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

*Article unchanged from e-bulletin.

**REGIONAL ISSUES**

**GRS**: Success at carload business. Box on New York trackage. Improved numbers for intermodal.

**CONNECTICUT**

**CSO**: Mid-Connecticut Project still considering rail.* Looking for assistant general manager.

**New London**: Update on piers, Logistec operation. Box on Sherwood Lumber. Photo.

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**BML**: Railstar completed purchase.

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**CCRR**: Description of Eagle Leaf transload.

**Nashua commuter**: State and truckers ask NH Supreme Court to decide about gas tax.

**Portsmouth/GRS**: PSNH to convert one boiler to wood; can railroads capture any traffic?

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[No report.]

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**MARITIMES/QUÉBEC**

**MMA**: Customers in Sherbrooke PQ.*

**SLQ**: New transload in Richmond gets funding.

**MMA/CPR**: Special passenger train.

**Saint John**: Barge facility supported for Lorneville peninsula.

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**PEOPLE, POSITIONS, EVENTS**

CSO looking for assistant general manager.

See you at NEARS!

The semi-annual get-together of the North East Association of Rail Shippers occurs at Kerhonkson, NY 17-19 September. A great place to rub elbows with shippers, suppliers, and railroaders, and to watch some good presentations. For more information, check the website.

The Directory is ready

As you’ll see in the advertisement, we’re ready to send our Directory of Rail Shippers and Receivers in Southern New England. Users will find cross-references to it in this and future issues.

- Chop Hardenbergh

Next issue: 30 September.

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REGIONAL ISSUES

GUILFORD RAIL

August. GUILFORD IS GROWING, according to its newsletter Xpress. The January-March issue, which came out in July, said: ‘Although the economy continues to be lackluster, the Railroad is aggressively pursuing opportunities to increase our business, and these efforts are yielding substantial success, as noted by the following developments:

- Poly One [our Directory #131] moved into new facilities on the Greenville Branch in Ayer, and expects to increase business by 20% in 2003.

- Daaquam Lumber, recently purchased by Canfor, still expects to scrap the former Champion stud mill at Costigan and install a new lumber mill, to begin operating in 4Q03.

- WBC Extrusion ordered its first cars [our Directory #51 - see 4 June issue].

- Catagna Spagna [our Directory #113] is expanding its storage tank capacity. The company distributes 16 varieties of oils with such names as Atlantic Organic, La Spagnola, Marconi, Atlantic Rose, and Sicilia. In 1994 it relocated from Somerville to Ayer, with a 50,000SF 24-tank facility. It is expanding to 100,000SF with 40 tanks.

- Intermodal business at Ayer [see below].

- Transload through the GMX warehouse [our Directory #123] has increased. ‘Our strategy has been to focus on the paper market moving inbound by rail and delivered by truck to customers not served by direct rail. This program has resulted in five new customers shipping to various paper receivers in New England, translating to 750 annual carloads of new business. The potential for continued growth is there, and we anticipate further development in the future.’ {Thomas Steiniger and Michael Bostwick in Xpress 1-3.03}

Service to Merrill’s Marine Terminal

P.D. Merrill reports that GRS service to and from his terminal in Portland is running “extremely well.” {ANR&P discussion 15.Aug.03}

GUILFORD IN NEW YORK

While rail fans and others probably understand the interchange system quite well, I am presenting this to help my comprehension of how GRS interchanges with NS, CSXT, and CPR in New York.

Coming out of Massachusetts, the GRS (former B&M) track runs through Vermont, past Hoosick Junction (possible future interchange with VRS), past Eagle Bridge (interchange with Battenkill Railroad, BKRR), and into Mechanicville after crossing the Hudson River (double tracked bridge).

A once-large yard in Mechanicville has completely disappeared. When GRS meets the east end of the former yard, it crosses into joint CPR-GRS trackage controlled by CPR. Also at this point, CPR trains from the west turn south to run to Albany.

For the next ten miles, GRS runs on the joint trackage to CPF 477, where CPR diverges to run north to Montreal or south to Mohawk Yard then Schenectady and Binghamton. GRS trains meet Norfolk Southern trains at Mohawk via CPR trackage.

