**Regional Issues**

**Connecticut**
- CSO: CCRA still deciding about rail.
- CSXT: Circle of Life not sending through NYC.
- Bridgeport: Gets ok for barge service. Monarch Shipping stopped using port.
- New Haven: First port authority meeting.
- MMA: Power situation improving.

**Maine**
- MDOT: Deciding on IRAP applications.
- BAR: Maybe a reorganization? Parcel for sale.
- GRS: Waterville foreclosing because of unpaid taxes. New customer in Plymouth. Georgia-Pacific may use rail to obtain biomass.

**Massachusetts**
- CSXT: Champion City files for MSW permit.
- GRS: No news on users of Tewksbury branch.
- NECR: Transload proposed for Millers Falls.
- MBTA: HNTB selected to look at Worcester service.
- W&W: STB needs to decide on conditional approval.

**New Hampshire**
- Commuter: Supreme Court hears arguments on gas tax today.
- GRS: Schiller biomass boiler not told to use rail.

**Rhode Island**
- PW: Boston Railway Terminal will use site in Providence to deliver steel.

**Vermont**
- VRS: Neighbors don’t want to leave homes for Center Rutland Connector.

**Maritimes/Québec**
- Halifax: Chrysler importing through Autoport. Port considering its own railway.
- Strait of Canso: Update on LNG facility, coal pier, and marine terminal.

**Rail Shippers/Receivers**
A cross-reference to companies mentioned here.

**People, Positions, Events**
Andrew Singelakis, Stephen Williams.

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**From the Publisher**

A pause for surgery
After three months of decided what to do, I am going under the knife tomorrow at Faulkner Hospital in Jamaica Plain for a radical prostatectomy. Small bit of cancer, prognosis excellent.

If you men have not had your PSA checked, do so. And then, if it’s elevated, get a biopsy. I dawdled around—not a fun thing to undergo. But still, I got it early.

So the school vacation week will find me resting, no work. I hope to put out the next issue by the end of the month.

Chop Hardenbergh

Next issue 1 March
REGIONAL ISSUES

MONTREAL, MAINE, & ATLANTIC
9 February. *THE POWER SITUATION IS IMPROVING*, said Fred Yocum, MMA president [see 2 February issue]. “We’re optimistic that everything will be resolved by the end of the week.” {ANR&P discussion}

CONNECTICUT

CONNECTICUT SOUTHERN
9 February, Hartford. *CCRA IS STILL CONSIDERING ITS OPTIONS FOR DISPOSAL OF WASTE* from its waste to energy plant [see 9 September issue]. Mike Tracey, chief engineer for the Connecticut Resource Recover Authority, said the board of the Authority had still not decided which option to use, though he noted that the current landfill will run out of space in 2.5 years. The board has three choices: find another landfill (the least expensive, but the most difficult in terms of finding another site), railing the waste out, or barging the waste out (Tracey said this had serious environmental repercussions).

Given the need to have the new disposal system in place in two and half years, Tracey anticipated a decision “in the near future.” {ANR&P discussion}

CSX TRANSPORTATION
9 February, North Haven. *CIRCLE OF LIFE IS CLOSER TO STARTUP*. Mark Bourgeois, project manager of the construction and demolition debris facility, said his first 116 cars are now stencilled and tagged. A second 100 cars have reached Rotterdam Junction NY on their inbound journey, and a third have gone to Utah to bring coal enroute to Cedar Hill Yard.

The building and excavator are erected. “We need heat to pour concrete” for the floor, Bourgeois said.

Outbound routing
Under the contract, said Bourgeois, CSXT will hand the cars loaded with C&D over to CSO at Cedar Hill; CSO will move them north to West Springfield, where another CSXT train will pick them up. What about an all CSXT route through New York City? “I cannot control the routing that CSXT uses,” he said, but CSXT has not contacted him to change it. Besides, “I don’t want my string of cars to delay commuter trains” along the Northeast Corridor. {ANR&P discussion}

BRIDGEPORT
30 January. *THE STATE BOND COMMISSION UNANIMOUSLY APPROVED $1.5 MILLION FOR A FEEDER SERVICE* between Bridgeport and New York harbor [see 5 January issue]. Joe Riccio, executive director of the Bridgeport Port Authority, said the state will make available the funds in three to four months.

