.

Portland: Eimskip announces immense growth in containers. ++

Maine crude: Zero by train or pipeline to end of April.*

MDOT: No TIGER funds released yet for Pan Am, Maine Eastern, Maine Northern, or CMQ.*

**VERMONT**

Eastport (and Searspoint): Salt from Morocco here.

**RHODE ISLAND**

Providence Port: $20 million expansion bond sought.
Barge dedicated. ++

**MARITIMES**

Saint John & CN: Canpotex continues to send long trains.*
Sydney: More on future for container port and logistics park.

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**BOOK REVIEW**

Field Guide to Trains does not live up to its billing.
Author responds.*

Thirteen new articles is close to, if not, a record.
Enjoy.
- Chop Hardenbergh Next issue 30 June.

REGIONAL

PAN AM: NO DEAL WITH WATCO ++
3 June, Pittsburg, Kansas. FURTHER DENIAL OF ANY DEAL CAME FROM WATCO. Ed McKechnie, Watco chief commercial officer who handles mergers and acquisitions, said on 3 June that:

- While Rick Webb and David Fink are appearing on the same stage at the ‘Rail Insights’ seminar in Chicago on 8 June [see box and below], “you should not read anything” into that. They and James Hertwig of Florida East Coast are merely “three leaders of regional railroads.”

- “There is no deal out there between Pan Am and Watco. Nothing that’s imminent.”

- “We have spent a lot of time talking to Pan Am guys, but there is no announcement coming anytime soon.” {ANR&P discussion}

The denial reinforces the statement of Cyndi Scarano, Pan Am executive vice-president, that ‘there is no announcement about Pan Am.’ [See 16#05B.]

RAILWAY AGE FORUM: RAIL INSIGHTS
This two-day seminar lists the following as the last event on its agenda, on 8 June:

Regional and Short Line Issues
James R. Hertwig, President and Chief Executive Officer, Florida East Coast
Rick Webb, Chief Executive Officer, Watco
David Fink, President, Pan Am Railways
Hosted by Railway Age Contributing Editor Roy Blanchard

At Rail Insights
‘We wrapped the program with my interviewing FEC’s Jim Hertwig, Pan Am Rail’s David Fink, and Watco’s Rick Webb. I wanted to know about their current strengths, how their properties differ from what they were five years ago, and how in five years their properties will differ from what they are now. We were able to shape the conversation to bring out the fact that these leaders not only are friends, but also that they are looking for ways to collaborate on setting new product-service levels by using the Class Is as overhead carriers.’ {Roy Blanchard in his Railroad Week in Review 10.June.16}

LOGISTICS AWARD
Iron Horse Logistics Group, which serves Pan Am customer Albert Brothers in Waterbury [see Connecticut map and 14#11B], was selected by international metal recycling industry social media community Metalface as the Company of the Day. Iron Horse was carefully chosen among the approximately 15,000 companies currently in the Metalface network. {Iron Horse press release 14.June.16}

SYDNEY, HALIFAX, BOSTON: THE “BIGGER” PICTURE
Ports in the Atlantic Northeast are facing three changes in maritime shipping which may, or may not, significantly affect their traffic: the emergence of ever-bigger container ships up to 22,000 TEUs, the opening of a wider and deeper Panama Canal, and the agglomerating of carriers into large alliances. This article aims to summarize these events.

EVER-BIGGER SHIPS
By 2017, as the graph shows, newbuilds will top 21,00 TEUs. However, the average TEU capacity will remain well under 5000 TEUs.

THE WIDER AND DEEPER PANAMA CANAL
The Canal’s new or third set of locks is scheduled to open to commercial traffic 27 June. Carrier China COSCO, a recent merger of China Shipping and COSCO (Chinese Overseas Shipping Company), won a drawing to be
the first through, and will send its 9,400TEU Andronikos during an inaugural event 26 June 26. Andronikos has {Panama Canal website 29.Apr.16} 

Two-canal scenario?  
Richie Mann of the Melford project raised the possibility of a dividing line just south of New York for Far East traffic. Terminals in the south would handle routes via the Panama Canal, while New York and north would receive service via Suez. “There is lots of speculation but many diverse opinions as to what may take place when the canal opens. I think there will be a number of things tried before longer-term routings are finalized. Rates and efficiency will undoubtedly be factors as well.” {e-mail to Peters 28.Apr.16}  

Sheehy of HDPD [see Sydney] called for a focus on the expansion of both Suez and Panama because both will bring additional traffic to the East coast. Some is diverted because of the lack of confidence in West coast ports since the labour strike on the US portion of the coast a few years ago.  

“For the first time we are seeing as much traffic going to the East coast as the West coast and that’s a significant shift and we see it as a structural shift not temporary. These ships coming to the East coast will stay on the East coast and that is good news for all these ports.” {Discussion with Peters 2.May.16}  

A report by Boston Consulting Group and C.H. Robinson predicted a cargo shift of 10% from the West Coast to the East Coast after the new Panama opens, due to West coast port congestion and labour issues. An investment company in Chicago, Jones Lang LaSalle, has predicted a cargo shift up to 25% to the East coast.  

Editor

Halifax Port Authority comment  
“We see neutral to positive growth and the reason why is because … shipping lines are moving to larger ships and moving toward strategic alliances and consolidation,” said HPA spokesperson Lane Farguson.
An expanded Panama Canal lets services which use the Canal deploy larger ships. For example, the G6 Alliance’s PA1 pendulum service, which calls Fairview Cove, now is limited to only the ships fitting the narrower Canal. PA1 starts in North Europe, calls East coast ports, transits the Canal, calls West coast ports, crosses to Asian ports, then reverses.

“Halifax is in an excellent position to accept [larger ships] because we have infrastructure in place and the depth of water for those vessels,” he said.

Moreover, Suez has also expanded, and as a result Halifax is seeing 8000TEU vessels. {Discussion with ANR&P correspondent Tom Peters 26.Apr.16}

Port of Saint John comment
Port of Saint John’s CEO Jim Quinn noted the current port modernization will permit vessels in the 7,500 TEU range. “We are stepping up to plate to be positioned because in Atlantic Canada we are the closest port to the large inland population centres like the Ontario/Quebec corridor and down into Chicago and even New England.” {Discussions with Peters 29.Apr.16}

The $205 million program will dredge to 15.2 metres, expand laydown area to handle up to 325,000 TEUs, and construct a new intermodal yard that will accommodate 12,000 feet of rail. See ??

