HSR: Still waiting on NH money.
Feeder: See Maine and New Hampshire.
D&H: Norfolk Southern to help out.
HRRC: Locals want trains not to run at night.*

**REGIONAL ISSUES**

**CONNECTICUT**

HRRC: Locals want trains not to run at night.*

**MAINE**

SLR: Norway Branch Railroad negotiating new lease.* More on IRAP projects.*
MERR: Why running at only Class 2 now.*
PW: Customer moves to Plainfield from Worcester.
Portland: Columbia Coastal to serve Portland from New York? High-speed ferry from Yarmouth?

**NEW HAMPSHIRE**

CCCR: Twin State again denied full permit.
GRS v NHDOT: Update on lawsuit.
NHN: New, 27 mile move.
Portsmouth: Possible container feeder.

**RHODE ISLAND**

[No report.]

**VERMONT**

Highway salt: No decision whether to bid.
LVRC: Requests for bids to lift track not out.

**MARITIMES/QUÉBEC**

CN: Correction on Rogers work to get better service for Dartmouth subdivision customer.
CBNS: TrentonWorks gets car orders. *
Strait of Canso: New warehouse, NSP not Logistec building coal terminal, looking for other uses.
SCR: Operating well.

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**PEOPLE, POSITIONS, EVENTS**

Andy Dixon, Bill Boudreau.

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**FROM THE PUBLISHER**

Seasonal or major swing?

This issue contains news of new or stronger customers in Auburn ME, New Bedford, Brockton (desirous), Fort Fairfield, Rochester NH, Newington NH, Hartland VT (desirous), and Trenton NS. One is disappearing (Strategic Materials in Worcester), but re-appearing in Plainfield CT. I hope the emergence of this rail business is part of a long-term upswing, and not just occurring because summer marks the construction season in New England.

- Chop Hardenbergh
REGIONAL ISSUES

HIGH-SPEED RAIL
30 June, Concord NH. **THE NH GOVERNOR AND COUNCIL MUST APPROVE THE STATE’S SHARE** of the money, $85,000, for the next phase of the study of high-speed rail between Boston and Montreal. The bill providing the dollars was adopted into law without the governor's signature [see 3 June issue].

According to Kit Morgan, NHDOT rail administrator, NHDOT Commissioner Carol Murray must request that the governor include approval of the amendment to the Memorandum of Understanding among Massachusetts, New Hampshire, and Vermont in his Executive Council's agenda. That has not yet happened. {ANR&P discussion}

POSSIBLE NEW FEEDER SERVICES
See Portland for service from New York. See Portsmouth for service from Halifax.

DELWARE & HUDSON
30 June, Calgary. **CPR ANNOUNCED AN ARRANGEMENT WITH NORFOLK SOUTHERN** which will help make the D&H, a part of Canadian Pacific Railway, more profitable. According to the press release:

‘There are three major components to the new trackage rights and freight haulage arrangements between CPR and NSR:

C CPR will be able to move NSR freight traffic between Rouses Point and Saratoga Springs, N.Y., under a haulage arrangement. NSR will operate its own trains over CPR’s line between Saratoga Springs and Binghamton, N.Y., under a trackage rights arrangement. The arrangements will generate higher revenue for CPR and provide NSR with a substantially shorter route to Quebec and the Maritime provinces.

C CPR’s freight traffic between Binghamton and Buffalo, N.Y., will move in NSR trains under a haulage arrangement, replacing a trackage rights agreement under which CPR operated its own trains between the two cities. The arrangement will reduce CPR’s operating costs.

C CPR will operate over a new NSR route using existing rail lines between Detroit and Chicago under a trackage rights agreement. It will be the shortest rail route between the two cities and will provide CPR with a faster, lower-cost lane.’

CONNECTICUT

HOUSATONIC RAILROAD
17 June, Canaan. **ANONYMOUS CITIZENS ASKED THE RAILROAD TO STOP RUNNING AT NIGHT.** A group calling itself Citizens for Peace and Quiet, whose members could not be located, is running an ad in the Shopper's Guide, a free advertising paper with general circulation in the town, saying, ‘Let the Housatonic RR know that you don’t appreciate their passage in the middle of the night.’ The ad lists the number for the railroad's office. No contact information for the group is given, and the Shopper's Guide does not divulge the names of those placing advertisements.

**Railroad response**
The railroad often runs trains through town at night, blowing for crossings. Warning signals are required by federal law, according to the railroad's general manager, Robert A. Bass. ‘We are a common carrier, and as a common carrier, we have an obligation to provide service for our customers. We are required to expedite our movements as well. We are also governed by regulations that cover many aspects of our operation: how fast our trains can operate, we're required to blow for crossing, to have certain headlights on engines. If any one of these circumstances is not performed as required by federal law, fines can be levied on the crew [and] on the company, and the engineer can lose his license. Today you have to be certified to be an engineer.’
An exasperated Mr. Bass said he has not taken any calls as a result of the advertisement, but said messages could have been directed to railroad president John R. Hanlon or vice president and general counsel Edward Rodriguez. His conversation made it clear, however, that complaints have been registered in the past. The complaints have not been discussed within the company, nor are any changes planned. {Kathryn Boughton in Litchfield County Times 17.June.04}

Editorial/letter to the editor
ANR&P sent this letter to the editor of the County Times and the paper printed it on 1 July:

The Citizens for Peace and Quiet wish that the trains would stop running at night, according to the article by Associate Editor Kathryn Boughton published on Thursday. This NIMBY attitude shows a lack of understanding of the role of the railroad, and a disregard for the economic and environmental health of Connecticut, not to mention the country as a whole.