But he will start the procurement process, hoping to get a request for proposals for the tug and barge operator, and a ‘master operator’ on the street in 60 days. {ANR&P discussion}

10 February. *A SHIPPER OF USED CARS HAD ITS AGREEMENT TERMINATED* in 2003. Monarch Shipping Lines had engaged Logistec as stevedore in Bridgeport to load used cars, construction equipment, and other rolling stock for shipment to the Dominican Republic and Haiti. According to Jim Schine, director of marketing and sales for Logistec USA, Monarch and Logistec developed a service agreement with a guaranteed minimum annual volume. On the anniversary of that agreement, Logistec noted that Monarch “had radically not met the minimum” and chose to not renew the agreement.

Monarch’s owner, Peter Karoutas Kennedy, filed several lawsuits. Logistec ended up settling the lawsuits, and Monarch is no longer using Logistec. {ANR&P discussion 10.Feb.04}
Federal Maritime Commission proceeding against Monarch
Separately, the FMC opened a proceeding in June 2003, stating: ‘Based on evidence available to the Commission, it appears that, from at least May 4, 2000, through August 15, 2000, Monarch knowingly and willfully operated as a common carrier without publishing a tariff showing all of its active rates and charges. Moreover, despite the publication of its tariff, it appears that Monarch has knowingly and willfully provided transportation services as a non-vessel-operating common carrier (“NVOCC”) with respect to thousands of shipments from May 4, 2000, through April 11, 2002, without obtaining an ocean transportation intermediary (“OTT”) license from the Commission and without providing proof of financial responsibility in the form of a surety bond.’ {Docket No. 03-06 FMC website}

NEW HAVEN
26 February. **THE FIRST MEETING OF THE NEW HAVEN PORT AUTHORITY** will occur on this day at the Water Authority on Sargent Drive at 7PM. {e-mail to ANR&P from city official Michael Piscitelli 2.Feb.04}

MAINE

MDOT
10 February. **THE DEPARTMENT RECEIVED ALL IRAP APPLICATIONS** as of 16 January, and is now deciding which to approve, according to rail honcho Allan Bartlett. “We’re trying to get it done as quickly as possible,” so the winners can do the projects during this construction season. {ANR&P discussion}

BAR ESTATE
6 February. **THE BAR ESTATE IS CONSIDERING WHETHER TO CONTINUE** the business, in a plan of reorganization. Jim Howard, the trustee in bankruptcy, reported that the estate still has several parcels of real estate. ‘The ongoing business might be based on the retention and use of certain of the retained real estate (but, in any event, not all of the retained real estate) such as the diesel shop property [see advertisement] in a transaction which would produce income that could be sheltered by the net operating losses. The income-producing business would likely be a business that could use property like the diesel shop in some type of joint venture or partnership with BAR.

‘We are exploring whether it may be possible to have a reorganization plan pursuant to which unsecured, pre-petition creditors receive stock in a reorganized BAR. The question for all of the interested parties is whether the value that might be distributed to such creditors, either through distributions of income from a reorganized company or ownership of some of the stock of the reorganized company or both, would be more than the value of a distribution of whatever cash remains in a liquidation after the payment of administrative and priority claims.’ {e-mail to ANR&P}

GUILFORD RAIL SYSTEM
23 January, Plymouth. **A CUSTOMER TRANSLOADING LIME** began using the railroad a year ago. It moves covered hoppers to a siding in East Newport. It is then drayed [approximately five miles-editor] to a facility in Plymouth. {ANR&P correspondent Fred Hirsch coverage}

About Innovative Earth Solutions
This company has three parts: F.S.Transportation, Soil Preparations Inc (SPI), and Frost Septic Services. Founded in 1992, SPI is located on 421 acres in Plymouth, ME and is the first septic screening and lime stabilization facility everbuilt in Maine and licensed by the Maine Department of Environmental Protection. It serves more than 120 municipalities and communities, the majority of which are in Maine. SPI produces a fertilizer, N-Viro Soil, which contains lime.
F.S. Transportation provides services for roll off containers, live bottom trailers, dry bulk trailers, conveyor trailers, dump trailers, and rail cars. {company website}