Melford comment
Richie Mann, Melford’s vice-president of marketing, said bigger vessels “will undoubtedly result in some congestion at some ports which will require a ‘safety valve’, particularly for intermodal, discretionary rail cargo, and again, we are well situated and custom-built to accommodate. More and bigger alliances will help promote the above scenarios.”

Like Sydney, Melford needs a long-term commitment from a major cargo carrier. {e-mail to Peters 28.Apr.16}

THE ALLIANCES

Ocean
Four container lines in 2016 formed a new alliance, OCEAN, with a combined fleet of more than 350 containerships: CMA CGM, COSCO Container Lines, Evergreen Line, and Orient Overseas Container Line.

The Alliance
Six container lines in 2016 announced another new alliance, called ‘The Alliance’: Hanjin, Hapag-Lloyd, “K”Line, Mitsui OSK Lines, NYK, and Yang Ming, It will combine approximately 3.5 million TEU or an 18% share of the global container fleet capacity, with more than 620 ships.

2M
Maersk, the leading carrier with 584 ships and 3.01 million TEU of capacity, and Mediterranean Shipping Company second at 484 ships and 2.67 million TEU of capacity, formed the 2M alliance in 2015. {Mike Wackett in The Lodestar 13.Jan.16}

NEW YORK

BKRR, CSXT: NYSDOT TRACK GRANTS*
6 June, Albany. TWO RAILROADS IN THE ATLANTIC NORTHEAST RECEIVED GRANTS TO UPGRADE TRACK under the NYSDOT Passenger and Freight Rail Assistance Program. A total of $16.3 million will leverage an additional $12.8 million in private and local funds for 12 railroads.
**BKRR: $1.3 million**

The funding will pay BKRR to purchase and install 8000 cross ties in about four miles, said owner Bill Taber - “a dense tie program.” As the railroad’s match, it will purchase and install an additional thousand ties. Both programs will take place near Cambridge [see map]. “We’ll go north until we run out of money.”

Ten years ago, with NYSDOT money, Taber did another tie program in neighboring White Creek. “This builds on that.”

State of the railroad. BKRR owns 35 route miles, and has commerce on 18. Taber’s traffic total in 2015 came to 429 carloads, and he stored 203 cars for other entities.

It serves two major Washington County agricultural businesses in Salem: Cargill Animal Nutrition and CaroVail Fertilizer.

“We spend a lot of time keeping the track operational. I would say that between two-thirds to three-quarters of our time is spent working on the track,” Taber said. “That’s what we are today. The only time we stop is when our customers need us to run the trains in.” His parting words on 8 June: “I’ve got to go out and swing a maul. Pound spikes.” {ANR&P discussion 8.June.16; Bill Toscano in Schenectady Post-Star 7.June.16}

**CSXT: $3.5 million**

CSX Transportation, receives $3.5 million to add 5.4 miles of signaled main track and sidings in Albany County. {NYSDOT announcement} Other reports show the program will occur near Selkirk Yard to aid fluidity [more in a future issue].
**CONNECTICUT**

**PW: MORE ON O&G**

31 May, Milford. *THE INSTALLATION OF A SWITCH, AND THE NEW SPUR, ARE NOW ‘100% DONE’, wrote John Ogren, who did the work for O&G’s facility in Milford. ‘PW dropped off one ballast car and a hi-rail Pettibone 360 which we used to spread ballast.’*

He noted that he installed the switch in the 1990s [see 07#08B] but only needed a month and a half for the rest of the work. He had to work within time windows which MNR could provide. MNR was putting in positive train control on the Waterbury line, and testing it at night, so he could not get in to put gravel down until that was done. {e-mail to ANR&P}

In late April [see 16#04B], PW President Scott Conti reported that O&G Industries was building a new siding in Milford, Connecticut. Conti wrote on 27 April: ‘Track is mostly complete and plowing stone and surfacing remains. There is an unloading structure under the track as part of the project.’ {e-mail to ANR&P}

According to the 1965 USGS topographical map, the O & G site in that year did not have a spur. By the 2010 aerial photo in Google Earth, a switch existed, but no spur. The April 2016 Google Earth shows a track laid, and the undercar
unloader under construction [see photo].

**PW: BELLE DOCK**

31 May, New Haven. **NORTHERN RAIL SERVICES BEGAN WORK ON REBUILDING THE RAIL YARD SERVING THE PORT OF NEW HAVEN.**

During the construction of the Q-Bridge, the new I-95 crossing of the Quinnipiac River, the yard was mostly dismantled but for a temporary cross-dock [see 06#09B]. ‘We just unloaded a full rail car of 80’ rail today and getting the balance on Thursday from the A&K yard in Hamden. Switches, and ties arriving within the next week. Northern is a subcontractor to PW who has done work on Waterfront Street [see 14#03A].

**NAUG: NEW CUSTOMER CLOSE TO STARTUP**

2 June, Hartford. **PAN AM EDPL RAN SOUTH TO BERLIN ON THE CONNRIVER LINE WITH CARS FOR FROST BRIDGE.** MEC 352, MEC 351, P&W 2007 led 30 cars: 8 debris cars (ex unit train coal "bathtub" cars with extended height sides & ends), 4 tank cars, 1 steel coil, 2 tank, 3 gondolas, 8 tank, 1 debris, 1 scrap gondola, and 2 steel coil cars. {Guilford
Pan Am left the cars at the Watertown Junction. NAUG moved them to Frost Bridge [see photo].

Final track work
John Ogren of Northern Rail Services is doing the track work. He wrote on 26 May that the track work is complete except inside the building, where the concrete work for the scale is complete. Scale materials should show up at the beginning of June, so he can finish the track work except for the scale rails.

‘Scales are showing up in a couple of weeks which will allow us to finish track work.’ {e-mail to ANR&P}

MAINE

NB&M & PAN AM: MAINE PAPER MILL DEVELOPMENTS

Twin Rivers Madawaska (NB&M service)
On 6 June, Twin Rivers announced it will shut its No. 3 paper machine at the end of July. The permanent closing of the No. 3 machine is part of a $12 million investment at the Madawaska facility that includes upgrades to its No. 8 machine designed to improve productivity and better position the mill for the future. {company news release}

Catalyst Rumford (Pan Am service)

The expression of intent indicated that KGI would pay C$6.00 per share for Catalyst, except for the shares held by the four largest shareholders. They would receive interest in a new junior convertible term loan.

