

# 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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Issue 04#12B 5 January 2005

\*Article unchanged from e-bulletin.

## REGIONAL ISSUES

**Feeder ship:** *Ossian* begins service.

**CSXT:** Details on creating and serving new short line customers.

## CONNECTICUT

**CSO:** Stevenson Lumber not getting service.

*Map and details on Suffield Industrial Track.* Re-arranging of lumber facilities.

**Bridgeport:** Feeder barge RFP issued, finally.

**New Haven:** Port Authority discusses feeder service and East Shore Parkway.

## MAINE

**GRS:** Cousineau to get rail in North Anson.

**Calais branch:** New proposal for rail service. Fight against turning it to trail.

**Eastport:** Another record year. Needs rail.

## MASSACHUSETTS

**EOTC:** Allston study selection soon?

**CSXT:** Maritime International using Fall River.

**GRS:** Derailment, no harm to Newly Weds. GRS sues to stop Chelmsford harassing idling trains.

**HRRC:** Oldcastle starts long move.\*

**WWTR:** STB Environmental Section states conditions to start service.\*

## NEW HAMPSHIRE

[No report.]

## RHODE ISLAND

[No report.]

## VERMONT

[No report.]

## MARITIMES/QUÉBEC

**WHRC:** Grain traffic up.

**NBSR:** Still no project for environmental award.

**CBNS:** NSP will decide first quarter on partner for Marine Terminal. Donkin mine presents chance for resumed coal traffic.

## RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

## PEOPLE, POSITIONS, EVENTS

[No report.]

## FROM THE PUBLISHER

### Thank you for ten years

At the end of 2004, my tenth year publishing the newsletter, I thank all my subscribers. Your continued support shows that I am producing something of value.

I also thank all of my correspondents, many of whom subscribe to *Atlantic Northeast Rails & Ports*, for furnishing information helping me to understand the rail network and the ports.

### The late issue

This issue was delayed because so little was happening over the Christmas-New Year's period.

- Chop Hardenbergh      Next full issue: 14 January.

**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 air quality (money from the US federal government for these purposes), **CN** - Canadian National Ry, **CPR** - Canadian Pacific Ry, **CSO** - Connecticut Southern RR, **CSRX** - Conway Scenic Railroad, **EOTC** - Mass. Exec. Office of Transportation&Construction, **GRS** - Guilford Rail System, **GWI** - Genesee & Wyoming Inc, **FHWA** - Federal Highway Admin., **FRA** - Federal Rail Admin., **FRTC** - Fore River Transportation Company, **FTA** - Federal Transit Admin., **HRRC** - Housatonic RR, **MERR** - Maine Eastern RR, **MBCR** - Mass. Bay Commuter RR, **MBRX** - Milford-Bennington RR, **MBTA** - Mass. Bay Transportation Authority, **MCER** - Mass. Central, **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, **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, **PVRR** - Pioneer Valley RR, **PW** - Providence & Worcester RR, **QCR** - Quebec Central Ry, **Seaview** - Seaview Transportation Company, **SLQ** - St. Lawrence & Atlantic RR (Québec), **SLR** - St. Lawrence&Atlantic RR., **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.

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## REGIONAL ISSUES

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### FEEDER SHIP

4 January. **THE FEEDER SERVICE RETURNED TO PORTLAND THIS DAY**, using the *Ossian* [see 19 November issue], after an absence of six months. “The ship did not move too many boxes this week,” said Jack Humeniuk of P&O Ports, “as we wanted to work out the kinks. But we have good bookings for next week.” The ship was in Boston on 5 January. {ANR&P discussion 5.Jan.05}

#### Traffic will come back

Jeffrey Monroe, Portland's director of ports and transportation, said recently he had remained confident that Hapag-Lloyd eventually would find a replacement for the *Shamrock* to ferry goods to and from Portland. “They remained committed to the port [while the *Shamrock* sat idle]. “They continued to pay the bills, so I knew the service was going to be back.” The city has contacted 250 of the line's customers in Maine, northern Massachusetts, New Hampshire, and Vermont to let them know the service was resuming. “People were looking forward to coming back.”