6 February, Waterville. **GUILFORD OWES OVER $300,000 IN BACK TAXES** and faces a foreclosure by the City of Waterville. City officials listed five parcels owned by GRS member Maine Central Railroad: 67.65 acres at 55 College Ave. (the intermodal facility); 2.8 acres on a vacant parcel of industrial land, also on College Avenue; a quarter-acre on Pleasant Street; 0.13 acres of vacant property on Chaplin Street; and 0.8 acres of landlocked property off Edgemont Street. Taxes owed by Guilford on real estate between 2002 and 2004 total $305,665, with the largest on the intermodal facility at $293,493. Taxes owed between 2001 and 2004 on personal property, or equipment on the properties or inside buildings, total $5,306.

**Foreclosure process**
City Administrator Ronald J. Singel said the city sent several letters to Guilford Rail in an attempt to collect the taxes but has received no response. “Foreclosing on a railroad has never come across my desk before,” he said. Mayor Paul R. LePage said the city is following state law, which mandates foreclosure on properties for which taxes are not paid. “We’ve got to take some action -- this city is a hurting puppy and just can not afford to not deal with the issue.”

Per LePage, Guilford officials have never contacted city officials to say there is a problem or to ask the city for help with the tax situation. City Solicitor William A. Lee said the time period of 30 days for paying the money owed for taxes is almost up, and after that, the city will own the Guilford properties. After that, the city may offer the property back to Guilford, but could ask for not only the lien payment amount, but also all taxes incurred on the properties subsequent to the date the lien was filed.

**How Lewiston was treated**
Paul Labrecque, tax collector and treasurer for the city of Lewiston, said Maine Central Railroad paid $17,000 in back taxes 29 December after he contacted officials at Guilford twice for payment. The taxes were owed for three years. “The bottom line is, they had six or seven properties on my list of maturing tax liens back in December and I made contact with Guilford.” After he notified Guilford the first time, he went out on vacation and when he came back, saw that the taxes had still not been paid, so he called the official at Guilford again. “He apologized and we got paid within, probably, a week.” {Amy Calder in Waterville Morning Sentinel 6&7.Feb.03}

**No payment yet**
As of 10 February, GRS had neither paid the taxes nor contacted the city. Finance administrator Clara Varney said the foreclosure would take effect on 19 February. {ANR&P discussion}
10 February, Old Town. **GEORGIA PACIFIC’S BIOMASS PLANT MAY USE RAIL** for some of its fuel, said Rick Douglas, controller at the facility here. Acquisition of a biomass plant results from a complex deal the state put together to keep the G-P tissue production running [see 6 May 2003 issue], a deal which closed on 5 February:

The state purchased the G-P-owned landfill in west Old Town. It put out to bid the right to operate the landfill with an increased capacity. Casella Waste Systems acquired the operating rights at a price of $26 million. The state paid G-P the $26 million, and G-P will, per the agreement, ‘invest, on or before June 1, 2005, the full amount of the purchase price in the construction and equipping of the biomass generating facility [to provide the mill with electricity] and-or improvement’ to the mill. Casella will provide G-P with up to half of the biomass in the form of construction and demolition debris (C&D), probably from its own facility. By supplying its own electricity, G-P will reduce the cost of production enough to stay in business.

The state has agreed to accept G-P waste at the landfill for 30 years, charging a set tipping fee. Lincoln Pulp and Paper, if it still is operating [see 20 January issue], also has tipping rights. The agreement states that ‘for the first 50,000 tons per year of permitted waste, tipping fees will be fixed at a maximum of $10 per ton for the first five years.’

