CN-CSXI: New intermodal service offering from Halifax etc to New England.  
B&A: No sale yet.

CONNECTICUT
[No report.]

MAINE
Legislature: Action on five bills.
Amtrak: Rebuttal in STB action.
Portland connection: Update.
SLR: Pineland update.
SRP: Kennebec Rail with Trail construction.

MASSACHUSETTS
PW: intermodal expansions in Worcester.
MCER: Traffic down.
Boston: COSCO direct call coming.

NEW HAMPSHIRE
CCRR: Twin State gravel move not yet approved.
AIRPORT BRANCH: Update on two lawsuits.
RHODE ISLAND
PW: Third spur for State Line Scrap

VERMONT
GENERAL ASSEMBLY: Rail division $
LVRC: State awards line to trail interests.
NECR: Track geometry stops Vermont.
VRS: Champaign Flyer passenger count
MARITIMES/QUÉBEC
NBSR: St.Stephen spur moving forward.
Bayside: Wharf access an issue.

PEOPLE, POSITIONS, EVENTS
Michael Chilson, T.K. Dyer, Chinet Company

FROM THE PUBLISHER

Favorite story
The struggle by Peter Frye to get rail service for his Bayside operation. I do wish the provincial government would get with the program and support rail. New Brunswick stands out as the only province or state in the Atlantic Northeast without any financial support for railroads.

Surely taking trucks off the highways and saving highway construction funds should justify some financial infusion?

- Chop Hardenbergh

Next issue: 15 June

CN/CSXI HALIFAX ETC -WORCESTER
28 May. CN AND CSXI ANNOUNCED NEW INTERMODAL SERVICES which look like competition to MCER, SLR, and GRS. According to the press release, the services include many routes: five-day service between Vancouver and New York (Kearny NJ); four-day service between Toronto and Florida; and two-day service between Toronto and New York.

‘James M. Foote, CN’s executive vice-president, sales and marketing, said: “The CN-CSXI intermodal marketing agreement is a good example of how railroads can work together more efficiently to increase market share in an intensely competitive North American transportation marketplace. This marketing agreement allows CN and CSXI to expand their market reach significantly. For the first time, shippers using CN in Canada now have effective intermodal connections to major centers in the U.S. Northeast - the largest manufacturing and consumer base in the U.S. - namely New York, Boston and Philadelphia. These shippers will also benefit from efficient intermodal links to other eastern and southern U.S. markets. All of these services should be attractive to shippers of high-value consumer goods in Canada and the U.S., as well as international shippers moving products into and out of North America via the ports of Vancouver and Halifax.”’ (text of press release)

New train to provide new service
According to Rob Girardot, director of business development for CSXI, the heart of this new service is formed by a new CN intermodal train out of Toronto, running direct to Syracuse. CN will receive the traffic from Vancouver via its normal intermodal trains, from Montreal and Halifax via those normal trains, and local traffic. Moving through Buffalo it will receive a crew change and customs check, and proceed to Syracuse non-stop.

In Syracuse, CSXT will take the blocks off the new train and set them out for pickup by regular CSXI trains: traffic for New England will run on the regular trains to Worcester and Boston, while traffic for New York (Kearny) and points south will run on Kearny trains.

At Kearny, intermodal units destined for the South will interchange to the CSXI I-95 train.
New Halifax-Worcester service

Before the new service, intermodal traffic between Halifax and Worcester was cobbled together in a fashion “not particularly customer friendly,” said CSXI spokesperson Dan Murphy. For example, P&O Nedlloyd was using Worcester for mini-landbridge traffic from the West Coast, and using Ayer for intermodal traffic from Halifax. Shipping companies don’t like equipment at two different nearby points, so combining them makes sense. [Of course CSXI likes combining them at Worcester; according to one report, CSXI feared that P&O would combine the equipment at Ayer, using NS to reach New England instead of CSXI. Editor]

The CN/CSXI routing also provides double-stack service the whole way, which enables the two railroads to offer “competitive” pricing over the CN/GRS service Halifax-Ayer, which in the United States is only single-stack.

Competition to the CN/GRS service

The times offered by CN/GRS and CN/CSXI look about the same if CN/GRS is not running the New England Clipper, the dedicated 36-hour Halifax-Ayer train. Usually intermodal traffic Halifax-Ayer runs on merchandise trains, leaving Halifax at 2230 on, say, Monday and arriving in Ayer Thursday evening 2030. CN/CSXI is offering an 1800 cutoff at Halifax on, say, Monday and a pickup Thursday evening in Worcester, according to Girardot.