Let's start with the role of the railroad. The Housatonic Railroad Company (HRRC), runs from Pittsfield, Massachusetts, to Danbury and Derby. It serves on that stretch 13 customers, which rely on the railroad. For example, Becton Dickinson in Canaan makes medical supplies; Kimberly-Clark in New Milford makes paper tissue; Automated Waste in Danbury sends out demolition debris. Are the anonymous 'Citizens' ready to do without medical supplies or toilet paper, and keep the debris on their own property?

Second, the railroad has a clear, positive effect on Litchfield County's economic health by providing inexpensive transportation. Are the anonymous 'Citizens' ready to watch their fellow citizens lose their jobs because the companies involved have to use more expensive truck transport?

Finally, the railroad hauls freight which otherwise would have to run by truck. Are the anonymous 'Citizens' ready to breath dirtier air, pay more for highway damage, and drive on more congested highways?

Speaking directly, I'm tired of the disconnect illustrated by the Litchfield NIMBYs, who need to learn that their SUVs, toilet paper, garbage, and other essentials don't just get in or out of Connecticut by magic. Sure, trains whistle. But in return, the NIMBYs get something very positive. So please. 'Citizens', listen to the one or two trains a night and think, "There goes the most efficient way we have to move our freight." And go back to sleep! {1.July.04 edition}

PROVIDENCE & WORCESTER
30 June, Plainfield. STRATEGIC MATERIALS HAS A “PAD” HERE to collect cullet. According to an official at the headquarters in Houston Texas, the company contracts with suppliers of cullet, such as municipal recycling stations. Trucks pick up the cullet, bring it to the pad, and dump it into railcars. The official could not say how the dumping physically happened.

The company then rails the cullet to one of its processing stations. Since the closing of the Worcester processing facility [see Massachusetts] and the concomitant opening of the pad in Plainfield, Strategic Materials has no processing facility in New England.

The pad does not have an office or even a worker in attendance. {ANR&P discussion 30.Jun.04}

MORE ABOUT STRATEGIC MATERIALS

History
Strategic Materials, Inc. is the largest glass recycler and powdered glass processor in North America. With over 30 plants and depots located throughout the United States, we handle over 33% of the domestic cullet market. The Bassichis Company began producing ground cullet in 1896 and was acquired in 1989 by Strategic Materials, Inc. Strategic Materials, Inc. growth stemmed from smaller acquisitions of glass recycling companies throughout the United States.

Supply
Strategic Materials, Inc. supply of glass comes from a variety of industrial manufacturers such as the container, window, and auto industry. Strategic Materials, Inc. receives glass from the public, hotel, bar and restaurant container-recycling programs, waste collection companies, community drop off centers, and stemware manufacturers. Strategic Materials, Inc. provides roll off service for the deposit of glass from the various manufacturers and collection areas. Soda lime, E-Glass, and Borosilicate glass are some of the types of glass that are recycled to fill our customers' needs. {company website}
BRIDGEPORT

30 June. **THE RFP FOR THE BARGE OPERATOR MAY COME OUT IN JULY.** An official at the Bridgeport Port Authority advised checking back in “a couple of weeks.” [It will handle container service from New York. See 27 April issue.] {ANR&P discussion}

MAINE

ST.LAWRENCE & ATLANTIC

14 June, Norway. **THE NORWAY BRANCH RAILROAD WILL NOT SELL ITS RIGHT OF WAY.**

Background
The original line, which runs from South Paris into the Town of Norway, was chartered in 1879, with the Town owning roughly two-thirds. (The president of the railroad, Dennis Gray, said stock certificates keep appearing held by others, so the town ownership fraction changes.) The Grand Trunk, which eventually was owned by CN and now is the SLR, built the 1.5-mile line and leased it for one dollar a year. In 1983, CN cut back the line to about 0.75 miles, serving Wilner Wood Products just off Alpine Street (the boundary between Norway and Paris) in Paris. But the Norway Branch retained the right of way.

In November 1991, the Wilner facility closed, so CN placed more of the line out of service. In 1995, more than one thousand feet remained in service from the switch on the SLR main to Route 26; many rails remained in place to Milepost One. [See 28 November 1995 issue.]

As of June 2004, according to Gray, rails remain as far as Tannery Brook in Norway. Sites remain available in Norway which could host a facility which uses rail. Some time ago, the town received a grant to turn a portion of the right of way into a trail, but abutters defeated that effort. {ANR&P discussion 21.Jun.04}

Proposed sale
Shaner’s Restaurant and Bessey Motor Sales, both in South Paris on Main Street, currently lease land from the railroad corporation (the rails are removed from that land, per Gray). Jack Shaner, owner of Shaner’s Restaurant, said, “It’s really important to the future of my business” that he be able to buy the land behind the restaurant. “It impairs the development of my property that I can’t put on more parking.” A resident pointed out that snowmobilers use the right of way to reach gas stations in town. Shaner and other residents whose properties abut the right of way said they would continue to allow snowmobilers to use the land if they were able to buy it. Dan Mosely spoke on behalf of those property owners. “We hope you appreciate that that’s our front yards and our back yards,” he said. “We’d like to have some measure of local control over that.” Selectman Les Flanders spoke against selling the land. “Too much of the town is being developed too fast right now,” he said. About 75 percent of voters at the meeting agreed not to instruct the town to sell. {Jen Otterson in Lewiston Sun-Journal 15.June.04}