For year six, and every year thereafter, the tipping fees will be adjusted upward or downward based on the Consumer Price Index, but the adjustment will not exceed 5%. ‘For permitted waste in excess of 50,000 tons per year, but less than 75,000 tons per year, tipping fees shall be fixed at a maximum of $40 per ton for the first five years of the commitment. Tipping fees for permitted waste in excess of 75,000 tons per year will be assessed at the then-prevailing market rate.’ Casella has proposed charging between $48 and $58 per ton for disposal. Lincoln Pulp and Paper Co., which falls under the corporate umbrella of Eastern Fine Paper, will also be able to dispose of 6,000 tons per year of their biomass ash at the same rate as G-P.


**Little new rail**

Douglas said that G-P is considering purchasing the now-idle Boralex biomass facility in Athens [see 21 August 2003 issue], dismantling it, and moving it to Old Town. G-P is also considering purchasing a different facility.

Once operating, which he assumes will happen by spring 2005, up to half the facility’s biomass will come from C&D. The other half will come from bark left over from G-P’s own chipping operations, at Milo, Costigan, and Portage. The Portage facility already supplies G-P with chips by rail, and that route could be used for bark.

However, noted Douglas, G-P may trade the Portage bark to a biomass facility nearby [such as the Boralex plant in Fort Fairfield] for bark from another company produced much nearer to Old Town. In that case, rail would not be needed.

{ANR&P discussion 10 February 2004}

**Mini-editorial:** Another missed chance for rail. The state could have at least urged, if not required, G-P to rail the chips from Costigan and Milo (both on rail). **Editor**

**MONTREAL, MAINE, & ATLANTIC**

January. **ROBBINS BEGAN RECEIVING LOGS THIS MONTH** by rail, delivered to the Searsport yard and then drayed to the company’s mill in Searsmont. Owner Jim Robbins declined to evaluate the move, saying he wanted to give it a year before commenting. {e-mail to ANR&P from correspondent Fred Hirsch; ANR&P discussion with Robbins}

**Praise for Robbins exports**

Robbins Lumber Company owns and manages 30,000 acres of its own forests and buys logs from over 150 independent loggers. Milling operations are located on a 40-acre site that includes a 1.2 MW cogeneration plant, 675,000 board foot kilns, computerized sawmill, planing mills, cut up shop, 70,000 square feet of warehouse, and the company’s general offices. {company website}

In 2001, the Maine International Trade Center named Robbins ‘Maine’s International Business of the Year’ because of its lumber exports. {International Trade Center newsletter GlobalView 7.01}
10 February, St.Croix. IRVING WOODLAND USED IRAP FUNDS TO REBUILD A SIDING HERE in 2003. MDOT rail coordinator Allan Bartlett said the company had asked to change an earlier award of IRAP funds from one location to St.Croix. {ANR&P discussion} According to MMA Assistant Vice-president Marketing Bob Thomas, “They plan to make weekly shipments of roundwood to support their own sawmill and sell in the open market.” Irving upgraded an existing 15-car siding, shifting it away from the main line and putting in new crossties. {MMA Manifest winter.03}

Norman Baker, project manager for MDOT, said the department had contributed a bit more than $36,000 to a total project cost of more than $140,000. MMA and Irving paid the balance.

Completed in late summer or early autumn, the new siding permitted better tree-length loading, added a scale, and installed a new grade crossing. Irving anticipated 1000 carloads a year of logs.

St.Croix Township, now uninhabited, lies south of Masardis, near St.Croix Lake. {ANR&P discussion}

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MASSACHUSETTS

CSX TRANSPORTATION

31 January, Brockton. CHAMPION CITY FILED FOR AN MSW PERMIT with the Massachusetts Department of Environmental Protection. It proposes a 20,000-square-foot transfer station for household and commercial trash adjacent to the recycling center. The station would take in a proposed 1,000 tons of municipal solid waste a day, requiring 100 truck trips to and from the site each day. As it does with the C&D [see 18 July 2003 issue] Champion City Recovery plans to rail the waste to CCR-owned landfills in Ohio. The company has said this could mean savings and revenues for the city totaling $3 million to $4 million annually.

In May 2003, the city's Zoning Board of Appeals unanimously approved a variance to allow the trash transfer station on the site. Now the DEP will evaluate whether the property, which is zoned for commercial and industrial use, is an appropriate one for such a business.