Vancouver-Worcester

Girardot said CN/CSXI is offering an 1800 cutoff in Vancouver on Day 0, with availability at 2300 on Day 5 in Worcester at the Stackbridge yards, operated by Intransit Containers for PW.

For Boston, CSXI offers availability 0930 on Day 6. [ANR&P discussions 30.May.01]

Competition to CN/SLR and CN/NECR/MCER service

The new service may compete with offerings by short lines connected to CN. SLR is growing its international steamship business from the west coast to Auburn Maine. And MCER is struggling with its intermodal terminal, after CSXI moved all its business from Palmer to Worcester, leaving only the single-stack lane via NECR to CN [see Massachusetts]. [ANR&P analysis]

A bigger pie

Matt Jacobson, head of US intermodal marketing for CN, said CN is aiming to create a larger pie in the Northeast, not slice the current pie a different way. “Our studies show that a lot of truck business originates in Canada and goes to New England and the mid-Atlantic area. We want to capture that.”

Furthermore, he said, “We did this [route over Syracuse into New England] in response to customer request.” CN’s other New England access routes (Halifax to Ayer, Montreal to Palmer, and Montreal to Auburn) will remain competitive. “We aim to be a full-service logistics provider, and the more options offered, the better.” [ANR&P discussion 31.May.01]

BANGOR & AR OOSTOOK

30 April, DC. “WE'RE PROCEEDING WITH THE SALE PROCESS,” said Iron Road Railways chief Bob Schmidt. “We have a few more parties on the property, and we’ll have one more later this week.” IRR is still looking at all alternatives as to the type of transaction. [ANR&P discussion]

MAINE

4 June. THE LEGISLATURE HAS ACTED ON FIVE RAILROAD BILLS:

LD 362 Grandfathered no-fee crossings. This bill would have prohibited railroad corporations from collecting maintenance and insurance fees from property owners using rights-of-way on private crossings prior to the effective date of this bill. Died 2 May.

LD 463 Authorizing MDOT to locate and construct rail lines. This requires the department to provide notice before acting. Signed into law on 2 May.

LD 591 Unsafe railroad bridges. ‘The commissioner may limit or prohibit the use of any railroad bridge that is determined to be unsafe after an examination performed pursuant to section 7301.’ Killed in May.

Chris Hall (D, Bristol), who sponsored the bill, said the Transportation Committee found that the bill created too many legal issues, such as federal pre-emption, for the Legislature to act this session. MDOT will study the legal situation before the next session. [ANR&P discussion 31.May.01]

LD 767 Limit passenger liability to $75 million. ‘If those providers have first secured and maintained liability insurance having policy limits of not less than $75,000,000 per occurrence in the aggregate.’ Signed into law 12 April.

LD 1342 Passenger Rail Trust Fund. Funded from all railroad excise taxes collected under Title 36, section 2625-A; all use tax revenues on special fuel tax refunds collected from railroad companies under Title 36, section 1864; and the surtax collected from railroad companies that use infrastructure funded by the fund. The Fund will pay for maintenance, operating assistance, and planning. This died on 30 April.

LD 1416 Build the bridge across Back Cove to the SLR. Authorizes MDOT or the Northern New England Passenger Rail Authority to develop and build a railroad bridge across the tidewaters of Back Cove in Portland. Title 23 section 5071 requires legislative authorization before a railroad may be built across tidewaters.
where vessels can navigate. Signed into law 14 May.

**AMTRAK**

29 May, DC. **AMTRAK RESPONDED TO GRS** in the STB dispute over track testing [see 18 May issue]. While most of the arguments lie beyond the scope of this newsletter, two are noted:

- GRS cited the Amtrak goal of an average system speed of 60 miles per hour as justifying keeping the speed of the Plaistow-Portland section at 59 miles per hour. But an average of 60 requires speeds greater than 60 for long stretches to make up for speed restrictions, station stops, and the like.