KGI would commit to equity investments on or after closing of (i) C$25 million in the Company and (ii) C$35 million in a newly formed guarantor of the new term loans entered into as part of the transaction. {Catalyst website}

Verso Jay (Pan Am service)
On 2 June, Verso announced that it would begin making GlazeGuard, a grease-resistant paper designed for uses such as sandwich and deli wraps, foodservice liners, microwave popcorn bags and laminated food pouches, on paper machine No. 5 at the Mill, according to a company statement.

In 2015, Verso shut down its No. 1 pulp dryer and No. 2 paper machine at the mill. It is now in voluntary bankruptcy reorganization. {Lewiston Sun-Journal 2.June.16}

MDOT: NO TIGER START YET*
2 June, Augusta. THE FOUR RAILROADS TO EMPLOY TIGER GRANT FUNDS AWAIT A NOTICE TO PROCEED FROM THE FRA, wrote Nate Moulton, director of the MDOT rail program [see 15#10B and map].

In February Moulton wrote that he and the railroads were finalizing documentation [see 16#02A].
PORTLAND, SEARSPORT, EASTPORT: 2015 TOTALS

PORT OF MAINE: MARINE TRAFFIC
CALENDAR YEAR 2015

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<tr>
<th>CONTAINERS</th>
<th>PORTLAND</th>
<th>PENOBSCOT BAY &amp; RIVER</th>
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<th>EASTPORT</th>
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VESSEL TRAFFIC

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<td>Total</td>
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<td>227</td>
<td>117</td>
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Please provide exact rather than rounded numbers.
(a) boxes, meaning numbers containers of all lengths, not TEUs
(b) including steel

All ports in Penobscot Bay and River are aggregated to protect proprietary information.
This includes facilities in Camden, Rockland, Belfast, Searsport, Bucksport, Winterton, and Bangor.

Passenger and ship counts for Boothbay Harbor are included in the Portland figures.
Passenger counts do not reflect transits on international ferries.

Maine Port Authority statistics. (e-mail to ANR&P)

PAN AM: ORRINGTON
DIRTY DIRT*

10 June, Orrington. MALLINCKRODT’S CONTRACTORS CONTINUE TO SHIP OUT CONTAMINATED MATERIAL.

According to the report covering May, *(Figure not provided. ** Calculated by subtraction.
{Monthly reports from Environmental Quality, the contractor handling the cleanup, provided through Maine Department of Environmental Protection)}

- Transported one shipment of general debris (5.7 tons) and five shipments of railroad ties (50.6 tons) to Casella Juniper Ridge between May 3 and 18, 2016.
  - At the end of May 2016, over 42,500 tons of soil from the Landfill Ridge Area has been shipped off-
site in 437 rail cars to the Republic disposal facility in Niagara Falls, New York and the Stablex disposal facility in Canada.

- Transported spent carbon (two cubic yards), spent Mersorb (one cubic yard), and filter press sludge (19 cubic yards) to US Ecology’s hazardous waste disposal facility in Michigan.

{text via MDEP}

**CRUDE TRANSPORT: AGAIN ZERO**

Through the end of April, the Portland Pipe Line had moved no crude oil to Montreal this year. {e-mail from Melissa Morrill at Maine DEP 31.May.16}

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**CRUDE OIL THROUGH MAINE**

{Source: Maine Department of Environmental Protection}

*Note:* All entities transporting crude must pay a per-barrel fee and report the number of barrels by the end of the month following the report.

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**EASTPORT (& SEARSPORT): INITIAL SALT MOVES FAST**

31 May. **LONSHOREMEN UNLOADED 14,452 TONNES OF SALT, BAPTIZING THE PORT CONVEYOR.** William Massow, vice-president of operations for New England Salt Company, said the salt came from Morocco. “We wanted to start with a partial vessel and see how everything works out.”

Al Day, manager of the port operator Federal Marine, said stakeholders planned for 300 tonnes per hour. The workers averaged 425/hour, completing the unloading in 34 hours versus the planned 43 hours.

**Searsport**

The **Star Zeta** unloaended about 27,000 tonnes at Searsport earlier [see 15#01A] for sister company Maine Materials], said Massow. He hopes for a second ship this autumn, with 25,000 tonnes for Eastport and 35,000 to 40,000 tonnes for Searsport.

Chris Gardner, director of the Eastport Port Authority, believed the unloading rate highly competitive and at times faster than Searsport, which has unloaded hundreds of ships. Searsport trucks have some distance to go to the salt storage pile, he said. “Having the bulk yard effectively right at the pier is a tremendous advantage.
“We’re not trying to take business from Searsport but to get more business for Maine.” Officials from Sprague’s Searsport salt terminal provided helpful advice, he added.

**Trucks also used**
Gardner reported that trucks were used simultaneously with the conveyor: “The faster we can do it, the better.” Federal Program Integrators, a Native-owned management, construction, repair, and restoration firm located on Indian Island in Maine which is working on the new port access road, furnished the trucking in the early part, and local trucking firms did the latter part of the truck moves.

**Government investment**
The $10 million conveyor cost came from the state ($4.5 million), the US ($2.5 million), and the Eastport Port Authority ($3 million). MDOT Commissioner David Bernhardt, who watched the unloading over two days, said: “It shows the investment was the right thing to do.

“... We hope to see in the near future biomass like wood chips. It will help the fiber industry in Maine, since we’ve lost some paper-making and biomass plants.”

**Future customers**
Gardner welcomed officials from potential future customers of the port to watch the unloading, and they were pleased. “We had a lot to prove to a lot of people. We made a lot of promises over the last two years, and we are going to make good on them.”  

The article did not mention when or if the long-anticipated wood chip move might begin.

**SHIP CALLS**
At Eastport in addition to the Star Zeta, the Al Dalian left on 24 May with 18,000 tonnes of wood pulp for the Far East.

At Bayside, the Eidsvaag Vinland arrived on 5 June to unload salmon feed and remained all week, seeking the necessary permits.  

**PORTLAND: IMMENSE GROWTH ++**
26 May. 2013.  
**EIMSKIP CARGO HAS GROWN 20% EACH YEAR SINCE IT STARTED IN 2013,** Larus Isfeld, the managing director, told the Maine International Trade Center’s International Trade Day here. This “has forced Eimskip to add to our capacity in 2015 and hopefully add to it again in 2016.” The company, which employs 1,300 people worldwide and 10 in its Portland facility, was recognized by MITC as its Foreign Direct Investor for 2016.

Eimskip made 26 calls a year in 2013, and has added five more per year. It aims to call weekly by 2020, which will expand its customer base, which now reaches north into Canada, throughout Massachusetts and is approaching New York City.

“The commitment to growth is something we share,” he said. “I have big plans. We have just started. We will grow together.”  

