

ATLANTIC NORTHEAST RAILS & PORTS

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

operating railroads + ports, intermodal facilities, and government environment

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*Article unchanged from e-bulletin.

REGIONAL ISSUES

MERR/ST/CSXT/BCLR: Dragon now railing cement from Maine to Massachusetts.*

LNG Maine, Massachusetts, Nova Scotia: Each state has two proposals, but Strait's dead.*

RailAmerica: Fortress removes top officers.

CONNECTICUT

CPTC: Debate on ConnDOT response.

CSO: No injuries two years running.

Pan Am: Finally reaches New Haven.

ST: Baer Supply "abandoned".

ST: Clark Steel will use city-owned spur.* City benefits from subsidizing spur.

PW: Official state announcement about Willi.*

MAINE

Propane: Shortage in Maine due to CN strike.

NBSR/ST: Amount of interchange traffic at Mattawamkeag.*

SLR intermodal: Not decreasing.*

MASSACHUSETTS

BCLR: EOT finally issues RFR for Cape, Watuppa, and Dean Street lines.*

NEW HAMPSHIRE

[No report.]

RHODE ISLAND

PW Rhode Island: NORAD laying track.*

Quonset Point/Davisville: QPD to bid for phase 2 track rehab in spring.*

PW: Woonsocket-Providence commuter?*

VERMONT

VRC: Rail capital budget next five years.

SLR: Laying heavier rail.

Rail Dispatching Center: Makes money for RailAmerica.*

MARITIMES/QUÉBEC

MTQ: Call for intermodal proposals. MMA and SLR interested.*

New Brunswick: Time to cull struggling forest products mills?*

CN strike: 10-24 February; effect on Maritimes.

CBNS: Garbage move update.*

WHRC: Test move to Miramichi.*

Sydney: Consultant award to TEC.*

Saint John: More on sugar imports.

Saint John: CO2 emissions may block Irving's second refinery.*

RAIL SHIPPERS/RECEIVERS

[Omitted for space reasons.]

PEOPLE, POSITIONS, EVENTS

People: PD Merrill, Melissa Hoffer, Nancy Girard, Peter Richter, Ron O'Brien.

FROM THE PUBLISHER

Public-private partnerships

As Vermont showed [see editorial 06#12A], we are better off subsidizing rail transport. Bristol [see *Connecticut*] emphasizes this once again.

- Chop Hardenbergh

Next issue 9 March.

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, **CMAQ** - congestion-mitigation or air quality (money from the US federal government for these purposes), **CN** - Canadian National Ry, **ConnDOT** - Connecticut Department of Transportation, **CPR** - Canadian Pacific Ry, **CSO** - Connecticut Southern RR, **CSRX** - Conway Scenic RR, **EOT** - Mass. Exec. Office of Transportation, **GWI** - Genesee & Wyoming Inc, **FHWA** - Federal Highway Admin., **FRA** - Federal Rail Admin., **FRTC** - Fore River Transportation Co., **FTA** - Federal Transit Admin., **Guilford (GRS)** - Guilford Rail System, formerly name for Pan Am Railway, see ST, **HRRC** - Housatonic RR, **MERR** - Maine Eastern RR, **MBCR** - Mass. Bay Commuter RR, **MBRX** - Milford-Bennington RR, **MBTA** - Mass. Bay Transportation Authority, **MCER** - Mass. Central RR, **MDOT** - Maine Department of Transportation, **MERR** - Maine Eastern RR, **MMA** - Montréal, Maine and Atlantic Ry, **MPO** - Metropolitan Planning Organization, **MTQ** - Québec Ministry of Transport, **NAUG** - Naugatuck RR, **NBDOT** - New Brunswick Department of Transportation, **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, **NNEPRA** - Northern New England Passenger Rail Authority, **NSDOT** - Nova Scotia Department of Transportation, **Pan Am** - new name for GRS (see ST), **PVRR** - Pioneer Valley RR, **PW** - Providence & Worcester RR, **QCR** - Quebec Central Ry, **RIDOT** - Rhode Island Department of Transportation, **Seaview** - Seaview Transportation Company, **SLQ** - St. Lawrence & Atlantic Ry (Québec), **SLR** - St. Lawrence & Atlantic RR, **ST** - Springfield Terminal Ry (leases three parts of Pan Am Systems: Maine Central RR, Portland Terminal RR, Boston & Maine), **TIRR** - Turner's Island LLC, **TEU** - twenty-foot equivalent unit (measure of container traffic, equal to a 20x8x8 foot box), **VAOT** - Vermont Agency of Transportation, **VRS** - Vermont Rail System (Green Mt. RR Company **GMRC** + Vermont Ry **VTR** + Clarendon & Pittsford RR **CLP** + Washington County RR **WACR**), **WHRC** - Windsor and Hantsport Ry.

REGIONAL ISSUES

BCLR/CSXT/ST/MERR: DRAGON

16 February, Millis, MA. **DRAGON CEMENT CARS ARE REACHING TRESCA CEMENT** along a four-railroad, 180-mile lane. Bernie Reagan, vice-president marketing for the terminating BCLR, noted that the four railroads had recently gotten the business, and that ST is “doing well” participating in the route. {ANR&P discussion}

[Contrast with complaints about ST’s participation in the route to Quebec—see 06#11B.]

LNG PROJECTS

Maine

On 15 December 2006, Quoddy Bay LNG filed an application to build a facility in Split Rock on the Pleasant Point Passamaquoddy Reservation and a storage facility in Perry with the Federal Energy Regulatory Commission (FERC). On 22 December, Downeast LNG did the same, for a site at Mill Cove in Robbinston.

Massachusetts

Also in December, outgoing Massachusetts Governor Mitt Romney approved plans for two offshore LNG facilities near Gloucester. The projects still must receive FERC, state and local approval, but Romney’s endorsement was viewed as a significant step in the process. Dean Girdis of Downeast LNG said he is not overly concerned about the two Massachusetts projects despite the fact that they are further along in the process. Offshore facilities, because of design differences, cost more to build and cannot accommodate as many LNG tankers versus more common land-based terminals. He believes there would still be enough demand for an LNG terminal in Maine even if one of the Massachusetts facilities receives approval. {Kevin Miller in *Bangor Daily News* 23-24.Dec.06}

Nova Scotia

February. **ANADARKO ANNOUNCED IT WAS WRITING OFF ITS LNG TERMINAL** in Bear Head [see 06#12B], after spending \$111 million on the \$700-million megaproject, which involved a ship-unloading area, tanks to store LNG, and an area to convert it back to gas. Anadarko ran into several roadblocks along the way, including failing to secure a long-term supply of natural gas.