- GRS apparently opposed testing on the ConnRiver line in 1988 during the dispute about speeds there [which ended up with GRS losing the line]. Amtrak had to go to the ICC (STB predecessor) to get permission for a two-day hi-rail trip to assess the upgrading required on the line to permit resumption of passenger service. {text of Amtrak rebuttal}

The FRA will provide its assessment of the situation next, and the STB should decide by 30 June, so that if granted, testing will begin right after track completion about 15 July.

**PORTLAND CONNECTION**

The idea of a new connection in Portland between GRS and the SLR, for passenger service only, originated in early 2000 [see 00#01] and received legislative approval [see 00#05]. By 1 June 2000 MDOT had selected a consultant team for the design process, and begun the appraisal process [see 00#11].

**Issues:**

**Track alignment in Portland**

MDOT and the city have looked at three alignments for the track to run from St. John Street to Back Cove. One would run on a berm parallel to, and on the same plane as, the I-295 berm, to eliminate grade crossings. This will cost too much, according to what Alex Jaegerman, a Portland city planner, has heard from MDOT.

A second alignment would run the track at grade along I-295, necessitating three grade crossings. FHWA said that would violate its 100-foot setback requirement, and the agency was not willing to waive this requirement.

A third alignment would use the current Union Branch, snaking through the Bayside industrial area. The city does not want to do this, as it will break up the layout for a planned revival of the industrial site.

Consequently, said Jaegerman, the city and the department are discussing a possible alignment which will meet FHWA requirements and not break up the industrial site.

Jaegerman said the two entities should reach some kind of decision in the next two weeks.

As a backup, the Amtrak service to Brunswick could use the GRS tracks and route, though GRS favors keeping Amtrak off its tracks. {ANR&P discussion 1.Jun.2001}

**Bridge over Back Cove**

Russ Spinney of MDOT said consultant Haley & Aldrich as prime contractor is designing the structure to carry the new track over Back Cove to join existing SLR track [see 20 October 2000 issue]. HNTB is working as structural subconsultant, T.K. Dyer (now a part of HNTB - see People) is doing the rail alignment, and Sebago Technics is doing environmental issues. “We’re going through the normal processes and expect design to be complete by September.”

The structure will maintain a 50-foot wide opening which will permit a work barge for Tukey’s Bridge as well as the rail bridge construction.

Furthermore, B&M owners (the baked bean plant landward of the planned bridge) are interested in doing some work on their pier, not for current use, but possible future use should B&M sell the plant.

Once the design is completed, “we wait until we have a definite go for the Union Branch,” said Spinney. {ANR&P discussion 29.May.2001}

The Legislature permitted construction [see above].

**Purchase of Union Branch**

Abandonment was permitted in 2000 [see 3 November 2000 issue]. Toni Kimmerly, an assistant attorney general at MDOT, is handling the purchase negotiations with Guilford [see 20 October 2000 issue]. “We’re still looking at the option of purchasing. Purchase price is not the issue, I think we can agree on that. We’re looking at other issues” and in any purchase MDOT makes it always looks at environmental liability. But she declined to characterize the issues in this matter.

Russ Charette of MDOT said the department is doing a ‘VRAP,’ a voluntary remedial action plan, for the Union Branch [see 3 November 2000 issue]. The plan identifies any pollutants on site, and decides how to deal with them in the future. Such a VRAP would take responsibility for environmental remediation away from GRS. MDOT would take the responsibility not to violate the plan. If the site is undisturbed, the plan envisions no need to do anything. {ANR&P discussions 1.June.01}

**ST.LAWRENCE & ATLANTIC**

1 June, Portland. **RAIL SERVICE TO PINELAND** remains a goal of the Libra Foundation, said Craig Denekas, the attorney working on all aspects of the renovation of the former hospital site. While he has cast most of his attention on other aspects of the renovation, Denekas has “set the table so if it can work, the rail service will happen.”
Three steps to get ready
1) Libra has purchased a piece in East Deering off Presumpscot Street, just south of the oil transload facility operated by Safe Handling. Denekas will seek a permit to demolish the existing building and pave the site for rail passengers to park their cars.

2) Libra worked with others to pass the $75 million passenger liability bill [see above].

3) Libra is engaged with the Town of New Gloucester about the possibility of building a wye off the SLR main line. The foundation has purchased a lot with frontage on the SLR line.

Traffic the main concern
“We’re spending millions to be consistent with the rural nature of the area,” Denekas underlined. Libra does not want to contribute to sprawl and traffic, and the train would decrease the automobile traffic.

