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**Issue 05#01A 16 January 2005**

*Article unchanged from e-bulletin.

**REGIONAL ISSUES**

**GRS & NBSR:** Flakeboard sets up distribution center in Bristol, Connecticut.

**Feeder ship:** Names of ocean carriers.*

**SLR:** Low border-crossing problems.*

**GRS:** Lifting rails. High scrap prices.

**CONNECTICUT**

**HRRC:** New bulk customer.

**GRS:** [See Regional.]

**MAINE**

**GRS:** New transload in Rigby Yard.

**Portland:** Scotia Prince will serve in 2005.*

**MASSACHUSETTS**

**CSXT:** Wainer cross-dock available February. Plymouth Rubber may go back to rail.

**MCER:** Another purchase bid turned down.*

**WWTR:** Wilmington girds to fight transfer station.

**Boston:** Metal Management may lease Marine Terminal.* Mystic Wharf branch cut.*

**NEW HAMPSHIRE**

[No report.]

**RHODE ISLAND**

**PW:** Sakonnet bridge for sale by RIDOT.*

**VERMONT**

**Salt:** 2004 prices.

**Rail Council:** Update on bridge improvements, LVRC trail, and state rail plan.

**LVRC:** STB to issue decision on abandonment.

**VRS:** STB won’t issue declaration on pre-emption.* TOFC trains from Maine again.

**MARITIMES/QUÉBEC**

**CN:** Caledonia Industrial Estates has many rail customers, including coming Shur-Gain mill.

**RAIL SHIPPERS/RECEIVERS**

**A cross-reference to companies mentioned here.**

**PEOPLE, POSITIONS, EVENTS**

Michael Gates Kelly,* David Scott.

**EDITORIAL**

NIMBYs should accept a scrap yard in Boston.*

**FROM THE PUBLISHER**

**Eye-candy?**

That term applies to visuals without much content. This issue has maps, aerial photos, tables, and regular photos. I enjoy them, and wonder if readers would prefer fewer such space-consumers and more written news?

As always, let me know your opinion.

- Chop Hardenbergh  
**Next issue:** 28 January.

**Correction:** The caption in the 5 January issue’s map names Amtrak’s line as the Northeast Corridor. In that map, I am referring to Amtrak’s Springfield line. Sorry for the confusion.

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Common abbreviations:  
REGIONAL ISSUES

FEEDER SHIP

6 January, Halifax. **HALSHIP’S CUSTOMERS WERE LISTED** by Roger Swallow, Halship president. He said the *Ossian* is transporting containers among Portland, Boston, and Halifax [see 5 January issue] for Hapag Lloyd and NYK Line and expects Halship will soon handle containers for Orient Overseas Container Line, P&O Nedlloyd, and China Ocean Shipping Company. These lines move cargo through the Ceres terminal in Fairview Cove. Swallow also hopes to provide service to Maersk Sealand and Zim Container Line, which both operate through the Halterm terminal. (Tom Peters in *Halifax Herald* 7 Jan 05)

45-foot containers?
The *Ossian* can move 45-foot containers. Jack Humeniuk of P&O Ports said its predecessor, the *Shamrock*, could also. These have a volume advantage for light-weight, high-cube cargo. For lifting and stacking, the 45-footer has corner posts at the 40-foot length. Stevedores cannot stack them below because they do not match the normal 40- or 20-foot containers; they generally ride between the hatches. Hapag-Lloyd has no 45s; Maersk-Sealand and NYK do. ([ANR&P discussion 10 Jan 05](#))

GUILFORD / NBSR

11 January, Bristol CT-St.Stephen NB. **GUILFORD HAS A MAJOR OPPORTUNITY WITH A NEW CUSTOMER**: Flakeboard Company Limited of St.Stephen, New Brunswick. Flakeboard is railing some product to a newly-leased warehouse in Bristol CT.