**Increase in containers**
In early 2014, Isfeld said the terminal was handling 5,000 containers.  

**Editor**
No containers on rail
While at the outset some containers were stripped or stuff for furtherance by rail, at this point no containers move by rail to or from the ship itself. Eimskip containers are used for the Poland Spring traffic, which is trucked from bottling plants to the container terminal for furtherance by Pan Am. Editor

The container terminal wins an award
MDOT’s project creating the rail intermodal part of the International Marine Terminal received an award from the Northeast Association of State and Provincial Transportation Officials, or NASTO. It won in the small project group, for projects costing less than $25 million. {AASHTO press release 7.June.16}

MASSACHUSETTS

PAN AM: BOSTON AREA CUSTOMER REVIEW COMPLETE
Note. For the past few months, this newsletter has carried a succession of articles describing the Pan Am service to the area in and north of Boston [see map]. This article, covering the towns of Salem and Peabody on the North Shore, completes the coverage.

PAN AM SERVICE TO SALEM AND PEABODY
Pan Am operates locals out of its Somerville yard [see 16#04B] to serve Everett customers and often the same

Pan Am Boston customer areas. This issue describes the Salem-Peabody customers. For Everett, see 16#05A. Somerville 16#04B. Winchester-Woburn-Wilmington, 16#03A. Billerica Shops 16#03B. Fletcher Granite 16#04A. {ANR&P annotation of Pan Am map}
train will continue to Salem to serve Univar and to Peabody to serve Rousselot – though not on the same 12-hour shift. Like CSXT, these trains operate during the day, wending their way among the T commuter trains.

Castle Hill Yard

From 15 May to 9 June, Salem-Peabody traffic was spotted as follows:
13 May: LA-5 took over LA-4 last night. Out of Salem with 1-7, worked Univar as expected. 0-6 to Somerville.
18 May: PAR LA-5 out of Salem last night with 5 cars to Somerville.
19 May: PAR LA-4 with MEC 504 went to Salem with 8 loads (2 Univar tanks, 2 bone cars and 4 acid). Looks like they are putting up there. ** On a side note BOTH acid and bones are being received at Rousselot by way of “over the highway” as noted these trailers leaving the plant and travelling on Allens Lane back to the highway. This is in addition to rail traffic.
20 May: PAR LA-5 out of Salem last night with 5 cars. Worked Univar and into Somerville with 4 cars. At 8:30AM another tank truck was spotted leaving the gated entrance to Rousselot, as previously mentioned the demand for acid is not being met by use of railroad tank cars
22: nothing.
25: PAR LA-4 with MEC 504 out of Salem with 6 empties to Castle Hill, worked Univar and into Somerville with 7 empties. Made a second trip going to Everett with 7 loads and back out with 8 empties.
26: PAR LA-4 with MEC 504 went to Salem with 5 loads. Came back lite engine.
27: nothing for Salem or Peabody.
29: nothing for Salem or Peabody.
1: PAR LA-4 with MEC 504 to Salem with 7 loads. Put up there.
2: PAR LA-5 took over LA-4 last night in Salem and came back to Somerville with 6 cars with no Univar stop. LA-5 then went to Everett with 8 loads and back lite engine. 4 empties. No Univar stop.
3: PAR LA-4 with MEC 504 went to Salem with 4 loads. Back with 4 empties. No Univar stop.
8: nothing for Salem or Peabody.
9: PAR LA-4 to Salem with one Univar and 4 acid loads. {Boston Report}
UNIVAR

Univar USA is the leading chemical distributor in the United States, providing more chemical products and related services than any other company in the marketplace. Our wide distribution network, with about 110 locations coast-to-coast,

In the Atlantic Northeast, Univar has the location in Salem at Colonial Road, as well as one in Dartmouth, Nova Scotia served by CN [see 04#09A] and one in ProvPort served by PW [see 03#05A and map

Peabody, Massachusetts. The Rousselot receiving tracks. Two acid cars spotted. Bone cars are spotted on the track left. {from 16#01B}
Total carloads
The Boston Report indicates the facility gets very roughly two to three loads per week. Google Earth photos over the past three years show from one to four cars in the yard. Editor

ROUSSELOT
This plant produces gelatine, made from cattle bones with hydrochloric acid. Pan Am improved the track in 2015, permitting acid in railcars to reach the plant safely after years of an embargo [see 16#01B].

The Boston Report indicates that the facility receives very roughly 10 carloads a week, equally acid and bones.

MC: NEW C&D SITE?*
28 May, Sandwich. THE BOARD OF DIRECTORS ISSUED AN RFP FOR RE-USE OF ITS UPPER CAPE REGIONAL TRANSFER STATION. This formerly received trash for railing across the Cape Cod Canal to the SEMASS waste to energy site in Rochester [see 16#03B, and 13#05A IRAP grant to SEMASS].

The RFP notes that the property could be used as a waste transfer station, C&D processing or transfer facility, or for organics material. Bids are due 27 June, to Catherine Laurent in the Town of Mashpee. {accent blueprints website^{1}}

NEW HAMPSHIRE

PAN AM v MBRX: MEDIATION
14 June, Wilton. THE TWO RAILROADS HAVE AGREED TO FORMER JUDGE KATHLEEN MCGUIRE AS A MEDIATOR in the matter of how much MBRX should pay to use three miles of excepted Pan Am track [see 16#05B]. They have agreed to suspend discovery in the Superior Court case. {ANR&P discussion with MBRX owner Peter Leishman}

PAN AM: MORE DIRTY DIRT
9 June, Milford. PAN AM CONTINUED TO MOVE CONTAINERS OF DIRTY DIRT FOR GENERAL ELECTRIC, which is remediating the Fletcher Paint site here [see 16#04B]:


February 2016. Elm Street: loaded 30 intermodal containers of TSCA soils (including Elm Street Area TSCA pile and USTs) and 6 trailers of non-TSCA soils (includes Elm Street Area non-TSCA pile).

March 2016. 41 loads (approximately 902 tons) of TSCA materials were sent to the Heritage disposal facility in Roachdale, Indiana. {text of Monthly Reports}

April 2016. One hundred twenty-four (124) loads (approximately 2,278 tons) of materials regulated under the Toxic Substances Control Act (TSCA) were sent to the Heritage disposal facility in Roachdale, Indiana.