#### Jotul

Operating without the feeder service “has been challenging,” said Darcy Jordan, logistics manager for Jotul North America. It imports wood stoves and cast iron from Norway, which it uses to manufacture gas stoves in Portland. Jotul North America has had to bring the material into New York, put it on a barge to Boston and then send a truck to Boston to bring it to Maine. Two weeks ago, Jordan said, a shipment was running late, so the company had to send a truck directly to New York to get the shipment out by the end of the year as planned. That added to the cost and headaches. She is already counting on two containers coming into Portland this week on the *Ossian*. {Edward Murphy in *Portland Press Herald* 3.Jan.05}

### CSXT - SHORT LINE PARTNERS

23 September, Jacksonville FL. **CSXT REORGANIZED ITS STRUCTURE SERVING ‘OUR REGIONAL RAIL PARTNERS’**. Earlier in 2004, it announced that Len Kellerman would remain as point person for the partners, and created 13 regions, with each region assigned a ‘development director’ who is ‘charged with ensuring development and new business opportunities move forward as desired.’ Ten regionally-based positions were created for ‘service start-up and process integration.’ {CSX *Interchange* autumn.04}

#### New England, Quebec, Ontario

Region Seven covers all of New England, New York (north of Newburg), eastern Ontario, and southern Quebec, including Montreal and the eastern townships. Pat Byrne, located in Selkirk NY, serves as development director.

Bob Celenze, located in Cranbury NJ, handles service start-up for NYC, Long Island, and Connecticut. Bill Provident, manager of service start-up and integration, in Selkirk NY, handles the Albany division, and play a back up role for Pat Byrne for the short lines. Once the business is landed and the deal signed, he installs the business, making sure it goes ok. “We profile every customer even if only to note it’s on a short line” or on Guilford.

All sales people feed an opportunity database located in Jacksonville. Through that, Provident can get an alert of a new customer. “I try to eliminate all the little obstacles which made the first carload fail sometimes, in the past. We eliminate the pitfalls.” Contact him at 518-767-6464, or bill\_provident@csx.com.. {ANR&P discussion 5.Jan.05; CSXT website}

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## CONNECTICUT

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### CONNECTICUT SOUTHERN

3 January, Suffield. **A LAWSUIT IS HOLDING UP RAIL ACCESS TO A CUSTOMER HERE**. The situation as described by Gerry Turbet, engineer for the Town of Suffield:

#### The history

In Suffield in November of 2000, the town hired a contractor to replace a bridge over a stream, adjacent to a bridge which

carried the rail line, owned and operated by CSO, into the center of Suffield [see map - ConnDOT owns the branch into the airport]. Digging in the vicinity of a wing wall of the railroad bridge led to earth movement, and to a crack in the wing wall. The town temporarily repaired the wall, and CSO operated over it for another year. However, CSO found that the track had settled near the wall, and wanted a permanent solution to the problem.

In spring 2002, CSO embargoed the line [embargo #1-2002. Consecutive Sheet 036, since expired] and filed a lawsuit against the town, the contractor Rotha Contracting Company, and WMC Consulting Engineers. In an effort to settle the matter, the town submitted a report which spread blame to all parties. It sought recovery for the \$135,000 it had paid for the temporary repairs, including two design changes. The state did not consider these eligible costs for reimbursement, even though the project was funded by the federal highway bridge program, which requires the state to pay a 20% match. Turbet estimated that permanent repairs would cost about a third of a million dollars.

### **Current situation**

No final agreement has been reached. A number of meetings have occurred among lawyers, the railroad, the engineer, the contractor, the town, and ConnDOT, Turbet characterized the matter as “not vigorously pursued. No one has felt the pressure to do anything.” The bridge remains out of service. Lawyers were trying to reach a solution, perhaps through mediation via a retired judge.

### **Does the need exist for rail service?**

Given the lack of pressure for action, does the customer, Stevenson Lumber still want rail service? Yes. [See below.] {ANR&P discussion 3.Jan.05}

### **CUSTOMERS ON THE SUFFIELD BRANCH**

CSO has five on the branch, in addition to Stevenson:

Seven D. [See below.]

Praxair. Receives carbon dioxide. Supplies industrial gases. [Our *Directory* #564.]

Pioneer Cold. Refrigerated warehouse, receives about ten carloads a year. [Our *Directory* #565.]

AB Massa. Inbound pulp to make paperboard. [Our *Directory* #567.]

Ahlstrom Dexter. Inbound pulp to make porous paper and tea bags. [Our *Directory* #568.]

### **Other CSO customers on the NEC**

Esquire Gas. Inbound carbon dioxide to make carbon dioxide products. [Our *Directory* #561.]

Kelly-Fradet Enfield Lumber. Inbound lumber. [Our *Directory* #562.]

