**REGIONAL ISSUES**

**Government conference:** The premiers and governors create a committee on global trade, and hear that New England could become a cul-de-sac.
**TU:** Legal battles with NECR, GRS.
**DOT:** New England gets rail funding.
**RS:** New England Clipper gets a push.

**CONNETICUT**
- **utrack:** Bradley Field connection?
- **region:** Supporting revival of three rail sections.

**MAINE**
- **East-West:** King wants road and rail investment.
- **ais Branch:** Shippers at Washington Junction.
- **ox on Lane Construction:** Dugay hi-rail trip.
- **oast:** Hinckley announces east Augusta service, commuter rail. Rail-trail conflict. Strategy of a effort.

**MASSACHUSETTS**
- **R:** MCER nearly done with yard: PVRR and GU n Jakes; North-South Rail Link looks feasible.

**NEW HAMPSHIRE**
- **Legislature:** Update on four bills.
- **tern:** Study committee progressing.
- **thern:** Concern about GRS plans.
- **est Lebanon:** Six bidders show interest.
- **R:** Nashua service gets $1 million. State rail plan ins tant to be chosen.

**RHODE ISLAND**

**VERMONT**
- **OT:** Update on Wells River, ABRB, Burlington commuter rail, Amtrak subsidy.
- **ER:** Gas shipper to locate in Sharon. Not insu ng clearance in Bellows Falls tunnel.
- **CR:** VRS reviving the rail franchise.

**MARITIMES/QUÉBEC**
- **Transport Canada:** Infrastructure program. Atlantic freight study nearing end.
- **NS DOT:** Economic Development has lead on rail policy.
- **NB DOT:** Province moving toward rail.
- **NBTC:** Rail to GP mine under study.
- **VIA:** Train to Sydney.

**ATLANTIC NORTHEAST PORTS**
- **Sydney:** Laurel Energy buys Sydport.
- **Halifax:** Scotia Terminals files with CTA. Task force still working. Capacity/demand model received.
- **Eastport:** Lack of rail connection.
- **Winterport:** Seeks marine cargo.
- **Portsmouth:** Various opinions on future use of the port.

**FROM THE PUBLISHER**

New Annual
Chris Hall and I have begun work on the 2000 edition of Atlantic Northeast Rails and Ports Annual. Many of you bought last year’s book. Look for an announcement soon on how much you can save if you subscribe to ARW.

Favorite story
Guilford is giving MC trackage rights, to better serve the Augusta customers. While GRS has trackage rights over other railroads, this represents the first time, to my knowledge, that GRS has allowed other railroads on its tracks, with the possible exception of the Ayer-Worcester segment.

- Chop Hardenbergh

Next issue: 29 October
THE STATES AND PROVINCES FROM LABRADOR TO CONNECTICUT ARE BEGINNING TO FUNCTION AS A DISTINCT REGION, when it comes to commerce, energy development, tourism and environmental concerns, participants observed at the 24th annual Conference of the New England Governors and the Eastern Canadian Premiers (New Brunswick, Quebec, Nova Scotia, Prince Edward Island, Newfoundland and Labrador) here at the moose Resort. These links were further cemented as the premiers set up a task force to help form a committee on trade and globalization. Already, New England trade with Canada exceeds $20 billion, and Canada is New England's largest export market. "The importance of this conference increases year by year as the world gets smaller," Maine Governor Angus King said in his opening remarks to the group.

To trade and the region's ports
The leaders heard a presentation on new shipping routes - the only the route from East Asia through the Suez Canal - how the region needs to take advantage of them. Participants included Perry Newman, director of the Maine International Trade Council, Peter Vuillemot, director of the Atlantic Provinces Transportation Commission, and Kip Bergstrom, executive director of the quasi-public Rhode Island Economic Policy Council (RIEPC). [Not to be confused with the Rhode Island Economic Development Corporation (RIEDC), the Council develops creative economic strategies and recommends economic policy.]

Rhode Island Governor Lincoln Almond made a pitch for Quonset Point as a new port, leading New Hampshire Governor Jean Shaheen to question whether the proposed development would endorse a specific project, an action she felt would be inappropriate. King said the task force's preconceived notions, adding that Maine had three ports, with Eastport having the deepest water on the stern seaboard. [Portland Press Herald, 5.Oct.99; Maine Public Broadcasting, 4.Oct.99]

Nova Scotia Premier John Hamm closed the conference with an invitation to come to Halifax for the next conference 16-18 July 2000. The leaders could amine the benefits of a post-Panamax facility in Halifax. New England and Eastern Canada. World container traffic is expected to triple in volume by 2020. Moreover, the next 10 to 15 years, about 60 per cent of all container traffic will be in post-Panamax vessels. The deep water of the port of Halifax can already accommodate fully loaded post-Panamax vessels -- no dredging required. Post-Panamax traffic in Halifax will benefit every single jurisdiction in this room. We can give traffic, due to enhanced capacity next year [see 24 September issue], will benefit your ports and ours."

{Premier's Office, 5.Oct.99}

The leaders passed the following resolution on global trade. [Note: it does not even mention ports, but it provoked the questions reported above.] According to Rob Elder, MDOT's head of Freight Transportation, Maine and New Brunswick have not decided on the next step toward fulfilling the goal of the resolution. {ARW discussion}

RESOLUTION 24-2:
THE ESTABLISHMENT OF A CONFERENCE COMMITTEE ON TRADE AND GLOBALIZATION

WHEREAS, the Governors and Premiers recognize that the global trend towards freer movement of goods, capital, and people across national borders is creating unprecedented opportunities and challenges in fostering prosperity; and

WHEREAS, the involved States and Provinces are already pursuing a range of bilateral activities associated with trade and transportation; and

WHEREAS, the Governors and Premiers have already established Conference committees on energy and the environment to coordinate trans-boundary activities in these areas to mutual benefit; and

WHEREAS, the Governors and Premiers have expressed mutual interest in the creation of a Conference committee of officials to provide advice on the opportunities and challenges associated with trade and globalization; and

WHEREAS, Maine and Quebec have been organizing for four years an annual event entitled "Co-Entreprise", with the purpose of establishing alliances between business firms of both jurisdictions; and Maine and New Brunswick and Massachusetts and Nova Scotia hold similar annual events;

NOW, THEREFORE, BE IT RESOLVED THAT the Conference of New England Governors and Eastern Canadian Premiers establish a task force of officials to provide recommendations on the mandate and terms of reference for a Conference committee on trade and globalization; and

BE IT FURTHER RESOLVED THAT the said task force be mandated on a priority basis with providing recommendations on the concept of broadening the Co-Entreprise initiative to include other states and provinces; and

BE IT FURTHER RESOLVED THAT the said task force will be co-chaired by the State of Maine and the Province of New Brunswick with two representatives each from the involved States and Provinces and appointed at the discretion of the Governors and Premiers.

