**Common abbreviations:**
- **BCLR** - Bay Colony RR,
- **BML** - Belfast & Moosehead Lake RR,
- **CBNS** - Cape Breton and Central Nova Scotia Ry,
- **CCCR** - Cape Cod Central RR,
- **CCRR** - Claremont Concord RR,
- **CFQ** - chemins de fer Québec System,
- **CN** - Canadian National Ry,
- **CPR** - Canadian Pacific Ry,
- **CSO** - Connecticut Southern RR,
- **CSRX** - Conway Scenic Railroad,
- **EOTC** - Mass. Exec. Office of Transportation&Construction,
- **FTA** - Federal Transit Admin.,
- **FRA** - Federal Rail Admin.,
- **FRTC** - Fore River Transportation Company,
- **GRS** - Guilford Rail System,
- **GWI** - Genesee & Wyoming Inc,
- **FHWA** - Federal Highway Admin.,
- **HRRC** - Housatonic RR,
- **MERR** - Maine Eastern RR,
- **MBCR** - Mass. Bay Commuter RR,
- **MBRX** - Milford-Bennington RR,
- **MTQ** - Québec Ministry of Transport,
- **NAUG** - Naugatuck RR,
- **NBSR** - New Brunswick Southern Ry,
- **NECR** - New England Central RR,
- **NEGS** - New England Southern RR,
- **NHCR** - New Hampshire Central RR,
- **NHDOT** - NH Department of Transportation,
- **NHN** - New Hampshire Northcoast RR,
- **NSP** - Northern New England Passenger Rail Authority,
- **NSDOT** - Nova Scotia Department of Transportation,
- **PVRR** - Pioneer Valley RR,
- **PW** - Providence & Worcester RR,
- **SLQ** - St.Lawrence & Atlantic RR,
- **SLR** - St.Lawrence & Atlantic RR,
- **TIRR** - Turner’s Island LLC,
- **VAP** - Vermont Agency of Transportation,
- **VRS** - Vermont Rail System (Green Mt. RR Company)
- **WACR** - Washington County RR,
- **WHRG** - Windsor and Hantsport Ry.

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**Issue 04#05B 4 June 2004**

*Article unchanged from e-bulletin.*

**REGIONAL ISSUES**

**MMA/WACR/NECR/MCER:** More on the Aroostook Flyer TOFC service.

**Logistec:** First quarter down, but Montreal terminal opening.*

**Long Island:** Cross-harbor tunnel and freight yard coming?*

**CSX:** New England offerings revamped.

**High-speed rail:** NH gets $85,000 for second phase.

**CONNECTICUT**

**CSO:** Solo Cup to close in Berlin.

**CSXT:** Circle of Life closer to opening.

**GRS:** New C&D facility coming.

**MAINE**

**GRS:** Lincoln paper mill reopens.

**SLR/CN:** IMX starting at Auburn ramp, should improve service.

**Eastport:** Domtar traffic booming, record year.

**MASSACHUSETTS**

**BCLR:** Dartmouth Building Supply new spur. Competitors will bid on Cape operation. Charles River maybe disqualified on Millis Branch.*

**CSXT:** Details on Brookfield auto facility and new industrial railroad. New customer in New Bedford, and Marine International hopes for return of its direct service.

**NEW HAMPSHIRE**

**Salt:** Apparent low bidders in the six districts.*

**Legislature:** Commission to study railroad funds created.

**GRS:** Asks court to declare right of first refusal void.*

**RHODE ISLAND**

[No report.]

**VERMONT**

**Rail Council:** New membership.

**LVRC:** Bids to lift rail soon. Martland argument that trail makes sense.

**VRS:** Bombardier to close permanently.

**MARITIMES/QUÉBEC**

**CN:** Switching regime in Truro causes problem for Intertape Polymer.* Lafarge wants coal deliveries.

**MMA/NBSR:** More on TOFC service.

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**PEOPLE, POSITIONS, EVENTS**

Jim Anders.

FROM THE PUBLISHER

**Missing stuff: map and article**

“Where’s the article on peat moss?” one reader asked after the last issue, when I promised it in From the Publisher. It did not make that issue, but I have it here.

Similarly, though no one complained (does anyone read the maps?), the map of the Waterbury Connecticut area I inserted in the 27 April issue did not come out correctly. I have inserted a much better one, to accompany the article about the Municipal Road C&D facility.

- Chop Hardenbergh

Next issue: 16 June
REGIONAL ISSUES

MMA/WACR/NECR/MCER
29 April, Hyannis. More information on traffic for the Aroostook Flyer was presented to the spring meeting of the Northeast Association of Rail Shippers here. Roger Desrosiers of Lydall Distribution Services [our Directory #711] said an effort to grow had led him to the TOFC service provided by VTRZ [see 1 April issue]. The product he wanted to move, peat moss loaded on pallets, was already moving by truck from Aroostook County to central New England. Because of the product weight, they could not fill out a 53-foot or a 48-foot trailer, but did fit a 45-foot.

Two 45-foot trailers fit on the standard 89-foot flatcar. The railroads involved look on the flatcar as a boxcar, and price it as such, permitting the service to offer a transportation price less than truckload.

Upon arrival at MCER’s intermodal yard in Palmer, Massachusetts, the trailers are lifted off by MCER’s packer and drayed to Lydall’s facility in Monson, Massachusetts for furthering, via over-the-road trucks, to distribution facilities in Virginia, North Carolina, or Pennsylvania. Product staying in New England is directly drayed to the receiver.

The service helps the truckers both ways. Presque Isle has a shortage of truckers, so the outbound helps that. And since truckers have very little backhaul to Aroostook County, the empty trailers go back via the Flyer.

Expansion of the service
Eric Moffett, manager of VTR’s trailer service, would like to operate this trailer-as-boxcar service in other lanes, which will help truckers suffering with congestion and the hours-of-service laws. Four thousand trucks can become 2000 carloads. “My competition is the 53-foot truck. I need to get the Class Is to accept the product as a flatcar with a commodity, and the flatcar just goes back empty.”