Lease negotiations
The Norway Branch is negotiating a new lease with the SLR. Gray expected the SLR to be interested in only about 900 feet at this point, to access a warehouse. {ANR&P discussion 21.Jun.04}

18 June, Auburn. **WHEN WILL THE IRAP PROJECTS START?** Ed Foley, vice-president marketing for the SLR, said of the projects in or near Auburn [see 27 April and 16 June issues]: For Safe Handling, the trackwork is already done. For Maine Wood Treaters, Grimmell, and Morse Brothers the work would start this autumn. For New England Public Warehouse, the project is on hold.

“As far as who will do the trackwork, that’s all being determined.” More information will be available later. {ANR&P discussion}

MAINE EASTERN

16 June, Brunswick-Rockland. **MERR HAD ITS TRACK TESTED BY THE FRA** this day. The FRA-T-2000 Track Geometry Inspection Vehicle, the only one of its kind in the United States, ran over this route this day at track speed, about 25 miles per hour. Hank Hobson, survey director for the Federal Rail Administration and head of the four-man crew operating the vehicle, said the survey was paid for by the MERR. Per Hobson, in Maine the most common problem is faulty drainage
around the tracks, which can deteriorate the railroad bed and lead to structural problems. {Christopher Cousins in Brunswick Times Record 17 June 04}

MERR keeps track speed at Class 2
On 18 June Jon Shute, MERR general manager, explained that ‘while operating only freights, we have elected to operate freight trains at Class 2 speed (25 miles per hour for freight, 39 for passenger) for our convenience but we maintain the line for Class 3. We do this for several reasons.

‘First, in general operations, if you have a collision or incident at 25, the results are less calamitous than at 40mph. We can do the branch in about 2.5 hours so easily achievable in a crew day with associated fuel savings. The second item is grade crossing signal timing. Signals need to operate a minimum of 20 seconds before the passage of a train and the insulated joints are set at 25 mph. To reduce a freight and increase [speed] again, with the number of crossings we have, is a lot of fuel, track and brake wear. Locomotives exceeding 30 mph also require some special equipment and we save on that as well. Twelve crossings are in engineering for upgrade now and will have predictors, similar to Guilford operation with Amtrak, so crossing will determine train speed and adjust accordingly as required. Passenger trains, not being as heavy, can be accelerated/decelerated for these crossings until such times as signal upgrades are in place.

‘As passenger trains make their presence felt at Class 3 speeds, we will increase freight speeds as the crossing engineering is modified so we can keep the freights out of the way. There are few sidings where we can meet, and we'll need to manage crews efficiently to avoid delay.’ {e-mail to ANR&P}

MONTREAL, MAINE, & ATLANTIC
16 June, Fort Fairfield. THE FINAL $400,000 FOR THE REVIVAL OF RAIL ARRIVED from the U.S. Department of Agriculture's Rural Development Agency. Michael Aube, state director of the USDA Rural Development Agency, delivered the money in the form of a large check in a ceremony at the town's railroad museum, the former Bangor and Aroostook
Railroad station. The grants funded the town's purchase of the 8.6-mile rail line, its reconstruction, and the construction of two sidings that will be used by local industry for future shipping business [see 5 January and 27 April issues].

Proposed businesses
Town Manager Dan Foster said Aroostook Starch Company, Boralex, and New England Grain already await service. Boralex will receive one siding. Tony Levesque, the town economic development officer, said New England Grain would use the McShea Siding. Aroostook Starch would use a different siding.

Levesque added that an unused french fry plant exists at 87 High Street, with three doors for rail cars. The A&P Company built it; Atlantic Custom Processing now owns it, but uses only the freezer section (can hold 20 millions pounds of frozen product). The remaining portion of the 210,000SF is unused.

Bids for the track work
With $275,000 of the grant money, the town bought the 8.66 miles of abandoned rail line. Foster said the town has requested bids on reconstruction of the line, which are due 1 July. The $1.5 million upgrade, designed by TEC Associates of South Portland, includes construction of 1700 feet of new track, installation of two turnouts, and refurbishment of the other track. Completion of the reconstructed rail line is expected by the end of November.

PORTLAND

24 June. **COLUMBIA COASTAL WOULD LIKE TO SERVE PORTLAND** with a container barge from New York. Tom Delaney, executive vice-president, wrote: ‘Over the last several months we have been asked by various entities including lines, labor, brokers, the Port Authority [of New York and New Jersey (NY/NJ)], and cargo owners to provide a service that connects Portland with NY/NJ. I also visited with Jeff Monroe [head of the city’s Waterfront Office and the Jetport] a while back in Portland with a group of people he put together. 

‘We are still in the exploratory stage. CCT [Columbia Coastal Transport] could/would start tomorrow if there was business there for us. There seems to be a lot of interest but nobody has committed to any (let alone 1) containers through Portland to NY/NJ. Obviously, we have the ability to call there as a diversion off of our NY/NJ-Boston service, but you can imagine we would need some kind of commitment in order to make it viable.