BE IT FURTHER RESOLVED THAT the said task force will report its findings at the next meeting of Governors and Premiers. Adopted at the 24th Annual Conference of New England Governors and Eastern Canadian Premiers, October 3-5, 1999.

Presentation on Global Trade
Bergstrom made the following points:

- New England faces two separate but connected...
problems. First, it is becoming a ‘giant cul-de-sac’ in the global logistics system, because global goods are tending to flow to the north via Halifax and Montréal into the NAFTA corridor, or to the south via New York and more southerly ports.

Second, the region is losing ‘middle-wage, middle-skill’ jobs relative to the low-skill and the high-skill jobs. The loss means that families will have a harder time climbing the economic ladder.

Bergstrom maintained that the region must ‘hang on to and even expand the region’s middle-tier of jobs, most of which lie in manufacturing and logistics services.’

Manufacturers will locate on the world’s trunk transportation lines, because of the accelerating flow of finished products and components. But New England lacks such a trunk line. It could tap into the ‘Suez press’, the corridor North Asia-South Asia-Indian continent-Middle East-Mediterranean-North American east coast. This is growing faster than any other trade corridor at this time.

A container port at Quonset represents the last chance to get back on the global logistics grid. In later conversation, Bergstrom pointed out that Eastport ME, another contender, while it has the deepwater necessary to serve large ships, lacks a doublestack rail line and proximity to a large market. Halifax could serve New England, but would keep New England in its current terminus role, rather than a station on a trunk line. {text of presentation; ARW discussion 12.Oct.99}

**UTU LEGAL BATTLES**

October, Framingham MA. **THE UTU IS ENGAGED ON MANY FRONTS** on behalf of its members, said Michael Maloof, an official at the regional office here. Noting the prevalence of court actions, he commented: ‘It’s endless. That’s what we do here.”

**ECR**

UTU negotiations with the railroad over a contract for the engineers were put on hold [see ??] pending possible solution of a disagreement over profit-sharing. The railroad stopped paying profit-sharing in March of 1997; the union is treating that as a breach of contract. Judge Nancy Gertner of the federal district court is hearing a motion for summary judgement.

**Guilford**

On 7 October, Guilford and the union presented arguments to the US First Circuit Court of Appeals on Guilford’s appeal of the trial judge’s order on the contracting out of switching work at the SAPPi mill in Hinckley Maine [see June and 13 August issue]. Maloof related his counsel’s confidence in the case:

On 20 October, the UTU will argue for a contempt of court citation against GRS for using S&S Transportation to provide the switching.

**CSXT**

The UTU is assisting in the changeover to a paperless timeslip system at this Class I carrier. Brian Lawlor, UTU organizer who is helping in the New England region, said the changeover is going well. Echoing media reports, he rated “good” the labor-management relationship at CSXT. {ARW discussions 1&12.Oct.99}

**US DOT APPROPRIATIONS**

6 October, DC. **THE US CONGRESS PUMPED NEARLY $50 MILLION INTO NEW ENGLAND**, for rail-related projects, when it passed HR 2084, the conference version of the transportation appropriations bill for FY2000 which began 1 October. Congress made available:

**Capital investment fixed guideway systems**

- $1,000,000 for the Boston Urban Ring project;
- $500,000 for the Calais, Maine branch rail line regional transit program;
- $1,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail project;
- $1,000,000 for the Massachusetts North Shore corridor project;
- $53,895,000 for the South Boston piers transitway.

**Rhode Island Rail Development**

The bill earmarked some FRIP funds, stating:

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars,$10,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended: Provided, That none of the funds made available under this head shall be obligated until the enactment of authorizing legislation for the ‘Rhode Island Rail Development’ program.

**Non-rail grants**

Of the funds made available for the national planning and research program, the Federal Transit Administration was required to provide:

- Portland independent transportation network, $500,000;
- MBTA electric transit buses, $1,500,000;
- Gloucester, MA intermodal technology center, $1,500,000;

From capital investment bus funds, the following dollar amounts were provided for intermodal (train to bus) facilities:
**GUILFORD RAIL SYSTEM**

October, Ayer MA. **KELLAWAY IS FOCUSING ON THE HALIFAX-AYER ROUTE** in an effort to boost traffic at the GRS intermodal facility here. Ken Kellaway, principal of the firm, called it a “long, slow process.” Currently he is proposing to CN that it put on dedicated trains for the route. {ARW discussion}

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**ONNECUT RAILROADS**

**AMTRAK**

October. **THE RAILROAD WOULD LIKE TO LOOK AT A CONNECTION WITH BRADLEY FIELD** from Hartford, said David Carroll, vice-president for high-speed rail in a presentation to the Connecticut Public Transportation Commission [see 10 September issue]. Mething similar to the plans for the T.F.Green station in Rhode Island [see 23 July issue] could be done. Amtrak is planning joint ticketing with the airlines, so that passengers could check baggage at rail stations which would go directly on the airplane.

Carroll also mentioned that the Springfield line could carry commuter traffic, but would require $100-$200 million in improvements [presumably for double-tracking, signals, and station improvements]. {report to ARW from Fred Riese, chair of the commission, 14.Oct.99}

**NORTHEAST CONNECTICUT**

Note: This Part 3 of the effort to re-connect NECR, PW, and CSO covers some additional issues. For Part I see August, and Part II see 10 September. The attitude of public groups will be covered in a future issue.

October, Dayville. **THE COUNCIL OF GOVERNMENTS IS CONTINUING TO BACK RAIL PROJECTS**. According to its executive director, John Filchak:

Willimantic to Plainfield. PW is occupied with re-opening the Wethersfield Secondary, said Filchak. Once the railroad has completed that project, it could look at this section would achieve another big piece.

In keeping with PW’s status, the Northeast Connecticut Council of Governments is appointing a representative of the railroad to its economic development committee, as private transportation should have one seat on the committee.

Willimantic to Hartford. While the above section still has track on it, most of this does not [see 10 September issue]. In fact, as ConnDOT has rebuilt the Route 6 highway adjacent to the secondary, it has replaced overpasses and underpasses with box culverts. “This makes sense in that no railroad has stepped forward saying it wants to rebuild, and putting in full-sized bridges would cost far more.” But from a railroad point of view, putting in the bridges later will cost more.