The center does not need rail service at this point. The first tenants, a school and a riding center, will occupy their space this autumn. Denekas is lining up office-based tenants for the campus, who could occupy the campus in 2002. These would more likely ride a commuter train. {ANR&P discussion 1.Jun.2001}

SAFE HANDLING - LOWER ROAD
2 June, West Augusta. A CEREMONY TO MARK THE CONSTRUCTION OF THE KENNEBEC RAIL TRAIL from Augusta to Gardiner, in or near the right-of-way of the Lower Road, took place in Augusta’s Waterfront Park. One observer said mountain bikes could use the trail now.

It faces objections from Hallowell residents with concerns about safety, parking spaces, erosion or storm-water runoff, and effects on traffic. {Betty Adams in Kennebec Journal 3.June.01}

Trains are not currently running on the line, although trains may bring in pipe for a sewer project, and then resume freight service upon completion of the project [see 1 May issue].

MASSACHUSETTS

PW INTERMODAL FACILITIES
31 May. WORCESTER HAS SEVERAL RAIL-ORIENTED PROJECTS ongoing or planned. Philip Niddrie, the city’s chief development officer, and others described them:

Truck access to Southbridge Terminal
The Massachusetts Highway Department has put out to bid the lowering of Southbridge Street and nearby Southgate Street, so the clearance will improve from 12-foot nine inches to 14-foot six inches, accommodating larger trucks. Niddrie said MassHighway was aiming for completion this construction season [though that looks unlikely since the bid award has not yet taken place - editor].

The Southbridge clearance will permit Intransit Containers, the operator of both PW yards, to better utilize land it currently leases off Quinsigamond Street. Right now, according to Steve Cotrone of Intransit, the company uses the “Q yard” as a drop yard for the Wiser Terminal, because trucks cannot easily move from the Q yard to Southbridge.

With Southbridge Street open to the trucks, Cotrone can expand the intermodal use of the Southbridge Terminal; “we’ll run another couple of tracks in there.”

Intransit has already moved its Coastal trucking operation out of Southbridge to Mansfield, a 63-acre site served by CSXT. However, Intransit is using it for an off-dock container yard, for trucks only. “We won’t look at it as an intermodal yard in the near future.”

The Stackbridge name
CSXI calls the PW yards ‘Stackbridge.’ Cotrone explained that Conrail introduced the term because its computer could only accept one city name as a destination. Thus, ‘Worcester’ designated the TOFC yard in Worcester, while ‘Stackbridge’ designated the PW COFC yards. CSXI has continued this practice. (Check it out at www.csxi.com.)

New rail site: the former Greenwood Street municipal landfill
The city plans to create four development parcels on the former 100-acre site just south of PW’s Wiser Avenue intermodal terminal. Niddrie said PW wanted to buy one of the parcels, in the southwest sector, and buy a strip on the north side to expand rail access. A new road will provide access among PW parcels and to Route 20.

Possible rail site: Gateway Park
Worcester is also promoting the development of ‘Gateway Park’, a rail-served, 29-acre site at the intersection of I-290 and I-190. Niddrie said companies which would like rail could locate on that part of the site right on the rail line.
Possible site: South Worcester Industrial Park
Two weeks ago city staff finished a master plan for the development of this 73-acre site near the PW yards and Southbridge Street Intermodal Terminal. Some of it will have rail access. Niddrie said his office will present an overview of the master plan to a subcommittee of the City Council on 12 June.

PW will not use this for expansion of its Southbridge Yard [see above]. {ANR&P discussion with Niddrie 1 June 2001, with Cotrone 31 May 01; Kathleen Shaw in Worcester Telegram & Gazette April 01; Telegram & Gazette 4 Apr 01}

Route 146 upgrade
The Massachusetts Highway Department is rebuilding the two-lane Route 146 into a four-lane limited access road from the Massachusetts Turnpike to I-290 in Worcester. According to Steve Young of MassHighway, the project will cost $50 million for the three-four miles [sic], and be finished in 2005. It will permit trucks on the Turnpike easy access to the Wiser Avenue PW terminal, and a shorter to the Southbridge Street terminal for trucks westbound on the Pike. {ANR&P discussion 1 June 091}

MASSACHUSETTS CENTRAL
4 June, Palmer. CN TRAFFIC ON CSXI COULD BENEFIT OR HARM the railroad [see Regional], said General Manager Paul Crawford. If CSXI wanted to serve Palmer with doublestack trains, that would help; if the CN/CSXI offering detracts from the CN/NECR/MCER service offer, that would harm the railroad.