Current Flakeboard rail service
Flakeboard is moving 100% of its rail traffic in- or out-bound via MMA and NBSR, the latter interchanges with MMA in Brownville Junction, and uses a local to move the cars between McAdam and St.Stephen. Inbound, the company receives ten carloads a week of raw material. The two products are mixed to create the resin which holds together the wood shavings in the particleboard; the shavings arrive from local mills.

Outbound, Flakeboard ships the equivalent of 11,000 truckloads a year, including 1000 carloads to points in the Midwest and far-western part of the continent.

Why rail to Connecticut?
According to Bob Lloyd, traffic manager for Flakeboard, he began looking at rail in Connecticut because of a shortage of truckers in the St.Stephen area. He ascribed that to:

- Lack of backhaul. Drivers who do take loads to southern New England, New York, or New Jersey, have a hard time finding a backhaul to New Brunswick. Some 85% of the backhauls available end in Portland; the other 15% end in Bangor.

- Reduced hours of service in the United States.

- The wait at the border to check the background of the driver.

Result, fewer truckers: “10% of the fleet is not going stateside anymore.” Lloyd began to look for a transload, to which he could rail product for final delivery via truck.

Where to locate to serve the market?
Flakeboard moves much of its product to Long Island, Pennsylvania, or New Jersey. Lloyd found that railing it to New Jersey would require at least three railroads, more complexity, and a price 75% more than if he used only NBSR and Guilford.

He did look at locations in Massachusetts and in eastern Connecticut, but those also involved three or four railroads. Moreover, places such as Quaboag Transfer [in Bondsville, MA—our *Directory #716*] were too far from his market.
HOW TO SERVE DISTANT MARKETS

In order to expand, especially into distant markets, Flakeboard knows it must use rail for a major part of the journey. Truck, even if available, costs too much. “We are not competitive beyond Michigan and Virginia, unless we go rail. We see lots of growth, to Mexico, to California,” said Lloyd. Flakeboard’s output has risen 10% a year, but truck usage has declined while rail has increased: a 35% increase in the past year.

“Looking at new market opportunities, we need to use rail for much more of our production.” To reach new customers, Flakeboard has adopted the distribution center model. It uses DCs in Toronto, South Bend, California, Wisconsin, Dayton Ohio, and Kentucky.

In 2003, only 4% of outbound railcars went to distribution centers; the other 96% arrived at the customer’s siding. But in 2004, that percentage had risen to 16%. (ANR&P discussion with Lloyd)

More about Flakeboard

Flakeboard manufactures a variety of particleboard and medium density fibreboard (MDF) products. Over 80% of the products shipped from the St. Stephen facility are further upgraded with value-added finishes such as melamine, decorative paper, direct print or paint, in hundreds of different colors and patterns. With their main plant in St. Stephen, New Brunswick, a laminating plant in Mississauga, Ontario and two joint venture operations in Ontario, Flakeboard continues to set new standards in the manufacture of engineered wood panels. Flakeboard is a privately-owned corporation. (Atlantic Canada Opportunities Agency, 9.03, on occasion of award to Flakeboard for resin process)

What kind of facility needed?
The particle board produced by Flakeboard, related Lloyd, must be kept dry within a building. The product cannot be transloaded outside, or even under a canopy open to the weather. For his purposes, Guilford had only one facility which could meet his needs: a building formerly occupied by Nestle and now used by R & R Corrugated Container in Bristol, Connecticut, which has a 600-foot siding within it. Flakeboard has leased 13,000SF with an option for an additional 10,000SF.