‘The question always is, “What happens if we announce a service and the first port call generates one container and the container carriage rate is $600 and it costs $275 to load and unload it, thus netting $325?” Experience has shown us that volumes are slow to grow. We are not in a position to underwrite a service without some chance of making it.

‘Some entity is going to have to step-up to the plate with hard dollars (or guaranteed freight) in order to entice another service. The Albany service [container barge service between NY/NJ and Albany—see 27 April issue] is being underwritten with the use of CMAQ funds; a great (recent) example of what I am referring to.’ {e-mail to ANR&P}

What about railing boxes from New York to Portland?
CSXI already operates a regular train, Q159, from NY/NJ “Dockside” to Worcester “Stackbridge” with 15-hour service. {CSXI website} Cars destined for Portland theoretically could be picked up in Worcester and reach Portland in another 12 hours. The P&O Ports terminal in Portland already has full customs service. A rail line could be revived beyond Merrill’s Marine Terminal, which already receives frequent service.

Rather than sending a Columbia barge 98 miles additional to the 250-mile journey to Boston, why not use rail? Jeff Monroe: ‘I asked [Guilford]. They are not interested.’ {e-mail to ANR&P}

27 June. **A COMPETITOR TO THE SCOTIA PRINCE** is asking about space in Portland harbor. The current Scotia Prince contract, expiring in 2006, includes a clause that prevents the city from leasing space at the International Marine Terminal to any other ferry to Yarmouth. Scotia Prince Cruises is now seeking the same agreement as part of a long-term lease that would take effect when the new Ocean Gateway terminal opens on the eastern end of the waterfront in 2006.

Bay Ferries Limited President Mark MacDonald earlier this month said the company wants to expand south from its current Bar Harbor–Yarmouth NS route next spring, or as soon as Portland opens up pier space for The Cat, its 300-foot-long catamaran ferry.

The Federal Maritime Commission is about to begin a legal review of the existing 30-year lease with the Scotia Prince that could tell the city whether it had to permit a second ferry service. At present, the city has agreed it will not, to protect the investment which both the city and the ferry service. {Tux Turkel in Maine Sunday Telegram 27 June.04 and John Richardson in Portland Press Herald 16 June.04}
CSX TRANSPORTATION

20 June, New Bedford. **TRACK WORK IS PROCEEDING APACE** on both the rail yard and the EPA facility [see 13 May issue with map]; EPA will not announce the winner of the bid to transport the spoils until probably late August [see 3 June issue]. One observer has noted:

**Rail yard**

CSXT recently spotted two or three gondolas at the yard, presumably to retrieve the old ties. Old track and ties are lifted; ground has been leveled and gravel spread over a medium sized area. {Bay Colony e-list}

**EPA building**

The three tracks on the east side of Herman Melville Boulevard are complete; one runs into the building. {ANR&P discussion with Richard Schaetzl of J.F.White, the company handling the EPA track work as a subcontractor to TetraTech, 30.June.04}

June. **A MAP OF THE BROOKFIELD AUTO UNLOADING FACILITY** was created by Bill Jarvis, a former auto unloader for a New England railroad. [See 3 June issue for details.]
29 June, Brockton. **CHAMPION CITY STILL HAS SOME CHANCE TO ADD A MUNICIPAL WASTE FACILITY.**

**History**

In 2003, Champion opened a rail-served construction and demolition transfer station, Champion City Recovery LLC (Champion 1) [our Directory #313], and began the process of obtaining a permit to ship municipal solid waste (Champion 2) [see 26 June 2003 issue]. After receiving some initial approvals, the company received a denial from the Massachusetts Department of Environmental Protection to expand into adjacent acreage (the former Quinn Freight property) for a 20,000SF transfer station handling 1000 tons per day [figuring 100 tons a car, that means 10 cars a day—editor].

Local residents, organized in Brockton as Residents Against Trash Transfer Station, and in Avon as Protecting Our Water and Environmental Resources, campaigned heavily against Champion 2.

**Reasons for denial**

The DEP ruled 19 May that the eight-acre Quinn Freight property at 1093 North Montello Street did not meet state criteria for a trash station because the site is within the Zone II area of existing public wells in Avon and did not fall into a permitted exception.

Champion wanted to fit within the exception which the regulations allow for a site formerly used for solid waste management. It showed that previous owners had dumped demolition waste onto more than half an acre of the property, and therefore fit the exception. DEP ruled otherwise, noting that only half of acre of the eight-acre facility was used. {text of DEP decision}

**Request for reconsideration**

Champion asked for a reconsideration of the decision, as permitted by DEP regulations. That initiated a public comment period which will end in early July. David Ellis, chief of the Solid Waste Management Section of the Department of Environmental Protection, said after the comment period his attorneys would review the material submitted. DEP will then decide whether to change its initial determination. {ANR&P discussion 29.Jun.04}

**Veto of legislation**

Meanwhile, state legislators inserted into the state budget an amendment targeted at Champion:

[A solid waste facility shall not be sited within nor shall a permit be granted for the establishment, construction, expansion, maintenance, or operation of a solid waste facility within the Zone II area of contribution, as said term is defined by section 22.02 of title 310 of the code of Massachusetts regulations, of an existing public water supply well; provided, however that such a prohibition shall only apply to any proposed solid waste facility located at any place in the city of Brockton, which had not received a site assignment by the department of environmental protection on or before January 1, 2004.