Still optimism in the Strait

“It’s a bit disappointing in the short term,” said Dan Forger, president of the Strait Area Chamber of Commerce, who nevertheless believes that another company will buy the project from Anadarko. “They [Anadarko] have spent a considerable amount ... in laying foundation, obtaining permits and designing plans for marine infrastructure, so we see that Bear Head site as a strategic asset.” {CBC News webposted 8.Feb.07}

RAILAMERICA

14 February, Boca Raton Florida. **FORTRESS ANNOUNCED THAT ‘CERTAIN PRIVATE EQUITY FUNDS’**, affiliates of Fortress Investment Group LLC, had completed the acquisition of RailAmerica.

On 23 February, RailAmerica announced that CEO Charles Swinburn is retiring; John Giles [see *Vermont*] will succeed him. Also, Donald Redfearn, president and Michael Howe, chief financial officer, are stepping down. {company press releases}

CONNECTICUT

CPTC: FREIGHT ON NEW HAVEN LINE

1 February, Newington. *CONNDOT RESPONDED TO THE CPTC RECOMMENDATIONS*, as required by statute. With reference to the two freight recommendations [see 06#12B]:

10. Interlocking at New Rochelle: only for Plate C cars

‘The Department works closely with MNR regarding NHL operations. The newly reconfigured interlocking at New Rochelle (currently under construction) was designed to increase operating speeds to and from the Hell Gate Line, primarily to reduce trip time for Amtrak Northeast Corridor service. As currently designed, the Hell Gate Line cannot be accessed from Track 1, the single nonplatformed track through the reconfigured New Rochelle interlocking layout.

‘The current configuration does allow for operation of Plate C freight cars. Cars exceeding Plate C are prohibited on the entire NHL (except with special permission).

‘The Department, in discussions with MNR, has determined that the new routes to and from the Hell Gate Line provided in the reconfigured New Rochelle interlocking will not be detrimental to the operation of through freight service with Plate C cars.’

Response from CPTC member. Richard Carpenter, a member of the Connecticut Public Transportation Commission, rejoined: ‘The result of this track reconfiguration is that we shall now have at New Rochelle the only location on the New Haven Line where any train to and from the Harlem River Branch, which is our likely route for rail freight service, will have to pass by the restricted side clearance of a high-level platform. When both Stamford and New Haven interlockings were reconfigured for station and general track layout improvements, at least one track through both these locations was left clear of any high-level platform restrictions. The same approach has also been taken on Shore Line East at Old Saybrook and Guilford. Why not be consistent at New Rochelle and add one crossover between tracks 1 and 2, in the short tangent section just west of the New Rochelle station, to continue this sensible policy?’

Carpenter wondered whether all intermodal cars will fit through the new New Rochelle layout.

11. Through-freights on the New Haven Line

‘The Department supports the transport of freight by rail. However, the determination to use rail as the preferred means of transporting freight is made by the shippers. The determination is influenced by market demand and competitiveness, as well as the needs of the recipient (customer) of those commodities (such as "just-in-time" delivery). The volume of passenger train traffic on the NHL is extensive given the high level of commuter and inter-city rail service currently being provided and being forecast. This is particularly true during the peak commuter periods. The availability of time during the off-peak service hours for freight movements is also limited. This is due to the need for track outages for maintenance and repairs of the infrastructure and the right-of-way with minimal disruption to the passenger service.

‘The Department will continue to explore with MNR and CSX issues regarding increasing through freight service on the NHL.’

Response from CPTC member. Carpenter rejoined: ‘The Commissioner's response contains a now familiar litany of excuses. You would think that with the heavy truck congestion on our interstate system, that a bold, proactive approach would be taken to deal with what has long been called a "transportation crisis". Certainly, the many interstate roadway and bridge widenings, at a cost of billions of dollars, will continue to encourage shippers to ship by truck! The department has been encouraging shippers to ship by truck by their opposition to any meaningful effort to shift truck freight to rail freight. Their studied indifference to the New York Cross Harbor Tunnel or the reestablishment of through interstate service on the New York Cross Harbor Car Floats leaves a very clear message

to shippers: Connecticut wants you to ship by truck, period!’

How the CPTC came to recommend through freights. Carpenter explained: ‘The routing of freight [via Selkirk] described in our statement [see 06#12B] is what we have been given to understand in conversations with railroad officials at various times since the division of Conrail. I do not know whether any actual freight runs via that route. As for the statement "CSX does not appear to be interested", I think the fact that CSX does not run such service, has not stated (to my knowledge) that it would like to run such service, and has, as I understand it, limited P&W to just moving stone, are a reasonable justification for the use of that wording.

‘I can only add that we made this recommendation in consideration of growing heavy truck traffic on I-95 and I-84. ConnDOT itself is seriously studying the addition of one lane in each direction on I-95 from New Haven to the Rhode Island state line. Others are calling for widening and even double-decking I-95 in Fairfield County. As I’m sure you can appreciate, the estimated cost of such capital projects is likely to be measured in billions of dollars. As I understand it, there is no clear indication that sufficient funds for such major projects would be available in the near future.

‘When an outreach meeting was held at ConnDOT at the start of the NEROPS study, the only freight railroad present was PW, as I recall. I wish CSXT had been present with a bold plan to help Connecticut reduce highway truck congestion.

‘And a reading of the draft NEROPS study revealed that CSXT has been routing containers from northern New Jersey destined for Boston up the River Line through Selkirk and west to DeWitt Yard east of Syracuse, then routing them back east through Selkirk to Boston. As I understand it, DeWitt is where container traffic is switched and where double stacks are rearranged to single stacks so that they can operate all the way to Boston, due to low clearances.’ {text of ConnDOT response from departmental website; Carpenter rejoinders via Fred Riese of CPTC; Carpenter explanation in e-mail to ANR&P 24.Jan.07}

CSO: NO INJURIES

17 February, Springfield, MA. **CSO CELEBRATED TWO CONSECUTIVE YEARS WITHOUT A REPORTABLE INJURY.** Assistant General Manager Stephen Wichmann was presented a plaque with the names of all 17 workers by General Manager Charles Hunter . It will hang in CSO's East Hartford office. {company press release}

PAN AM

22 February, New Haven. **PAN AM IS OFFERING SERVICE TO AND FROM NEW HAVEN,** the airport that is, beginning 8 March. For \$99, one may get to and from BWI, Elmira, Bedford, and Portsmouth. Service to and from Florida has ended. {ANR&P discussion with Pan Am reservations 22.Feb.07}

ST: BAER SUPPLY EMBARGO

15 February, Waterbury. **MORE INFORMATION ON THE ‘EMBARGO’ CAME FROM BRIAN BECK** of Baer Supply [see 07#01B], who handles the company’s rail logistics in New England. He related that in December, when Baer had a car coming into Connecticut, ST informed him that it was not going to place the car at his Waterbury facility, and asked him what he wanted to do. ST explained that “the line was cut underneath one of the bridges, and was not going to be replaced.”