[The spur out of Terryville was built in the 1960s to serve a General Motors subsidiary which moved from downtown Bristol. In 1998, Firestone Building Products [our Directory #627] took over the former GM building. (ANR&P discussion with Bristol town officials)]

Possible other users

The lack of good truck service is also afflicting other New Brunswick manufacturers. By using the Guilford service and the Flakeboard distribution facility, they could decrease truck utilization and thus improve the situation for all in the Maritimes. “Transit time is critical, growth depends on a good, consistent transit time.” (ANR&P discussion 11 Jan 05)

SLR MANIFEST SYSTEM

19 November. SOME INTERESTING FACTS ABOUT SLR TRAFFIC emerged from an article describing its satisfaction with the electronic Advanced Manifest System (AMS) the railway uses to make cross border shipping quicker and easier. More thorough border checks have led to bottlenecks at the border for many shippers. But this system helps alleviate that problem, while lightening the load for customs brokers. SLR averages one stopped car per week, out of about 500 cars, the railroad’s Robert Pratt said. “Usually that’s just because some information somewhere is wrong or was copied wrong.” (Erin Spicer in Railway Association of Canada periodical)
GUILFORD - LIFTING RAILS
15 January.  GRS IS REMOVING RAILS FROM AT LEAST THREE SPOTS on its system: Rigby Yard [see photo in Maine], the Somerville MA yard, and possibly the Mountain Division between Cumberland Mills and South Windham Maine. (NERAIL e-list)

Prices for scrap rail
Malcolm Laughlin, former rail consultant, wrote: ‘When I was involved in the short line business (1982-1985), the price of scrap at the beginning was about $400 a ton and it was well worth taking up track. Three years later it was under $200 and after the cost of taking up the rail there wasn't much left.

‘In early January, I found the Wall Street Journal quote scrap at $1525 a tone, and today it's $1560. That's $275,000 per mile for 100# rail. At that price you wonder why some sidings are left in place.’ (e-mail to ANR&P 14 Jan 05)

CONNECTICUT

GRS - NEW CUSTOMER
[See Regional.]

HRRC - NEW CUSTOMER
6 January, Hawleyville. NEW CUSTOMER MID-ISLAND AGGREGATES UNLOADED ITS FIRST 15 CARS this day at HRRC’s bulk transload facility here. (e-mail to ANR&P from Rian Nemeroff) [More in a future issue.]

MAINE

GRS - NEW TRANSLOAD
12 January, Rigby. SUPERIOR CARRIERS IS OFFERING A BULK TRANSLOAD FACILITY in Guilford’s Rigby Yard in South Portland. Opened in September, it has 12 rail car spots on GRS, a certified truck scale, and connections to CN, CP, CSXT, and NS. (company website)

Superior serves Shape Global Technologies in Sanford. The company is also supplied by Ashland/General Polymer in Westfield MA [our Directory #411] because Shape needs different kinds of plastic for its product, media packaging. (ANR&P discussions with Shape and Ashland officials)

MORE ABOUT SUPERIOR
The Rigby terminal is a branch of Superior’s principal Maine terminal, in Auburn. ‘Superior Bulk Logistics, Inc. provides a wide range of bulk distribution services for chemical- and food-grade products in both North American and international markets. Through two of its operating companies, Superior Carriers and Carry Transit, Superior Bulk Logistics ranks among the top four bulk truck carriers in North America. In addition, SuperFlo provides rail-to-truck services, and Milestone provides intermediate bulk container cleaning services.’ (company website)

PORTLAND
8 January. THE SCOTIA PRINCE WILL RESUME SERVICE TO YARMOUTH NS on 20 May. Due to a poor season in 2004, the company had considered not resuming. Mark Hudson, vice-president of marketing and finance, said “based on the assurances the City of Portland has given us regarding the state of the International Marine Terminal in Portland, we are proceeding with our planning for 2005.” Ben Snow, manager of marine operations for the City of Portland, said this day that about $600,000 US is being spent to fix the building. The cruise line will operate from there over the next two years until the city builds its new cruise terminal, Ocean Gateway. The relocation of the Scotia Prince will permit expansion of the container
operation [see 04#12B]. (Tom Peters in *Halifax Herald* 8 Jan 05 via Transport 2000)