Governor Mitt Romney vetoed the section (320) on 25 June, stating: ‘I am vetoing this section because it would create a substantial burden on the department of environmental protection's ability to clean the water supply.’ Jon Carlisle, EOTC spokesperson, said DEP had recommended the veto to the governor. {General Court website; ANR&P discussion 29.Jun.04}

On 28 June in an e-mail statement, Jack Walsh, Champion City's chief operating officer, hailed Romney for blocking the legislation, calling it ‘bad public policy [and] fundamentally anti-brownfields. Governor Romney has recognized the value of brownfields revitalization and the Massachusetts Office of Commonwealth Development continues to proactively encourage businesses to clean up brownfields sites for reuse. We are confident that given all of our elected officials' environmental leadership and strong environmental record, the veto will remain unchallenged.’

Walsh declined to answer questions about his lobbying efforts to secure the veto, including a trip to the Statehouse last week two days before the Romney administration announced its vetoes. {David Connolly in Brockton Enterprise 29.June.04}

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25 June, Worcester. **THE LEAD TO STRATEGIC MATERIALS IS STILL IN USE**, although Strategic Materials itself [our Directory #445] closed the glass processing facility [see Connecticut for new cullet-collecting pad]. Mid-States Packaging [Directory #449] still unloads box-cars at their warehouse adjacent to Strategic's former site, about a couple of cars a month. Moreover, the lead is currently being used to load gondolas of waste from the Route 146 construction project. {NERAIL}
NEW HAMPSHIRE

CLAREMONT CONCORD

28 June. **TWIN STATE APPEALED THE ACT 250 PERMIT** it was granted to build a siding into its gravel pit in Hartland Vermont, and haul gravel by rail to its processing facility in West Lebanon New Hampshire.

In July 2003, Twin State was granted a permit, but it was contingent on several points which the company did not want [see 26 November issue]. Twin State then filed a Motion to Alter. On 16 June 2004, the Act 250 Commission issued an altered permit, granting in part and denying in part Twin State’s motion, so Twin State appealed the altered permit.

Bud Ames, who along with Stuart Close owns the Twin State Sand and Gravel Company, listed three reasons to appeal:

**Three trucks for every carload**
The permit requires Twin State to take three trucks off the Connecticut River Road for every rail car it uses to move gravel. This condition does not permit the company to expand, and if it cannot expand, “we are getting slowly strangulated.”

**Truck reduction independent of destination**
The permit requires the three-truck compensation even if Twin State were sending the gravel to a destination which would never have used a truck anyway, such as gravel to be used on a rail project.

**No future need for truck reduction**
The altered permit did account for the fact that Twin State plans to construct a new bridge and road which will, in six years, remove all truck traffic from the Connecticut River Road.

2. The permittees would like the truck trips that are limited to only be those using Connecticut River Road, not the road and bridge approved in LUP #3W0711-4.

   The implementation of LUP #3W0711-4 will halt all the heavy truck traffic from this site. The Commission agrees to this change.

{Commission decision 3W0711-5(Altered) from Vermont Environmental Board website; ANR&P discussion with Ames 29 June.04}

GUILFORD V. NHDOT

14 June, Concord. **THE STATE ARGUED GRS HAD NO LEGAL BASIS** for its claim that the right of first refusal on railroad property contravened the federal constitution. Guilford filed a lawsuit in May, apparently stemming from the state’s failure to complete at least two real estate transactions [see 3 June issue].

In a memo to the US District Court, Assistant Attorney General Craig Donais wrote that while the US constitution prohibits the taking of private property without just compensation, courts have found that a right of first refusal, as long as the government pays ‘just compensation’, does not contravene the constitution. Here, Donais argued, the state is paying an agreed-upon, arms-length amount which does constitute just compensation. [This does not appear to address Guilford’s argument that when the state exercises its right of first refusal, then (as in the Salem Industrial Track situation) does not pay Guilford, that constitutes a taking without compensation. Editor]

Nor does the state act unconstitutionally when it creates a right of first refusal over railroad property but not other kinds of property. As the First Circuit Court of Appeals said in *Reed v. Meserve* (1973): ‘To assemble a right of way in our increasingly populated nation is no longer simple. A scarcity of fuel and the adverse consequences of too many motor vehicles suggests that society may someday have need either for railroads or for the rights of way over which they have been built. A federal agency charged with designing part of our transportation policy does not overstep its authority when it prudently undertakes to minimize the destruction of available transportation corridors painstakingly created over several generations.’

{text of memorandum}

Next step
According to the District Court website, a followup on the status of the case will occur on 6 July.
GUILFORD RAIL SYSTEM

23 June. RAIL ALTERNATIVES TO BRIDGE WIDENING ARE EXAMINED by New Hampshire planners. Vanasse Hangen Brustlin (VHB) was hired to examine improving ‘transportation efficiency and reduce safety problems while minimizing social, economic, and environmental impacts for an approximate 3.5 mile section of the Spaulding Turnpike extending north from the Gosling Road/Pease Boulevard Interchange in the Town of Newington (Exit 1) across the Little Bay Bridges to a point just south of the existing toll plaza in the City of Dover.’