Moffett has had inquiries from as far away as North Dakota, and for service from Seattle to Palmer. With the creation of a circus ramp, he can provide the boxcar service anywhere, much like the early 1970s when railroads shipped to just under 1500 circus ramps. Today railroads use fewer than 100 intermodal terminals. {ANR&P coverage}

LOGISTEC FIRST QUARTER
5 May, Montreal. Logistec’s first quarter loss sharply increased. Revenues totalled $36.4 million for the first quarter of 2004, down from $43.5 million for the equivalent period of the previous fiscal year, a decrease of 16.3%. “The first quarter is generally the slowest period of each year as it is partially affected by seasonal factors, especially in the St. Lawrence and Great Lakes region where there is a slowdown in cargo shipping because of winter weather. Accordingly, we often post a loss for the first quarter. However, we suffered the combined impact of a number of factors in the first quarter of fiscal 2004, leading not only to a sharp decline in revenues, but also to a decrease in profitability,” indicated Madeleine Paquin, president and chief executive officer of Logistec Corporation.

The lower revenues stemmed mainly from a reduction in steel [see 13 May issue, People] and bulk cargo volumes and the impact of the firmer Canadian dollar in relation to the U.S. dollar over the past year, which caused a shortfall of some $1.9 million on the conversion into Canadian dollars of revenues from the Company’s American facilities. In addition, the Maisonneuve container terminal at the Port of Montréal was inactive for just part of the first quarter of 2003, whereas it was inactive throughout the entire first quarter of 2004. [Reopened in May—see 13 May issue, Halifax.] {Logistec press release}

LONG ISLAND FREIGHT RAILROADING
While outside the Atlantic Northeast, news about cross-Hudson freight affects opportunities for PW, CSXT, and CPR, as well as intermodal users in southwestern Connecticut.

Freight rail yard on Long Island
The New York State DOT announced that analysis for the environmental impact statement (EIS) for a freight rail yard on part of the old Pilgrim State Hospital site in western Suffolk County will begin this summer. Existing Long Island yards are largely short sidings with little room for expansion. An earlier NYDOT concept study found that even if a cross-harbor rail tunnel and LIRR main line third track were not built, a rail yard at the Pilgrim site would be a good investment. Clearly, however, these other projects would increase its utility significantly.

Under optimal conditions, by 2020 the terminal would serve containers railed in via the cross-harbor rail freight tunnel and Hell Gate Bridge. Currently, rail only handles 1% of freight tonnage on Long Island.

Cross-harbor freight tunnel
The draft EIS for a tunnel across New York harbor, prepared during the past several years by the NYC Economic Development Corporation, ruled out building a new tunnel between Staten Island and Brooklyn, stating that the Jersey City-Brooklyn link will be cheaper, less environmentally intrusive, easier to build and provide better rail links. Clearance improvements along the Bay Ridge and
Montauk rail lines in Brooklyn and Queens, and a new rail yard are integral features of the preferred Long Island project alternative. It would create a direct connection to the Greenville Branch line in Jersey City and possibly connect to port facilities in Jersey City and Bayonne.

The EIS forecasts truck-to-rail diversion of 9.5 million tons per year for a single tunnel, and 14.8 million tons for a tunnel pair in 2025. A fortnight ago, Jersey City officials issued a new barrage of hostile comments about the project calling it a “trash tunnel” whose main purpose is to export solid waste from NYC. However, the draft EIS estimated freight demand for the tunnel without including markets for trash transport. {Mobilizing The Region 17. May.04 cited by Destination Freedom 24.May.04}

**CSX INTERMODAL**

25 May. **CSXI WILL CHANGE ITS SERVICE OFFERINGS FOR NEW ENGLAND**, as part of a network revamping, making some lanes containers only. ‘CSXI offers service from four different terminals in Massachusetts [West Springfield, Worcester Franklin Street, Worcester international served by PW, and Beacon Park in Boston]. The services of some terminals tend to duplicate the services of other nearby Massachusetts terminals, creating some light volume lanes and the need to delay high volume trains in Syracuse to sort a few units. This Network Simplification project addresses complexity in CSXI’s New England operations.’

CSXI warned that most customers system-wide will see some change. ‘A very small amount of business may not have CSX Intermodal alternatives. A very large portfolio of business will see service improvement and many core lanes will be positioned for growth.’ {CSXI Q & A}

Bill Goetz, director of business planning for CSXI, said the new plan would reduce the complexity of operations in Syracuse, where the Massachusetts and the New Jersey business comes together. “We have reduced the number of offerings to Midwest points from New England. These were generally not heavily used by customers.”

But the company will continue to offer both trailer and container service at three terminals (PW handles only boxes). Rearranging that would prove very difficult, as CSXI handles “a lot of trailers for UPS, and containers from the West coast.”

**Massport service**

Goetz said his company has retained the service out of Beacon Park which permits Massport to offer railing containers to Chicago, and beyond via BNSF, CN, and Union Pacific. {ANR&P discussion 2Jun.04}

But service to all other points, such as the intermediate points of Buffalo, Cincinnati, Cleveland, Columbus, Evansville, and Indianapolis was cancelled. Also, service to Jacksonville, Kansas City, and from Charleston, Nashville, South Kearny, and Syracuse was cancelled. {CSXI service table}

**HIGH-SPEED RAIL**

21 May. **THE NH LEGISLATURE VOTED $85,000 FOR THE HIGH-SPEED RAIL STUDY** in HB 1401. This permits the tri-state consortium of Massachusetts, Vermont, and New Hampshire to proceed to the second phase of the study by consultant Parsons Brinckerhoff [see 19 November 2002 issue]. The New Hampshire Supreme Court in April forbade the use of gasoline tax money for railroads so NHDOT had no funding for the study [see 27 April issue]. {legislative website}

The Senate had voted up to $100,000, but the Committee of Conference agreed on the House number of $85,000. {House Journal 21.May.04}

The money will come out of the NHDOT rail maintenance fund. {ANR&P discussion with Kit Morgan 2June.04}

**CONNECTICUT**

**CONNECTICUT SOUTHERN**

11 May, Berlin. **SOLO WILL CLOSE THE TWO FORMER SWEETHEART PLANTS HERE**, it announced just two months after purchasing Sweetheart [see 27 April issue: Rail Shippers]. Solo plans to close the plants in mid-July.