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**MASSACHUSETTS**

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**CSXT - WAINER**

12 January, New Bedford. *The new cross-dock will be available in February*, said Henry Wainer, president of Sid Wainer and Sons. No additional cars have arrived since summer 2004 [see 04#07A], when the company decided it needed two additional loading docks and a canopy at the Deane Street location, which had a siding from the time when Alden Corrugated Box occupied the site. Tome Frutado, who is handling the construction, said he knows Maritime International [see 04#12B] is interested. Other parties interested in a transload should contact Frutado at 800-423-8333 x 119. *(ANR&P discussion 12 Jan 05)*

**CSXT PLYMOUTH RUBBER**

11 January. *This company will resume using rail* when its volume goes back up, and when industry suppliers request it to receive by rail, said Richard Sylvester, purchasing manager of Plymouth Rubber [our Directory #254]. The company ‘manufactures and supplies rubber and vinyl products to a broad range of markets, including the electrical supply industry, utilities, automotive and other original equipment manufacturers, and highway striping contractors’, according to the company website.

When the market softened about two years ago, Plymouth switched from inbound rail to bulk trucks, containing PVC resin, without penalty. A bulk truck at 50,000 pounds represents much less inventory than a railcar with 200,000 pounds.

Sylvester believed that the company might send out product by boxcar, as well. *(ANR&P discussion)*

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**MASSACHUSETTS CENTRAL**

7 January, Tofino BC. *Owner Dick Close turned down an offer to buy the railroad*. In November, a group headed by Chris Podgurski [bidding on the BCLR-operated Millis line–see 04#10A] offered a price four times the EBITDA (earnings before interest, taxes, depreciation, and amortization), which worked out coincidentally at twice revenues. Close, who lives in Tofino, is seeking a higher figure.

**History**

In 1999 and in 2002, HRRC and other companies looked at buying MCER, but found the price too high [see 02#04B]. According to sources who worked on the 1999 offering, the debt associated with the property equalled or exceeded its worth. Podgurski said the situation has not changed. *(e-mail to ANR&P from Podgurski; ANR&P discussion 1999)*

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**WILMINGTON-WOBBURN TERMINAL RAILROAD**

6 January, Wilmington. *The town will do “everything in our power to fight this,” even if we lose,* said Board of Selectmen member Suzanne Sullivan. She called the STB announcement that the Wilmington-Woburn Terminal Railroad [the doing-business name of New England Transrail–editor] had only to meet certain conditions to begin operating [see 5 January issue] “preposterous....This is a crime against the people of Wilmington, and an environmental crime....It's terrible to think that with the impact this community has had from Olin, now the government says to take more and like it.”

The town’s next move is not yet certain, says Town Manager Michael Caira. Officials will consult with the town counsel to determine if the project can yet be derailed. *(Melissa Russell in *Wilmington Advocate* 6 Jan 05)*

**Proposed legal arguments**

Wilmington Town Counsel Paul DeRensis advised the Board of Selectmen 10 January to look at the errors made in legal advice and conclusions by the Section of Environmental Analysis. He pointed out that SEA only does environmental work in an advisory capacity. The Surface Transportation Board, a federal agency, makes decisions which are subject to appeals in court. The courts, he explained, prefer to rule on errors of law versus environmental arguments. “The error of law is
stronger and the SEA is wrong on a lot of issues. So to some extent, they have given us opportunities we didn’t have before.”

SEAs first mistake is concluding that the waste handling facility is a rail facility which would allow the federal government to grant an exemption. Rail facilities are exclusively licensed by the Surface Transportation Board. “We need to say that SEA is wrong on the law so that the town can issue a local permit,” said DeRensis.

Another error is that SEA is approving a project that is no longer before the Surface Transportation Board. New England Transrail changed the original project in various ways. For example, the operation was initially a container program with cranes loading containers. [Principal Ron Klemper noted upon the initial filing in June 2003 that part of the activity could consist of placing containers loaded with contaminated soil on railcars, but he added it would also handle construction and demolition debris. See 03#06A.] Now DeRensis characterized it as a solid waste facility complete with grinding operations and three rail spurs rather than two. “This is a new project that SEA hasn’t fully come to grips with.”