“We realize this is not anywhere near the top of the priority list” of NECR or PW, but if either railroad or another group calls for re-opening this line, “we will push very hard,” said Filchak.

Worcester MA to Putnam. Laying on commuter service from Worcester south on the PW line will go on the work plan, and also become part of the 20-year transportation plan for the region, according to Filchak. Once the MBTA completes Union Station in Worcester and opens full rail service, it could turn its attention south. NECCOG has already initiated discussions about this, looking at Putnam as the terminus. {ARW discussion}

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**MAINE RAILROADS**

**MDOT: EAST-WEST HIGHWAY**

6 October, Bangor. **A SEVEN-STEP IMPROVEMENT TO EAST-WEST TRANSPORTATION** was announced by Governor Angus King. While the first four steps called for improved two-lane roads between Calais and Coburn Gore, in the last three steps King listed rail funding [announced earlier this year] MDOT hopes to achieve which will aid east-west rail connections:

5. Rehab of the Calais Branch. ‘This will establish an effective, efficient non-highway transportation alternative to Hancock and Washington Counties, and more specifically, to the Port of Eastport. Phase I of these improvements is included in the November transportation bond package.’

6. Lewiston-Auburn rail connection. Funding for preliminary engineering of the link, as well as purchase and rehab of the remainder of the Lewiston Lower Road will also come from the bond issue. ‘That link will open rail
the St. Lawrence and Atlantic Railroad, which in turn provides connections to continuous service to Vancouver, Chicago, Mexico, the Gulf ports, and Halifax.'

**Brownsville-Jackman upgrade.** ‘[U]pgrading the median Atlantic Rail Corridor’ [sic] in this section is funded in the bond issue for $2 million [see 9 June]. Completion of this work will ensure the continued availability of a modern, efficient rail line to serve east-west rail traffic to and from Maine to Montréal and Saint John.’ {text of speech as planned - delivery differed}

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**CALAIS BRANCH**

October. **MOST POTENTIAL SHIPPERS ARE LOCATED AROUND WASHINGTON JUNCTION,** according to Pete Dearness, chief of the New England Southern Railroad and a long-time seeker of permission to erect on the Calais branch.

**Construction aggregates.** According to a study of economic potential of the Calais branch, Lane Construction national firm in Maine since the 1920s] ‘currently moves approximately 100,000 tons of material annually between facilities at Washington Junction and Hermon [by track]. Roughly 50,000 tons of sand are moved northbound and 50,000 tons of crushed stone are moved southbound. The Washington Junction facility, located approximately 1 mile from the current Washington Junction rail yard directly adjacent to the possible alignment of a Washington Junction to Trenton Airport spur [see 9 June issue], houses a cement plant as well as asphalt and construction aggregates distribution operations. Lane is a strong supporter of rail and considers that this move would very much more economic on rail, by analogy with their regular rail moves over a shorter distance between Hermon and Stockton Springs.

‘In the even that rail service was restored to Ashington Junction, Lane might be expected to apply for state assistance in constructing a spur to their plant.’

Consultant Chris Hall of Stafford Business Advisors estimated the moves could total 1,000 carloads a year. Dearness said even without the construction of the spur to Trenton Airport, Lane could transload the materials at Ashington Junction, since a “pretty good haul road” existed over the 1.5-mile distance. One problem: to reach the Hermon facility, an operator would need trackage rights over Guilford from Brewer.

**Retail lumber.** Dearness added that two retail lumber facilities at Washington Junction could receive product via a re-opened rail line.

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**Fuel distribution.** Washington Junction hosts Webber Oil and National Propane. Hall estimated this traffic at 50 loads a year.
MORE ON LANE CONSTRUCTION

District Manager Frank Healy confirmed that his company remains very interested in using rail between Washington and Northern Maine Junction. “We’re interested any move of aggregate by rail” because it costs less, and trucks off the highways. For example, Lane recently opened a facility in Oakfield, and has moved 60,000 tons of gregate by rail there over the past 12 months.

**Hermon facilities**

The company’s pit abuts the tracks of two railroads here. It has a 30-car siding on GRS for loading, and has just built a 15-car siding on the B&A with both loading and unloading facilities.

**Winterport siding**

Lane recently opened a new pit in Winterport, and obtained Industrial Rail Access Program (IRAP) grant from DOT to put in a siding. Healy said Lane needs to prepare the roadbed, and then the B&A will install the siding next year.

**Applying ballast**

According to Healy, Lane supplies ballast for the B&A, until recently had also supplied ballast to GRS.

**Washington Junction operation**

Transload aggregate at Washington Junction, Lane would truck the material the 1.5 miles to the Junction and store it there, loading it when cars arrived. This “rehandling” is also done in Hermon, Healy said, where the company stores the material to be loaded in piles beside the track.

**Forts to reopen the line**

Governor Angus King focussed attention on the Calais branch again in his seven-point plan for East-West transportation [see above]. State Representative Eddie Dugay, who played a key role in getting the $300,000 from the Legislature earlier this year for work on the line, said the attitude has turned around” on the line since the legislative action. He will escort a hi-rail trip over the line on 5 November.

On 13 October, Dugay listed riders as Steven Rowe, speaker of the House; Eliza Townshend, House chair of Appropriations Committee; Joe Jabar, House chair of Transportation Committee; Tom Windsor of Norway who sits on the Appropriations Committee; Dusty Fisher of aver who sits on the Transportation Committee (and is “strong rail advocate”); Ford Reiche of Safe Handling; and Rob Elder of MDOT.

**State of the line: Ellsworth to Cherryfield**

Dugay said the contractor had gotten 17 miles out of Calais, and is working west.

MDOT track inspectors George Jackman and Bob Aimes looked at the Ellsworth-Cherryfield section on 8 October. Although they won’t present a formal report until just before the hi-rail trip, Dugay said they gave a ballpark figure of about $2.5 million to bring that section up to Class II standards. Up until the MDOT inspection, Dugay believed that restoration would not cost that much. However, beavers have caused flooding which has left ties rotting and other damage.

Why Class II? According to Dugay, officials hold that safer travel can occur on Class II tracks even if the doodlebug is only travelling at Class I speeds. “If we’re going to do it, we should do it right.”