David Wilcock, VHB transit & rail task manager, in May presented a list of ‘potential rail and transit options to be considered as part of the Phase II Alternatives Development for the Spaulding Turnpike Improvements.’

Options for rail corridors
VHB examined seven potential rail corridors:
· Main Line West
· Main Line East (Hampton Running Track)
· Conway Branch
· Newington Branch
· Portsmouth Branch
· Sawyer's/Dover Branches
· Pease Spur

Of the seven rail corridors, three were identified as potential candidates for passenger rail service improvements (Main Line West, Main Line East, Conway Branch), two for fixed guideway transit system improvements (light rail or bus rapid transit on the Newington or Portsmouth branches), and six for freight rail service enhancements (all corridors except the Sawyer's/Dover Branches).

Six Rail/Fixed Guideway Transit System options—three passenger rail, two freight rail, and one fixed guideway transit system—were identified for further evaluation as part of the Alternatives Analysis.

Passenger options
First option: enhance Downeaster passenger service from Dover to Boston. The train could carry drivers who now use the Spaulding Turnpike to reach I-95 and get to Boston. Second, begin new rail passenger service from Dover to Portsmouth, either using the existing Main Line West to Rockingham and then the Portsmouth Branch [Option 2(A)(1)], or relaying track from Dover to Newington [Option 2(A)(2)]. [Probably on a new alignment. The former right of way is severed in at least two places. The City of Dover owns the Sawyer spur right-of-way and uses it for parking. The Spaulding Turnpike covers some of the remainder. Rail Lines of Northern New England, Robert Lindsell, 2000.]

Option three would rehabilitate the line from Ossipee to Conway, to provide passenger service between Conway and Dover.

Freight options
Wilcock noted that Options 2(A) 1 & 2 could divert some truck traffic to rail. [Highly unlikely, much as a new Dover-Newington alignment looks attractive. GRS can now access any additional traffic except that springing up along the new alignment. That is, any traffic which would move by rail is already moving by rail. Editor] Option 3, improving the Conway branch, would benefit freight..

Option 4: Pease spur
‘The former Pease Spur extended from the Newington Branch into the Pease Tradeport. The initial 1.6 miles of track is still in place but is out of service. The off-site portion of the spur crossed the Spaulding Turnpike at grade. This crossing has been removed and paved over. Some of the track still exists on the Tradeport site but is in poor condition.

‘This alternative would examine the benefits, impacts, and costs of restoring the 1.6-mile spur from the Newington Branch to the Pease Tradeport. Restoration of this segment would permit the resumption of freight rail service into Pease. The increased freight rail service would be dependent on attracting new (or existing) businesses to receive and/or ship materials by rail. This action could potentially reduce the number of heavy truck trips along the 3.5-mile section of the Spaulding Turnpike under study.’ {text of study}

Next steps
The advisory task force on this project will meet on 23 June at 6:30 p.m. at Dover City Hall to discuss the transit alternatives in greater depth. Public informational meetings on the project will occur on 30 June at 7 p.m. at Dover City Hall and 1 July
at 7 p.m. at Newington Town Hall. Representatives from Strafford Regional Planning Commission, Rockingham Planning Commission, the Cooperative Alliance for Seacoast Transportation and the Federal Highway Administration are part of the task force. {Michael Goot in Foster’s Daily Democrat 16.June.04}

**Longer-term view highlights need for alternative modes**

Scott Bogle, senior transportation planner at the Rockingham Planning Commission, noted that ‘while passenger estimates 20 years into the future may not justify transit improvements, projecting trip demand in the corridor further into the future, say 30 or 40 years, would highlight that the region can't build its way out of traffic congestion by simply adding more auto lane capacity.’ NHDOT Commissioner Carol Murray hasn't gone on record that there will be no further widening of the Little Bay Bridges after this project, as she has said the current widening of I-93 will be the last. ‘However, the constraints and cost of coming back to add more lanes again in 20 years to the bridges are such that it would make sense to look a bit farther down the road at traffic growth and make investments in alternative modes now that will reduce or remove the need for future widening.

‘The 20-year horizon is close enough that it allows one to argue that the need can be met by adding a lane or two in each direction, and to dismiss serious investment in dedicated guideways as not cost-effective. The picture would likely be quite different looking out further.’ {e-mail to ANR&P from Bogle 21.Jun.04}

27 June, Newfields. **A NEW CUSTOMER WAS SENDING A TANK CAR WITH AVIATION FUEL TO SPRAUGE’S FACILITY** at Avery Lane in Newington, when a faulty valve began leaking here. A Sprague worker arrived and shut the valve. No environmental damage was done. {Michael Goot in Foster's Daily Democrat 27.June.04}

**Avfuel new customer**

Burt Russell, vice-president of vice-president of terminals and transportation for Sprague, said Avfuel, headquartered in Ann Arbor Michigan, had contracted with Sprague to store aviation fuel (a 97-octane, high-quality gasoline for piston-driven aviation engines) beginning 1 June. AvFuel distributes the gasoline to airports. {ANR&P discussion 29.Jun.04}

Nearby fixed-base operators handling Avfuel include Laconia, Nashua, Sanford, Auburn, Lawrence, and Worcester. {Avfuel website}

**NEW HAMPSHIRE NORTHCOAST**

24 June, Rochester. **OSSIPEE SAND & GRAVEL IS RAILING PRODUCT ONLY 27 MILES,** from the pit in Ossipee to a terminal at the Tri-City site which already serves Eastern Propane and Collins & Aikman [see 27 January 2003 issue].