GRS continues on the Rotterdam Branch over CPR, over CSXT (the former main line west of Schenectady), past the Scotia Navy Yard, home of Super Steel Schenectady which is redoing the Turboliners for Amtrak, past a running track used to interchange with CSXT, and into Rotterdam Junction, the junction with CSXT (CP RJ). Here GRS interchanges with CSXT the traffic not routed via Worcester.

5 September. GUILFORD INTERMODAL IS DOING WELL, at least between Ayer and Rotterdam Junction. One rail observer reported:

‘AYMO and its eastbound counterpart MOAY apparently operate daily in and out of the Devens Intermodal Facility as pure intermodal trains, and connect with NS intermodal trains at Mohawk Yard in Glenville, NY. ‘I’ve observed AYMO a few times lately, since I live near Ayer. It has a fairly consistent departure time of 9pm or after. The largest train I saw had around 60 boxes, mixed COFC and TOFC, with one car load of K-Line double stacks. The average train seems to have around 40 to 50 loads of single-stacked containers and trailers. Power is always GRS although on one rare occasion run-through NS power was observed.’ {e-mail to ANR&P from subscriber David Wright 4.Sept.03}
Good service from the Waterville ramp
President Tom Steiniger in Xpress [see above] reported: ‘Intermodal business at Ayer has grown substantially, both eastbound and westbound. We recently added a train to and from our Waterville, Maine ramp. This new train will provide fourth-morning service to and from Chicago, Illinois that is necessary to continue to grow our Maine intermodal business. An added benefit will be that this train will haul our import-export business between Ayer and Halifax, Nova Scotia, thereby providing the opportunity for continued growth in this important segment of our intermodal business.’

A Hub official reported that Guilford is meeting its four-day service objective. Of five recent loads whose transit time was checked on 5 September, all five reached Chicago by the fourth morning; in fact, four reached it by the third morning!

But no new train/Halifax service
GRS is not using a dedicated intermodal train between Waterville and Ayer. Indeed, observers could not point to any new train to Waterville. Intermodal loads between Ayer and Waterville, or on to Halifax, run in a mixed train, often picked up by SEPO, the CSX-GRS train from Selkirk, NY to Portland. Going the other way, intermodal out of Waterville is sometimes carried by WAED (Waterville to East Deerfield), and left at East Deerfield for AYMO to pick up. {e-mail to ANR&P from subscriber David Wright 7.Sept.03}

CONNECTICUT

CONNECTICUT SOUTHERN
29 August, Hartford. **THE CRRA IS CONSIDERING RAILING OUT WASTE** from its large trash-to-energy Mid-Connecticut Project [see 26 February issue] here. The plant is now trucking, to a nearby landfill, processed residue with no BTU value, non-processable waste; and ash, but the landfill is filling up. The Project’s owner, Connecticut Resources Recovery Authority, commissioned a study of the feasibility of railing out the three kinds of waste, and is looking at using barge as well.

Status of the study
According to CRRA chief engineer Mike Tracey, URS and another consultant, Clyde Ames, finished the study in July. CRRA is currently evaluating the choices it faces about waste hauling and will reach a decision at the board level, before releasing the study. When might that happen? “Possibly not until next year,” he concluded. {ANR&P discussion 29.Aug.2003}

Contractors already hauling out
CRRA has contracts with two facilities next to the Mid-Connecticut Project: Capitol Recycling [our Directory #602] to handle scrap paper, which Capitol sometimes rails out and FRC [our Directory #603] to handle cans and bottles, which FCR sometimes rails out. [See 26 February issue.]

8 September. **RAILAMERICA IS LOOKING FOR AN ASSISTANT GENERAL MANAGER FOR CSO** [see People].

NEW LONDON
28 August. **AN UPDATE ON THE RAIL, PIER, AND Landside DEVELOPMENT** was provided by Jim Schine of Logistec USA and Alan Stevens, maritime coordinator, Bureau of Aviation and Ports, ConnDOT. Stevens’ office lies on the water here [see photo].