Berlin Mayor Adam Salinas later sent a letter to Solo asking to open a dialogue on keeping the plants open. The letter also said that a local business may be interested in purchasing ‘all or part’ of the facilities if Solo does not reverse its decision to close the plants. Town officials did not state whether they had a specific business in mind. {Adam Wittenberg in New Britain Herald 19.May.04}

One observer noted the plants received one to four railcars a month. {CTshortlines e-group}

**CSX TRANSPORTATION**

17 May, Cedar Hill Yard. **CIRCLE OF LIFE IS GETTING CLOSER TO STARTUP**, reported Mark Bourgeois, the consultant managing the construction and demolition debris transfer station project [see 11 February issue]. The floor is poured, the scale house is finished, he planned to put the loading machine on its pilaster in a week.

Some of the leased rail cars are in coal service now, but he has kept 95 at the Yard. {ANR&P discussion}
Waterbury Connecticut rail-related sites. See also 27 April 2004 issue.
GUILFORD RAIL SYSTEM

1 June, Waterbury. USA HAULING & RECYCLING IS WORKING ON A RAIL-SERVED C&D FACILITY, near its location at 184 Municipal Road, according to Calin Tanovici of the Connecticut Department of Environmental Protection. Ted Vozzella, an official with USA Hauling, said further information would be forthcoming when the facility is much closer to completion. {ANR&P discussions}

[See map for approximate location.]

MAINE

AMTRAK/MERR

2 June. EXPANSION TO ROCKLAND AND 79MPH will happen this summer, announced Governor John Baldacci.

Rockland service
Baldacci announced a pilot project this summer to operate excursion trains from Portland, Brunswick and Rockland along Guilford's lines and the Maine DOT's Rockland Branch. The excursion trains will be operated by the Maine Eastern Railroad and will likely serve festivals and special events in Rockland.

Speed of train
The state agreed to spend $1.5 million on track improvements this year and another $4.5 million next year, on top of $40 million+ spent before service began. This overcame Guilford's opposition to the long-sought 79 miles–per-hour speed. [For $5 million, I’d go 79 miles per hour too! Editor] “This is our company and we want to do the right thing,” said GRS head honcho Dave Fink said. “Our concerns were safety-related. The governor has addressed those concerns, and we're ready to go forward.”

The new speed will occur on a four-mile stretch beginning 1 August. With the new construction, trip time will drop to two hours thirty minutes by October 2005. The speed will permit a fifth round trip that year.

John Englert, NNEPRA executive director, said the fifth round trip should boost ridership by 25%, adding about 50,000 riders a year, he said.

Suspension during convention
Baldacci also announced that during the July week of the Democratic convention at the new Boston Garden, the Downeaster will not run. GRS will use these days to rebuild track for increased speeds. {e-mail from NNEPRA; David Hench in Portland Press Herald 3 June.04}

Ridership levelling off this year
In May, NNEPRA sought permission to tap into nearly $3 million in federal subsidies to make up for declining ridership and to make repairs to the track. It conceded that ridership expectations on the Portland-to-Boston route had been overly optimistic. “We thought we were going to continue to go gangbusters,” said Patricia Douglas, manager of marketing and development. “We’ve leveled off.” The Portland Area Comprehensive Transportation Committee, or PACTS, was expected to grant permission to move the federal money from a fund set aside to expand the rail service from Portland to Brunswick. The rail authority hopes to tap the federal subsidies for $1.7 million for operations and another $1.2 million for track upgrades.

Ron Roy, the state Department of Transportation director of passenger transportation, didn't foresee any problems in tapping into the money set aside for expansion. He said the first priority was to stabilize the Portland-to-Boston service. If that fails, he explained, then any discussion of an expansion of the rail service to Brunswick would be moot. {AP in Boston Herald 20 May.04}

GUILFORD RAIL SYSTEM

1 June, Lincoln. THE LINCOLN PAPER MILL RE-OPENED [see 20 January issue]. Governor John Baldacci, whose administration worked hard to find a buyer of the bankrupt mill and to provide incentives to reopen it, stood at the gate welcoming workers back.

New owners have re-named it the Lincoln Paper and Tissue mill. First Paper Holding LLC of Connecticut completed its $23.7 million purchase of former owner Eastern Fine Paper last week. First Paper's Keith Van Scotter, who joined Baldacci at the mill gates, said the plant will be making tissue by the end of this week.

While there are no immediate plans to reopen the Brewer mill, also owned by Eastern Fine Paper and bought by First Paper, Baldacci said its status will not be known for another two or three weeks. The city of Brewer has shown interest in redeveloping the site. {AP in mainetoday.com}

SLR/CANADIAN NATIONAL

30 April, Auburn. ON 1 JUNE CN WILL INITIATE IMX SERVICE AT THE INTERMODAL RAMP, according to a message to customers. IMX was initially tested in the Halifax intermodal market [see 17 December 2003 issue]; CN has based it *on the success of
the scheduled railway design whereby all aspects of the shipment cycle from empty order to final delivery are scheduled or reserved....IMX essentially means that you must get a reservation from CN in order to move your traffic. This is CN's commitment to provide the service you expect. IMX was implemented in Canada last year and was also introduced in the U.S. in December 2003 for domestic traffic to or from Chicago and Detroit. Effective June 1, 2004 IMX will be implemented for domestic customers shipping into or out of Chicago, Memphis, Jackson, New Orleans and Auburn. This will complete the implementation of IMX across the entire CN network.'

Reserving a slot on a train is now required and can be done by emailing IMX@cn.ca, by faxing 1-800-298-0350 or by calling 1-866-896-6601. When contacting CN to book a train slot you will be asked for the following information:

i. Number and type of units required (trailer/container)
ii. Origin and destination
iii. Required availability at destination

Based on this information, CN will issue a reservation number for each individual unit. Slots will be issued based on a first-come, first-served basis. CN will commit its service on the spot if the capacity is still available. However, if all slots have already been reserved, the use of alternate dates will need to be discussed.