Theresa Barao, a DEP spokeswoman, said the agency will first review the proposal to see if the application is complete. If so, then the company will have to notify abutters of its intent, setting up a 21-day public comment period.

In its review of the application, factors the DEP will evaluate include traffic and access to the proposed site, wildlife and wildlife habitats, areas of critical environmental concern, protection of open space, potential air quality impacts, litter, vermin and odors, and areas previously used for solid waste disposal, among others.

Cindy Drucker, a representative of Champion City Recovery, said the company believes the plan provides many benefits to the city. The land where the facility is being proposed is contaminated, part of the old Quinn Freight property that housed a trucking terminal. The property also contains a landfill. Remediation costs are estimated at $3 million. “Champion City Recovery is proposing to purchase the site, clean it up and put it into a higher reuse, bringing health, safety, environmental and economic benefits to the city of Brockton and the town of Avon.” The plans, which Drucker said could bring about 50 professional and salaried jobs to the area, hinge on the DEP's findings. “Champion City Recovery would not purchase the property unless this review came back in a way that made sense to clean it up.”

Board of Health action

If the DEP authorizes site suitability, the city's Board of Health will then take up the issue through public hearings that will be guided by a hearings officer. Champion City Recovery has issued a check to the Board of Health for $37,689.38, as required in its application, based on a fee scale. City BOH Executive Director Louis Tartaglia said the money could be used by the city to hire consultants and experts to review the plan if it comes before the board.

The site suitability application was prepared by J.K. Holgrem & Associates Inc. of Brockton and SITEC Environmental Inc. of Marshfield.

Neighbors object

“They have woken up the sleeping giant,” said Jay Calter, a spokesperson for Residents Against Trash Transfer Station (RATTS). Though dormant while awaiting action on the part of the company, the RATTS have organized, creating a board of directors, and are primed to preserve their neighborhood. {Jennifer Kovalich in Brockton Enterprise 5.Feb.04}
GUILFORD RAIL

5 February, Tewksbury. **NO PARTY HAS PRESENTED ANY PLANS TO THE TOWN FOR THE TRACK TO BE ABANDONED HERE**, although Guilford’s notice indicated that third parties would purchase the right of way. {ANR&P discussion with Tewksbury Office of Community Development}

**Branch condition**

A recent visitor wrote: ‘The iron is mostly intact down to North Street but has been heavily and irreversibly encroached upon in places. The line goes through some property that was developed on by Archstone. I believe it may be elderly or other subsidized housing.

Beyond North Street there is no iron and the right of way has been obliterated for a short distance. I was able to find it again behind a cemetery a half mile east of that location.’

The formerly sported a spur into Tewksbury State Hospital.

It never lies more than 1000 feet or so from the present freight main. {e-mail to ANR&P from Scott Currier 4.Feb.04}

NEW ENGLAND CENTRAL

3 February, Millers Falls. **A CONTRACTOR PROPOSES TO CREATE A TRANSLOADING FACILITY HERE**, to handle plastics and other materials, in the existing NECR yard. Donald Gardner has created Gardner Manufacturing and Transportation for his two-phased project [see map]:

**Phase One.** Gardner has an agreement with NECR to use the yard, and will rebuild the existing loading dock in the yard. He has spoken to two potential customers: Hillside Plastics which makes industrial plastic bottles; and New England Extrusion making blown polyethylene film for plastic bags. Both are located in Turner’s Falls at the Airport Industrial Park, about two miles away.

Other possible customers include Erving Paper in the nearby town of Erving [a former Guilford customer—editor]. He owns a locomotive purchased in Toronto. He owns tractors for drayage and can lease trailers. He has been investigating the transload concept for about two years.

**Phase Two.** Because the NECR does not provide enough space for a significant transload operation, Gardner proposes to run a new spur into Airport Industrial Park.