Who enforces the mitigation process demonstrates another legal mistake. SEA uses the Massachusetts licensing process or a Licensed Site Professional/Environmental Engineer. But, notes DeRensis, in Massachusetts an LSP works for the project, is hired by the project, and is therefore not in a position to enforce any mitigation measures. “So mitigation is of little or no value.”

DeRensis urged a two-prong attack, beginning with a brief with the Surface Transportation Board outlining the errors of law. “Depending on their response, we have a completed record and so preserve the option of appealing any decision they reach.” The lawyer also recommended that the town meet with the states Department of Environmental Protection to see if they will argue various points, including ones about local and state jurisdictions. “It’s less of a burden on the town (financially) and there is greater weight of a statement from the state or the Attorney General.” (Barbara Forster in Wilmington Advocate 13 Jan 05) [Excellent journalist coverage! Questionable legal counsel. Editor]

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**BOSTON - METAL MANAGEMENT**

5 January. **METAL MANAGEMENT IS THE PRIMARY CANDIDATE TO LEASE THE MASSPORT MARINE TERMINAL,** much to the consternation of NIMBYs and Boston Globe columnist Steve Bailey. The latter obtained the name of the candidate from inside sources, and called on Massport to find another user: “We can do better than a mountain of scrap metal overlooking the harbor.” [See Editorial for my response.] (Globe 5 Jan 05)

Deb Hadden, Massports deputy port director for properties and transportation, confirmed that Metal Managements was one of several proposals received for the Massport Marine Terminal [see 04#11B], but ‘no final selection has been made yet. We hope to make a final selection in the near future.’

The proposal of Metal Management

Hadden wrote: ‘The Massport Marine Terminal (MMT) is located far from residential areas, in the middle of a marine industrial park, within 900 feet of Track 61, which as you know is operated by CSX (or will be once it’s restored by [the Big Dig-see photo in 04#10B]).’ MMT was filled by Massport in the 1980s for use as a bulk cargo terminal, and most of the site now holds excavation from the Big Dig.

A Massport feasibility study concluded that Track 61 could be extended onto the MMT. ‘Metals Management and several of the other proposers indicated a need for rail on the site. Just to clarify re: the Bailey article: Metals Management is NOT proposing a scrap terminal! They’re proposing a multi-use bulk terminal including roughly 30% various metal products (a portion of which is scrap), 30% cement, and 30% salt in addition to aggregate material and Belgium block’

What about siting the facility in Charlestown?

Massport does have an available site in Charlestown with rail access, within a Designated Port Area (DPA). Per Hadden, the state Office of Coastal Zone Management sets aside certain waterfront parcels as DPAs where uses other than maritime industrial are restricted and/or prohibited. The Medford Street Terminal in Charlestown and the Massport Marine Terminal ‘are both in a DPA and portions of both of these terminals are available for lease.’

But the Charlestown site is located on the Mystic River across the street from a densely populated residential area,’ noted Hadden. ‘The homes are located on the side of a hill looking down on the DPA properties, so it’s far harder to find a compatible use for the site.’

In particular for Metal Management, the Medford Street Terminal does not have enough space, and the Autoport (Moran
Terminal) will remain as an auto terminal well into the future.

![View of the Mystic Wharf Branch missing diamonds](image)

**View of the Mystic Wharf Branch missing diamonds.** View looks west from the Charlestown side of the Branch across the MBTA Western main. At far left access remains, possibly. (photo by Frank DeMasi 9.04)

**Rail access for Charlestown**

The Charlestown sites do have rail: the Mystic Wharf branch, now owned by Massport. GRS has freight rights which it is proposing to abandon [see 04#11B].