Baer had rented the building in Waterbury, next to Tilcon [our *Directory* #633] with the premise that rail service would continue, and had no provision in the lease under which Baer could terminate the lease without rail service.

Beck will now ship product to Baer’s two rail-served facilities in New England, as well as elsewhere, and truck to the Waterbury facility.

He related that he viewed ST as the “most disorganized company I have ever dealt with in my life. I’ve never seen [such an] inability to get anything done.” {ANR&P discussion}

PW: MORE ON THE WILLY

8 February, Newington. *CONNDOT PROVIDED INFORMATION ON THE RE-OPENING OF THE WILLIMANTIC BRANCH* in a press release.

Crossing protection

‘[ConnDOT] today announced that continued progress is being made [by PW, not ConnDOT–*editor*] on restoring the Willimantic Branch line for freight rail service. ConnDOT has been evaluating the railroad/highway crossings along the Willimantic Branch, including inspections of the existing traffic control devices at the crossing. The railroad crossing signals have been approved for service and are fully operational...

‘The exempt signs [see 07#01B] at the railroad/highway at-grade crossings are now being removed. ConnDOT posted the signs two weeks earlier at the crossings to notify the public of the change in status. These signs will remain posted at the crossing until Thursday, February 22....

Public hearing

‘The Town of Windham has requested a public hearing be held on the Route 203 (Windham Center Road) crossing. The hearing will be February 28, at 5:00 p.m. in Windham Town Hall, 979 Main Street, Willimantic, CT 06226.

PW service twice weekly

‘[P&W] is returning revenue service on the Willimantic Branch Freight Rail Line. This hearing will not determine if P&W Railroad can operate in the area; P&W already has the right to do so. The state will be conducting a hearing to determine if additional safety measures are necessary at the crossing. P&W Railroad is planning on operating two train movements weekly at speeds between 10 and 40 miles per hour through the crossing.

“‘The steps being taken do not necessarily mean that freight rail service will begin this month. The Department’s focus is to provide area residents with adequate notice to be aware of the future activities, so they can keep safety their first concern at these crossings,” said Gilbert Smart, Supervising Rail Officer, Rail Regulatory.’ {text of press release}

ST: CLARK STEEL

14 February, Bristol. *BRISTOL OWNS THE RAIL SPUR WHICH NEW CUSTOMER CLARK STEEL WILL USE*. Clark, recently identified as the steel company which will occupy part of the former General Motors plant [see 06#12A], will need about one eight-car train per week, according to a letter to the city from Marc Goodin, vice president of Meehan & Goodin, an engineering firm in Manchester. The firm is designing the rail spur on the Bristol Industrial Partners property, off the city-owned line, which the property owner will build, own, and maintain, per Goodin. Company officials said Clark could be operating as early as 1 July.

How the city came to own the Chippens Hill spur

According to Jonathan Rosenthal, director of planning for Bristol, when General Motors moved to the top of Chippens Hill in the 1960s, the city built the two miles of track, and still owns it, he believes. ST has the operating rights.

The city maintains the track; each year it budgets \$120,000 for maintenance, although Rosenthal doubted that the city expended that much. More than that, Rosenthal did not know, and is asking the corporation counsel Ed Krawiecki to look into it.

Rosenthal believes that the two miles begins actually in the neighboring town of Terryville, though he could not say whether Bristol was paying taxes to Terryville. [See map in 05#01A.] From the switch, located next to the river, the track rises significantly, so that the locomotive has “a slow go” to get to the top the hill.

City Public Works Director Walter Veselka said in a 22 January memo to Mayor William Stortz and city councilors that the Public Works Board and the city's Real Estate Committee should review the proposed use of the rail line by Clark.

Impact of rail service

The former GM plant lies some distance from major highways, and therefore the rail line provides a significant feature for interested parties [see 06#10A–Flakeboard stopped using]. But because of the nature of the rail service, companies interested in using the rail line to the plant do not have critical delivery times.

Rosenthal said that due to the publicity created by the Clark announcement, he has already received serious interest from a company making a heavy, transportation-related product.

More on Clark Steel

The city will pay Clark \$180,000 for relocation costs to the facility, and Clark will pay out more than \$20 million to renovate its space and build the rail spur. It will bring in steel coils by rail, which will become metal studs. {ANR&P discussion 14.Feb.2007; Steve Collins in *Bristol Press* 12.Feb.2007}

20 February, Bristol. **BRISTOL IS BETTER OFF SUBSIDIZING ITS RAIL SPUR**, said Walter Veselka, director of public works for Bristol. He divided the city's budget for maintenance of the two miles of track in two. Starting in 2006 and continuing for four more years, the city is spending \$70,500 each year to upgrade the weight of rail on some curved track.

'This work stems from a findings report for the track, grade crossings, bridge inspections of the spur performed by Clough, Harbour & Associates, LLP of Rocky Hill in December 2003, [as well as] in response to conditions revealed after a derailment two years ago.'

In addition, the city spends \$54,000 each year for an inspection by ST and for annual maintenance. Veselka said that A.J. Belliveau Railroad Construction of Newington was hired by the city several years ago to do the rail work; the city found the work satisfactory, and has renewed with the company since then.

Despite spending over \$120,000 each year, Veselka said back-of-the-envelope calculations showed that the city saves money versus having trucks carrying product over city streets. In addition, the Firestone chemicals move more safely on the rail, rather than through neighborhoods. {ANR&P discussion 20 & 23.Feb.07}

MAINE

CN STRIKE: PROPANE TO MAINE

20 February, Brunswick. **THE PROPANE SHORTAGE HAD EASED FROM 17 FEBRUARY**, said Jamie Py, president of the Maine Oil Dealers Association. The CN strike [see *Maritimes*] had slowed the normal rail delivery of propane to Maine, and a ship due in to the Sea-3 facility in Portsmouth was delayed by storms. "Maine needs about 500,000 gallons a day," per Py [or about 25 railcars a day].

The sources of Maine supply

Some 60-70% of Maine's propane arrives by rail, the rest via Sea-3. When these lanes slow down, suppliers are forced to send trucks to Selkirk NY to the pipeline head, or in this instance, trucks could go to Providence where a ship is due in soon. {ANR&P discussion}

Southern Maine has a major propane terminal at Duke's facility in Auburn [our *Directory* #908] served by SLR, which also serves Dead River in Auburn [#912]. ST serves seven propane facilities, mostly in the Portland area. Northern Maine has three Dead River facilities [#s 776, 798, 804] on MMA.