Logistec: terminal operator
Schine said that Logistec [our Directory #692] leases the entire pier and upland from ConnDOT, and “all customers are ours.... Sherwood Lumber [see box for more on Sherwood Lumber] gets most of the lumber and plywood products coming in; Phelps Dodge gets virtually all the copper,”’ one ship a month, 5-6,000 tons per month and it goes up to the Norwich plant [see our Directory #702] for the manufacturing of copper wire rod. Those are the two largest, but Logistec does have other customers.

Admiral Harold Shear State Pier
Per Stevens, after years of reconstruction on the west side of the pier, the Jersey barriers were removed this week, making the whole pier usable, and giving it a second berth. That berth needs dredging, however, and the cost has delayed it.

When the west side becomes available in October, said Schine, it will be “rolled into our current 10-year lease expiring 2008.”

Sidings on, and connection to, pier
The east side of the pier, when rebuilt, included two spurs. Up until 2002, these were not connected to the main trackage of the port; the connection was completed that year. Stevens said both spurs have been tested, but not used. Sherwood uses the east side now as a staging area for lumber offloaded from a ship, before it is moved to inventory on the back land.
New warehouse

Earlier this summer, ConnDOT opened the new warehouse [not yet built in photo]. Stevens noted the floor of the new warehouse was built to hold steel.

SHERWOOD LUMBER

According to a statement on its website, “Sherwood Lumber imports the finest lumber from certified forests around the world to a facility near you.” While New London serves as the primary facility, Sherwood [our Directory #692] also uses:

- C.C.Lounsbury [our Directory #708] in Willimantic, which receives solely by rail.
- C&M Sales and Service, Long Island City.
- Logistec, New Haven [our Directory #545] (two million board feet of European imports)
- Poinier Straight LTD, Newark NJ (distribution for customer direct rail freight)
- Gloucester City, New Jersey
- Mill direct from Maine and Quebec

Facility in New London

Sherwood, a wholesale lumber distributor, has upward of 20 million board feet of lumber in New London. About half arrives by rail via NECR, and about half by ship. Guy Hannum, operations manager for all the facilities Sherwood employs, said NECR brings in the Canadian lumber and also ships some out [see website for kinds of products Sherwood handles], some 75-100 carloads a month.

Three to four ships per month arrive at the pier. One ship brings in Canadian lumber, one dedicated to Stora Enso from Europe, one for smaller European producers, and every other month Brazilian plywood.

As a customer of Logistec, Sherwood uses the landside space and the warehouses around the pier for ‘inventory’. {ANR&P discussion 8.Sep.2003}

CV pier

So-called because it was owned and used by CN’s Central Vermont Railroad, successor railroad New England Central did not acquire it from CN when NECR came into existence in 1995. After lengthy negotiations, ConnDOT acquired it before Operation Sail in 1992 and did some renovations to permit its use in that festival.

Thereafter, ConnDOT sought proposals for use of the pier. The process recently concluded, giving one proposer, a commercial fishing cooperative, a ‘right of entry agreement’ at the end of June. ConnDOT will install amenities such as fire suppression, lighting, potable water, and fenders before signing a more formal agreement.

Stevens noted that although both Logistec and Sherwood Lumber wanted the use of the pier to expand their operations, “the will of the public” wanted multiple uses. So ConnDOT awarded the use to the fishery coop. {ANR&P discussion 28.Aug.2003}
New London piers 2000. On the left, the former CV pier, on the right, the Admiral Shear State Pier. The west side of Shear remains in construction; two rail tracks are visible down the middle. The administration/ConnDOT office building lies on the shore to the right of Shear. The new warehouse is located in the vacant lot above the old warehouse (building which crooks to the right along the track. (photo from Logistec)

MAINE

BELFAST & MOOSEHEAD LAKE

27 August. RAILSTAR COMPLETED THE PURCHASE OF THE BML [see 18 July issue]. Speaking on 28 August, Vice-president Ronald Trottier said he plans to rebuild the railroad as an attraction by capitalizing on Belfast's developing waterfront. Rail Star "is basically a family organization," but he is the principal owner.

He already has been contacted by a representative of the development group seeking to buy the former Stinson Seafood plant. By next summer, Trottier expects to have an excursion boat operating from the railroad's pier in Belfast, offering tourists "rail and sail" options.
At 60, Trottier does not see the railroad as a retirement diversion, but rather as his last career, following those as a chemical engineer, and then a marina developer.