Other traffic
MCER’s first quarter shows slower traffic. “One of our customers is doing well, but the traffic for a lot of others is off,” according to Crawford. “We store a lot of plastics cars for transloading; customers are working off that inventory, rather than ordering more.”

Furthermore, the railroad is not getting as much revenue from its fleet of intermodal cars; the slower intermodal traffic has meant that Class Is have returned the cars they were using to Palmer. {ANR&P discussion 4 Jun 01}

MCER: a microcosm
The railroad’s decline in traffic is reflected nationwide. The Association of American Railroads reports that for the first 21 weeks of 2001, overall carload traffic declined 0.9%, with an extra-ordinary geographical difference: carloadings east of the Mississippi have dropped 3.3%, while west of the river shows an increase of 1.0% (probably coal-related).

For comparison, Canadian carloads have dropped 1.7%. {ANR&P discussion with AAR library}

BOSTON
30 May. STILL THE DEATH KNEEL FOR THE PORT, said the lead sentence in the Boston Globe article [nice double entendre! editor], on the strength of the news that COSCO will institute a direct call [COSCO instituted a second call at Halifax recently--see 1 May issue].

After two days of negotiations with Wei Jiafu, president and chief executive of China Ocean Shipping Company Group (COSCO), Massport announced this day that China's largest shipping company has agreed to begin weekly service to and from Boston in 2002. "We are very excited," said Virginia Buckingham, executive director of Massport. "This has been the number one priority of the shipping community for the last several years. Captain Wei of COSCO said he wanted to bring a ship in here starting in January, and now the shipping community has to step up to the plate and make sure it is profitable."

A minimum traffic number
Wei said that COSCO and Massport will have a joint task force to work out details of the arrangement over the next month. "We must make money for any service," he said. "We can offer good service to the local customer, and we have commitments from Massport they will do their best to meet our requirements."

Mike Leone, director of the Port of Boston, said: "This is great news for the port and all of the New England trade community," Leone said. "We will now have direct service to the Far East, which is New England's greatest trading partner." About 53% of all imports come from the Far East, and 32% come from Europe. About 34% of New England exports go to the Far East and 32% to Europe.

Leone said Massport and COSCO will negotiate a terminal rate for the cost of services Massport provides and, once that agreement is hammered out, COSCO officials will begin negotiating contracts with New England customers. {Matthew Brels in Boston Globe 31 May 01}

Factors driving the decision
COSCO currently moves about 100 TEUs weekly from Boston to the Far East, via New York. "This volume is not enough," said Wei earlier. "We need more cargo." {Jay Lindsay in AP 30 May 01}

Leone was confident that demand for direct access to the Far East is high enough to make the route profitable, and cited two other factors for COSCO’s decision.

First, Massport shippers have agreed to steer the cargoes they move through other ports to any ocean carrier who directly calls Boston. This ‘leverage’ influenced COSCO.

Second, many Massachusetts-based companies will begin trading with China once it achieves full-trading status with the United States, and it joins the World Trade Organization. These possible new opportunities also influenced COSCO. {ANR&P discussion 4 Jun 2001}
NEW HAMPSHIRE

CLAREMONT CONCORD
1 June, Town of Hartford VT. TWIN STATE GRAVEL HAS NOT YET GOT TOWN APPROVAL to build the temporary side track to ship gravel across the Connecticut River to West Lebanon NH [see 18 May issue].

Bud Ames, a principal in the gravel company, said the town on 21 May made no decision on permitting the siding as a non-conforming us. “We’ll go back on 11 June and, we hope, convince them.”

The problem? The town wants a guarantee that the company will permanently reduce its truck trips. But, Ames explained, his traffic moving across the river has grown significantly since he first proposed using trains a few years ago, while the train capacity has shrunk. “Then, we were talking about two 20-car trains a day, 100 tons each. Now, we’re talking two 10-car trains with 70-ton cars. So instead of moving 4,000 tons a day, we’re going to move 1,400 tons.