**State of the line: Brewer to Ellsworth**

Dearness, over the years of putting in volunteer work brushcutting on the Calais branch, has “walked every foot of it.” He rates the Brewer-Ellsworth section as at least Class I and much of it Class II. Dearness sees no reason that MDOT couldn’t put the entire Brewer-Cherryfield stretch out to bid, for operation next year.

**Where will the money come from?**

Dugay believes that MDOT’s plans to use bond money and federal money will cover the cost of track improvement for Brewer to Ellsworth. The $500,000 from the US Congress [see Region] will assist that work. For the Ellsworth to Cherryfield section, he hopes to get a one-time appropriation from the Legislature of $500,000, and leverage that two to four times with federal money.

He is visiting DC on 19 October as part of the train station restoration effort, attending a conference put on by the Great Train Stations organization.

**MAINE COAST**

12 October, Augusta. MDOT WILL ATTEMPT TO RESOLVE THE RAIL-TRAIL CONFLICT between proponents of a $1.2 million trail from Gardiner to Augusta, and the Maine Coast, which finds the current plans unsafe. Commissioner John Melrose has asked Deputy Commissioner Jane Lincoln to make recommendations within the next two weeks. “We have to be very careful as...”
that rail corridor into the future," Lincoln said. "This is first of a number of trails we're looking at to coexist with a number of rail lines." {Gary J. Remal in Kennebec Journal 13.Oct.99}

October, Augusta. **THE RAILROAD ANNOUNCED NEW PROJECTS.** Passenger commuter rail service could be returned to Augusta as soon as December if freight traffic along the same rail line is expected to increase tenfold as the Maine Coast Railroad begins moving east Augusta across the Kennebec River railroad bridge. "This is good for the Augusta area. It's good for sinness in the area. And it's good for people in the area," said Newton G. Hinckley, general manager of the Maine Coast Railroad. "It far outweighs any foolishness like a bike path."

**Service to East Augusta**

Hinckley said his company has signed a contract with ilford Industries to service about a half-dozen rail stations on the eastern side of the Kennebec River. serving the Guilford customers in eastern Augusta from south is more cost-effective than providing them rail service from Waterville, and the railroad will expand Augusta freight hauling from the current weekly schedule five days a week. A rail yard is in the Maple Street area of Augusta's southeast.

Two obstacles exist. The City of Augusta has used right-of-way through its downtown to provide precious parking spaces. And, the railroad bridge just below the site of the Edwards Dam requires repairs to allow it to carry the weight and vibration of moving trains. That work will be carried out during the next few months and rail service will begin as soon as it is completed, Hinckley said. "Elder, head of the Office of Freight Transportation, will be meeting with Hinckley soon to discuss who will pay for the work. MDOT owns the bridge, purchased with Augusta Lower Road in 1991 from Guilford. Elder expects to reach a conclusion by 19 October.

**Commuter service from Richmond**

The same time, Hinckley said he has proposed to DOT to provide one inbound passenger trip from Richmond to Augusta in the morning, and one return trip in the evening, from December through March at no cost to the state. This would cover the worst weather months of winter, when ridership would be highest. Passengers could be charged for the ride. "We've got to get some blic in this state. We've got the rail bed," he said. "Think you'll be surprised like the blazes how well this will work. The rail business is on an upswing."

The director of MDOT's Office of Passenger Transportation, Ron Roy, said state officials will learn the tails of the proposal at a meeting on 13 October. To do a commuter rail line work, Roy said, around transportation would have to be provided in Augusta to get people to work from the train's drop-off point. He has invited representatives of Go Augusta, a firm with contracts with the state to provide commuter van service, and Kennebec Valley Transit to the meeting with Maine Coast Railroad to see if they could provide connecting services.

MDOT Commissioner John Melrose praised Hinckley for having the entrepreneurial spirit to strike out on his own, but is afraid without other services the commuter rail service may find success elusive. "My only concern is if something like this is tried, it be as good a service as it can be. If they don't succeed it leaves people with the sense it doesn't work." {Gary J. Remal in Kennebec Journal 13.Oct.99; ARW discussions with Hinckley and Elder 13&14.Oct.99}

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**STRATEGY OF THE DUAL INITIATIVE**

Transportation consultant Chris Hall, a partner in Stafford Business Advisors of Portland, describes what could lie behind the announcements (though he has not talked with Hinckley about it). Not only will Hinckley's projects produce more traffic for the rail, but Halls thinks they will also accomplish three strategic objectives:

- By operating to and through Augusta, the railroad can show off to MDOT, the rest of the government, and the public how it is contributing to both freight and passenger transportation. This will put it in a stronger position at the time of lease renewal, when MDOT might be inclined to open the bidding to other railroads.

- The commuter operation will bootstrap the railroad into position as the obvious choice to operate a feeder service to the future Amtrak service in Brunswick.

- The projects' increased use of the rail line would make establishing the Augusta-Gardiner trail within seven feet of the tracks harder.

Furthermore, by announcing the commuter service at the same time as the new freight service, the railroad accomplishes the tactical objective of overcoming the City of Augusta's reluctance to relinquish the parking spaces downtown.

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**SLR**

30 September, Auburn. **PRESENT AND FUTURE RAIL USE IN THE TWIN CITIES** was the topic of a bus tour by the Lewiston-Auburn Economic Growth Council of the...
Jacobson and representatives of MDOT, rode in a bus around the Auburn Industrial Park’s rail-served businesses, and other venues.

Lucian Goslin, director of the Council, said later that his organization supported the proposed connection between Wiston and Auburn, but was concerned about the impact public parks and private facilities which now occupy the former rights-of-way needed to make the most efficient connection. [More in a future issue.]

What about the Guilford line?

Goslin said GRS was not invited because the connection would concern publicly owned corridors, while Guilford is privately owned.

Jeremy Evans, transportation chief for the Androscoggin Valley Council of Governments, said “we didn’t talk about the existing Guilford line” which runs through both Auburn and Lewiston. In the past GRS was not as creative as SLR in developing new business.”

FOR THE RECORD:

MASSACHUSETTS CENTRAL HAS NEARLY FINISHED renovating its transload yard in Ware [see 10 September issue]; General Manager Paul Crawford is aiming for the beginning of November. As for a new ocean shipper at the intermodal yard, railroad is still working on that. {ARW discussion}

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PIioneer Valley RR won a Jake safety award, licating it passed 1998 with no injuries, accidents, or fatalities. The award was presented to PVRR and 108 other short line and regional railroads at the American Short Line and Regional Railroad Association. Jon Lasko, general manager, said, "we've had an experienced crew here that's been around a long time and knows how to operate a railroad." Pilsly President Marjorie P. Ver said in a prepared statement that "we are proud of our rail safety record during our more than 60 years of operations.” {Marcia Blomberg in Springfield Union 29.Sept.99}

The Grafton and Upton also won a Jake award, the only other railroad in New England to do so. {Views and News Sept.99}

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The North-South rail link looks feasible according a five-year, $4 million study nearing completion by the Massachusetts Bay Transportation Authority. Drilling beneath downtown Boston and connecting North and South stations via a 1.1-mile, four-track train tunnel would yield huge transportation benefits and could even pay for itself.