Mario Brault, SLR president, said on 16 February his railroad was "short" on propane deliveries, but he could not say whether the strike or some other factor was causing it. "We are moving traffic with CN efficiently." {ANR&P discussion} Per one observer, SLR eastbound train 394 on 19 February had 14 propane cars. {SLR e-list}

CN supplies the bulk

SLR has a direct connection to CN at Richmond, Quebec. CPR is generally considered MMA's Class I connection, but in this case MMA gets 'much but not all' of its propane via CN. Dick Rushmore, vice-president marketing,

wrote: ‘Product received from CP and CN comes in over the St. Jean sur Richelieu interchange and CN also delivers over St. Leonard, NB.’ {e-mail to ANR&P 19.Feb.07}

Earlier efforts

Though only 5% of Maine homes use propane to heat [including that of your editor], on 14 February Maine Governor John Baldacci called New Brunswick Premier Shawn Graham to ask if Graham would talk to Irving. Graham called Kenneth Irving to find a way to get Maine residents propane that did not involve using the rail service [or more probably, using CN—*editor*]. “I called Kenneth Irving explaining the urgency of the situation. And now Irving Oil is looking at ways to supply to state of Maine to alleviate the dire situation they are in.” {Saint John *Telegraph-Journal* 15.Feb.07}

Canadian prime minister helps

Representatives of Canadian Prime Minister Stephen Harper's office told US Senator Susan Collins on 21 February that four rail cars of propane were scheduled for delivery that day, with four expected 22 February, and 47 24 February, according to a spokesman for Collins. {Keith Edwards in *Central Maine Morning Sentinel* 24.Feb.07}

NBSR/ST INTERCHANGE TRAFFIC

14 February, Mattawamkeag. **WHAT TRAFFIC SPLIT DOES NBSR HAVE BETWEEN ST AND MMA?** Westbound from Saint John to Brownville Junction and interchange with MMA, the NBSR train nearly always has cars to leave for ST in Mattawamkeag. Eastbound from Brownville Junction, NBSR nearly always lifts cars at Mattawamkeag, most of which are in double digits. {Rail source on MMA e-list}

SLR: INTERMODAL LEVELS

13 February, Greenwich Connecticut. **GENESEE & WYOMING'S FOURTH QUARTER RESULTS SHOWED CONTINUED INTERMODAL SHRINKAGE.** Net income increased 32.5% versus 4Q05, and the company announced a buyback of up to two million shares.

Freight revenues decline

‘U.S. and Canada non-freight revenues increased \$2.3 million primarily due to higher switching revenue from new industrial switching contracts and higher rates and volumes at GWI's port railroads. U.S. and Canada freight revenues decreased \$0.9 million, as carloads decreased by 7.1%, partially offset by an increase in average revenue per car of 6.3%. The increase in average revenue per car was due to higher rates of 5.9% and higher fuel surcharges of 1.4%, partially offset by a 1.0% change in commodity mix.

Overall intermodal down again

For 4Q06, GWI listed revenues of \$341,000 on 878 ‘carloads’ for an average revenue per ‘carload’ [GWI in the past has declined to defined ‘carload’ for intermodal—*editor*] of \$388. In 4Q05, GWI revenue came to \$590,000 on 1,228 carloads for average revenue per ‘carload’ of \$480. {GWI press release}

And in January

GWI this same day reported traffic for January 2007. Intermodal fell again, from 334 to 234 ‘carloads’ for the month. Reflecting a nationwide traffic slowdown, ‘U.S. and Canada same-railroad traffic decreased by 7,482 carloads, or 10.7%.’ {GWI press release}

16 February, Montreal. **GWI INTERMODAL FIGURES INCLUDE TWO TERMINALS**, pointed out Mario Brault, president of Genesee & Wyoming's SLR and the Quebec Gatineau Railway, which operates between Montreal and Quebec City, as well as the Huron Central.

OGRY has an intermodal terminal, noted Brault, which handles containers on chassis. “The volume has been declining all along, dragging the GWI intermodal numbers down, [it's not the] Auburn volumes. These are fairly level.”

Auburn stable

In FY01, SLR showed an increase to 14,800 intermodal units from 11,000 units in FY00 [see 01#09A–note that GWI reports carloads, while Emons was reporting units].

Brault said that since then, the market has changed, down 10-15%. “The Class is are putting an effort on balancing loads...Auburn was balanced for awhile, then got more inbound loads....A lot of traffic comes from overseas markets, and comes in big groupings” to Auburn because it stems from a ship call.

In 2005, intermodal increased 18% in Auburn over 2004. The year 2006 showed a “small decline” from 2005, but traffic is still ahead 11% over 2004. {ANR&P discussion}

Observing the Auburn yards

Brault earlier responded to my observation of packed sidings, but a nearly empty intermodal yard, at Lewiston Junction on 6 February: ‘Our Auburn Intermodal traffic has been very moderate but stable year over year if we look at the last couple of years. Looking at a yard on one specific day is unfair and not representative.’

Brault wrote: ‘Lewiston Junction volumes are consistently moderate to strong. Again, one cannot determine rail volumes just by driving by a yard. It all depends on the day and time of the day you are looking at it.

‘We are hoping to see Lewiston yard tracks [see 06#04A] built in 2007.’ {e-mail to ANR&P}

ST: WATERVILLE TAXES PAID

20 February, Waterville. **ST PAID BACK TAXES TWO DAYS BEFORE FORECLOSURE**. Some \$113,000 arrived for 2005 real estate taxes; the company still owes an additional \$125,000 in real estate taxes for 2006 and the first quarter of 2007, according to Waterville tax collector Linda Cote.

In 2004, Waterville nearly foreclosed on the company's local properties for nonpayment of about \$311,000 in taxes. [See 04#02B].

Interest

Of the amount Guilford paid, \$15,000 was in interest. It's a mystery why the company waits so long to pay its taxes, according to City Council Chair Don Dufour. “People pay taxes on time, or they should be paying taxes on time. Businesses shouldn't be any different. That type of scenario is just not good business.”

Dufour said waiting is a risky gamble, since the city is prepared to foreclose on the railroad's 70-odd acres of property if necessary. Guilford owns five parcels of land throughout the city, including the intermodal facility at 55 College Avenue.

The payment came as a relief, Waterville Mayor Paul LePage said. “The mayor of Waterville won't be a train conductor,” he said, laughing. “We don't want to take it over. We are in the business of collecting taxes, not running businesses.” {Keith Edwards in *Central Maine Morning Sentinel* 22.Feb.07}

MASSACHUSETTS

BCLR - EOT

22 December, Boston. **EOT FINALLY ISSUED THE RFR FOR AN OPERATOR OF ITS RAIL LINES IN SOUTHEASTERN MASSACHUSETTS**, in such a quiet fashion that even the current operator of the lines, BCLR, was not informed. These lines consist of the Cape lines plus Watuppa and Dean Street. [See 05#10A.]

Applications are due 9 March. EOT will select the operator by 1 May, and it will assume operation 1 July. {Comm-PASS - more in a future issue}

Per Reagan, only BCLR and a group headed by Chris Podgurski are actively interested, though MMA is listed as an interested bidder. {ANR&P discussion 24.Feb.07}

EOT: RAIL GRANTS

14 February, Boston. **MORE ON THE FY2007 FREIGHT RAIL CAPITAL IMPROVEMENT PROGRAM** was provided by spokesperson Erik Abell [see 07#01B].