A reservation number will be required for all units tendered to CN. When a reservation is made, CN will ensure that the specified unit will be placed on the desired day’s train. Interline or “cross-town” traffic in Chicago will not require a reservation. CN will apply the reservation on your behalf once we confirm all the shipping documents have been received. {text of notice}

**Improvement to Auburn service**

Ed Foley, SLR marketing chief, said IMX will improve CN’s intermodal service for Auburn [see 13 May issue: Maine]. “The program will work because it eliminates the waste in the system. By buying a seat on the train, the freight is protected and shipped in scheduled service as is the boxcar…..The IMX service provides a process and tools to define the number of cars and pieces of equipment in a defined corridor. This enables the railroads to consistent and deliver and pick up the same number of cars and optimize the corridor. This system will allow for our service to improve and for us to better manage the load/empty and load/load ratios and make sure that we have the equipment necessary.

‘It also puts some required work on its partners to make the commitment to the equipment and the flatcar requirement, and has process controls in place to make this happen. With the IMX in place our freight will have priority and process controls through Montreal, Toronto and other yards on CN’s system....We are sure there will be bugs in the beginning like with all new programs, however CN's forward-thinking approach to scheduled service is far and away leading the Class 1s in service.

‘We are partners with CN and we take the praise and the fall for poor performance. We are doing all that we can for Hub [the intermodal marketing company Hub Group] and White Rock.’ [See comments in 13 May issue about poor service.] {e-mail to ANR&P}

**Auburn versus other terminals**

While Auburn is getting IMX service [the only one on another railroad], CN this year has closed terminals in East St.Louis, Green Bay, and Mobile. Mark Hallman of CN public affairs said those three “were not sufficiently remunerative.” {ANR&P discussion} [Thus a feather in the cap for the SLR. Editor]

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**EASTPORT**

25 May, Baileyville. **DOMTAR IS EXPORTING MORE THAN 1,000 TONS A DAY** of its production through the port. Gail Nicholson, spokesperson for the facility here, said Domtar now exports about 95% of its pulp overseas. It is operating at full capacity, turning out about 1,100 tons of pulp a day. “We keep [the port] very busy.” A focus on cutting costs has allowed the mill to produce pulp at a competitive price and to remain the largest employer in Washington County. “We are competing against foreign producers and they have newer plants, lower labor costs and don’t have the same safety and environmental regulations. We have been successful in spite of all that.”

Domtar serves as an example of how a company has been able to find a niche in international trade and succeed, said Richard Coyle, president of the Maine International Trade Center. For years, Maine paper mills have complained about being unable to compete against the lower-cost mills overseas. Domtar has found a way to supply those mills with pulp and increase its exports. Even though the profits go to Canada, he said, Domtar should be applauded for “coming into Maine and increasing exports and creating jobs.”

**Natural-resource exports up**

The semiconductor industry in Maine formerly led state exports. But for the past six years, while the semiconductor industry nose-dived, some of Maine's older natural resources-based industries have stepped up their exports and taken up some of the slack. The shift has helped propel Maine's international trade to one of the strongest performances in years.

Exports last year reached a record $2.2 billion, an increase of 10.9% over 2002, ranking Maine as the eighth-fastest in the country, and it has picked up even more this year, although those figures are skewed by inclusion of the two oil-drilling rigs being completed in Portland Harbor and destined for Brazil.

Maine's exports are slightly ahead of neighboring New Hampshire, which sent $1.86 billion worth of goods overseas in 2002 compared with Maine's $1.97 billion, according to the Massachusetts Institute for Social and Economic Research. New England, excluding Maine, exported goods worth $30.5 billion in 2002, and the entire United States totaled $693.3 billion. {Edward Murphy in Portland Press Herald 25.May.04}
Eastport traffic set another record
According to Skip Rogers, head of Federal Marine Terminals, Eastport exports set another record in 2003, and are on course to break 2003 this year. But he continues to have no other cargoes. “We’re maxed at capacity dealing with Domtar” except for a few tons of Irving pulp and Irving rolled paper. {ANR&P discussion 3 June 2004}

MASSACHUSETTS

BAY COLONY RAILROAD

24 May, Dartmouth. DARTMOUTH BUILDING SUPPLY WILL RAIL DIFFERENT PRODUCT after it completes the siding to its new facility, according to Joe Delgado, chief executive officer [see 13 May issue]. DBS will add a new 50,000SF building to its existing 80,000SF in several buildings, at the site across the BCLR track from Colonial Beverage. In addition to housing a stair shop and a door shop, the new building will permit unloading of gypsum and framing lumber.

Delgado said currently those two products are trucked from distribution facilities in Vermont or Montreal. With the new siding, DBS can unload centerbeam cars; he anticipates receiving about 12 per month.

DBS currently receives plywood in boxcars (about two a month) at the Colonial Beverage dock, but the dock does not permit unloading from both sides, as required by centerbeam cars. {ANR&P discussion}

19 May, Bourne. TWO SPEAKERS SAID THEY WOULD BID ON THE CAPE FREIGHT RAIL OPERATION, during a forum on restoring passenger service to Buzzards Bay here. It was hosted by the Cape Cod Canal Region Chamber of Commerce, and attended by selectman from nearby towns as well as EOTC officials.

BCLR freight operation
EOTC owns the rail to, and on, the Cape. BCLR has the right to the freight operation into 2006, while the Cape Cod Central Railroad (CCCR) has the passenger operation. Chris Podgurski, the entrepreneur behind the Charles River Railroad bid for the Millis line [see below], and John Kennedy, a local rail consultant, told the gathering that they intended to bid for the freight rights. {e-mail to ANR&P from Podgurski 25 May.04}

Kennedy said later that he and his partner Chris Podgurski were looking not only in Massachusetts, but at all available railroads and rail assets, both regionally and in other parts of the country.

Passenger link to the T
Kennedy presented revised plans for a feeder service from Hyannis, which would travel through Buzzards Bay and Wareham to the MBTA service at Middleboro. Formerly a manager for CCCR [see 27 January 2003 issue], Kennedy has been working with partners Ted Michon and George Betke on the proposal for years. CCCR this month operated over the newly-restored Canal bridge and to the Buzzards Bay railroad station.