Eighteen (18) loads (approximately 375 tons) of non-TSCA materials were sent offsite to the Waste Management Turnkey Landfill in Rochester, New Hampshire. {text of monthly reports on New Hampshire Department of Environmental Services website}

^{1} http://www.accentblueprints.com/specs.php?job=407&jobName=Upper+Cape+Regional+Transfer+Station+Re-Use
PORTSMOUTH: AN UPDATE
3 June. GENO MARCONI DESCRIBED PRESENT AND FUTURE ACTIVITY HERE. He heads the New Hampshire Division of Ports and Harbors of the Pease Development Authority, which controls the Market Street Terminal, and he cooperates with the commercial terminals on the river.

Navigational improvements: bridge, turning basin
In 1985, a US Army Corps of Engineers study identified five navigational improvements for the Portsmouth Harbor channel. Three are done, cutting back ledges and widening the turning basin south of the Sarah Mildred Long Bridge. Building a new bridge, the fourth, is underway [see below].

Preliminary engineering on the fifth and last, increasing the upper turning basin from 800-foot diameter to 1200-foot diameter, is underway. The Corps would like the current 800-foot basin, designed for 750-foot ships, to have an additional safety factor and thus have a 1200-foot diameter. The Corps stated in 2014 that would boost efficiency as well:

‘As a result of the narrow turning basin, ships have been damaged from grounding and incur delays in channel transit. To compensate for the narrow turning basin, the harbor pilots will only turn ships when currents are slower during the high or low slack tidal periods and during daylight hours.

‘These conditions put a severe constraint on the available time to transit the river and to unload goods.

‘Additional costs associated with these delays include the cost to remain at the berth until tide is right, and the cost of additional tugs to turn and maneuver the ships up and down the river. Cargo vessel sizes are limited by these conditions requiring extra ships to transport the same amount of goods.

‘The Recommended Plan would widen the existing 35-foot deep MLLW 800-foot wide turning basin located at the upstream end of the Federal navigation channel to 1,200 feet. The existing project depth of 35 feet MLLW plus two feet of allowable overdepth would be retained. Approximately 728,100 cubic yards of coarse grained sandy and gravelly material, and approximately 25,300 cubic yards of rock would be removed.’ {Corps Release no. 2014-033 31.Mar.14}
Cost and payment. The state and federal government have already paid out “close to $1 million in preliminary engineering” and cost-benefit analysis said Marconi. Cost totals $22 million, with a $7.5 million state share, which includes 10% for future operations and maintenance.

Federal funding for the dredging will come out of the Water Resource Development Act (WRDA) which has passed the Senate and faces action in the House. The upper turning basin is one of six projects WRDA specifically mentions.

**Bridge**
Building the replacement of the Sarah Long Bridge is well underway [see photo]. At a cost of $172 million, including $25 million for the rail deck [see illustration] from a TIGER grant, work should end in 2017 [see 14#09A], resulting in a horizontal opening for ships of 300 feet, up from 200 feet.

Widening the bridge opening was vital, Marconi explained, whereas dredging the channel more than its current 35 feet was not. “Ships are getting wider, and not necessarily deeper.”

**Commercial need.** A 2012 study noted:
‘The Sarah Long bridge has a horizontal clearance of 200 feet; however, the opening is positioned at an angle to the flow of current and this—plus the bridge opening’s width—limits that maximum vessel beam (width) that can pass through the bridge at 106 feet.’ {page 9}

‘In Northeastern markets, there is already a fleet of vessels operating in other ports with wider beams of 118 feet. In 2011, the largest commercial vessel to enter Portsmouth Harbor was the *CSL Atlas*, a bulk carrier,
with a dead-weight tonnage of 67,364, a length of 747 feet, and a width of 106 feet carrying a load of gypsum to the Sprague River Road terminal. The largest [tonnage] commercial vessel to enter Portsmouth Harbor since 2005 was the Sheila Ann, also a bulk carrier, with a DWT of 70,037, a length of 740 feet, and width of 106 feet. [These are then the among the] widest ship that has navigated the Piscataqua is 106 feet which is due in part to restrictions caused by the Sarah Long Bridge. {12}

Future tenants
The south end of the Market Street Terminal will become available for other users at the end of 2016, because Cianbro will complete precasting the tower blocks [see photo].

Companies have approached Marconi because of word of mouth or referrals to the Terminal, “especially project cargoes”; he does very little marketing. Some are “good companies which have been in the maritime business for many years”; others are seeking a maritime component for the first time.

He emphasized that the Pease Development Authority, which operates the terminal, does not lease it out. It concludes “operating agreements to conduct cargo operations.” His office recommends agreements to the board of the Authority, which has the final decision.

He declined to name any of the interested companies.

Containers in Portsmouth?
A 2002 concept for container service never materialized [see 02#05B and 05#01B]. Columbia Coastal made a trial call with its barge service [see 06#01A]. For a short time in 2007 Eimskip's New England-Canada Express container feeder service called Portsmouth, but dropped that call and added Saint John instead [see 08#09A].

Since then, no container service has called. Given that record, and the startup of the container service by both rail and ship in Portland, your editor asked Marconi whether he could see such a service in Portsmouth.

Marconi said he had heard nothing from Fiaz Arain, the man behind the 2002 idea. However, Dale Wood, the man behind the 2007 Eimskip call, remains interested.

Rail
No potential customer has mentioned rail access, said Marconi. The current rail is blocked because of
construction. However, when Sea-3 completes its terminal upgrade to receive more propane by rail, Pan Am service will increase to that upriver terminal. Pan Am has already upgraded the track, and the Terminal will receive a spur in addition to the track across the bridge. [This could induce rail use at Market Street – editor.]

**TIGER grant**

Marconi said the Development Authority had again sought a TIGER grant. It would rehab the existing pier piles, fill in the open space between the pier and the shore, and lengthen the pier to permit docking of 750-foot ships, so as to be compatible with the size of ship which will use the existing turning basin [see photo].

He noted that outbound ships do call the Market Street Terminal for bunkering and provisioning. {ANR&P interview 3.June.16}

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**Economic impact**

According to the 2012 study:

‘The Port of Portsmouth-Newington and the marine terminal operators along the Piscataqua River are a significant contributor to the regional economy in the states of New Hampshire and Maine. In the local economy, 987 jobs paying $90.2 million in salaries, wages, and benefits were directly employed by 16 businesses utilizing the Port of Portsmouth or the Piscataqua River.

‘Total regional economic impacts of port-related activities include 2,350 jobs and $275 million in value added. Port activity results in 2,100 jobs in New Hampshire and 280 jobs in Maine paying $156 million in salaries, wages, and benefits. For every dollar in value added by port industries, another $0.66 cents is generated in indirect and induced economy activity in New Hampshire and Maine. This activity results in $25 million in
state and local taxes in New Hampshire and Maine.