Despite the overwhelmingly positive findings, the report remains trapped in bureaucratic gridlock. {Jeffery Krasner in Wall Street Journal New England 29.Sept.99 - see for much more detail}

Pease Tradeport access

At their meeting on 18 October (1PM Room 203 LOB), members of the study committee will hear from the executive director of the trade port, and discuss the question of access into the former air force base. One alternative would run the rail line up the meridian of I-95, with a monorail into Pease.

Kittery

Mosher hopes to have some Maine representatives talk to the study committee about the possibilities for Kittery, and even extension of service to York. [According to Ronald Dale Karr’s Lost Railroads of New England, the York Harbor and Beach Railroad existed from 1887 to 1927, running 10 miles from Kittery to York. After abandonment, one mile was turned over to the Boston and Maine to give access to the Portsmouth Navy Yard.]

Versus Plaistow service

Mosher deemed service to Portsmouth most important.
in service to Plaistow [see 24 September]. He argued that service on the old Eastern would draw more riders, including Maine residents, because of the larger population along the route. Plus, he noted, Plaistow would have the Amtrak service. {ARW discussion}

NORTHERN LINE
October, Concord. CONCERN ABOUT GUILFORD’S PLANS FOR THE CONCORD STUB used a potential shipper to write recently to NH DOT commissioner Leon Kenison. Kit Morgan related that Kenison has written to GRS President Tom Steiniger to ask about the railroad’s intentions for the stub, which runs 7.9 miles to Franklin. Per Morgan, Pete Dearness, NEGS president, thinks the stub has potential, though it currently has no shippers. {ARW discussion}

On 27 September, the New Hampshire Railroad Revitalization Association monthly meeting passed a resolution stating that the Conservation Law Foundation instructed to initiate legal proceedings against Guilford provide for injunctive relief to prevent the removal of rails between Concord and Boscawen. {unapproved minutes}

WEST LEBANON BRANCH
September. REPRESENTATIVES OF SIX BIDDERS CAME TO THE SITE VISIT held by NHDOT [see 24 September]. Kit Morgan, the department’s rail administrator, listed these as: Pete Dearness, New England Southern; Lori Barnes and Jeff bright, Claremont-Concord; Dick Currier, New Hampshire Central; Dan Nash of the Mascoma Valley railroad; Ed Rodriguez, Colin Pease, and one other for the Housatonic Railroad; and Jerry Hebda for the Green Mountain Railroad.

The RFP Morgan sent the RFP to all six firms on 14 October. It calls for a five-year lease, ‘Respondents may propose to tend service onto the abandoned portion of the Northern railroad, in which case NHDOT will cooperate with the operator in reactivation of the line before the Surface Transportation Board.’ The proposal must contain: a maintenance plan for at least Class I standards, any planned use of the Westboro Yard for rail purposes, and provision for access for other railroads to customers in west Lebanon.

Proposals are due 15 December. A committee mposed of representatives of the City of Lebanon, shippers, and Morgan will evaluate the proposals, and deavor to provide a decision by 1 February 2000.

e-in to NHVT

receive expressions of interest in the NHVT [see above], but he did not require that of any bidder. {text of RFP; ARW discussion with Morgan}

Trackage rights
Morgan discussed the trackage rights which an operator would use to reach the NECR. “Probably the chosen operator will begin service nearly simultaneously with the completion of the trackage rights agreement, so the operator will have to accept the agreement” as negotiated by NHDOT, Morgan said later. However, he did not anticipate any problem with that. {ARW discussion 14.Oct.99}

FOR THE RECORD:
NEW HAMPSHIRE
THE PROPOSED NASHUA SERVICE RECEIVED $1 MILLION in the US transportation appropriations bill [see Region].

A CONSULTANT TO DO THE STATE RAIL PLAN will be chosen within the next few weeks by the Selection Committee, which met 14 October, said Morgan. The department received 11 letters of interest, and the Committee has created a short list from that, who will receive an RFP. {ARW discussion 14.Oct.99}

VERMONT RAILROADS

AGENCY OF TRANSPORTATION
13 October. AN UPDATE ON SOME RAIL PROJECTS was provided by Sue Compton, head of the rail effort:

Wells River purchase. The agency is still negotiating [see 24 September issue] with Guilford on purchasing this section of track.

ABRB. The agency is awaiting a meeting with Amtrak and Guilford about trackage rights between Mechanicville NY and Hoosick Junction NY [see 24 September issue].

Bellows Falls tunnel [see NECR].

Burlington commuter rail. Construction on the Shelburne station has begun. Compton has a meeting this day to discuss how the Vermont Transportation Authority will become the operator of the service.

Amtrak subsidy contract. The agency is still negotiating this. {ARW discussion}

NEW ENGLAND CENTRAL
6 October, Sharon. A MAJOR NEW SHIPPER WANTS TO LOCATE HERE; Gas Supply Resources of Houston, which opened a large distribution facility in Auburn ME in
site in the town’s industrial park formerly used by a lumber company, which moved to a spot on the Green Mountain Railroad at Riverside.

The company needs an Act 250 permit, and has an application pending before the District Board. According to attorney Julie Schmidt, the coordinator for the Board, the company needs an access plan because local residents are concerned about safety. [Of historical note, Gas Supply LLC is a co-applicant, Central Vermont Properties, a subsidiary of CN which still owns this and other parcels.]

Lucy Gibson, a transportation planner with the Two Rivers-Ottawaquechee Regional Planning Commission, said trucks must approach the industrial park using a narrow road along the Winooski River, after crossing a narrow bridge over the river. As part of the project, a grade crossing will receive rehab to make it less dangerous.

Could Vermont’s siding fund pay for any of this work? No, said Richard Bowen of VAOT. While he has $500,000 yet unused [see 24 September issue], the agency has told the legislature the money would only go for sidings, not access improvements. {ARW discussions}

dependent pre-emption of the Act 250 requirements?