‘Guidelines and applications were released during the week of September 17, 2006. Applications were due to EOT on November 17, 2006. EOT received four applications. We expect to notify applicants in early spring 2007....

‘The FY07 program cap is \$1.5 million. While we prefer to provide assistance to all worthy projects, since award amounts are subject to funding levels, we also instruct applicants to prioritize the projects in their

application....

‘At this point, we are looking to initiate the next round of grants this summer....While the FY07 awards could technically straddle two fiscal years—since we are now in the third quarter of FY07—the program is not intended to guarantee funding across several fiscal years.’

The Palmer application

The Palmer Redevelopment Authority has applied for \$361,000, part in FY07, part in FY08 [see 07#01B]. Abell wrote: ‘If Palmer is selected for an award, it would presumably be allowed to straddle the end of FY2007 and carry over into FY2008.’ {*e-mail to ANR&P*}

BCLR has not applied to EOT, said Bernie Reagan, vice-president marketing. {*ANR&P discussion*}

ST: AUTO FACILITY

20 February, Ayer. ***THE RAILROAD HAD PROVIDED DOCUMENTS SHOWING A 750-SPACE AUTO FACILITY*** for the Ayer II space [see 06#11B]. Ayer Town Administrator Shaun Suhoski told the Board of Selectmen this day that the documents, which also show drainage, were provided to the Board of Health and the Department of Public Works, which are formulating responses. {Nathan Lamb in Ayer *Public Spirit* 23.Feb.07}

RHODE ISLAND

PW: NORAD, QPD TO LAY TRACK

13 February, Davisville. ***NORAD AND PW WILL ADD TO NORAD TRACKAGE*** in anticipation of auto traffic, said Mike Miranda, principal in North Atlantic Distribution. Currently, NORAD has a long-term lease on 14 acres at the Port of Davisville, with six rail sidings unused. More than ten railcars have arrived with concrete ties: Miranda said over the next four or five months, two or three 1200-foot sidings will be constructed by PW which will provide the rails and ties, while NORAD will do the property improvements. No government assistance is involved.

Very encouraged

Your editor noted that to justify that investment, both PW and NORAD must believe rail traffic is coming. “We’re very, very positive,” commented Miranda. “We’ve had a number of inquiries, and we are very encouraged.” However, the partners must wait for the contracts to come, meaning for current contracts with other providers to expire.

Current ship calls

About 100 ships called NORAD in 2006, and Miranda expected that number to increase in 2007. While currently autos arrive only inbound (VW, Audi, Subarus from Japan, Subarus from Lafayette Indiana, and Bentleys), he is working on maritime export moves. {*ANR&P discussion*}

QUONSET POINT/DAVISVILLE

12 February. ***QUONSET DEVELOPMENT CORPORATION WILL PUT OUT A BID FOR PHASE 2 TRACK IMPROVEMENTS*** this spring, said Harold Luchka, manager engineering services. Tartaglia [see 06#09A] is doing phase 1, the track in West Davisville: “They are a great company, professional people and equipment,” said Luchka; they will return in the spring to finish.

Phase 2 will redo the track from West Davisville to NORAD, removing some existing track, and adding some switches. QPD “fortunately” was able to acquire rail from MBTA for phase 2.

Clough Harbor, which is doing the engineering for the entire rail renovation [see 06#01A] will draft the amendment to the bid for phase 2. {*ANR&P discussion*}

PW: WOONSOCKET COMMUTER

12 February, Woonsocket. *COMMUTER RAIL TO PROVIDENCE WOULD PROVIDE MORE RIDERSHIP* over other routes out of this city, according to David Nelson of consultants Edwards and Kelcey. The service would add riders from Pawtucket, Cumberland, Lincoln, and Smithfield totalling 15,462 daily work trips along the 13-mile route.

Fewer riders on other routes

Nelson reported to the City Council this day that service on the 24 miles to Worcester would garner 8,321 work trips (much from Sutton, Grafton, and Millbury), and service to Boston, along alignments which would require revival, would attract only 943 daily work trips.

Second phase

The second half of the feasibility study will focus on costs and related logistics associated with a full commuter line route between Woonsocket and Providence. “Our numbers do tell us,” City Planner Catherine Ady said of the Woonsocket to Providence commuter potential, “we’re coming up to be competitive” for federal dollars that might fund a new rail line. {Michael Holtzman in Woonsocket *Call* 17.Feb.07}

VERMONT

CAPITAL RAIL BUDGET FY08-FY12

7 February, Montpelier. *THE VERMONT RAIL COUNCIL RECEIVED A RECOMMENDED CAPITAL BUDGET* from its Infrastructure Committee, in the form of a spreadsheet. [See next page.]

The source of funds

Federal dollars (TEA-21 and SAFETEA-LU) would pay \$42,230,000 of the total of \$105,237,500. Per the recommendation, the state would pay \$24,257,500, other funding (loans, local match, etc) would cover \$11,250,000, leaving \$27,500,000 to be covered by as-yet unidentified sources (to cover the GMRC work). {text from VAOT}

Observations

On the Western Corridor, the plan would upgrade the track and bridges at a steady pace, build the Middlebury spur in 08-09, and fund moving the Rutland Railyard in the last three years of the five-year plan. It would fund preliminary design for moving the Burlington Railyard.

On the Green Mountain, the plan would fund bridge work at a steady pace over the five years, with a bit of track work (but the plan does not show a source of funds for this work). Only \$40,000/year for track/roadbed improvements are listed for WACR in Montpelier, but the plan would fund steadily bridge and track/roadbed improvements on WACR-ConnRiver.

For NECR, the plan would expend \$1.25 million of track/roadbed improvements on the Burlington-Essex Junction line.