After the meeting, Kennedy wrote: ‘It is becoming more and more evident that the towns of Wareham and Bourne are interested in passenger rail service now. We would be very interested in implementing a Phase 1 to those two communities.’ In a second phase, the group could ‘do Hyannis and intermediates while the Wareham/Bourne section operates successfully and the improvements are made to the track south of Buzzards Bay (to Hyannis). Phase 1 could be implemented inexpensively and quickly while the MBTA and EOTC perform studies and decide whether or not it makes sense for them to extend MBTA Commuter Rail from Middleboro/Lakeville through to Buzzards Bay. If so, it will take years of studies, planning, equipment procurement, public education, and track & right-of-way construction. Feeder Rail, however, could use the track in close to its existing state.’

By operating at speeds well below commuter rail levels, a private operator could use the existing freight track between Hyannis and Middleborough, Kennedy told the Bourne gathering. Track improvements would cost only $1 million. By contrast, the MBTA recently estimated that extending commuter rail service to Wareham would cost $35.8 million for construction alone, while drawing only 1,300 riders a day.

Under Kennedy's proposal the train would travel the 19 miles from Middleborough to Buzzards Bay at 60 mph, and would reduce speed to 40 mph for the 25-mile trip from Buzzards Bay to Hyannis.

“We’d like to see the Hyannis (leg),” said Kennedy, noting the new Hyannis transit center was designed to one day accommodate rail service. “That intermodal center cries out for additional activity, and it's half-empty, because there's no rail component to it.”

In Wareham and Bourne, civic leaders say they are cautiously optimistic about the proposal. “The chamber is not behind any one plan at this point,” said Marie Oliva, the chamber's executive director. Oliva said she'll take the advice of state transportation officials, who say the next step should be to look for funding for studies of how many people are likely to ride the rail from the Cape. {Frederick Melo and Kevin Dennehy in Cape Cod Times 23 May.04; e-mail to Atlantic Northeast Rails & Ports from Kennedy 27 May.04}

25 May. CHARLES RIVER RAILROAD HAS QUESTIONED THE MBTA ACTION which was taken by its agent, Transit Realty
Associates. TRA told Charles River it had concerns about its qualifications as outlined in its bid to operate the Millis and Dover lines [see 13 May issue]. Officials from both bidders said the T had asked a consultant to review the bidding process, which should take about two weeks. \{ANR&P discussion and e-mail\}

**CSX TRANSPORTATION**

12 May, DC. **CSXT WILL LEASE TRACK FOR THE NEW AUTO FACILITY IN BROOKFIELD,** according to a filing at the Surface Transportation Board this day.

The lease
The East Brookfield & Spencer Railroad (EBS) leased CSXT’s passing track between mileposts 60 and 64 in East Brookfield and Spencer, Massachusetts, along with 270 feet of lead track from the passing track to the property line (just west of the town line between East Brookfield and Spencer) of the proposed New England Automotive Gateway Facility. CSXT retained rights to operate over the line to serve the facility, and to use the track in the event of an operating emergency.

The new railroad
EBS and CSXT entered into the lease on 23 April. George W. Bell II, the manager of EBS, certified that EBS, a non-carrier, would have projected aggregate revenue under $5 million. \{STB Finance Docket 34505 filed 12.May.04\}

The new operators
Bell, one of the owners of the railroad and of Northeast Vehicle Services LLC (Northeast), the company which will operate the facility, said on 26 May that he and his partner have developed the new facility over the past 14 years. They own Foreign Auto Services, which handles imported cars at Massport’s Moran Auto Terminal in Charlestown. Recognizing that foreign car companies were increasingly producing at domestic auto facilities, they looked for other opportunities.

Conrail informed them that it foresaw problems at its two terminals \{in Framingham (GM - our Directory #323) and Westborough (Chrysler - our Directory #347)\}, and the two men, under the name Seven Mile River Trust, purchased a farm straddling the towns of East Brookfield and Spencer. According to Bell, they spent about eight years working carefully with the towns to create a development plan. [The towns agree. See 26 March and 8 April 2003 issues.]

Bell hopes for synergy between his Moran terminal and the Gateway facility, perhaps bringing in cars to Moran and draying them to Gateway. \{ANR&P discussion with Bell\}

Development and ownership
The site was eventually acquired by CSX Real Property, Inc. subject to the condition that Northeast would operate the facility. CSX Real Property in turn hired Transdevelopment, a national development manager, to create the auto transload facility and is leasing the site back to Northeast, which will operate the facility. EBS will provide switching. The site is expected to open in October 2004. \{e-mail to ANR&P from Paige Kane, regional vice president state relations, New England\}

According to a Transdevelopment official, RailWorks will do the trackwork at the Gateway facility. \{ANR&P discussion 26.May.04\}

**MORE ABOUT TRANSDEVELOPMENT & RAILWORKS**

Transdevelopment provides development management, serving as an agent to the client: getting transportation facilities planned, designed, constructed and commissioned. It works throughout North America and has offices in Portland, London, Mexico City and Atlanta. \{company website\}

RailWorks, a national company, ‘provides reliable construction, maintenance and material solutions for the rail and rail-transit industries.’ \{company website\}

19 May, New Bedford. **CSXT WILL ACQUIRE A NEW CUSTOMER HERE.** DeAngelis Railroad Contractors has completed work on a old spur, on the CSXT New Bedford sub between the switches of the wye for access to BCLR. Used by the former Alden corrugated box site, the track is now renovated, a derail installed, and wheel stops painted yellow. CSXT must still cut down brush, remove some tree stumps, and rehab the switch to the line.

The Alden plant, located on Deane Street and closed in 1988, burned down in 1995. The site was cleaned up, but the concrete unloading platform remained untouched. The siding is about 15 cars long with the bunter coming almost as far south as the switch to the south leg. Even towards the end, Alden usually had three to five boxcars spotted on the platform. \{Bay Colony e-list 13 & 27.May.04; e-mail to ANR&P from Chris Podgurski 21.May.04; New Bedford Standard Times editorial 23.Apr.96\}

Henry Wainer of Sid Wainer and Sons, which owns the site, acknowledged the work and said he would provide further details in about a month. \{ANR&P discussion 27.May.04\}
27 May, New Bedford. **MARINE INTERNATIONAL WOULD LIKE TO RESTORE ITS DIRECT RAIL SERVICE**, said Tim Ray, chief operating officer.