**Competition from other transloads?**

Gardner recognizes that Transplastics, for example, has a facility in Belchertown [our Directory #719] about thirty miles away. “I will transload for businesses within about ten miles.”
Why not also go with Guilford?
The NECR yard formerly served as an interchange between GRS predecessor Boston and Maine and NECR predecessor Central Vermont. Guilford no longer has a connection with NECR at this location [it uses Brattleboro—see story on log movement in 31 October 2003 issue], having removed the switch in 1995. Reconnecting, however, would be fairly simple.

But Gardner does not want to work with Guilford. "I wouldn't give them the time of day," said Gardner. The management has "no attitude of doing anything for the customer. They won't even answer the phone, but pawned me off on somebody else."

He likes NECR, in contrast. "I did track work and contracting for them in the past." NECR, he believed, could grow with more transload facilities. He praises Jack Dail, who handles NECR marketing and sales, and Bob Richardson, the freight master in Palmer.

Existing transload operation
The NECR yard already has one operation. All States Asphalt of Sunderland [our Directory #723] gets calcium chloride there. Gardner does not anticipate interference. "The yard's big enough" for two operations now. However, Gardner reported, because he looks like a competitor, All States did not rehire his company to do snowplowing. {ANR&P discussion}

MASSACHUSETTS BAY
February. THE T SELECTED HNTB to do a nine-month, $500,000 study of expanding service to Worcester [see 2 February issue]. Central Massachusetts commuter rail advocates have been pushing for expanded and improved service on the line, which serves stations in Worcester, Grafton, Westboro, Southboro and Ashland. The line suffers from frequent delays and breakdowns and lacks a true reverse commute option for rush-hour travel between Boston and Worcester. But CSXT holds that service expansion requires a third track. With the cost of such work estimated at up to $30 million, area lawmakers are hoping that the MBTA study can determine whether there is a less costly alternative.

MBTA officials told members of the Central Massachusetts Legislative Caucus yesterday that HNTB will examine environmental permits, track design and land acquisition. The study will also analyze what is needed to build a rail spur to Framingham State College.

"Maybe there are other solutions that are cheaper and more environmentally friendly," Michael Stoffel, the MBTA's chief of engineering and construction, told the lawmakers and legislative aides. "This would involve wetlands, land takings and rock cuts. It would be a major undertaking." {Shaun Sutner in Worcester Telegram & Gazette 6(?).Feb.03}

GUILFORD RAIL SYSTEM/ WILMINGTON & WOBURN
5 February, DC. THE WILMINGTON & WOBURN PROPOSAL TO CONSTRUCT TRACK in Wilmington [see 5 January issue] will take some time for resolution. Unlike a Notice for Exemption, which the Board publishes within weeks after filing, this case involves a petition for exemption from the normal requirements for a railroad to come into existence. Nancy Beiter, an official with the Board, said all rail construction cases now come in as petitions, because the issue does not involve the merits (whether traffic will exist to justify construction) but the environmental consequences.

The next step will come from the Board, in the form of conditional approval pending an environmental study. That study, Beiter said, can begin before conditional approval but normally railroads need the conditional approval to get financing.

In this particular case, she could not give any estimate about the length of time it would take. {ANR&P discussion}
NEW HAMPSHIRE

COMMUTER RAIL
11 February, Concord. THE NH SUPREME COURT WOULD HEAR ARGUMENT ON THE GAS TAX QUESTION, according to the Court’s schedule. It stated the issue [see 17 December: Regional]: ‘Expenditure of state funds — whether Part II, Article 6-a of the NH Constitution prohibits expenditure of highway funds on some or all components of the Nashua Passenger Rail Project or other passenger rail and non-highway-related projects.’

Appearances were scheduled by attorneys for:
New Hampshire Motor Transport Association, with amicus Associated General Contractors of NH; State of New Hampshire, with amici Conservation Law Foundation (Thomas F. Irwin), Greater Portsmouth Chamber of Commerce, NH Railroad Revitalization Association, Nashua Regional Planning Commission, and City of Nashua. {Docket number 2003-0641}

GUILFORD RAIL SYSTEM
6 February, Portsmouth. THE PUC PERMITTED A BIOMASS BOILER AT SCHILLER STATION, the Public Service of New Hampshire generating facility. Central issues revolved around whether the facility would make or lose money, and the Public Utilities Commission ended up limiting the amount PSNH could charge ratepayers. The PUC did receive testimony about the availability of wood for the plant, and about its transport.