The SLR would receive nothing from the state. [Its trackwork plan is already funded by federal dollars, and the railroad is providing the local match—see below]. Finally, the state would set aside \$925,000 to negotiate for, and buy, the Twin State line from St.Johnsbury to Gilman. {editor; ANR&P discussion with VAOT’s Charlie Miller 20.Feb.07}

RAIL COUNCIL CONSTRUCTION FINANCE PROGRAM 2008-2012

Railroad/ Location	FY08 FED	FY08 STATE	FY09 FED	FY09 STATE	FY10 FED	FY10 STATE	FY11 FED	FY11 STATE	FY12 FED	FY12 STATE
VTR Western										
Bridge										
Prel Engin	\$500,000	\$125,000	\$500,000	\$125,000	\$240,000	\$60,000	\$240,000	\$60,000	\$200,000	\$ 50,000
Construction	\$4,000,000	\$1,000,000	\$4,000,000	\$1,000,000	\$800,000	\$200,000	\$800,000	\$200,000	\$800,000	\$ 200,000
Track										
Construction	\$2,000,000	\$500,000	\$2,000,000	\$500,000	\$2,000,000	\$500,000	\$2,000,000	\$500,000	\$2,000,000	\$ 500,000
Middlebury Spur										
PrelimEng	\$2,000,000	\$500,000								
Construction	\$6,000,000	\$1,500,000		\$11 M						
Rutland Yard										
PrelimEngin			\$500,000	\$125,000	\$2,000,000	\$500,000				
Construction					\$2,000,000	\$500,000	\$2,000,000	\$500,000	\$2,000,000	\$ 500,000
Burlington Yard										
PrelimEng	\$200,000	\$50,000	\$200,000	\$50,000						
Construction										
NECR ABRBE										
Track			\$1,000,000	\$250,000						
GMRC										
Bridge										
Construction	\$2,250,000	\$562,500		\$5,000,000		\$7,500,000		\$7,500,000		\$7,500,000
Tracks										
Construction		\$300,000		\$300,000		\$300,000		\$300,000		\$300,000
WACR										
Track										
Construction		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000
WACR Conn River										
Bridge										
Prel Eng		\$50,000		\$100,000		\$75,000		\$50,000		
Construction		\$1,000,000		\$500,000		\$1,000,000		\$500,000		\$500,000
Track										
PrelimEngin,		\$50,000								
Construction		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000
Twin State Railroad										
Legal & Negotiation		\$75,000								
Purchase		\$850,000								
UNIDENTIFIED FUNDING				\$5,000,000		\$7,500,000		\$7,500,000		\$7,500,000
Tea 21 & SafeTea-Lu Fed Funds	\$19,200M		\$8,200,000		\$7,040,000		\$5,040,000		\$5,000,000	
Other Funding Sources		\$0		\$11,250 M						
State Funding		\$7,665,000		\$8,240,000		\$3,675,000		\$2,650,000		\$2,590,000
TOTAL UNIDENTIFIED FUNDING FIVE YEARS				\$27,500,000						
TOTAL TEA-21, SAFETEA FUNDING FIVE YEARS				\$42,230,000						
TOTAL OTHER FUNDING FIVE YEARS				\$11,250,000						
TOTAL STATE FUNDING FIVE YEARS				\$24,257,500						

NECR: DISPATCHING

5 January, St. Albans. **FORTRESS'S JOHN GILES REVIEWED THE CONTRIBUTION OF THE AMERICAN RAIL DISPATCHING CENTER** here. Tom Murphy, the manager, said after meeting with Giles [see *Regional*]: “I would be very surprised if they said we are not going to take this as part of the portfolio.” [ARDC is a separately-owned corporation in the RailAmerica family. See 05#10A.]

In a preliminary study, ARDC was able to show that it saved RailAmerica \$2.6 million over what the company would pay to have separate dispatchers and overhead. “We do it for \$1.6 million.” {ANR&P discussion}

SLR: RAIL PROJECT IN VERMONT

?? January. **SLR CONTINUES WITH A PROJECT TO REPLACE NON-CONTROL COOLED RAIL** in Vermont, partially funded by the federal government. [see 05#08A] Mario Brault, president, said it started in 2006, and will continue for a couple of years. {e-mail to ANR&P}

QUEBEC/MARITIMES

MTQ: INTERMODAL FUNDING

25 January, Quebec City. **MTQ ISSUED A CALL FOR PROPOSALS FOR INTERMODAL PROJECTS** for the next two fiscal years. In October 2006, MTQ Minister Julie Ball announced that the government would make available \$21 million over five years in five areas: intermodal facilities, pilot projects, studies, promotion of maritime and rail modes, and use of the St. Lawrence.

Today's announcement covers the first area, and makes available \$1.5 million for the financial year 2006-2007. Requests for that year were due 19 February 2007. For FY2007-2008 (1 April 2007 to 31 March 2008), MTQ has \$4 million available and the requests are due 30 April 2007.

Requests for funding in the other four areas are admissible at any time.

Eligible projects

- intermodal or transload facilities between maritime, truck, and rail, particularly on the interior and continental routes;
- integrating a maritime segment or rail segment in the interior and continental freight lanes;
- to support growth of maritime and railway activity.

A guide to formulate a request for financial assistance, as well as the supplementary programme of modal integration, are accessible at <http://www.mtq.gouv.qc.ca>,

Municipalities, and other companies with a legal presence in Quebec are eligible.

Not the railway program

This provincial program is not connected with the federal-Quebec rail infrastructure program, which is still hanging fire [see 07#01A]. {MTQ press release}

MMA, SLR interested

Dick Rushmore, MMA vice-president for marketing, wrote on 15 February: ‘We are definitely interested in this and have filed a couple of proposals and are aware that some customers may do so as well. As this is competitive info in some cases, I can't share details until filings are public.’ {e-mail to ANR&P}

Mario Brault, SLR president, said his company would not apply for the first deadline, but would likely apply

for some funding for FY07-08. {ANR&P discussion 16.Feb.07}

CN STRIKE

10-24 February. **SOME 2300 CN TRAIN EMPLOYEES WENT ON STRIKE** until mediated talks produced a tentative agreement. Represented by the United Transportation Union, the conductors and yard service workers were seeking better pay and working conditions.

Some 600 CN managerial workers were attempting to keep the system running, but after ten days they were not doing so. CN's network is operating at half the normal traffic, with deliveries also hampered by harsh winter weather, industry insiders say. {Brent Jang in Toronto *Globe and Mail* 19.Feb.07}

Observations in Halifax indicated that CN was running only one west-bound intermodal train instead of the usual two. CN issued this statement on 17 February: 'CN people are hard at work this weekend to keep shipments moving and provide freight service across our network in Canada, with management personnel filling striking UTU workers' jobs. Our people continue to work as fast and as safely as possible to provide the best level of service possible to our customers.'

Truro, Halifax, CBNS, Vancouver

The four feed mills in Truro (Co-Op, Shur-Gain and both Clarence Feeds) [see 06#11A] had emptied all their cars days ago. John Ross & Sons has had no gondolas. Over the weekend, Ross brought in two semi-trailers; workers were loading compacted cubes of scrap into them. {AtlanticRails e-list}

Halifax Port Authority spokesperson Michele Peveril said: "Terminal operators in Halifax have tried to work overtime to compensate for any slowdowns on the rail side, so in some cases the terminals have been adding shifts, working around the clock to make sure containers can still move."