**Current rail use**

At this point, it is loading and unloading railcars at Nichols Trucking [see 13 May issue]. It and other New Bedford processors bring in frozen fish from Seattle, usually Alaskan fish. A tenant in his building processes herring and mackerel; the bait-grade product is trucked to Nichol and railed to the West coast. Also, squid from Iceland or Norway, which arrives on ocean-going vessels, moves by rail to the West coast.

**Past locations**

Ray said the rail traffic had “moved locations from time to time,” after the cessation of CSXT service to the harbor meant Marine International could no long use its siding directly to the building.

Fall River was used until the hassle became too much, competing with salt ships and lumber. Freetown was used, but the landlord, who was recycling white goods, felt the rail traffic got in the way. Nichols is now “a little far.”

“It’s not a good deal for the consumer. We have to pay more.” More economical, and best for the cold chain, would be direct delivery to Maritime’s freezer.

**Wainer site?**

Ray said he could use the new Wainer loading dock while awaiting service to the harbor. “That’s only a mile.” He used the site before the Alden corrugated box plant [see above] closed.

**Possible other products**

In Middleboro, Nichols owns the property. Maritime subcontracts the loading or unloading at the small rail yard. Ray envisions doing other products there, such as lumber and steel, since the company has logistics and handling experience.

He’s also looking at handling other frozen products.

**Return to the harbor?**

Ray acknowledges that he has but a small amount of traffic, some 65-70 cars a year. “If we had 1000 cars,” CSXT would be much more interested in direct service. However, when the railroad reestablishes service to the harbor, it could serve Maritime as well. Ray understands that date as 2005.

“If we can improve rail service and make our products more cost-competitive, bait can better compete. That makes it easier to sell to the United States, gives work to local employees, and to the railroad.” {ANR&P discussion 27 May 2004}

**Sludge contract**

Sheila Winston-Vincuilla of the US Army Corps of Engineers is not at liberty to provide any information on the bidding to haul out the sludge, which closed on 25 May. She estimated the Corps would require eight to ten weeks to evaluate the bids. {ANR&P discussion 27 May 2004}

CSXT would use the rail again if the winner of the bid to move the harbor sludge –see 13 May issue–uses rail. {ANR&P discussion with Paige Kane 2 June 2004}

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**NEW HAMPSHIRE**

**NHDOT - 2004 SALT CONTRACTS**

25 May, Concord. **NHDOT OPENED THE SALT BIDS FOR SIX DISTRICTS** [see 2003 results in 8 August 2003 issue]. A source involved in the bidding listed the apparent low bidders in District 1 as Sifto; District 2, Cargill; District 3, International Salt; District 4, Cargill; District 5, Eastern Minerals; and District 6, International Salt. The award of the contracts will take place in a few weeks. {ANR&P discussion 26 May 2004}

**NEW HAMPSHIRE GENERAL COURT**

21 May. **THE LEGISLATURE CREATED A COMMISSION TO STUDY RAILROAD MATCHING FUNDS**, in HB1401. It will have one member of the Senate, three members of the House, the governor or designee, the commissioner of the department of transportation or designee, and a member of the New Hampshire Railroad Revitalization Association.

“The commission shall study innovative ways to fund railroad construction and shall look at the availability of matching funds for railroad projects....The first meeting of the commission shall be called by the first-named senate member. The first meeting of the
commission shall be held within 45 days of the effective date of this section. The commission shall report its findings on or before December 1, 2004.’ {legislature website}

GUILFORD NEW HAMPSHIRE

13 May, Concord. **GRS CLAIMED THE STATE’S RIGHT OF FIRST REFUSAL WAS UNCONSTITUTIONAL**, in a lawsuit filed this day in US District Court. Boston and Maine Corporation, the Springfield Terminal Railway Corporation, and Maine Central Railroad Company, all wholly-owned subsidiaries of Guilford Transportation Industries, filed against Governor Craig Benson, NHDOT, and Transportation Commissioner Carol Murray.

The law, RSA 228:60-b, requires railroad companies to let NHDOT make an offer on any property they put up for sale, and prohibits them from selling to anyone else ‘on terms or conditions more favorable than those offered to the state.’

Guilford wants that statute declared unconstitutional. It also asks compensation for past property sales it claims have been delayed by the state.

Harm to Guilford

‘In effect,’ Guilford's complaint stated, the law ‘forces Guilford to grant NH DOT an exclusive option to acquire any rail property that Guilford desires to sell or otherwise dispose of.’ Furthermore, the company argues the state doesn't even play fair under the rules it has set. The law gives the state 90 days to accept or reject an offer to buy railroad property. Guilford charges that the state has, in the past, said it wanted to buy rail lines - thwarting the company from seeking other buyers - but then failed to follow through.

For instance, Guilford claimed the state indicated on 25 June 2003, that it wanted to buy a section of the Manchester-Lawrence rail line, from Salem to the Massachusetts border. Officials told Guilford the DOT had money allocated for the deal, but the DOT has backed out [see 27 April issue].

Also, the complaint noted that the state has refused to sign purchase-and-sale agreements with Guilford, or put down deposits after accepting offers. The suit also cited a more recent deal in which Murray or other officials signed a sales agreement for property in Rochester. The state accepted an offer and signed a contract, but then failed to complete the deal by the date set in the agreement. Guilford later sold the property to another buyer, but worried that the sale could be challenged because the state never released Guilford from its sales agreement. {Andrew Wolfe in Nashua Telegraph 22.May.04}

Jim Monahan, a spokesman for Guilford, said Benson's practice of pulling contracts off the Executive Council's agenda has delayed such sales for months, costing both Guilford and its potential customers money.