In 2004, the MB TA removed direct access to the Mystic Wharf branch by taking out the diamonds which once crossed the two main lines into North Station [see photo]. Hadden wrote about this development: 'Massport was not aware of the disconnection until recently, but plans to discuss with the MB TA options for accessing the rail line in the future if and when demand for rail service along this line increases.' (e-mails to ANR&P from Hadden 10 Jan 05)

**Other Metal Management facilities in the region**

The company has a facility in North Haven, on CSXT [our Directory #645] and in Hartford [our Directory #606].
RHODE ISLAND

PROVIDENCE & WORCESTER

January. **RIDOT IS OFFERING THE SAKONNET RIVER BRIDGE FREE** to a user who will ‘rehabilitate and maintain the structure in accordance with the U.S. Secretary of the Interior's Standards for Rehabilitation.’ While the bridge was neither usable by rail nor operable as a swing bridge, it did provide the rail link from PW’s trackage rights on Rhode Island’s mainland to Aquidneck Island, where PW retains freight rights [see 04#04A]. ‘All interested parties should submit written proposals to the attention of RIDOT, 401-222-2492. All proposals will be accepted until March 1, 2005.’ (RIDOT announcement)

VERMONT

VERMONT ROAD SALT VENDORS 2004

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<tr>
<th>District, headquarters</th>
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<th>Price 2004</th>
<th>Price 2003</th>
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<td>2 N.Bratteboro</td>
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<td>ARS</td>
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<td>9 Newport</td>
<td>Morton</td>
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</table>

(from VAOT September 2004)

Notes
* These prices were negotiated. See 30 July issue.
**American Rock Salt

VERMONT

16 December, **THE VERMONT RAIL COUNCIL MEETING** looked at some interested points. (Note: These are highlights only, the minutes will not be formerly approved until the next meeting.)
Subcommittee on Infrastructure Improvements
The Subcommittee identified its #1 priority as an upgrade to 286,000-pound capacity for approximately 40 bridges. The Council unanimously passed a motion endorsing the upgrade of bridges from Florence to Brattleboro as a top funding priority.

Lamoille Valley Railroad
A contractor has been hired who will work with the Vermont Association of Snowmobile Travellers (VAST) in defining the area to be used. There will be an agreement with VAST this year. [Once the contractor has lifted the rails–see 04#10A], VAST will be using its funds for the conversion to a trail as the state budget has no money for the project.

State Rail Plan Update
Project manager Clay Poitras and Ken Withers, consultant with R. L. Banks, briefed the Council on the Update, which is looking at what exists, what needs to be done, and the potential [see 04#08A]. The time line indicates submittal to the Legislature in February 2005, with a completion date anticipated for April 2005. ('Highlights' from VAOT)

LAMOILLE VALLEY
12 January, DC. THE STB WILL HOLD AN OPEN VOTING CONFERENCE ON THE ABANDONMENT on 19 January, which Timothy Phelps continues to fight [see 04#02B], though the state is about to begin lifting the track [see above]. (STB Docket No. AB-444 (Sub-No. 1X))

VRS - PRE-EMPTION
4 January, DC. THE STB DECLINED TO DECLARE THAT VERMONT COULD NOT REGULATE THE VRS-PROPOSED SALT FACILITY, which VRS would like to build in Wallingford. In June 2003, VRS said it wanted to build the facility, and petitioned the Board to tell the municipality and state it could not require 'preclearance' before the railroad began construction [see 03#06A]. In January 2004, VRS insisted to the STB that it wanted a quick decision [see 04#01B].

‘Vermont and Wallingford (collectively, respondents) filed separate replies to the petition in which they contend that there is no controversy or uncertainty to resolve and, as a result, no basis for instituting a declaratory order. Respondents argue that it would be premature for the Board to issue a declaratory order, because VTR has not begun construction of the transload facility or spur track, does not have a contract with a supplier, has not applied for any permit, and does not own the land.’