**Expanding the Tri-City facility**

Steve Arnold, NHN operations manager, said Tri-City has three tracks. NHN (owned, like Ossipee, by Boston Sand & Gravel) recently erected a 30x60-foot Quonset building as a headquarters for maintenance work, with a through-track for storing and working on machinery. “I’m planning to put in a runaround track in the fall.” To handle the increased traffic, he already leaves a locomotive there to switch the three tracks; NHN workers are cross-trained, so that one can operate the locomotive as well as do other work at Tri-City.

Ossipee Sand and Gravel owns the 12-acre site. It sold other acreage to Eastern Propane for the gas terminal.

The gravel move

Arnold had seen the opportunity for this move when he took the position in 2000 [see 00#21]. It works because Ossipee was supplying the Rochester market by truck, and NHN can easily replace the truck move because it switches the Eastern Propane site almost daily.

The growth in the Rochester area justified the creation of a terminal at Tri-City. ‘At the end of the 2005 construction season we will really know if this is a good idea,’ wrote Arnold.

Right now, he is moving about 400 tons/day or four cars’ worth, but Ossipee has a larger contract this summer in the tens of thousands of tons, which will require 10-15 cars a day for several months.

**Other traffic coming too**

“Former businesses are returning, wanting rail service,” according to Arnold. Nantucket Bead Board in the past used the team track at Tri-City for about one car a month. Since it resumed using rail about six weeks ago, it has moved nearly ten cars, and expects within a couple of years to receive about 100 cars a year, from Canada or possibly Montana. “It’s also talking about outbound.”
“We’ve had lots of other phone calls about rail service,” remarked Arnold. {ANR&P discussion & e-mails}

PORTSMOUTH
23 June. A FENCE FOR A CONTAINER YARD WILL SOON GO UP, according to Geno Marconi, manager of the Division of Ports and Harbors of the Pease Development Authority. He has signed a contract with Captain Fiaz Arain to lease an area at the Market Street terminal; Arain is “responsible for everything in that box.” The Board of the Development Authority authorized up to $25,000 for a fence around the yard; Marconi put the project out to bid, has selected a contractor, and is awaiting contractor signature. “When they sign that contract, I will issue a notice to proceed.”

Although Arain had asked for funds to purchase equipment such as a container packer [see 11 October 2002 issue], the Board only granted the funds for the fence, Marconi said.

Part of port security compliance
Why so expensive a fence? In part because it must meet US Coast Guard criteria, and be compatible with the security plan for the entire area. Marconi said he is “confident we will make the deadline” of 1 July to meet all federal port security requirements. From 28 to 30 June he and the harbor master will attend security training; the harbor master will become facility security officer, and Marconi will become the deputy facility security officer. {ANR&P discussion}

Arain plans
While Arain declines comment until the service has started, in the past he was anticipating running to/from Halifax with 250 TEUs [see 4 June 2003 issue] and had the name of at least one customer, Global Timber Products in New Hampshire [see 11 October 2002 issue].

Other cargoes
Marconi said the port continues to handle scrap metal and salt, while seeking other cargoes. Nothing immediate to report, he said.

VERMONT

HIGHWAY SALT
28 June. VAOT HAS NOT YET DECIDED WHETHER TO ASK FOR BIDS. Judy Jamieson, the official handling the bidding, said she is talking to vendors now, and may decide by next week. {ANR&P discussion}

LAMOILLE VALLEY
28 June. VAOT HOPES TO GET OUT THE RFP TO LIFT THE TRACK IN EARLY JULY, according to Jim Fitzgerald, who is handling the contract for the agency. {e-mail to ANR&P}

QUEBEC/MARITIMES

CANADIAN NATIONAL
Correction: CN improved its service to at least two customers on the Dartmouth subdivision, following efforts by Bruce Rogers which began in early 2004 (not 2003, as I reported in the 16 June issue).

CAPE BRETON & CENTRAL NS
18 June, Trenton. TRENTONWORKS RECEIVED AN ORDER FOR 500 CARS; TTX wants 500 53-foot stand-alone Husky Stack cars. The plant's A and B shops will build the cars after completing its current order for well cars. {local press release}
Order for bulkhead flats
The C and D shops are being prepared for the construction of 600 bulkhead flat cars, to start in September. The two projects mean that the current workforce of more than 1,000 will remain employed. {e-mail to ANR&P from Sandy Stephenson, director of communications 21.Jun.04}

STRAIT OF CANSO
18 June, Mulgrave. **GRAND OPENING OF THE WAREHOUSE/OFFICE AT MULGRAVE OCCURRED THIS DAY.** “It’s 35,000 square feet with offices and warehouses. We’re pretty proud of what we have accomplished here,” said Tim Gilfoy, acting CEO of the Strait of Canso Superport Corporation. [See 11 February issue.] {Mary Ellen MacIntyre in Halifax Herald 19.June.04 via Transport 2000 Atlantic office}

22 June, Halifax. **NSP IS EVALUATING STRATEGIC OPTIONS FOR THE CANSO MARINE TERMINAL,** said Dave Kusnierczyk of the company. (Although the project is managed by Emera Utility Services, part of Nova Scotia Power’s parent Emera, the facility will become part of NSP, and NSP owns the onshore land.) It is looking for business partners to own and operate the terminal “going forward”; Kusnierczyk is now engaging a consultant to assist. He promised more information in about three weeks.