“I certainly love railroads, but the profit motive is there.” He doesn't expect to see the business become profitable quickly, but believes it is important to grow revenues. “I want to have stability.” Income is critical to keep up with maintenance, as well as to give his company a return on its investment. {Tom Groening in Bangor Daily News 1.Sept.03}

**CALAIS BR. / INDUSTRIAL TRACK**

11 September, Cherryfield. A COMPARISON WITH THE ROCKLAND BRANCH will occur at the Eastern Maine Railroad Redevelopment Commission meeting this day. Chris Hall of Stafford Business Advisors, who did two previous studies of Calais Branch rail traffic, will discuss “Lessons of the Rockland Branch rehabilitation” covering politics, contracts, generation of new traffic, and issues around subsidy and retention of an operator.

Diane Tilton, executive director of the Sunrise County Economic Council, noted in her announcement: ‘This will be important information as we look at possibilities of restoring service on the Calais Branch.’ {e-mail to ANR&P}

8 September, Baileyville. LOUISIANA PACIFIC RESTARTED ITS OSB PLANT HERE in early June, said Plant Manager Clint Shilts said [see map at www.atlanticnortheast.com]. Louisiana Pacific (LP) planners looked like geniuses because the demand for OSB skyrocketed at the end of August [the Portland Press Herald reported prices went from $15 to $30 per sheet - editor], but Shilts reported it as “coincidental”.

Instead, LP had acquired the then-idled plant from Georgia Pacific in August 2002 [see 30 September 2002 issue] because LP is the world’s largest OSB producer, and the acquisition fit strategically for the Northeast supply network. LP’s existing OSB plant in New Limerick, served by MMA, could not meet market demand.

LP began refitting the plant in early January, and is now producing. Most of its product is moving by truck because supply is so tight, but Shilts reported that LP sends out 10-15 carloads a week via the GRS connection. It receives a few cars of wax. When GP owned the mill, some 60% of the production moved by rail, but that percentage is now down. {ANR&P discussion 8 Sept.03}

**GRS service increased**

Guilford has increased its service to both LP and to Domtar to three times a week from twice, because LP reopened. Gail Nicholson, Domtar spokesperson, said Domtar had not increased its rail shipments. {ANR&P discussion 2.Sept.03}

**ROCKLAND BRANCH**

2 September, Portland. DRAGON IS DECIDING BETWEEN MASON STATION AND ATLANTIC POINT for its loading out point [see 8 August 2003 issue], said Vice-president for cement operations Terry Veysey. The current point for loading barges, Atlantic Point in Rockland, is working well, but Dragon will increase its production markedly in 2004 [see 12 February issue] and is deciding how to handle the increase. It is talking with FPL Energy, which owns the former CMP Mason Station generating facility in Wiscasset; that site offers deeper water than Atlantic Point.

“Either way we’ll do well,” Veysey believes. If Dragon, working “day by day” on the choice, can decide by Christmas this year, it can begin construction in 2004. It can “make it through” the production increase of June 2004 without a higher-throughput terminal, which would come on line later.

**No funds from the Legislature**

The failure of the Legislature to include any funds for the development of Atlantic Point as a passenger intermodal facility [see 29 August] does not affect Dragon’s plans, said Veysey. The company does own seven acres, the dock, warehouses, rail, and piping, some of which Dragon would have sold to the state if the passenger intermodal facility proceeded, and used the funds on the Mason Station site if Dragon decided to move there. The bond vote only “changes our financing,” and the company is“still moving ahead.”