The Board apparently agreed, stating only: ‘Under 5 U.S.C. 554(e) and 49 U.S.C. 721, the Board may issue a declaratory order to terminate a controversy or remove uncertainty. The Board has broad discretion in determining whether to issue a declaratory order. See Intercity Transp. Co. v. United States, 737 F.2d 103 (D.C. Cir. 1984); Delegation of Authority – Declaratory Order Proceedings, 5 I.C.C.2d 675 (1989). However, the Board sees no reason to institute a declaratory order proceeding in this matter.’ (STB Finance Docket No. 34364, Vermont Railway, Inc.–petition for Declaratory Order)

[In February 2004–see 04#01B, I predicted VRS would wait 18 months for this decision. I was wrong: only 12 months. Perhaps the Board is acting more quickly on pending matters? Editor]

VRS PIG TRAINS
11 January. THE TOFC MOVE OF PEAT MOSS FROM PRESQUE ISLE TO PALMER has once again increased, after dropping to virtually nothing in autumn 2004. Eric Moffett, director of the intermodal division for Vermont Railway, explained the product is seasonal. Since distributors have a “short season to sell, to handle the heavy demand [in the spring] they want to build up inventory.”

Other trailer news
VTR’s trailer division, VTRX, has purchased several hundred new 53-foot trailers for an assigned pool, to handle an increase in business. Moffett noted that nationwide, the railroad’s TOFC business increased 15%. (ANR&P discussion)
CN - CALEDONIA ESTATES
January, Moncton  CALEDONIA INDUSTRIAL ESTATES WILL SOON HAVE AN ADDITIONAL RAIL USER, when Shur-Gain opens its Maritime feed mill [see 03#10A], closing smaller mills in New Minas NS [see 04#12B], Summerside PEI, and Sussex NB.

More about the facility
FWS, a Winnipeg-based design-build firm, and alliance partner, G.J. Vis Enterprises Inc., have designed and are constructing the full-line, multi-species feed mill for Shur-Gain, a subsidiary of Maple Leaf Foods Inc. The mill will be an industry leader in quality control, utilizing an innovative design that provides two entirely separate mixing lines for feed production, with batching line assignment determined by the feeds associated ingredients. Upon completion, the mill will have an annual production capacity of 225,000 metric tonnes, with the ability to produce a broad range of products for eastern Canadian farmers. The mill will produce bag and bulk feeds in pelleted and mash forms. The project is scheduled for completion in April 2005. (FWS website)

It will have at least two tracks [see map].

<table>
<thead>
<tr>
<th>Customer</th>
<th>Location</th>
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<tr>
<td>AMJ Campbell</td>
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<tr>
<td>Sysco</td>
<td>460 McNaught</td>
<td>spur, no rail*</td>
</tr>
</tbody>
</table>

* Based on conversation with company official.
Rail-served facilities. Current trackage and sidings shown, plus estimated alignment of new sidings for Shur-Gain (already under construction) and Irving (proposed for later in 2005). (Courtesy Steve Dickie)

New Molson brewery
The new facility in the park will not use rail, at least not initially. In November 2004, Molson announced it would build a $35 million facility to brew Canadian, Coors and other Molson products, equating to more than six million 12-packs annually for the regional market, beginning in 2007.

Molson announced it picked Moncton as the site for a new brewery because it has a growing workforce and is a key entry point into the eastern Canadian market. A $3.5-million forgivable loan from the province helped clinch the deal. The quality of the water, a key ingredient in the production of beer, was also a deciding factor. (CBC webposted 9 Nov 04)

Nathalie Masse, manager of corporate affairs, on 17 November pronounced a decision about using rail “premature. We are currently building the supply chain, it would be premature to answer” whether the brewery would use rail. Peter Beliveau, who handles the park for Moncton Industrial Development, said the company did not now plan for rail. (ANR&P discussion 12 Jan 05)

Irving diapers
In July 2004, Irving Personal Care opened a new 150,000SF baby diaper and training pant manufacturing facility. It will employ 105 people, generate an annual payroll of over $9 million and use innovative, state-of-the-art technology with three production lines. (Provincial press release 9 Sept 03, Moncton Industrial Development newsletter 2004)
While it does not now use rail, Beliveau said a proposed expansion would include rail coming into the site from the loop spur [see map].