With VRS with respect to a salt shed in Burlington, and NECR with respect to a salt shed in White River Junction, we argued that the Interstate Commerce Commission’s decision not to continue to operate the line [see 12 October issue] severely circumscribes the ability of local jurisdictions to impose conditions on railroad projects [see September issue].

Apropos of the Sharon issue, in the VRS case Judge Merideth Wright of the Vermont Environmental Court wrote in her opinion upholding in part Burlington’s exercise some authority over the salt shed: ‘[T]rucks carrying hazardous materials must comply with state hazardous materials transport regulations, even if the materials came by rail and were transferred to trucks in an intermodal minal owned by a railroad.’ VRS has appealed this decision.

In re Vermont Railway 26 May 1999, to the Vermont Supreme Court. VRS and the City of Burlington are currently writing briefs on the matter. {text of decision; W discussion with counsel for the city Joseph McNeil and Kimberlee Sturtevant 12 Oct. 99}

WASHINGTON COUNTY

30 September. VRS IS REVIVING THE WACR, according to David Wulfson, president, following NECR’s decision not to continue to operate the line [see 10 September issue]. It has purchased the reporting marks (WACR) from Clyde Forbes, the former operator of the Washington County Railroad Corporation, and set up a separate entity, the Washington County Railroad Company, to run the operation.

NECR, to assist the transfer, was temporarily doing the billing through the ISS system for VTR, Mike Brigham, NECR president, said. Once the new WACR takes over, it will do its own billing. VRS had paid $5000 for the reporting marks, he said.

Terms of the lease

Sue Compton, rail administrator for VAOT which owns the track, said VTR was operating the trackage under a temporary lease. Following STB approval for the WACR operation, the permanent lease, which will run five years with multiple renewals, took effect this day. VAOT will provide a subsidy of $5000 per week; revenue above a certain amount will offset that.

The new WACR will offer switching three times a week, a number Bombardier wants as it ramps up production of the Acela cars for Amtrak. The only other current shipper on the line, Allen Lumber, receives about three cars a week.

Previous subsidy

VAOT had forgiven $100,000 per year of Clyde Forbes debt to the state, and the legislature had appropriated $50,000 per year to do general maintenance on the track [see 5 February issue]. John Dunleavy, assistant attorney general, acknowledged that VAOT is paying a significantly higher subsidy than it was to Forbes, in part to increase the frequency of switching. “The hope is that VTR can increase the traffic enough to eliminate the need for a subsidy. But at this point, it’s far below the level to be self-supporting.”[According to Atlantic Northeast Rail and Marine Transport 1999, a short line needs about 150 carloads per operating mile to break even. With only 200 carloads, WACR falls far short of the 2100 carloads it needs for its 14 operating miles.] Dunleavy added that VAOT, while assuming that the subsidy payment would cover normal maintenance, will consider funding major repairs as they come up. {ARW discussions}

STB decision

On 24 September the Surface Transportation Board awarded VTR or a subsidiary of VTR a ‘modified

A STUDY OF THE TUNNEL" was cancelled recently, when the railroad decided to participate. Mike Brigham, president, said CN would not commit to giving NECR doublestack traffic. "With that, it makes no sense for us to go ahead. This not a case of “build it and they will come.”"

He noted that in addition to the tunnel, his line has 17 doublestack obstacles between the Canadian border and Palmer MA. In Quebec, the line is clear to Montreal.

Scott Bascom of VAOT said the agency had decided seek further direction from the legislature, rather than $100,000 for the study, assuming that the railroad would match that. {ARW discussions}
cision added that the line extends from Montpelier action to Graniteville, but that the last two miles, from the mbardier rail car assembly plant in Websterville to aniteville are out of service. VAOT will provide a subsidy of $2,000 per week, and the operator will be titled to the line’s share of freight revenue collected from stomers. {STB Finance Docket No.33800}

TRANSPORT CANADA
October, Ottawa. **THE SPEECH FROM THE IRONE MENTIONED INFRASTRUCTURE.** To plain Paul Tellier’s reference to the ‘National Infrastructure Renewal Program’ [see 24 September issue: rts, Halifax], observers noted that the national government had managed the budget so as to produce a surplus, some of which would go to physical infrastructure. the Speech from the Throne given today, the Governor general of Canada stated in part that the government would ‘develop a five-year plan with the provinces and territories, by December 2000, for improving Canada’s physical infrastructure.’ {CBC website}

**Background**
14 April 1999, Paul Martin, federal minister of Finance, ended a meeting of highway stakeholders in Ottawa. uiring his address to participants, Martin indicated he required a significant expression of interest from stakeholders to convince him transportation should be a priority for the 2000/01 Federal Budget. In recent months, Honourable David Collenette, Minister of Transport, has been delivering this same message publicly. Stakeholders must demonstrate, as was done last year with respect to health care, that a "national consensus" exists on priority for a National Highway Program.

According to the Atlantic Provinces Transportation Commission, ‘The concept goes beyond just the upgrading a basic highway infrastructure. There is need to provide hancements to major trade corridors and the associated rder crossings, to provide relief of urban highway errors by appropriate use of public transit, to integrate highway system with other modes of transportation ough intermodal connections, and to implement elligent transportation systems in aid of better use of isting highways. Revenue from existing road user taxes d fees should be allocated to the Investment Strategy, viating any need for new or increased taxes or fees. {PTC website}

Provincial transportation ministers as well as Collenette ve committed themselves to the highway work, but they ve not decided on any specific amounts just yet. They come from Ottawa at a rate of about $500-million a year for five years, and the other half would come from the provinces, at the same rate. { Heather Scoffield in Toronto Globe and Mail 29.Sept.99}

12 October, St.John’s NF. **THE STUDY OF FREIGHT IN ATLANTIC CANADA WILL EMERGE** in a couple of months, Peter Hood of Transport Canada, who is directing the work, said some critical sections remain incomplete. A ‘Steering Committee’ will then review the document. The committee consists of Hood, Clement Thomas (Ottawa), Roger Saunders, and representatives from each of the Atlantic provinces: Tom Beckett (NF), Bernie Swan (NS), Nancy Belding (NB) and Gordon Tufts (PEI).

Transport Canada will release it as a public document afterwards. According to Hood, the report aims to increase Transport Canada's understanding of freight movements within the Region and perhaps to provide a starting point for discussions pertaining to transportation infrastructure requirements and priorities [see Halifax]. {ARW e-mail correspondence}

**NS DOT**
12 October. **THE DEPARTMENT OF ECONOMIC DEVELOPMENT HAS THE LEAD** in developing policy for the new government’s promise to aid short lines and to improve rail connections through New England [see Regional]. Steve Newson, NSDOT’s rail liaison, said DED had taken the lead because it has funding to spend for whatever rail development is needed.