CBNS sent three workers on the mainland and two in Cape Breton home with fewer cars at the interchange in Truro, said Assistant General Manager Jim Ryan. "The customers right now are going hand to mouth for cars to load. They don't have any backup supply of cars. They're pretty much going through loading the cars as they receive them." {CBC webposted 21.Feb.07}

The Port of Vancouver estimates cargo volumes down 50%. In the 10 days since the strike began, an estimated \$730 million in cargo has been held up and the situation is deteriorating. {Port of Vancouver press release}

Talks, crossing picket line, back to work order

The Canadian UTU negotiators who launched the strike were later suspended by the union's international headquarters in the United States for beginning the strike without authorization. On 20 February, the two sides began mediated talks. Parliament began consideration of a back-to-work order. Canadian National estimated that 500 of the strikers have crossed the picket line. All of the employees returning to work are in Eastern Canada and none have given up the strike in Western Canada, Hallman said. {Allan Dowd in AP 23.Feb.07}

On 24 February CN announced the two sides had reached a tentative agreement. {press release}

CN/SYDNEY/CANSO/HALIFAX

12 February, Debert. **THE DEBERT INDUSTRIAL PARK COULD BENEFIT FROM INCREASED PORT TRAFFIC IN SYDNEY, CANSO, OR HALIFAX**, said Jo Ann Fewer, executive director of the Colchester Regional Development Agency in Truro. Interested parties have been exploring how the community of Debert can benefit from the Atlantic Gateway concept [see 06#10A] being discussed in transportation, shipping and government circles to capitalize on any boom in Asian business. "We're on the highway line and railway line . . . from both directions," Cape Breton and Halifax.

The development agency recently released a Debert Industrial Parks Concept Plan to boost industrial, commercial, cultural and residential development of more than 1,600 hectares in Debert over the next 50 years with updates recommended every 10 years. The land base includes a well-established industrial park and residential area, an airport and the former CFS Debert site.

Partners in the overall project include the Municipality of Colchester, Confederacy of Mainland Mi'kmaq, the Debert Flight Centre, the Truro and District Chamber of Commerce, CN, Nova Scotia Business Inc, as well as local residents and businesses. The study was funded by the municipality, Atlantic Canada Opportunities Agency, the Nova Scotia Office of Economic Development and the regional development agency. {Cathy von Kintzel in *Halifax Herald* 13.Feb.07}

Debert Industrial Parks Concept Plan

Made public in January 2007, the plan has seven major recommendations. For rail, the plan noted, 'Debert is centrally located within the Maritime Provinces. This, coupled with access to air, rail and truck transport, makes it an ideal location for warehouse distribution facilities.'

Also: 'The explosion of shipping from Asia through Halifax has the potential to create the demand for an inland container terminal; there is also discussion about the potential for a new fifth generation container terminal in the Strait of Canso. [See 06#07A—this discussion has apparently petered out. *Editor*] Both developments could bolster Debert's chances at acquiring an inland container terminal. The spin-offs from this terminal would likely include a large number of distribution and logistics facilities.'

More: '[The Canso terminal], proposed for the Melford Industrial Reserve (on the mainland side of the Strait), this new greenfield facility would incorporate the latest "state of the art" equipment and, by some accounts, could reduce the total cost of labour by more than 50%. These labour savings would be a significant factor in the business case to build a new terminal. Once landed, containers would be loaded onto a rail line and forwarded to the Truro area, where they would need to be transferred from the short line operator to CN Rail.

'This is a significant potential opportunity for Debert as land in the Melford area is very steep adjacent to the wharf, and the Debert area provides a large amount of relatively flat industrial land at the approximate connection point between the short line operator and CN Rail.

'Although this opportunity will likely not materialize for at least 5 to 10 years, it is nonetheless remains a real possibility and Debert should ensure that the proper land is set aside now, so that the opportunity can be capitalized on at some point in the future.'

And: 'In the near future, the post-peak petroleum era will initiate significant changes to the current transportation paradigm, and the locational advantage of Debert will become more pronounced. Although there are a multitude of predictions related to the remaining amount of global oil supplies, these predications all conclude the supply of oil will start to diminish by 2020. When this occurs, transportation experts predict that rail will become significantly more important than it is today and will replace truck and air travel in increasing proportions.'

Thus the plan's second recommendation involved reserving a major area: 'An area of about 500 acres with a rail siding and good highway access is to be reserved south of runway 09-27 for future inland terminal use. While this may be a speculative future use dependent on outside variables, it is an area of land that is not needed for current expansion and which can be reserved for thirty or forty years at the historic rate of development. If the land reserve and characteristics of the site do succeed in attracting this use, the rate of development will increase rapidly.' {Debert Concept Plan written by Ekistics of Dartmouth, NS on Colchester Regional Authority website}

CBNS: SYDNEY GARBAGE

12 February, Sydney. ***THE MOVE OF MUNICIPAL GARBAGE WILL NOT BEGIN FOR SOME MONTHS***, said Donnie Burke, manager solid waste for Cape Breton Regional Municipality (CBRM). While participants anticipated that the rail move would have begun [see 05#12B], CBRM encountered a five-month delay in constructing the transload facility in Sydney and commissioning the baler; the latter had just happened.

[Roger Munroe, Burke's predecessor, said in January 2006 that workers would bale the trash at the Sydney facility and "throw it into a boxcar." CBNS has the responsibility of moving the car, unloading it in Havre Boucher, and draying the bales to the landfill in Lincolnville. {ANR&P discussion 3.Jan.06}]

Burke reported that the railway had acquired flatcars, but had encountered issues with the siding in Havre Boucher. Moreover, CBNS had not yet acquired the roll-off containers. While waiting for the rail move, CBRM is trucking the garbage. {ANR&P discussion 12.Feb.07}

WHRC: TEST MOVE

13 February, Windsor. **WHRC MOVED A TEST LOAD OF POPLAR FOR PLYWOOD** from Windsor, destined for Miramichi. The bulkhead flat was loaded in the east end of the Windsor Yard. ‘They will get back to us if they want to move more,’ wrote General Manager Jim Taylor. {e-mail to ANR&P}

SYDNEY: STUDY CONTRACT

13 February. **THE MARINE CONSORTIUM HAS SELECTED TEC INC OF ANNAPOLIS, MARYLAND** to do the port study, per Don Rowe, general manager of the Sydney Ports Corporation and harbor master. {ANR&P discussion}

More on TEC

Jim Hunt of TEC (pronounced tee-ee-see), who will lead the work, explained that TEC is the combination of his former firm which did port master plans and terminal development studies, with another outfit called The Environmental Company, which did marine environmental work for ports and for the US Navy.

Because of his study on a container terminal for Laurentian Energy [see 06#07B], Hunt was introduced to the rest of the marine group, and wound up bidding on the master plan. He will continue his contract with Laurentian as a separate project. “We’re pretty far down the road,” said Jim Wooder of Laurentian, but declined to provide details.

The contract with Sydney Ports Corporation is not yet final, said Hunt. He expects kickoff “sometime next month.”