**Caledonia vegetable oil**

Caledonia Waste Oil Enterprises Ltd is one of several companies owned by the Dollemont family, including Dollemont’s Fuel & Burner Service. At the Galloway Street site, Caledonia does handle waste oil, but the rail-served activity handles food-grade vegetable oil. The company provides four services for companies which use vegetable oil. First, it receives and holds tank cars of vegetable oil for transload (it receives four different types of oil). Second, it heats the oil so it can flow. Third, it tells the truckers from which tank car to transload. Fourth, via ‘Caledonia Tank Wash,’ it washes out the tank truck on its return, before it gets reloaded.

The oils arrive from ADM in Windsor, Ontario; Eagle Trucking Limited of Havelock NB drays the product to potato processors such as McCain’s “all over the Maritimes,” said a company official.

He could not estimate annual carloads, but the Caledonia spur can hold up to nine cars at a time. He rated CN as providing “good service,” switching cars on a daily basis as needed. (*ANR&P* discussion 12.Jan.05)

**The other rail customers**

The industrial park, operated by the city’s Moncton Industrial Development, also counts as rail users CGC (Canadian Gypsum Company), Canadian Liquid Air, Superior Propane, and Light House Lumber.

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**RAIL SHIPPERS**

Described in this issue:

- Firestone (GRS, *Regional*, #627)
- Flakeboard (GRS & NB SR, *Regional*)
- Plymouth Rubber (CSXT, Massachusetts, #254)
- Superior Carriers (GRS, Maine)
- Wainer (CSXT, Massachusetts)

[See also Moncton’s CN customers, previous page.]

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

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**PEOPLE**

The Atlantic Region of RailAmerica announced that *Michael Gates Kelly* became assistant general manager of the **Connecticut Southern Railway**. He most recently worked as chief consultant for the restoration of private passenger car Coffee Creek to Amtrak standards. Previously he worked for Guilford Rail System and held a variety of positions including assistant director of train operations, chief dispatcher, and trainmaster.

*David Scott*, who led the Project Development division at the **Vermont Agency of Transportation**, was asked to leave by new Secretary Dawn Terrill. “We’re taking a new look at transportation. We need new eyes and new approaches.” (David Gram in *Burlington Free Press* 13 Jan 05)
EDITORIAL

NIMBYs and Boston Harbor

Sadly, the Boston Globe has writers ill-informed about Boston Harbor. Steve Bailey’s column [see Boston] has engendered more NIMBY opposition to a perfectly-appropriate use, a scrap facility, in Boston’s magnificent harbor.

As Mike Leone, head of Massport Maritime, wrote in a letter to the editor the Globe published today: ‘Why do we want to bring more business to the working port? Ask any shipper, vendor, or vacationer and they will tell you. The economic benefits of a viable port right on our city’s doorstep are enormous...Working ports aren’t pretty, no doubt about it [au contraire M.Leone–I’d rather look at a marine terminal than high-priced condos]....[W]hile we recognize the importance of more glitzy commercial development, Massport made the decision a long time ago that Boston would always be a great working port city.’

Next, look at the environs of the Massport Marine Terminal [see map in 03#03A]. Nearby, I note a fish plant (most people would rather live next to a pig farm than a fish plant), a cement terminal (Dragon), and Conley Container Terminal. Across the water: the airport.

Bailey contends that ‘We can do better than a mountain of scrap metal overlooking the harbor.’ He overlooks the fact the harbor already has such a mountain. I advised him that the next time he crossed the Tobin bridge, he should look upriver, to the right, at the mountain of scrap metal in Prolenzed New England.

Finally, I again ask my question of the citizens of Boston, many of whom apparently think they generate no waste at all: Where should we dump your old Volvos, your used refrigerators, your burnt-out grills? In Weston?