“No, we need more rail volume just to stay even,” but the company cannot do that because it can use only a 10-car siding. Thus trucks must continue to operate, until Twin State can build the permanent siding directly into its pit, something that won’t happen for at least five years. As the quarry spur alignment will lie in the Town of Hartland, and Hartland does not have the strict zoning of Hartford, Ames did not expect any problems getting the permanent spur installed.

Should anything go wrong with the rail service, Twin State must return to truck, so Ames cannot guarantee that truck trips will permanently decrease. {ANR&P discussion 1.June.01}

AIRPORT REMOVAL OF RAIL LINE
1 June, Concord. TWO ARGUMENTS TO THE NH SUPREME COURT may decide the appropriateness of NHDOT and City of Manchester cutting of the rail line between Manchester and Salem [see 29 October 1999 issue - NH For the Record]. The Conservation Law Foundation, New Hampshire office, is challenging the action of the Manchester Airport (a branch of the City of Manchester) in removing, for a runway extension, the section of the Manchester-Lawrence line which ran next to the airport.

NHDOT determined that a future rail alignment east of the former GRS line through the airport met the requirement of NH statutes to preserve rail corridors. CLF first tried to get an injunction on 10 June 1999 against the airport’s cutting the line [see 23 June 1999 issue], and then has filed two actions against the airport ( NHDOT is not technically a party to either):

Public Utilities Commission. The Conservation Law Foundation asked the PUC to hold a public hearing on taking up the track. NH law prohibits the taking up of track without notice to the PUC and a hearing, if a member of the public requests it.

The PUC declined to hold a hearing after CLF requested it. CLF appealed that denial to the NH Supreme Court, which has told CLF it will hear arguments the summer of 2001 on the case.

NHDOT hearing. On 18 January 2000, the examiner, Paul Sanderson, dismissed the requests for relief filed by CLF [see 21 March 2000 issue]. CLF appealed that to the Railroad Appeals Board [see 14 April 2000 issue], which on 5 September remanded the case to the hearing examiner [see 17 November 2000 issue]. NHDOT asked the board for a reconsideration, and a hearing on the reconsideration has not yet been scheduled.

The City of Manchester, meanwhile, appealed the Railroad Appeals Board decision to the NH Supreme Court. According to Girard, the Supreme Court has not yet asked for briefs on Manchester’s appeal. {ANR&P discussion 1.Jun.2001}

RHODE ISLAND

16 May, South Attleboro MA. THE NEW SPUR AT STATE LINE SCRAP ON THE EAST PROVIDENCE SECONDARY was completed in the previous week. Three loads of cubed scrap were picked up this day on the new spur. The switching presented an interesting situation due to three road crossings in close proximity. The train had to be split with two cars and an engine left at Roosevelt Avenue. The remainder of the train fouled two crossings while the new spur was switched. Finally, one of the older spurs was switched before the train backed over all the crossings to be put together. {Report to NERAILs by Dave Watelet}

Rail service for State Line
Bruce Gileau, general manager of the company, described how the company operates two yards split by the construction of I-95. The northern yard, off Jenks Avenue, has had two rail spurs; the southern yard, off Turner Street, got the new spur so that he could ship directly out of both yards.

Company workers can move between the yards on foot over the railroad bridge. Company heavy equipment have a 900-foot overweight corridor on public streets to move back and forth.

State Line product
The yards receive, by truck, scrap from 500 independent “buckets” all over New England, as well as demolition and other debris. The yards have a bailer and a shredder.

Outbound, the company has shipped as many as eight rail cars a day when the market was hot, and counted as many as 200 in one quarter. State Line also ships overseas through a sister company,
Three Flags, a stevedoring company in ProvPort next to Metals Recycling [see map in 16 July 1999 issue]. {ANR&P discussion 1 June.01}

---

**VERMONT**

**VERMONT GENERAL ASSEMBLY**

2 June. **THE LEGISLATURE APPROVED A RAIL DIVISION BUDGET OF ABOUT $21 MILLION, a slight reduction from the $22.65 million recommended by the Governor. The budget includes about $2.65 million for extending passenger rail service from Charlotte to Middlebury, close to $6 million for the track upgrades needed to bring Amtrak service to Manchester, funding to finish the stations on the Burlington to Charlotte line, and funding for rail and crossing improvements throughout the entire state.** {Vermont Rail Alert 6.01}

---

**LAMOILLE VALLEY**

25 May, Montpelier. **VAOT WILL TURN THE RAIL LINE INTO A TRAIL,** Secretary Brian Searles told the House Transportation Committee, accepting the recommendation of the Mountain-Valley Consortium. The chair of the Consortium, Catherine Dimitruk of the Northwest Regional Planning Commission, said: "The goal of the consortium was to ensure continued public use of the corridor, and we think this recommendation meets that goal."