**The Richmond PQ facility**

This [see 21 August issue] is doing well, Veysey reported. Cement is moving from Thomaston to Windsor both by truck and by rail; “if rail were quicker, we could do more by rail.” {ANR&P discussion 2.Sep.03}

**EASTPORT**

4 September. TRAFFIC CONTINUES STRONG, said Federal Marine’s Skip Rogers. Even though GRS service increased [see above], he is seeing ‘no fall off’ of Domtar outbound traffic. ‘Our warehouses were bulging with Domtar until the last ship arrived to relieve the pressure. A large load indeed.’ {e-mail to ANR&P}
MASSACHUSETTS

CSXT

26 August, DC. **THE COMMONWEALTH IS NEGOTIATING WITH THE RAILROAD** over issues raised during the Conrail split-up in 1998, according to a letter filed with the Surface Transportation Board. Dan Grabauskas, state secretary of transportation, filed the letter to comment on the proposal by CSXT and Norfolk Southern Railroad (NS) to consolidate their portions of Conrail into their respective organizations.

In 1997, CSX and the state reached an agreement [see 20 November 1997 issue] contemplating negotiation and cooperation on a number of issues [see 6 November 1997 issue for text of letter - contact the editor for a copy of the agreement if you did not save that issue].

The letter specifically referred to that part of the agreement about commuter rail and the possible disposition of CSXT assets which the MBTA might want for extension of commuter rail. ‘We anticipate that discussions between the parties will be completed and any outstanding issues of dispute be resolved before CSX moves forward with new proposals for abandonment or sale of former Conrail lines within the Commonwealth....We remain concerned, however, that CSX may choose to proceed rapidly with disposition of rail assets currently within the NYC Allocated Assets. In order to ensure the orderly disposition of these properties to best serve the public interest, and recognizing the time frames required to ensure adequate planning and funding, the Commonwealth is seeking to develop with CSX appropriate time frames for prospective sales of Conrail/CSX properties to the Commonwealth and/or its agencies or authorities.’ {STB Finance Docket No.33388 (Sub-No.94) received 28.Aug.03}

NEW HAMPSHIRE

CLAREMONT CONCORD

8 September, West Lebanon. **EAGLE LEAF TRANSLOAD HAS TWO SITES**, said manager Steve Fontaine, who took over the operation in May 2002. In West Lebanon, Eagle Leaf operates the cement transload facility, owned by the railroad, which Lafarge Cement uses [to the tune of four to five cars a day in 2002–see 9 August 2002 issue]. In Claremont, Eagle Leaf operates the salt shed used by American Rock Salt which will serve one New Hampshire highway salt district [see 8 August issue] and several Vermont districts [see this issue].

Fontaine knows the region well, having worked for Guilford, PVRR, Massachusetts Central, Omni Transerve (Walter Stapleton’s consulting firm), and now CCRR.

The name Eagle Leaf combines the American bald eagle and the Canadian maple leaf, to signify that the facility serves Canadian customers. Fontaine said he is talking with several possible new customers, but declined to divulge names at this point. {ANR&P discussions 5.03 and 9.03}

NASHUA COMMUTER

28 August, Concord. **THE STATE AND THE TRUCKERS ASKED THE SUPREME COURT TO DECIDE** whether the New Hampshire Constitution permitted gas tax money to be spent on commuter rail. The New Hampshire Motor Transport Association filed the suit in December 2002 in Superior Court [see 23 December 2002 issue], arguing that the State Constitution did not permit that. Both parties subscribed to the motion to move the issue to the NH Supreme Court, filed on 15 August. According to the Superior Court clerk, Equity Division, on 28 August the motion was docketed, but the judge assigned to the case had not yet decided the motion by 5 September. {ANR&P discussion; docket number 02-E-373}

Status of contract

Andrew Singelakis, executive director of the Nashua Regional Planning Commission, said the proposed contract to expend state funds to complete the environmental assessment has not yet gone to the Executive Council for reconsideration. [The Executive Council turned down the contract in 2002 - see 19 November 2002 issue.]

Kit Morgan, NHDOT rail administrator, advised that the proposed contract amendment covers ‘significant additional design work, and a new ridership forecast to be produced in compliance with FTA’s requirements, as well as completion of the environmental assessment.’ {e-mails to ANR&P 29.Aug.03}

PORTSMOUTH/GUILFORD RAIL

28 August, Newington. **PUBLIC SERVICE OF NEW HAMPSHIRE PROPOSES A WOOD-FIRED BOILER INSTEAD OF COAL** at its Schiller Station, which has three 50MW generators, all now capable of burning either coal or oil. PSNH is a subsidiary of Northeast Utilities, which owns the coal-burning plants at Bow (Merrimack Station) and at Mt.Tom in Massachusetts. [See 31 May 2002 issue.] The
company also owns Newington Station, a gas-fired plant. Under the name ‘Northern Wood Power Project’ the company would spend $70 million to replace one of the three boilers with a boiler which could burn tree chips, sawmill residue and other clean low-grade wood materials and byproducts.