**Speech from the throne: Short Line Act**
Of interest to both the rail policy and the Short Line Railway Act, neither was mentioned in the provincial speech from the throne on 6 October, given at the opening of the 58th General Assembly. Given by the lieutenant governor on behalf of the provincial government, on transportation issues it mentioned only further highway investments and a new cost-sharing formula with the federal government. {NS website}

**NB DOT**
13 October. **FIVE PROJECTS COULD MOVE THE PROVINCE TOWARD A RE-EXAMINATION OF RAIL.** In addition to the national infrastructure program and Nova Scotia’s desire to improve rail links with New England, Transport Canada will soon complete a freight study [see above for these three], the New Brunswick premier and the Maine governor will lead a regional look at global trade [see Regional], and CN has been asked about a dedicated intermodal train between Halifax and Ayer MA [see Regional].

Nancy Belding, transportation policy advisor who
rives on the freight study Steering Committee, said the
igh study has led to a realization that rail also plays a
e in freight movement. The provincial government, now
it the extensive abandonments have ended, is moving
ward viewing rail as part of the whole transportation
ure. She cautioned, however, that no specific programs
re on the table, nor had she had discussions with her
wa Scotia counterparts about improving rail connections
h New England. {ARW discussion}

CAPE BRETON & CNS
October, Melford Cape Breton. A STUDY OF THE
SE OF RAIL TO ACCESS THE PROPOSED
PSUM MINE here is underway as part of an
vironmental assessment of the Georgia Pacific project
22 March issue]. Steve Newson, rail planner at the
vincialDepartment of Transportation and Public Works,
ained that under provincial law, large projects must
ide to the Department of the Environment a report of
vironmental impact. In the process of issuing a permit,
vironment then can require certain action.

In this case, on 23 March Environment issued a
ditional permit with 31 stipulations; number 13.2
quired a traffic study. Georgia Pacific hired ADI
ited, a Fredericton NB firm with a branch office in
dney NS, which completed much of the traffic study on
July. ADI provided in section 1.3 some preliminary
clusions about alternatives to trucking the gypsum from
ford to Point Tupper, and promised a “more detailed
y under separate cover” of the rail alternative.

Richard Morykot of ADI declined to predict when the
study might finish, or whether public comment or public
arings would become part of the process. {ARW
ussions}

P’s attitude toward rail
A 1989 study entitled ‘Implications of Changes in Rail
vice’ for the province, ADI noted:

gorgia Pacific recently opened its Sugar Camp quarry 16
ometres from its marine terminal [in Point Tupper]. It chose to
ild a heavy haul road instead of a rail spur line. According to
orgia Pacific officials, the tradeoff was between low
roption cost of rail versus lower start-up capital cost of
cking. In addition, trucking provided more control in that the
pper is not captive to one carrier. Georgia Pacific readily
its that unit train rail service is much better suited to its
ds than truck transportation. However, it does demonstrate
 gypsum can be economically trucked short distances, wied the road infrastructure is available. {text of study}

VIA RAIL - NOVA SCOTIA
October, Halifax. THE FIRST VIA TRAIN TO CAPE
RETON IN ALMOST 10 YEARS LEFT the VIA
tion in Halifax at 0802 using equipment which arrived 4
put the train at the Kings Road terminal site in Sydney at
approximately 1800 hours, with a return trip the next day.
Unfortunately a bridge over the Trans-Canada highway
was dislodged by a truck with excess-height construction
equipment, trapping the return trip at Port Hawkesbury for
some time. {John Pearce of Transport 2000 e-mail to ARW
6.Oct.99}

ATLANTIC NORTHEAST

SYDNEY
15 September. LAURENTIAN ENERGY ACQUIRED
SYDPORT INDUSTRIAL PARK [see 12 May issue].
The $3.7-million deal, approved by Enterprise Cape Breton
orporation, includes a system of credits that will
effectively lower the sale price and create 100 jobs in the
ext three years. As long as the company, headed by
artin Chernin, Steve Farrell and James Kehoe, invests
5.1 million, Enterprise Cape Breton will hold the mortgage
nd all infrastructure to ensure public access is maintained.

The Crown agency will also give dollar-for-dollar
credit, up to $15,000, for each job created with a minimum
alary of $22,000. “Laurentian brings together a group of
uccessful, skilled individuals who have, through past
vestments in industrial Cape Breton, demonstrated a
rong and continuing commitment to the region,”
orporation spokesman D.A. Landry said in a release.

According to Chernin, “The Laurentian Energy
orporation sees real opportunities for job creation and
ess development specifically related to energy, heavy
ication and high-technology industries,” he said.
Enterprise Cape Breton hopes that adding conditions to the
deal will appease those who’ve been complaining since
egotiations began - Sydport tenants, the Cape Breton
egional Municipality and local politicians.

“The current agreement provides for public access
to the Sydport wharf, the offer of a seat for the [regional
unicipality] on the Laurentian board and an offer of
CBC funding for joint marketing of Sydport and the
ndustrial parks owned by the [municipality],” the release
aided.

The municipality objected to the deal earlier this
year and asked that the sale be delayed until its $100,000
udy into Sydney Harbour’s potential was completed. “Our
commendation is certainly this is a bad deal,” city
mistrator Jerry Ryan said before council hired a
Halifax consultant to do the yet-to-be finished study.
{Halifax Herald 16.Sept.99}
October. **SCOTIA TERMINALS FILED A REQUEST WITH THE CANADIAN TRANSPORTATION AGENCY** to require CN to give it intermodal service at Richmond Terminals. CN already provides carload service to that point [see 10 September issue].

Bernard Prevost of Scotia said his company was able to meet with CN during Port Days, despite the presence of Paul Tellier and other high-level officials. *RW discussion 14.Oct.99*

October. **THE PORT COMMISSION TASK FORCE STILL UNDERWAY**, said Fred MacGillivary, the chair of the Commission. Contrary to his expectation of a result by this point [see 24 September], he estimated the task force would not complete its work for at least another 2 months.

The task force work is running parallel with the study for the Port Authority [see below], but without any direct interrelation. The Port Authority does have representation on the task force, said MacGillivary. *{ARW discussion}*

October. **THE PORT AUTHORITY HAS RECEIVED A DRAFT CAPACITY/DEMAND MODEL** from consultant Norbridge of Virginia, according Authority President David Bellefontaine. Norbridge principal Jim Brennan, when with Mercer, had done a study of Halifax in 1989-1990 in conjunction with consultant VZM.