“...will sell the property to another buyer, but worried that the sale could be challenged because the state never released Guilford from its sales agreement." {Andrew Wolfe in Nashua Telegraph 22.May.04}

State wants to preserve rail corridors

Jeff Brillhart, NHDOT’s director of project development, said he did not know whether the state still was trying to purchase the old rail line through downtown Salem, which parallels Route 28. However, restoring the Manchester-Lawrence commuter rail line is one option for easing traffic between Boston and Manchester. The other is to leave room for a rail line in the median of Interstate 93 during a planned highway widening project. The state hopes to preserve both options, as traffic in the area is expected to grow. “When rail lines come up for sale, we try to purchase them, and we have done that in the past. The idea is to save these old rail corridors in the event in the future we can use them for transportation purposes.” {Katharine Webster in AP 25.May.04}

VERMONT

VERMONT RAIL COUNCIL


The Rail Advisory Council is one of three transportation councils (Rail, Aviation, and Public Transit) from which selected members will participate in a newly-formed Operations Council. The members of the Operations Council will look at the integration of the various transportation modes.

State Rail Plan

The first State Rail Plan Update since 1986 is in process. Ken Withers, P.E., of R. L. Banks Associates, Inc., assisted by Hanson Professional Services, Inc., are the selected consultants. Scott Bascom, VAOT planner, is managing the update in coordination with the Rail Section.
Lamoille Valley
Bid documents are being prepared for the removal of the rail, ties, and other materials in the conversion of the Lamoille Valley Railroad line to a rail trail [see below].

Vermont Rail Day 2004 will occur June 24 in St. Albans. The tentative date for the next Rail Council Meeting is mid-to the end of July. {summary from VAOT’s Nancy Rice}

LAMOILLE VALLEY
6 May, Cambridge MA. THE LINE SHOULD BE ABANDONED, wrote Carl Martland, Carl Martland, senior research associate in the Department of Civil & Environmental Engineering at MIT. In a letter to this newsletter responding to your editor’s contention [see From the Publisher in 27 April issue] that the line should be saved, he noted that he had studied the line in the late 1990s, ‘and concluded that the best use of the road was in fact a recreational trail. At the public hearing where I was asked to present my findings, the most notable group of people were snowmobilers. There was, at the time and for most of the preceding 10 years, no traffic on the line. There was interest in occasional tourist runs, but there was no one pushing to keep the line for any serious freight prospects.’ {e-mail to ANR&P}

VERMONT RAIL SYSTEM/WACR
20 May, Barre. BOMBARDIER WILL close its plant permanently. Opened here by Montreal-based Bombardier in 1981 to help it win U.S. railway and transit contracts, it employed as many as 900 people in the early 1990s. Its last contract delivered Acela cars to Amtrak. In March, chief executive Paul Tellier announced 6,600 job cuts at Bombardier's transportation division, and seven plant closures in Europe, in an effort to improve margins.

VAOT had supported the plant by subsidizing rail access via WACR [see 30 September 2002 issue]. It was mothballed in November 2002.

Bombardier will try to sell the 110,000SF building, said spokesperson Helene Gagnon. “Maybe another industry will want to take advantage of that facility.” Harry Monti, economic development coordinator of Barre Area Development, said there have been inquiries, but finding a buyer for the huge, specialized facility wouldn't be easy. {David Delcore in Montpelier Times Argus 21.May.04}

QUEBEC/MARITIMES
13 May, Truro. CN CHANGED SWITCHING SERVICE FOR INTERTAPE POLYMER and other rail customers without much notice.

Federal complaint
Bill Casey, MP for Cumberland-Colchester, said the federal government must ensure there is adequate rail service in Atlantic Canada, even if it means interfering in the business of a private corporation. He appealed to federal Transportation Minister Tony Valeri this week, after learning CN had cut back on service to several customers in the Truro area this month without notifying them. “There were customers taking goods to the siding, and there were no train cars,” Casey said on 14 May. “There's nothing more crucial to business in this province than that rail link. It is our umbilical cord to the rest of the country. They cannot be allowed to make arbitrary changes that will impact the long-term competitiveness of the riding.”

Mr. Casey acknowledged CN is a private company, but he said federal obligations to the region take precedence. “CN has a virtual monopoly, and the federal government gave it to them. There is virtually no alternative for manufacturers and shippers in Atlantic Canada. The entire economy of a region can not be subject to corporate decisions, which have no consideration for workers and businesses....If this was Hamilton and companies had other alternatives, the story would be different. But here, businesses don't have may other choices.”

CN response
CN spokesman Pierre Leclerc said service in Truro has been under review since March, and freight service is being adjusted based on need. Some businesses are looking for five-day service but only generate enough work for two or three days. “There have to be certain value requirements to get five-day service. There are some customers complaining, but we are working with them to alleviate their concerns.” {Steve Procter in Halifax Herald 15.May.04}

Leclerc said on 25 May that local personnel is talking with the plant managers; if CN finds that a facility needs switching five times a week, it will do that. CN did eliminate one switcher several weeks ago [see below]. {ANR&P discussion 25.May.04}
MORE ABOUT INTERTAPE POLYMER

This Truro facility belongs to the Intertape Polymer Group, headquartered in Montreal. More than a decade ago, the facility was sold by Polymer International. IPG features the largest product line for industrial distribution and is the largest water-activated tape and systems manufacturer. IPG also is the second-largest pressure-sensitive tape manufacturer, the third-largest shrink-film manufacturer, a top five stretch-wrap producer and also a market leader in both the woven coated fabrics and FIBC (flexible intermediate bulk container) industries. {company website}

CN ends one work shift

In April, CN eliminated the second shift in Truro (train 517). Thereafter, CN had to run extra jobs to make up for the work that isn’t getting done during the week. The one train has a schedule of who to switch on each day, and Intertape Polymer, which was getting switching five days a week, dropped to only twice per week. {AtlanticRails e-list 13.May.04}

Puzzlement at Intertape

Operations manager Silvana Iaboni said his company only found out about the change after calling local CN personnel; the local people told Intertape it had only two switches a week, but did not go into any detail about why. “We could not survive” with only two switches a week; Intertape officials gave CN officials a tour of the plant to show what would happen if it ran out of raw material.