“The company’s goal is for its customers to have no increases in rates associated with the project. The company's plan is to have new emerging markets for green and renewable energy essentially pay for the estimated $70 million investment,” said Gary Long, PSNH president and chief operating officer.

The company applied for permission from the state Public Utilities Commission for the swap. It hopes to get permission this autumn, begin design by November, and operate in 2006.

What’s the point?
Company officials listed three advantages:

- A reduction of more than 380,000 tons of pollution emissions annually.

- Open up a new market for low-grade wood in New Hampshire; the boiler will burn up to 400,000 tons per year [compare to Boralex in Maine—see 21 August issue]. PSNH is in the process of determining what wood supply options are available and at what cost. “We recognize that sustainable forestry and purchasing wood from New Hampshire forests is an important part of this project, and we will find ways to support that goal, “ said Long.

- Supply renewable power. ‘Both Massachusetts and Connecticut have viable markets for green power, and actually require that electricity suppliers in their states have renewable energy as part of their portfolio. The project’s clean-burning boiler meets strict efficiency and environmental standards for the renewable energy programs in Massachusetts and Connecticut. Only new, low-emission renewable energy sources, such as the Northern Wood Power Project, can qualify, produce and sell Renewable Energy Certificates (RECs) to suppliers seeking to satisfy renewable energy requirements. Most existing facilities would not qualify for the REC market.’

- Diversify the energy source. ‘Utilities that are best positioned in the marketplace serve their customers with electricity generated by a diverse fuel mix. Adding wood to the PSNH fuel portfolio will help ensure the reliability of the supply of electrical energy and help keep the cost of that energy competitive,” Long said. ‘PSNH also buys energy on the wholesale market, and is required to purchase power from dozens of New Hampshire-based independent power plants, including several wood-fired plants.’

Transport by highway
PSNH claimed the project will benefit from Schiller Station’s physical location, because the transportation network, especially Schiller’s access to area highways, is a critical asset to the success of the project. {PSNH press release}

PSNH is studying how to procure wood, wrote spokesperson Martin Murray. ‘When the study is complete, we’ll have a much clearer idea of how we’ll move the wood to the plant.’ {e-mail to ANR&P 2.Sep.2003}

And what about rail?
GRS’ Newington Industrial Track runs north out of Portsmouth, past these facilities, not all of which use rail:

Market Street Terminal (siding at MP 0.17) [see 29 August issue], National Gypsum (formerly a siding at MP0.72)
Boise Cascade (was Furman Lumber, siding at MP0.92),
**PSNH Schiller** (no siding)
PSNH Newington Station (gas-fired - siding in Newington zoning map only)
Simplex (Tyco) (siding at MP2.22)
Sea-3 (siding at MP2.62)
Georgia Pacific (formerly a siding at MP2.67) (was Domtar) (receives gypsum by ship)
Cryo (team track at MP2.77; product is trucked to facility in Sanford, Maine)
Coastal Cement (no siding)
Sprague (former siding at MP3.50). {Mileage from Joshua Moldover’s *Guilford Rail System* Timetable; sidings from Malcolm Laughlin}

PSNH already imports foreign coal at Schiller. Some is trucked to Merrimack, New Hampshire, about 350,000 tons per year, for burning in the Bow power plant [see table of region’s coal plants in 31 May 2002 issue]. PSNH may consider railing some coal from Providence to Merrimack, but trucking from Schiller is cheaper.