‘The City of Portsmouth, through its city manager, submitted a letter reiterating its concerns about PSNH’s plans for transporting wood fuel to Schiller Station. The City noted that consideration of alternative modes of transportation, specifically rail transportation, could affect the overall cost of the project...

‘According to PSNH, burning wood at Schiller Station would also require the addition of a wood storage area, fuel handling and conveying equipment, a wood storage bin, particulate control equipment and a stack. The wood chips would be delivered by truck to a receiving yard, with covered storage built to house a supply of 10 to 20 days of wood chips. PSNH further notes that it is possible that wood chips could be delivered to the site by rail and/or ship but that such methods are currently expected to be more expensive than truck transportation.’

The Commission was apparently satisfied with this answer, as it did not comment on transportation.

Wood availability
Three facilities already burning biomass to generate electricity in New Hampshire argued about the availability of wood, but the Commission was apparently satisfied with the agreement between woodlot owners and PSNH [see 26 November issue]. It did not comment on wood supply in its order. {Order in DE 03-166 issued 6.Feb.04}

RHODE ISLAND

PROVIDENCE & WORCESTER
5 February, Boston. BOSTON RAILWAY TERMINAL IS MOVING STEEL TO PROVIDENCE. Alan Marsh, BRT president, said his company is handling inbound steel for a bridge over the Providence River. The first load came to Boston, but subsequent loads of 90 to 95-foot beams will go to Providence, to a site next to Coastal Recycling [our Directory #489].

As for a move out of Boston, Marsh said that will happen. GU wants him in Milford, but the town is putting up a fight; Marsh notes he is not a party, only a bystander [see 20 January issue–Massachusetts ]. While the Everett (short term only) and Fore River (site owner not clear about future) sites [see 17 December 2003 issue] would not work out, he is discussing other possible sites. {ANR&P discussion}
VERMONT

VERMONT RAIL SYSTEM

4 February, Rutland. **NEIGHBORS OPPOSE THE LESS EXPENSIVE RUTLAND CONNECTOR**, which will permit trains to move directly between the line to Burlington and the line to Whitehall without running into the Rutland Yard [see 26 February 2003 issue].

**More expensive option**
The straightest design would be to run a 3,200-long track from a point behind Gawet Marble in a semi-straight line northeast, crossing Route 4 in front of the Center Rutland fire station and continuing through a wooded area before crossing Route 3 to connect with the Burlington line. Engineer David Farmer said that route—Route B—would cost $17 million and would dislocate one resident on Simons Avenue.

**Less expensive option**
The other option would split from the Whitehall line farther east, cut through a residential area on Simons Avenue, cross Route 4 just west of the intersection with Route 3 and continue north over Route 3. Farmer said that route could cost as much as $10 million and would require the acquisition of several homes in the middle of Simons Avenue to make room for an elevated rail line.

Neighbors object to people being forced out of their homes. *Rutland Herald 4.Feb.04*

**Other parts of the Rutland plan**
In December, Matthew Sternberg, executive director of the Rutland Redevelopment Authority, expected a draft Environmental Impact Statement by the end of February. The US Army Corps of Engineers has looked at whole range of sites to house the relocated switching yard, leading in the direction of one alternative.

Consultant HDR is nearing completion on design work. The Center Rutland Connector is presenting the biggest design problem. *ANR&P discussion 15.Dec.03*

QUEBEC/MARITIMES

MONTREAL, MAINE & ATLANTIC

9 February. **MMA HAS DECIDED NOT TO PURSUE THE INTERSWITCHING IN SAINT JOHN CASE**, according to President Fred Yocum. In the case, decided in 2003, MMA argued that CN had refused to permit a large shipment of potash to move over the line then owned by Iron Road Railways to Saint John. The Canadian Transportation Agency found that neither MMA nor the predecessor railways had provided evidence that CN had declined to accept liability for the train when it reached Saint John [see 21 August 2003 issue].