The Town of St. Johnsbury will get 2500 feet of the corridor within its border, and the Vermont Association of Snowmobile Travellers will lease the remainder of the corridor for a variety of multi-use trails. {Rutland Herald 26 May.01}

---

**Reaction of Vermont Rail Link**

In an e-mail to friends and supporters, Peter Snyder, one of the two principals of Vermont Rail Link which had proposed rail use [see 10 April issue], wrote: 'This decision will not be a surprise to most, but Brad and I felt we had put together a very credible plan, and frankly speaking, I don't think we could have submitted a plan that would have ever been satisfactory.

'What we find most frustrating is the fact that the State accepted the trail plan without really knowing the cost. [In fact, the request for proposals said bidders should be prepared to proceed without any state funds at all. Editor] I watched the Secretary explain to the House Transportation Committee that he did not feel the railroad plan would "pay for itself." In the end, it really was a shell game. The Governor won [see 18 May issue].’ {e-mail to ANR&P from Snyder 26 May.01}

---

**NEW ENGLAND CENTRAL RAILROAD**

31 May, East Northfield-St. Albans. **SPEED RESTRICTIONS BY NECR FORCED AMTRAK TO BUS PASSENGERS.** According to a statement by NECR General Manager Michael Olmstead, the postings came after NECR and Amtrak conducted an annual inspection this day with Amtrak’s track geometry car. ‘Maintenance work on the track is under way and will be complete in two to three days. We expect to lift the speed restrictions and provide Amtrak with on-time service early next week.’ Freight trains will also be delayed as a result of the speed restrictions.

Charlie Miller, the director of the Vermont Agency of Transportation’s Rail Division, said the inspection turned up “six or seven areas that were in need of immediate attention and several other areas that were in need of attention also.” Most were gauge problems. Miller said speed was limited to as low as 10 miles per hour in the problem areas, a sharper restriction than the occasional 25 mile per hour limit posted. {Donna Moxley in Rutland Herald 1 June.01}

---

**NEW BRUNSWICK SOUTHERN**

5 June, St. Stephen. **THE INTERMODAL SPUR HERE WILL GO FORWARD if Bayside Stevedoring, the major user, reaches an agreement with a potential customer.** Peter Frye, principal of the company, said the potential traffic would go outbound for a year and a half or two years, at least.
Fish as traffic
At this point, Frye is shipping fish outbound by truck and rail, which he hopes will go via the intermodal ramp if built. Fish from the northern Pacific is landed at Bayside and stored in Frye’s warehouse. He ships it out to eastern Canada and the US East Coast: closer destinations by truck, more distant destinations by TOFC (trailer on flat car) out of Saint John.

His draying costs would drop from the present $10/ton to Saint John, to $2/ton to St.Stephen, if he could use a ramp in St.Stephen.

The intermodal facility
In St.Stephen, workers would construct a simple facility: the spur will run into a low hill, and an access road will run down to a point level with the floor of the flat cars. This obviates the need to actually build a ramp.

Refrigerated trailers will be backed onto the flatcars from the endpoint of the spur. Don Saunders, economic development officer for St.Stephen, said the deal seemed to be firming up, and he hoped to complete the spur by September. As part of the facility, he’s looking at a warehouse right next to it for transshipping. {ANR&P discussions 4&5.June.01}

Why not use refrigerated cars?
Bob O’Dell, who handles business development for NBSR, painted a problematic picture of getting railcars to handle the fish, based on equipment utilization. Class Is don’t want to send mechanical reefers to locations lacking two-way hauls. Bayside has no need for inbound reefers, so it has no two-way haul.

Cryogenic cars could be used, but, explained O’Dell, they cost a lot. “To justify their use, I need two turns a month.” For example, he cannot use them for a french-fry move from the Maritimes to New Jersey, because the originating railroad only switches the french-fry plant once a week. Leaving the cars there to be loaded for a week means he cannot get two turns a month for the trip.