Another obstacle for raling wood chips to Newington for the new boiler: Schiller has no way to unload bulk from railcars. Nevertheless, according to Keith Saunders, Northeast Utilities (PSNH owner) fuel principal, he understands that GRS has contacted those responsible. {e-mail to ANR&P 2.Sep.2003}
Vermont

Vermont Road Salt Vendors 2003

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Notes
** Rail bonus. A state statute requires the deduction from the price bid the amount the state receives if the salt is shipped over state-owned lines [see 24 October 2001 issue]. This did not come into play for 2003, according to Judy Jamieson of the purchasing department. (ANR&P discussion 5.Sept.03)# Prices. These ranged below 2002. Average price for 2003 came to $36.49/ton, for 2002 $37.71.
*In 2002, Ken Ellen, transportation manager for Cargill Salt, said the company would possibly use one of the Vermont piles, with Starks NH as a backup pile, to serve this district. “We have a computer model which shows us least cost for every order that comes in.” (ANR&P discussion 8.Aug.02)
**American Rock Salt

Quebec/Maritimes

Montreal, Maine & Atlantic

13 October, Sherbrooke PQ. MMA has several customers here, according to Gabriel Tessier, sales manager for the Quebec region. The former Ingersoll plant adjacent to the MMA yard has been purchased by a local investor, Excavation Rene St-Pierre. The offices are leased to a call center company, and the shop to a company named Supermetal, where MMA delivers once in while, steel plates or I beams.

St-Pierre has built next to the above plant a 70,000SF warehouse used to store scrap paper for the Kruger mill in Bromptonville [see photo in 21 August issue]. The paper arrives by rail, most from the SLQ, and is then trucked to the mill [no wonder the SLQ wants a warehouse on its line! editor].

Interchange with SLQ
MMA crosses SLQ in Lennoxville. It interchanges with SLQ once a day, by bringing down to the diamond the cars, and running onto the SLQ via a connector, and then via trackage rights back into Sherbrooke to a siding there. MMA spots its cars, picks up any cars SLQ left for MMA at this siding, goes back to the diamond, and then back to the yard.
Other MMA customers nearby
MMA serves Eka Chemicals at Magog, Tafisa at Megantic, and Megantic Manufacturing. MMA moves logs from Maine to Megantic for this company. {e-mail to ANR&P from Tessier 15.Aug.03}

ST.LAWRENCE & ATLANTIC

3 September, Richmond PQ. **THE PLANNED SPUR AND WAREHOUSE HAS THE GO-AHEAD** from the provincial and federal governments [see 21 August issue], according to Martin Lafleur, general manager of the comitee promotionelle industrie Richmond (CPIR). Quebec will provide funds from two different programs, and the federal government one, totalling about $600,000. The balance of the $1.25 million will come from the SLQ (about $250,000), and a municipal bond or loan (about $400,000).

Timing
Lafleur said Richmond had just passed a bylaw permitting it to borrow $400,000; the province must approve the borrowing, which should take about one month. Then CPIR will put the spur and the warehouse out to bid separately. Construction should start in mid-October and end by the beginning of December, meaning the spur and warehouse will open by the end of the year.

Revenue
The city will lease the spur, which runs from the SLQ yard about one mile, to the SLQ. Income from the lease will repay the municipal loan at about $35,000 per year over a twenty-year period. CPIR will own the warehouse and lease it to an existing company already operating a warehouse in Drummondville. CPIR already owns ten other buildings in the industrial park.

Why here?
Lafleur noted that SLQ has the only switching yard in l’Estrie [the Eastern Townships, the region east of Montreal and just over the border from Vermont and New Hampshire - editor], that is, a yard with enough tracks and space to block a train. SLQ blocks the train for CN here.

Trail and rail
Many railroaders and trail users believe that once a right-of-way becomes a trail, it will never go back to a track. This project will prove that belief wrong, because CPIR will move the existing trail on the right-of-way to one side to build the track, creating a rail-with-trail. {ANR&P discussion 3.Sep.2003}

**Sherbrooke PQ.** Boxcars loaded with scrap paper destined for St-Pierre warehouse, which lies out of the picture to the right. MMA main line passes through yard (cars in yard visible on left), right to left = east to west. To the right: former Ingersoll-Rand plant, now Supermetal. Spur passes through chain-like gates barely visible in front of truck. *(photo by editor)*
MMA/CPR

18-24 August. **THE RAILWAYS RAN A SPECIAL PASSENGER TRAIN** from Montreal to Bromont to serve the Championnat des Amériques equestrian event. It ran five days, one return trip per day, for a total of 10 trains averaging about 100 persons per trip.