More on the maritime group and the Ports Corporation

For the port study TEC will take a very broad look at the current facilities, the possibilities, and a governance system such as a port authority [see 06#10B for the list of deliverables]. The five parties in the marine group which is hiring TEC have used the Ports Corporation as a conduit for the funding, and as a place to meet, so that the Ports Corporation has become de facto the lead organization, said Wooder.

New contract for Laurentian

Wooder related that Laurentian had just won a \$4.5 million contract to fabricate oil field equipment in its shop in the Sydport Industrial Park [see 05#09B]. “We are doing subcontract work for Wahlco Metroflex, of Lewiston Maine [a subsidiary of Thermatrix of Knoxville, Tennessee].” That company makes mechanical dampers and expansion joints for the major oil field contractors such as Foster Wheeler and Babcock Wilcox.

Will Laurentian use rail inbound or outbound? Not now, said Wooder; “oil companies are skittish about use of rail.” However, he recently priced some transportation, and found “rail costs one-third of truck.” {ANR&P discussion}

FOREST INDUSTRY: CULL MILLS?

23 January, New Brunswick. **THE MAJORITY OF PROVINCIAL MILLS HAVE REDUCED OPERATIONS**, said Mark Arsenault, president and CEO of New Brunswick’s Forest Products Association. “A minority of our mills right now, about 22 of 60, are operating on full capacity. Others are either on reduced shifts, temporarily closed down, or they’re looking at ways to change their products, so those are really drastic numbers that we’re seeing in the province, and it’s forcing a change to happen at various levels.”

Mills must go

The top national research board, Conference Board of Canada, reported recently that if the forest industry wants to be competitive it must cull struggling mills. “Industry and government need to work together to make sure these things are not a surprise, and that transition funding and transition training and new industry development is planned and put in place,” said John Roberts, director of Environment and Energy for the Board.

Arsenault did not endorse such a simple approach. Mills must be willing to modernize or take a second look at the products they're offering if they want to survive, he said. "Unless they can find their own little niche, or some way of operating efficiently and producing something that's valuable, we're going to have to meet some harsh realities."

But many small communities would disappear without local mills, and integrated relationships between mills means one closure would affect a network of others, he commented. {CBC webposted 23.Jan.07}

SAINT JOHN: SUGAR IMPORTS

December. **RAW SUGAR ARRIVED AT RODNEY CONTAINER TERMINAL** from foreign ports aboard the charter vessel M/V *Federal Asahi*. Logistec Stevedoring unloaded the 6,000+ tonnes of sugar using the terminal's gantry cranes into a hopper and then to bulk trailers for delivery to the Sucor refinery warehouse at McAllister Industrial Park in east Saint John. [See map in 04#04B.]

"Our gantry cranes worked very well on this new operation," observed Bruce Harding, general manager, operations, Logistec Stevedoring. "The labour force also appreciated the return of the sugar after years of absence from the port. This is very encouraging and may allow us to attract other dry bulk cargoes at the Port of Saint John."

Second load

In February, per Andrew Dixon, vice-president, trade and operations, Saint John Port Authority, a vessel was discharging a second shipment of 12,000 tonnes at the same terminal. 'Shipments of finished product (both white and brown sugar) have been taking place via rail, truck, and intermodal to Central Canada and the product is well accepted.'

Raw sugar import will come to the order of 100,000 tonnes per annum after some initial production ramp up.

Why not use the bulk terminals?

Saint John Port Authority did not use other, bulk terminals. The Barrack Point potash terminal is leased exclusively to Potash Corporation Saskatchewan [see 99#13]. Long Wharf, which in the past has handled salt outbound, was not used, wrote Dixon, 'because they needed a crane and Logistec was able to use their gantry crane. If it was to be handled at a pier with a rented crane, it would be at Lower Cove, which is closer to their plant.' {ANR&P discussion with Dixon 13 & 22.Feb.07}

More about Sucor

Sucor, previously known as CanSugar, had financial troubles after a major thrust in 2003 to bring sugar refining back to Saint John. But the refinery is making a comeback with this first shipment.

Another company, Lantic Sugar, started a sugar refinery in Saint John in 1915 under the name Atlantic Sugar Limited. In the 1980s, it became Lantic Sugar Limited and acquired other sugar refiners in eastern Canada. At the turn of the century, Lantic closed the Saint John refinery and all others except the St. Lawrence Sugar facility on rue Notre Dame in Montreal where all production output was consolidated. Since March 2002, Lantic Sugar has been a wholly-owned subsidiary of Rogers Sugar Income Fund.

In 2003, the 85-year-old Saint John refinery was sold to the city for \$1 and quickly torn down. The site is now being studied for mixed use along the waterfront. {Canadian Sailings 15.Jan.07}

SAINT JOHN: SECOND REFINERY

16 February. **A CAPON CARBON DIOXIDE EMISSIONS COULD BLOCK IRVING'S SECOND REFINERY**, said spokesperson Ken Scott, during a company open house [see 06#09B]. "We believe refineries will be built somewhere in the world, and the question is, should we take the opportunity and build it here, or should we let it slip and go to the U.S. Gulf Coast or Central America, where they may not be as focused on greenhouse gases as we are."

The New Brunswick legislature was buzzing with a debate on the province's greenhouse gas problems. Premier

Shawn Graham has been giving mixed signals about what the province plans to do about climate change. “We will introduce a new climate change action plan that will ensure that the progress we make as a province does not jeopardize our environment,” Graham said this day.

However, Graham has also already endorsed Irving's second refinery as a boost to the province's economy. {CBC webposted 19.Feb.07}

PEOPLE

P.D. Merrill died suddenly of a heart attack on 12 February. While he had retired from the transportation sector after selling Merrill's Marine Terminal to Sprague, he was a very youthful 62, and looking forward to spending time with his wife and eight-year-old son, and beginning a new stage in his life. Send donations in his memory to First Universalist Church, Save-the-Steeple Fund (PD was aiding the restoration project), 97 Main Street, Yarmouth 04096. (I also belong to this church-*editor*)

Melissa Hoffer has become the advocacy director for the New Hampshire office of the **Conservation Law Foundation**, succeeding Nancy Girard, who departed in summer of 2006. Tom Irwin of the CLF office continues to carry the pro-rail ball.

Peter A. Richter, assistant administrator for rail at ConnDOT, was named as chief of the agency's **Bureau of Public Transportation** by ConnDOT Commissioner Ralph J. Carpenter. After working for Conrail in the mid-1970s, Richter joined the department in 1979.

Ron O'Blenis has moved to **HDR Inc** from Parsons Brinckerhoff. At HDR's Boston office, he is working on passenger and freight projects such as Rutland Railyard Relocation EIS and the Dakota, Minnesota, and Eastern's build-in to the Powder River Basin.

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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.

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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, and often updated, in the issue.

Stories not updated for the issue are noted with an asterisk. I urge readers to look at the issue's updated stories (those without an asterisk).

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E-ISSUE