Brennan has now updated that model because of changes in capacity at Halifax, including expansion at Ceres and Halterm. Brennan has also taken shipping lines and global trade to project demand for Halifax. Bellefontaine acknowledged the demand forecast provides a “best guess”. Brennan may also state whether the demand will grow incrementally, or in several leaps.

The capacity model will help port stakeholders agree on its current capacity. “Right now we have a difference of opinion on the port’s capacity,” Bellefontaine said earlier.

With the estimate, the Port Authority can now take its own judgement on when Halifax will need a new terminal. Bellefontaine agreed with others that global container traffic will continue to grow [see box] and that all ports in and near the Atlantic Northeast - even accounting for future expansion - will be needed to meet the demand.

What’s next

The board of the Port Authority will look at the draft over the next month, and use it as a tool to decide when to work on new infrastructure. The board asked Brennan to create a working model which Authority employees could update as information becomes available. *{ARW discussion; Alex Binkley in trafficWorld 20.Sept.99}*

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**PROJECTED DEMAND, NORTH ATLANTIC CONTAINER TRAFFIC**

*ARW* has reported on the Quonset Point projected demand. The Columbus Group, in its review of the data, projected growth from 3,000,000 TEUs (imports and exports) in 1999 to 4,900,000 TEUs in 2010. *{final draft, Review of Economic Analyses for Quonset Point Port Development December 1998 page 14}*

Quonset Point Partners, the would-be developers, in their final report to the Rhode Island Economic Development Corporation, found Halifax had a ‘future capacity’ of 1,500,000 TEUs (the current capacity of 750,000 TEUS plus a planned new terminal). Figuring growth of 5% per year from the 1998 level of 450,000, Halifax would reach its future capacity by the year 2025 [see 13 August issue]. *{QPP submission August 1999}*

The Halifax Chamber of Commerce has figures suggesting a much higher rate of growth: 10-15% per year [see 24 September issue].

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**EASTPORT**

30 September. **THE LACK OF A RAIL CONNECTION CONTINUES TO HARM THE PORT.** Skip Rogers, head of the Federal Marine Terminals’ stevedoring operation, said he is currently putting together a bid to export some non-Georgia Pacific pulp. He is competing with a rail move to another port. “I’m going to quote the cargo, getting the price the drayage, the rail, and so forth, but the trucking will probably kill it.”

**The rail study**

The port is still seeking $3,000 in matching funds to study the location of a transload facility [see 27 August issue]. The Joe Hill Trust, a part of the Maine Community Foundation, was offering one-third of the match, but only on the condition that the truck or rail not pass through the Passamaquoddy reservation at Pleasant Point. According to Rogers, the port could not agree to that, because at least in the short term the drayage route will pass through the reservation. *{ARW discussion}*

[See also Calais Branch.]

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**WINTERPORT**

28 September. **WINTERPORT TERMINALS CONTINUES TO SEEK MARINE CARGO**, said David Danielson, the manager, possibly receiving frozen fish or exporting beef. “We’d also like to move dry cargo on
Handling breakbulk, Danielson noted he had a better transportation infrastructure, with rail only 1.5 miles distant on Route 69, and I-95 but eight miles away.

rail traffic and the freezer

His company continues to generate revenue from its domestic freezer and storage business. It loaded out blueberry cars for a west coast destination last year, and plans to do the same this winter. {ARW discussion}

PORTSMOUTH

September. A BILL TO TURN THE PORT PROPERTY OVER TO THE CITY was filed this day in the New Hampshire House by State Representative and Councillor Laura Pantelakos. A 1985 Sunset report looking at the facility’s future use suggested terminating operations, but that never became legislative policy.

Mayor Evelyn Sirrell supported Pantelakos’ bill, saying “At the very least we should proceed with getting a larger token payment” in lieu of taxes; instead of the current $30,000 on the 11 acres of land, the state should pay closer to $100,000.

Assistant Mayor Alex Hanson suggested the current operator, Bulkloader, may want to build up business other ports. “There may be a question of them wanting to freeze Portsmouth out.” Sirrell added: “Bulkloader is out and we all know it.”

City Manager John Bohenko envisioned contracting out the operation of a city-run port facility, which would be far more profitable than the $30,000 per year. {Bob Tis in Portsmouth Herald 8.Sept.99}

Pantelakos said on 15 October she is waiting for legislative staff to produce bill language. In August, she has requested a report on the operation of the report and history, but has not yet received it.

Convention center?

Port Authority Executive Director Tom Orfe said suggested earlier that the Port Authority could build a convention center on part of the land, and continue current use of the terminal’s two piers. “The potential is there to generate as much revenue as we are now, but in different ways.”

City Councillor John Hynes said the New Hampshire Liquor Commission should receive supplies for the state store at the Portsmouth terminal, rather than using the Port of Philadelphia, “which would save an awful lot of trucking and create jobs here for longshoremen which are badly needed.” Christine Gillette in Portsmouth Herald Sunday 5.Sept.99

Hynes later noted that some were proposing that Granite State Minerals move its salt terminal upriver to the state facility, and take over operation of the facility. This would put a highly-regarded operator at the Port Authority, and free up the Granite State site for more tourist-related attractive Portsmouth downtown. {ARW discussion}

30 September. THE PUBLIC HEARING ON THE FUTURE OF THE STATE FACILITY before the board of the Port Authority this day “went well,” said the chair of the Port Authority, Bob Snover. “We had a full house, and most of the speakers wanted the facility to remain a working port. We will have other public hearings, but I don’t expect the public attitude to change.”

Speaking on 14 October, he characterized as “out-of-the-box” ideas Orfe’s idea to add a convention center [see above], and Hyne’s idea to move Granite State Minerals to the state facility. The board had not entertained either idea, but Snover expected that consultant Vanasse Hangen Brustlin (VHB) should look at each of them as it prepares the five-year master plan draft.

Plan status

According to Frank O’Callaghan of VHB, who is leading the five-year master plan consulting work [see 27 August], the Port Authority has still not signed the $20,000 contract with VHB. Snover said the state attorney general’s office had cleared the contract, and the Governor and Council should approve it on 27 October. That same day, the Port Authority will sign it. Once signed, the firm has agreed to complete the plan within 12 weeks. {ARW discussions 11&14.Oct.99}
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