‘Approximately 90% of the economic impacts from the maritime commerce of the Port and Piscataqua River are experienced in NH and 10% of the economic impacts are experienced in Maine.’ {page 3}

‘The terminals along the Portsmouth Harbor and the Piscataqua River generate between 150 and 250 inbound commercial vessel transits per year. Historically, waterborne commerce was 1.8 million tons in 1969 rising up to 3.1 million tons in 1981. Shipping activity hit a peak at 5.5 million tons in 2005, followed by a decline to 3.1 million tons in 2011. … Peak vessel traffic was 287 recorded in 2003.’ {14}

‘In 2011, the principal commodity moved on the existing waterway was fossil-fuel based products (oil, propane, and coal) which comprise approximately 50% of the marine commerce shipped through the harbor by
weight and 55% of its value. Bulk goods (primarily road salt, gypsum, and steel scrap) accounted for 40% of the weight and 8% of the value. General cargo and liquid cargo accounted for 7% of cargo by weight but 37% of cargo value.

‘The significant majority of weight and value of cargo is in-bound. The chief products shipped out of Portsmouth are general cargo, tallow, and steel scrap. The port has occasionally engaged in small-scale containerized shipping; however, there was no container activity in 2010 or 2011. The cargo mix has remained relatively constant since at least the 1970s. Disclosure requirements protecting individual terminal operators prevent a more detailed discussion of shipping activity.’ {15} \{The Economic Impact of the Piscataqua River and the Ports of Portsmouth and Newington, Matthew Magnusson, Charles Colgan, Ross Gittell, June 2012\}

\[\textbf{RHODE ISLAND}\]

\textbf{PROVPORT: BARGE DEDICATED, EXPANSION FUNDS SOUGHT ++}

27 May, Providence. \textit{STATE SENATE MAJORITY LEADER DOMINICK RUGGERIO INTRODUCED A BILL TO PLACE A $20 MILLION BOND ON THE 8 NOVEMBER BALLOT.} It would help fund the first phase of ProvPort’s multi-phase plan to develop a new deep-water general cargo port marine terminal on the waterfront along Allens Avenue, according to Bill Fischer, a spokesperson for ProvPort: acquiring and developing approximately 15 acres of land north of Thurbers Avenue [see graphic].

ProvPort now “has run out of space,” making it difficult for the organization to market the port, Fischer said. [See expansion southward for salt in 15#12A, new cement terminal in 15#12B, and wind components in 15#11B.] \{Dan McGowan in WPRI.com 27.May.16\}

\textbf{ProvPort maxed out on loans}

ProvPort, a 501(c)3 nonprofit, purchased its campus from the city for $16.4 million in 1994 as part of Providence’s effort to close a projected budget deficit. The facility, which now has 13 tenants, brought in $7.5 million in revenue in 2014, according to its annual IRS Form 990. ProvPort CEO William Brody’s compensation package totaled $225,000 in 2014, the document states.

As part of an agreement with the city, ProvPort pays 6% of its gross revenue to the city in lieu of real estate taxes; its tenants all pay state and local taxes. Unless a new deal is reached, all of ProvPort’s assets will revert to city ownership in 2036. \{Dan McGowan in WPRI.com 27.May.16\}

ProvPort needs to bond the expansion because it has already pledged its borrowing capacity to purchase two new cranes that enabled it to unload heavier cargoes. Waterson explained. ‘The total TIGER project (two cranes and one barge) was just shy of $20 million. Of that, $10.5 million was paid by federal funds and the balance was funded by ProvPort with financing from Bank of America.’ \{e-mail to ANR&P 8.June.16\}

1 June, Providence. \textit{AN ARRAY OF OFFICIALS SUPPORTED THE PROVPORT BOND BILL} at a hearing of the Senate Finance Committee. State Senator Daniel DaPonte, D-East Providence, committee chair, declined to predict the bill’s chances. Though supporters raised points that he said were “worth a deeper analysis, a deeper conversation,” he also noted that the bill was coming up late in the legislative session, leaving open whether the General Assembly would have the time for that.

Supporters suggested the ProvPort $20 million bond might be combined with the Davisville $70 million bond in one package.

\textbf{Cascading ships}

John Vickerman, whose Vickerman Associates conducted an economic analysis for ProvPort, said the recently completed expansion of the Panama Canal, and projections that the New York/New Jersey ports will reach capacity in the next few years, will create opportunities for ports like Providence. That will displace smaller shippers who will be looking for new homes, like Providence, Vickerman said. \{John Hill in Providence Journal 1.June.16\}
Providence three-phase plan:

**Phase I** would encompass approximately 14.8 acres of terminal backlands (fast land) and would be served via truck drayage from the current marine marginal wharf/crane assets and infrastructure currently operating at ProvPort/WTS. The Phase I backlands would be developed as multipurpose container terminal / automobile terminal improvements for cargo storage and terminal support operations. The terminal may have “on-dock” intermodal rail operational capabilities.

**Phase II** would encompass approximately 31.3 acres of marine terminal acreage including the Phase I acreage. The port terminal would have a 1,570 ft. marginal wharf, multipurpose container terminal / automobile terminal improvements for cargo storage and terminal support operations. 16.5 acres would be developed on tidelands parcels. This port terminal would have two berths plus one barge berth marine terminal would have “on-dock” intermodal rail operational capabilities.

**Phase III** would encompass approximately 60.4 acres of marine terminal acreage including the Phase I & II acreage. The port terminal would have a 2,880 ft. marginal wharf, multipurpose container terminal improvements for cargo storage and terminal support operations. 14.6 acres would be developed over submerged tidelands parcels (encompassing a total of 31.3 acres of submerged lands). This port terminal would include three berths plus two barge berths and would have “on-dock” intermodal rail operational capabilities.