VIA handled the cars over CPR track as far as St.Jean sur Richelieu, and over MMA track from there to Bromont.

Johane Lemay of CPR called it, “All in all a very good project.” {e-mail to ANR&P from Gabriel Tessier of MMA and Johane Lemay of CPR 3.Sept.03}

SAINT JOHN

3 September. **A BARGE FACILITY WOULD MAKE SENSE WEST OF SAINT JOHN**, according to a study released today by the Saint John Industrial Parks, and prepared by Ian Thomas of C&S Associates in Yoho. A 1972 study suggested that a barge terminal might be feasible, and this study looked at feasibility in this decade. The terminal would permit loading or unloading of cargo too large or too wide to move by road or rail over any distance.

Possible users

The 1972 study found a range of users. The 2003 study found only one type: steel fabricators building prefabricated emission control modules for US and Canadian power plants which needed to improve their emissions. The US Clean Air Act requires the improved emission controls by 2009; construction of the modules must begin by 2006 or earlier. The modules stand up to 30 feet high and up to 50 feet in diameter; when stacked, the entire emission control facility can reach 90 to 120 feet in height.

Both Belledune and Pictou have roll-on/roll-off facilities with space for final fabrication yards, limiting the number of potential clients for the site.

Definite users

At least three New Brunswick companies have successfully bid on module construction: Bourque Industrial, Limited; L&A Metalworks, Limited; and Lorneville Mechanical Contractors Limited.

One firm might use the terminal during the winter months: Custom Fabricators & Machinists (a division of JD Irving). Three other firms expressed interest: Apex Industries (conveyor systems); Nackawic Mechanical (emission control modules); and Maple Leaf Homes (modular housing).

The four firms already planning to build modules forecast shipping two to three units per year each, beginning in 2006. That translates to six to twelve loadings per year.

Site/price for use

The writers of the 2003 study, who viewed the Turner’s Island facility in Portland, propose Maguires Cove on the Lorneville peninsula next to the Colson Cove Generating Station. The Spruce Lake Industrial Park, which houses two of the three steel fabricators (L&A is located in Fredericton), occupies most of the peninsula. The price of constructing a simple barge pad, access road, and piers to moore the barge comes to $185,000. Amortizing this cost, and adding an annual fee for maintenance, yields a price of $25,025 per year plus $3000 per use to set up the beach.

If the facility shipped out six modules a year, each movement would cost $7200. The three firms planning to use the facility have indicated interest in participating in the construction of the terminal.

The author recommended proceeding immediately, because of the steps necessary to ensure an operating facility by 2006. {text of study}

Dates

Dan Leblanc of Saint John Industrial Parks described his next step as getting everyone on board and getting the permits. “You won’t see work until next year.” {ANR&P discussion 4.Sep.2003}

RAIL SHIPPERS

As a precursor to our forthcoming Directory of Rail Shippers & Receivers: Southern New England this section lists the companies discussed in this issue.

American Rock Salt (CCRR, Claremont NH), Catagna Spagna (GRS Ayer #113), Daaquam Lumber (GRS Costigan ME), Dragon (SRP, Thomaston ME and Richmond PQ), Excavation St.Pierre (MMA Sherbrooke), GMX warehouse Ayer (#123), GRS intermodal (Ayer #124), Lounsbury (NECR Willimantic #708), Louisiana Pacific (GRS, Baileyville ME), Mid-Connecticut Project (CSO, Hartford), Poly One (GRS
PEOPLE

Charlie Moore, regional vice-president, Atlantic lines of RailAmerica, has opened a search for an assistant general manager for the Connecticut Southern Railroad. The person will take care of all operations, so needs experience in operations as well as running a locomotive. She or he will report to NECR General Manager Jim Anders. Moore would like to hire by 1 October.

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Coverage
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Purpose
Atlantic Northeast Rails & Ports, née Maine RailWatch (1994-1997) and later Atlantic RailWatch (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. ‘No railroad is an island, entire onto itself.’

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E-ISSUE