Yocum noted that appealing and even winning the case “would not change the landscape as far as MMA is concerned” because the case involved predecessor railroads.

What about starting again with a new set of facts? [That would involve winning potash or other traffic to move over the MMA line from Montreal to Saint John, and then put into CN’s account for delivery to the potash terminal in East Saint John (even though NBSR would do the actual switching). Editor] Yocum said MMA is “willing to compete for traffic” but has no occasion at this point to raise the interswitching case again. *ANR&P discussion*

HALIFAX

9 February. **CHRYSLER BEGAN IMPORTING THE ‘CROSSFIRE’ THROUGH HALIFAX** as of July 2003. Chrysler decided to use Halifax for the vehicle, made in Germany, ‘because there was already an established service provider for Mercedes Benz as well as sailing frequencies and rates set up to that port.’ DaimlerChrysler uses no other port in the Atlantic
Atlantic Northeast; it does import vehicles made in Mexico through Newark. {e-mail to ANR&P from Chrysler spokesperson for logistics David Barnas}

**More on Autoport**

CN owns the facility; it partnered with the province in 1971 to launch it and the province subsequently sold its stake. “It was the first autoport in Canada,” said Patrick Bohan, manager of business development at the Halifax Port Authority. “The concept was then exported to the rest of North America.” The 44-hectare (110-acre) facility holds up to 18,000 cars; more than 100,000 pass through the facility each year. It handles Volkswagen, Volvo, BMW, Saab, Jaguar, Mercedes, and Chrysler.

According to Des Gomes, IT manager at Autoport, “We’re on a major project to construct a new dock.” SGE Acres, an engineering firm with offices throughout Atlantic Canada, will head the two-year project. While the water alongside is deep enough for future ships, the next generation will be much larger than the current dock was designed for. {Port of Halifax magazine} [Note: The magazine is coordinated by a publishing company and the content is developed by a group of Port stakeholders; it is not a Port Authority publication directly.]

**Future auto carriers**

For example, Hoegh Ugland Auto Lines began operating HUAL OCEANIA in 2003, with deck area of 56,300 square meters, which will transport 5,402 standard cars. Its HUAL TROPICANA, built in 1980, has a deck area of 30,815 square meters and will transport 3,550 cars. {HUAL website}

5 February. **THE PORT IS CONSIDERING ITS OWN RAILWAY.** Before Christmas, Halifax Port Authority President Karen Oldfield delivered a Chamber of Commerce presentation in which she mentioned that the Port of Halifax is focused on improving rail service by working with CN, but it is also considering all possibilities for rail service including the concept of a Port of Halifax railroad.

Spokesperson Michele Peveril wrote on 5 February: ‘It is one concept that the HPA has and will review to ensure we consider all options for truck and rail transportation. Our current focus is continuing to work with CN to ensure service levels are met and Halifax remains competitive.’ {e-mail to ANR&P}

**STRAIT OF CANSO**

4 February. **AN UPDATE ON THREE NEW FACILITIES** was provided by Tim Gilfoy, who heads the Strait of Canso Superport Corporation.

LNG facility in Bear Head. Gilfoy could not say whether the proponents of this had begun permitting. [See 29 August 2003 issue.]

Coal pier in Point Tupper. Gilfoy said no physical activity had begun here, but most permitting is done [see 31 October 2003 issue]. Nova Scotia Power, the owner, has gotten construction bids. Logistec will operate it.

Mulgrave Marine Terminal. Another company [see 3 July 2003 issue] in offshore drilling, New Park Canada Inc, is using some of the terminal. Salt is still part of the business. The Superport Corporation is finishing a 35,000SF warehouse office space, which is open for lease. {ANR&P discussion}
RAIL SHIPPERS

Described in this issue.

*Our Directory of Rail Shippers & Receivers in Southern New England* has more information on the companies denoted with their directory number.

PEOPLE

Stephen Williams became acting executive director of the Nashua Regional Planning Commission. Andrew Singelakis, who had held the position, became deputy director of planning in Tucson, Arizona.

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*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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