Why won’t the switch engine wait until the car is loaded? “Loading the car does not take much time, but the cost of keeping the locomotive there is prohibitive.”

Another problem with ‘cryos’: customs inspections at the border. When the car is opened, the cold gas in it is released. After the inspection, someone must recharge the cars. {ANR&P discussion 5.Jun.01}

Wharf access and expansion
Frye explained that when the port was owned by the federal government, ships used it first come, first served. When the Bayside Port Corporation was formed to purchase the facilities [see 3 March and 26 May 2000 issues], the board agreed to give Jamer priority on wharf access. That means a ship serving Jamer can force any other ship to leave the wharf at any time, a costly process to the other ship. Consequently, the foreign-flagged ships now serving Cuba are using other ports which won’t force them to leave.

What about the port expansion [see 27 February issue]? That will only expand the laydown area, so that aggregate can be piled “way north of the warehousing,” said Frye. Although planned to start in March, it’s not yet underway.

But the port will not immediately expand the wharf itself. “We have plans to expand if conflicts exist into the future,” Frye explained. {ANR&P discussion 5.Jun.01}

PEOPLE, COMPANIES

On 29 June, the company Thomas K. Dyer of Lexington will disappear, merging into its parent HNTB (formerly Howard Needles Tammen and Bergendoff). HNTB holds the engineering contract for the proposed Back Cove trestle in Portland [see Maine].

On 1 June, the Chinet Company, a major rail shipper in Waterville, Maine, became the Huhtamaki Food Service Company. The local operation, founded in 1903 as Keyes Fibre Company, was owned for years by Van Leer Packaging Worldwide of the Netherlands. In 1999, Van Leer's industrial division merged with Huhtamaki Oyj, a Finnish packaging firm, taking Chinet with it. {Jonathan Humphrey in Blethen Newspapers 5.June.01}

PORT OF BAYSIDE

5 June. BAYSIDE STEVEDORING BUSINESS HAS DROPPED CONSIDERABLY, said principal Peter Frye, because of a drop in Cuban traffic. In earlier years, when Cuba was using its own ships to transport Canadian produce, the ship operators were willing to put up with two problems: the amount of dirt created by the adjacent quarry, and access to the wharf.
EMONS HAS CHOSEN
A NEW PRESIDENT FOR THE SLR.

According to a press release on 30 May:

"Michael T. Chilson joined the Company as president and chief operating officer of the Company’s New England/Quebec operating subsidiaries and as Vice President of the parent Company, Emons Transportation Group, Inc. Robert Grossman, chairman, president, and chief executive officer of Emons had temporarily performed the additional role of president and chief operating officer of these subsidiaries since June 2000 while searching for a new president. Mr. Grossman will continue as chairman and chief executive officer of the New England/Quebec subsidiaries, and Mr. Chilson will report directly to him.

Chilson, 50, has been appointed by the Board of Directors as president and chief operating officer of the St. Lawrence & Atlantic Railroad Company (SLR), the St. Lawrence & Atlantic Railroad (Quebec) Inc. (SLQ), and Maine Intermodal Transportation, Inc. (MIT), effective immediately. Mr. Chilson will be responsible for all aspects of the Company's 260-mile regional railroad running from Portland, Maine, through New Hampshire and Vermont and into Canada, connecting with Canadian National Railway in Ste. Rosalie, Quebec. Mr. Chilson brings 32 years of railroad experience to the Company.

The last seven years were in executive-level positions with OmniTRAX, Inc., a private short line/regional railroad holding company, 10 years were spent as general manager of two short line railroads that became part of OmniTRAX and 15 years...with major Class I railroads in various operating positions. Mr. Chilson is actively involved with various industry associations.

[Mr.] Grossman...commented, "I am delighted to announce the appointment of Mike Chilson....As a visionary, Mike will provide creative input to aid in the strategic direction of the Company. I look forward to him taking charge of the New England/Quebec operations so that I may devote more time to other corporate activities, including strategic planning, pursuit of acquisitions and new business relationships, and government and investor relations." (text of press release)

Governmental duties

In a discussion, Grossman noted that he would retain the government relations job for SLR and SLQ, so he would spend more time in Quebec and Northern New England than he had prior to the departure of Matt Jacobson, the previous SLR president. {ANR&P discussion 29 May 01]