**Container ships**
The terminal will be designed to accommodate current smaller container ships with capacities of up to 3,500 to 4,000 Twenty Foot Equivalent Units (TEUs) utilizing the authorized 39-foot channel depth. {page 9}

**Phase I and its costs**
Phase I comprises a total of 14.82 acres and would include terminal improvements to the land with refrigerated container yard storage areas operated remotely using the ProvPort Wharf/Quay, crane equipment capabilities and other ProvPort assets. Phase I improvements are coordinated with Phase II and III port terminal improvements. The Phase I costs were estimated at $10,212,000 based on an approximate current land parcel value ranging from $550,000 to $830,000 per acre. The estimated capital budget cost estimate (CAPEX) for the Phase I parcels is approximately $9,187,326 or approximately 47% of the total Phase I budget cost estimate of $19,399,326. {page 6}

(https://lintwpri.files.wordpress.com/2016/05/revised-final-wts-provport-economic-development-analysis-estimate-stud.pdf)
What would the $20 million buy?
Bill Fischer, ProvPort spokesperson, declined to respond to questions about exactly what the $20 million would do, or to questions relating to Vickerman’s enthusiasm for a container port [see graphic]. {e-mail to ANR&P 9.June.16}

However, ProvPort has apparently based the bond proposal on the Vickerman report, as Vickerman testified to the Senate committee about the details of the first phase as laid out in his report [see graphic]. {ANR&P discussion with source close to the port development}

Current users, Phase I
Vickerman’s report noted ‘Phase I can be defined as the acquisition and land based terminal improvements to the dry fast lands associated with the two most southern two parcels of the project property and the separating easement as described below:

- Cumberland Farms Inc. 9.04 acres.
- City of East Providence Easement 0.51 acres.
- ACR Realty Inc. 5.27 acres. {page 6}

The ARC parcel is occupied by Rhode Island Recycled Metals [see 09#07A], which has spent years fighting efforts to close it down. {‘In Providence, a waterfront fight over scrap metal company. Fearing contamination, R.I. wants receiver to take over Rhode Island Recycled Metals, a privately held company, on Allens Avenue.’ Alex Kuffner in Providence Journal 6.Jan.16}

6 June. GOVERNOR RAIMONDO IS “INCLINED TO SUPPORT” THE BOND BILL, SHE SAID AT THE BARGE DEDICATION. Along with other political leaders such as Ruggerio, US Senator Jack Reed, Mayor Jorge O. Elorza, Providence City Council President Louis Aponte, and MARAD Maritime Administrator Paul N. Jaenichen senior, she participated christening the barge Sandy C named after Sandy Carlson, ProvPort’s longest-serving board member and chair until her death in 2013.

More on the barge
Funded through a TIGER grant of $7.4 million, the Sandy C was constructed by the Conrad Shipyard in Morgan City, Louisiana. At 300 feet long, 72 feet wide, it can hold one of the harbor cranes ProvPort earlier acquired via a TIGER grant. {fact sheet from ProvPort}

Use
Chris Waterson, general manager of ProvPort operator Waterson Terminal Services, said at the dedication that the two new German-made Liebherr 550 cranes can heft about 124 tons per lift, compared to the 50-60 tons for the previous cranes, and do it faster.

The Sandy C will act as a portable dock for a ship which cannot come alongside the pier. And should a larger ship that draws deeper than Providence’s 40-foot depth need unloading, Waterson said a tug could take the barge and crane out to Narragansett Bay for lightering. {John Hill in Providence Journal 6.June.16}

VERMONT

PAN AM-VRS: OMYA CHANGE*
7 June, Hoosick Junction-Bellows Falls. VRS WILL MOVE THE OMYA UNIT TRAIN TO PAN AM IN BELLOWS FALLS FOR MAINE DESTINATIONS, as a result of a collaboration among the two railroads and Omya.

Erik Bohn, director of logistics and customer service for the Americas, said Omya will now send out carloads of slurry via four gateways:
- VRS to Whitehall New York for interchange to CP and furthering west to both Canadian and US destinations.
- VRS to NECR in Burlington for interchange to CN in East Alburgh, thence west to both Canadian and US destinations.
- VRS to Hoosick Junction for interchange to PAS/NS and furthering west.
- VRS to Bellows Falls for interchange to Pan Am for furthering of the ‘unit train’ to Maine customers. This traffic formerly ran via Hoosick Junction [see description of 33-car train in 10#03A]. [It sometimes consists of only Omya slurry cars; other times a string of Omya cars will move in regular Pan Am trains. Editor]
- VRS to Bellows Falls for interchange to NECR, which moves some Omya traffic to Palmer for interchange to CSXT.

Because the PAS/NS westbound traffic volume has increased, the railroads and Omya agreed to return the Maine traffic to the formerly-used PAS/VRS interchange in Bellows Falls, which will free up car spots for Hoosick Junction interchange.

The new pattern will change the day the unit train leaves Bellows Falls, but it will still operate once a week.

‘Transitioning this now is good timing, since rail service has been very good, as has communication among all parties,’ wrote Bohn. {e-mail to ANR&P}

A benefit for other traffic as well

The change gives VRS more room at Hoosick Junction for other traffic, where it now has a direct (paper) connection to NS via PAS haulage. It also has a direct connection to CSXT via NECR haulage for other traffic. {e-mail to ANR&P from VRS’ Gerry Racette 8.June.16}

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**MARITIMES**

**SAINT JOHN & CN: POTASH CONTINUES***

5 June, Moncton. *CN TRAIN B730 HAULED 130 CARS OF POTASH TOWARD SAINT JOHN*, reaching the end of the trip from Alberta. Since the startup of the move [see 16#02A Regional], Canpotex has run trains with some frequency to Saint John. {RailsNB Facebook page}

**SYDNEY: WHAT FUTURE?**

19 May. *SYDNEY PORT DAYS ATTENDEES HEARD OPTIMISTIC NOTES ABOUT FUTURE TRAFFIC.*

**Novazone the logistics park**

Jonathan Wener, chair and CEO of the Canderel Group, Montreal, told attendees his company will develop Novazone [see 16#02B] in partnership with Harbour Port Development Partners (HPDP).

The 1,250-acre Novazone will take shape in three phases adjacent to Novaporte, in a Foreign Trade Zone recently announced for Sydney. Novaporte and Novazone have an estimated price of $1.6 billion. {Wener at presentation}

**Novaporte the container terminal**

HPDP’s Barry Sheehy, told Port Days that more ships of 14,000 TEUs and larger are coming. Unlike many East coast ports, Sydney can accept the vessels and has a chance to do so. “The stakes couldn’t be higher. We

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*The Port of New York and New Jersey will be able to handle 14,000 TEU vessels toward the end of 2017, officials at the Port Authority of New York and New Jersey confirmed on 7 June. The planned completion of the 50-foot Harbor Deepening Project later this summer and the anticipated completion of the navigational clearance project at the Bayonne Bridge late next year were cited as proof that the port will find itself prepared to handle new, larger classes of cargo ships within its previously stated time frame. {World Maritime News 10.June.16}
have a window of opportunity and we need to be going through it but we need to get our act together. If we don’t take advantage, the opportunity is gone.”