While NSP initially planned that Logistec would construct, own, and operate the facility to handle coal, [see 31 October 2003 issue], Kusnierczyk said Logistec may be involved, but not necessarily. [Logistec’s chief, Madeleine Paquin, said: ‘We are very interested in concluding a deal with Emera, but cannot give you any more information at this time.’ {e-mail to ANR&P 25.Jun.04}]

Construction going forward
Nova Scotia Power is building a wharf at Point Tupper, part of the $30 million terminal which will allow the utility to import cleaner coal from South Africa, Russia, and Indonesia for use at its Trenton and Point Tupper power plants. {Photo caption Halifax Herald 16.June.04}

Allan Sullivan, a spokesperson for NSP, and Phil Caulier, the project manager, met with the Strait Area Mayors and Wardens Committee (usually two people per municipality, with eight to nine municipalities involved) on 21 June to discuss the project. Caulier reported that work on the land side will be completed soon; in the next week or so, workers will float over the pilings for the pier.

Sullivan said on 22 June that NSP, which decided to handle the project itself rather than turn it over to Logistec, expected completion of landside construction by the end of July, and marine construction in the late autumn, well before the intended in-service date of March 2005. A large crane will arrive later, to be ready by July 2005 to unload non-self-geared vessels.

Construction firms involved
According to Sullivan, nearby firms are handling most of the work. Van Zutphen Construction is doing the landside work, CBCL Engineering the design, Beaver Marine the waterside work, Link Electric the power, and BID (a non-local firm) the materials handling equipment.

An opportunity for the whole region
Because of the depth offered by the Strait of Canso, NSP can bring in much larger (and economical) vessels which will deliver low-sulfur coal. The coal will move by conveyor from the ships to existing coal piles for the Point Tupper generating station, or to railcars for movement to the Trenton power station.

To bring in the coal, Sullivan and Caulier told the mayors and wardens, NSP needed only 15% of the wharf time. The rest of the wharf time could serve the region. Hence, as Kusnierczyk said, NSP is looking at potential partners’ ability and experience in marketing ports worldwide, so that the partners would find customers to use the wharf.

Initially the wharf will handle Panamax-sized vessels, “but will be able to bring in post-Panamax vessels with a bit more work,” Caulier said. {ANR&P discussions}

SYDNEY COAL RAILWAY
16 June, Sydney. **THE INTERNATIONAL PIER COAL SYSTEM IS ‘LIVING UP TO OUR EXPECTATIONS’,** wrote Paul Doiron, vice-president, Logistec Atlantic division, ‘while there are a few bugs yet to be worked out....Vessel productivity has increased substantially and we are now able to store cargo at the [pier] as well as directly load rail cars for the Lingan plant while discharging.’ [See 30 September 2003 issue for description.] {e-mail to ANR&P}
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.

Aroostook Starch (MMA, Maine), Boralex (MMA, Maine), Champion City (CSXT, Massachusetts #313), Nantucket Bead Board (NHN, New Hampshire), New England Grain (MMA, Maine), Ossipee Sand & Gravel (NHN, New Hampshire), Strategic Materials (PW, Massachusetts #445 and Connecticut), Twin State (CCCR, New Hampshire)

PEOPLE

On 7 June, Andy Dixon took up new duties as vice-president, trade & operations at the Saint John Port Authority. Dixon most recently worked with Logistec Stevedoring Atlantic Inc. in the position of commercial manager for operations throughout the Atlantic Region, and at their location in Saint John (Forest Products Terminal Inc. & Brunswick Terminals Inc.). Prior to that, Mr. Dixon was employed with Sunbury Transport in Fredericton, N.B. as general sales and traffic manager before joining EMCO Distribution in the position of district branch manager in 1991. “Andy’s knowledge of cargo operations at the Port of Saint John as well as his focus on business development and track record with customer service are the essential skill sets which made him the ideal candidate for this position,” explained Port Authority chief Al Soppitt. {port authority press release 16.June.04}

Bill Boudreau retired at the end of June from the New Hampshire Department of Transportation after 30 years. He worked as rail planner for 16 years; in the early part of that stint he wrote the state rail plans and administered the Local Rail Freight Assistance grants.

The northern New England state governments have lost in the past nine months a significant chunk of institutional history of railroads. Dick Bowen retired from Vermont at the end of November, Allan Bartlett from Maine at the end of April, and now Bill Boudreau from New Hampshire.
Coverage
The newsletter covers the operating freight railroads and ports in New England, the Maritimes, and eastern Québec, as well as the government environment they function within. Coverage includes passenger rail and ships when relevant to freight operations.

Frequency and the e-bulletin
ANR&P appears at least four times a month. We send a formal issue twice a month, via post or e-mail. Between the issues, we send out the e-bulletin, only by e-mail. All information in the e-bulletin is included in the issue.

Pricing
Subscriptions cost $375 for professionals, $105 per year for students, young and old. Introductory prices available. The e-bulletin, sent by e-mail as needed between issues, is free of charge to all subscribers.

Advertising
Subscribers may purchase half-page ads for $50 per issue. Non-subscribers, $100.

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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