CN promised it would deliver enough raw material to prevent a plant shutdown, and has kept that promise. After a meeting in early May, CN is providing switching three times a week: “That’s a bare minimum for us.”

Increase siding length

Iaboni added that he is looking at ways to increase the length of the siding, to live with three a week service, and he is determining what sort of capital investment that will require. He understood why CN cut back: “Everyone is making sure they are not spending extra money. But please inform those affected ahead of time. They will work with you to help save costs.”

Use of rail

Intertape receives several hundred cars a year. “No matter how bad the service looks like, we have very little option. We will work with CN to get to what works.” {ANR&P discussion 13.May.04}

1 June, Brookfield. LAFARGE CEMENT IS ALSO TALKING WITH CN ABOUT BETTER SERVICE. Jim Cross, the plant manager, said his operations manager will meet this month to talk about both inbound and outbound service.

Inbound: gypsum and coal

Lafarge is now getting in about 20 carloads of gypsum a year. Coal presents the major inbound opportunity.

When DEVCO operated the coal mines on Cape Breton, it railed some to the Brookfield facility to burn in making cement. With the closure of the mines at the turn of the millenium, Lafarge turned to coal imported through, first Sheet Harbour, and then Pier Nine (Richmond Terminals) in Halifax. Cross said that with Pier Nine no longer available, and Provincial Energy Ventures (PEV) importing coal through Sydney for Nova Scotia Power, Lafarge chose to buy via PEV.

Lafarge buys the coal at a price delivered to the plant. Unloaded at the former Sysco Pier, the coal began this month to move by CBNS to Truro but unfortunately not farther by CN. Instead, stated Cross, it is drayed from Truro to Brookfield. He anticipates getting 30,000 to 40,000 tonnes, or the equivalent of 300 to 400 railcars. It will move to Truro three cars a day, five days a week.

In the future, if coal mines reopen on Cape Breton, Lafarge could provide a local market. “We prefer to bring it in by rail,” and generate revenue for CBNS, said Cross.

Outbound: cement

Most of the cement manufactured in Brookfield moves out by truck to the Atlantic provinces, reported Cross. However, close to 500 cars a year is railed out. When the plant received coal by rail, CN had a nice balance. The railway would bring in six cars of coal a day. The crew would return later, pick up the empty coal cars, and loaded cement cars.

Concerns

Lafarge is not getting the switching it would like because CN has cut one shift [see above]. “We’re concerned about what will happen down the road” [to rail service]. Unfortunately CN is the only game in town,” remarked Cross. CN is “quick to charge us demurrage” when Lafarge is late loading or emptying cars, but when the railway is late delivering cars, CN offers no apologies [and certainly no cash payments–editor].

Cross hoped that the discussions with CN would lead to its moving the coal to Brookfield, and to a resolution of the switching for outbound traffic. {ANR&P discussion}
MORE ABOUT LAFARGE CANADA

Headquartered in Montreal, it manufactures and supplies cement, concrete products, asphalt, and gypsum wallboard for construction; quarries and supplies aggregate (crushed stone, sand and gravel); and provides paving services. Parent: Lafarge North America Inc., Reston VA (owns 100% of common shares), which is a subsidiary of Lafarge S.A., Paris (France). The Brookfield plant manufactures cement. {stockhouse website}

The Lafarge facility in West Lebanon [see 02#08A] is served by CCRR. Its facility in Shirley, Massachusetts [our Directory #133] is served by GRS.

MMA/NBSR

30 April, Hyannis. REASONS FOR THE SAINT JOHN-FARNHAM INTERMODAL SERVICE were discussed by Robin Sadleir, manager of marketing and logistics at Sunbury Transport Limited of Fredericton, at the spring meeting of the Northeast Association of Rail Shippers here.

Sunbury and NBSR created the Sunbury Express for several reasons:

- Long-haul trucking was presenting problems. Waits for trucks at border crossings got longer, and trains do not wait as much. Truck insurance premiums and fuel prices were rising. Using intermodal decreased the need for new tractors.

- Railing the trailers to Farnham gave Sunbury flexibility on intermodal. Moving intermodal traffic in containers out of New Brunswick with its current rail providers left Sunbury caught if the container suddenly needed expediting; Sunbury would need to find both a tractor and a matching chassis. Expediting TOFC intermodal is easier; Sunbury only needs to find a tractor.

- Access to United States markets was increased. With the national driver shortage, if Sunbury can move part of the trip TOFC, it does not need as many drivers to move product into the United States.

- Sunbury had used intermodal on both Canadian rail lines, but as they began to limit capacity on their trains, Sunbury could not grow current and new accounts. Moreover, with the new reservation systems, the Canadian Class Is might not be able to handle seasonal surges.

The new service

Sunbury Express provides, according to Sadleir, more reliable service than the Class Is, it has flexible capacity, and is “quick and direct”. Stopping at Farnham gives Sunbury quick access to Montreal, only 40 miles away, and to New York.

Sunbury is also looking past Farnham at this point, looking at all options for extending the Express TOFC service, said Sadleir. “Truck to rail is big for us, at this point it gives us capacity in new markets.” {ANR&P coverage}

MORE ABOUT SUNBURY

Sunbury Transport provides hauling of dry bulk and break-bulk product. It belongs to the Irving Transportation group, along with NBSR, RST (liquid bulk trucking), Kent Line, and Atlantic Towing. Sunbury provides its customers three offerings:

Premium. All-truck, next-day delivery.
Mid-range. Intermodal service.
Economy. This service uses transload (truck to rail to truck), for product where transit time not as important. {Sadleir presentation}

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.

Bombardier (Vermont, VRS), Circle of Life (Connecticut, CSXT, #647), Dartmouth Building Supply (Massachusetts, BCLR, #296), Domtar (Maine, GRS), Eastern Fine Paper (Maine, GRS), Intertape Polymer (Nova Scotia, CN), Lafarge Cement (Nova Scotia, CN),
Jim Anders is no longer employed by the New England Central Railroad as general manager, as of 17 May, according to Charlie Moore, regional vice-president, Atlantic lines for RailAmerica. {e-mail to ANR&P 25.May.04}