A study to determine feasibility
As announced in December [see 15#12A], HPDP signed a memorandum of understanding with the China Communications Construction Company (CCCC), the world’s largest port construction and design company, to discuss arrangements related to the design, construction and ownership of the container terminal.

Albert Barbusci of HPDP said in a plenary question and answer session that CCCC is carrying out an extensive study to determine if the project is actually feasible. The results of the study are expected sometime this summer. {ANR&P coverage by Peters}

Carrier commitment needed
Speaking privately afterward, Sheehy said Novaporte needs a long-term commitment from one or more major carriers before construction starts. “We are in negotiations around the world right now at the highest levels. The interest is very high. They know they have a problem and they are intrigued by our solution.”

They need “the right number,” to be competitive, he said - cost per container, determined by several factors.

Rail?
Sheehy and others state a successful container operation needs rail inland, meaning the CBNS line to the Strait of Canso, now fallow, must be revived. A source close to the rail line said $60 million to $70 million is needed to upgrade that portion of the line to carry double-stack intermodal cars, and millions more in upgrades for the line from the Strait to Truro and the interchange with CN.

Sheehy is convinced rail will be available if and when it is needed. “We have been talking to everyone we need to talk to. I can’t say much more than that. A lot has to be invested in infrastructure if this country or this port, is to move forward.” {discussion with ANR&P correspondent Tom Peters 19.May 2016; Atlantic Canada Opportunities Agency release 14.May.16}

RAIL FREIGHT FACILITIES

Described in this issue.
Canpotex (CN, New Brunswick) To Saint John.
Cargill (BKRR, New York) $ for BKRR
CaroVail (BKRR, New York) $ for BKRR
Catalyst (Pan Am, Maine) Possible buyer?
Fletcher’s (Pan Am, New Hampshire) More dirty dirt.
Frost Bridge (NAUG, Connecticut) Cars arrive.
Mallinckrodt (Pan Am, Maine) More dirty dirt.
O&G (PW, Connecticut) spur finished.
Omya (VRS, Vermont) New gateway for Maine.
Rousselot (Pan Am, Massachusetts) Service pattern.
Univar(Pan Am, Massachusetts) Service pattern.
Verso (Pan Am, Maine) New coated paper.
BOOK REVIEW

FIELD GUIDE TO TRAINS

From the top, I will admit it: I am not a foamer. Your editor has written about trains for 22 years, and still cannot differentiate between a GP40 and a Dash-8, or between a U-boat (I thought that was a German submarine) and an HSP-46. They all look like locomotives to me.

So I opened Brian Solomon’s new Field Guide to Trains: Locomotives and Rolling Stock, to enlighten me. Impressively printed with a soft-cover (easier to use in the filed), the book is lavishly illustrated with photos of the four types of stuff rolling on rails: locomotives, self-propelled trains, passenger and freight cars, and rail transit equipment.

The last has two sections. The first, ‘Light Rail’, is divided into sections according to manufacturer. The second, Chapter 12, ‘Rapid Transit’, has sections on the MBTA, New York, Miami-Dade, Montreal, and Toronto. Hmmm...no Chicago? No DC? The omissions belie the subtitle: ‘Your Complete Guide to Everything on the Rails Today’.

But enough carping about passenger. I don’t follow passenger. I do follow freight. So I go back to the first section. I do want to know about those GP40s, which I find in Chapter 1, ‘General Motors Freight Diesels’. Solomon explains that the GP40 is based on the 645-horsepower (and displacement) 16-cylinder diesel.

‘A careful examination is necessary to distinguish a GP40 from the variety of similar-looking EMD road-switcher models built between 1963 and 1994.’ Fine. How do I do that?

Uh-oh. Not with this book. I go back to the Introduction to find: ‘There isn’t space to offer a complete spotter’s catalogue.’ Untrue, because Solomon’s urge to act as the historian results in more than one photo of the GP40, and in photos of locomotives leading nice-looking trains, which don’t let me see the difference between the GP40 and other locomotives.

I would have much preferred a full side-on photo of the GP40, as well as its predecessor GP38 and sister SD45. Example: cut the photo on page 14 of the GP40 in Conrail colors in 1987, and cut the photo on page 15 of the SD45. Show me the two side-by-side so when I am on the ‘family trip’ the blurb mentions, I can tell which locomotive I am looking at.

What about the text itself? Solomon writes that the SD45 has a 645E3 engine with 20 cylinders. Wait. I thought the 645 had only 16 cylinders. Oh, ‘the 645 line offered … different 645-engine configurations.’ So railroads could buy the SD40 and the SD38. How does the SD40 look compared to the GP40?

Nuts. Since my favorite railroad, Pan Am, has oodles of GP40s, plus a few FP9s and SD45s, I had hoped I could learn to make just one distinction. Not today.

So, I learned a few facts. The Field Guide gives the arm-chair reader a quick overview of locomotives and rolling stock in North America, but it’s not the guide for a trip. For that, isn’t there an app?


The author responds:

I think it’s a fair statement to say that the cover blurbs do not accurately convey the essence of the text.

My intent was to provide an overview of different types of common equipment and put that in both an historical and technological context, while also telling about real-life applications. I think I did a pretty good job with that. There was never the space for a totally comprehensive spotting guide, I state that in the introduction. Rather this is a sampling of common (or in some instances unusual) varieties of equipment. The focus is on types in use today.

One of the problems with spotting guides, and the reason I avoided that approach, is that they show the external details that distinguish different models, but rarely tell the story about why these models are really different. Also, such an approach was more effective in the days when most railroads were still using ‘out of the
box’ equipment. Today, so many locomotives have been rebuilt, reworked, remanufactured, that the traditional
details often don’t give a clue as to what going on under the hood. This gets even more complicated in the realm
of rolling stock. I think I quoted a figure on the number of freight cars on the roll, but its well over a million. A
freight cars guide could easily fill 1000 pages alone. Likewise a complete rail transit guide would be a rather
substantial document. All I intended to do with these sections was to put these types of equipment in context
with common examples.

I would hope that the average reader would be delighted at the range of equipment discussed and the
insight that I’ve provided to help them better appreciate what’s on the roll today. As far as the 645 diesel, this
basic design was available in a variety of configurations; 8, 12, 16, and 20 cylinders. 645 describes the
cylinder displacement, not the total engine displacement. Also the engine could be bought in both turbocharged
or normally aspirated variations (the latter was typically aspirated with a Roots blower).

- Brian Solomon 7 June 2016