Suburban Propane. Inbound propane. [Our *Directory* #570.]



**Windsor Locks (center), Suffield (upper left) and Enfield (upper right) Connecticut.** The map shows CSO rail customers on Amtrak’s Northeast Corridor running along the west side of the Connecticut River then crossing it, and on the Suffield Industrial Track, diverging from the NEC just above Windsor Locks and curving back to Bradley Airport. CSO owns the line from the NEC to Suffield, while the state owns the part into the airport. The location of the damaged rail bridge is shown.

### THE RE-ARRANGING OF LUMBER FACILITIES IN NORTHERN CONNECTICUT

More than eight years ago, Stevenson Lumber operated in Stevenson Connecticut, and was served by HRRC. About eight years ago, Stevenson purchased Laureno Lumber in Suffield, Connecticut, served by CSO. Seven D acquired a part of Stevenson's engineered lumber division, and operates three facilities in Connecticut.

#### Stevenson

The Stevenson Group has three lumber yards (Stevenson CT, Suffield CT, Newburgh NY), two millwork shops (Stevenson and Suffield), and a truss plant (Truss Tech in Stevenson). According to *Pro Sales Magazine*, Stevenson is the largest independent lumber and building supply company in the Northeast serving the professional builder.

Stevenson CT. Stevenson Group began here [our *Directory* #687].

Suffield CT. Founded by the Laureno family, a yard and a milling facility were sold by the two Laureno brothers to Stevenson in 1996. Until the failure of the bridge [see above], it had direct rail service. Now, according to Mike Laureno who still owns the real estate with his brother Larry, the company is "losing money every month" because of the need to transload "from everywhere." {*ANR&P* discussion 17.Aug.04}

#### Seven D Wholesale

The company [ranked as the 28th largest wholesale building materials distributor in the united states in 2002 {*Company website*}] has five distribution facilities (three in Pennsylvania and two in Connecticut) and three brokerage offices.

Hartford Market. [Our *Directory* #600]

Hartford Yard. Seven D also uses space in the CSO yard in Hartford [our *Directory* #573], because the Market facility does not have enough space.

Suffield. In June 2003 Seven D opened an engineered lumber division [our *Directory* #566] as a spin-off of Stevenson Lumber, off Route 159 in Suffield adjacent to the Pioneer Cold and Praxair facilities.

All three facilities, served by CSO, together receive about 100 carloads a month. {*ANR&P* discussion with Seven D official 3.Jan.05}

### BRIDGEPORT

mid-December. **THE PORT AUTHORITY FINALLY ISSUED THE FEEDER SERVICE RFPs** [see 29 October], looking for two winners: a Transportation System Prime Contractor who will manage the terminal interfaces for the containers; and a Water Transport Contractor who will manage the tug barge operation between New York and Bridgeport. The Bridgeport Port Authority has appointed Marty Toyen's Seaworthy Systems of Essex, Connecticut as project manager.

On 13 January a pre-bid conference for both contracts will occur in Bridgeport. Responses are due by February.

#### To obtain an RFP

Parties interested in bidding on either RFP should contact Cheryl Scholes at Seaworthy Systems, (860) 767-9061 or Martha Klimas at the Bridgeport Port Authority, (203) 384-9777.

### NEW HAVEN

4 December. **THE PORT AUTHORITY DISCUSSED BARGE FEEDER SERVICE AND THE EAST SHORE PARKWAY** at its regular board meeting. Helen Rosenberg of the city's Office of Economic Development described the current distribution of East Shore Parkway property among Westchester Motors, Gateway Terminal, Logistec/Coastline Terminal,

and Colony Hardware.

### East Shore Parkway

The City will convey this area to the Port Authority [see 17 September issue]. Gateway Terminal and Logistec will then each enter into long-term leases with the Port Authority for about six acres of land (parcels B and P and parcels A and M, respectively). Colony Hardware will continue to occupy the 0.6 acre parcel D next to its facility. She mentioned that Colony would also like to lease the 0.4 acre parcel F from Coastline Terminals which currently occupies it [Logistec operates Coastline Terminals-*editor*].

Colony also asked about the future of parcels H, J, and N illustrated on the aerial map of the port area. Commissioner Richard Miller explained that traffic routing changes in the port area would create those small parcels, but not for several years. Parcel K, about 0.7 acres in size, had been considered as a possible site for future Water Pollution Control Authority (WPCA) development. Commissioner Judith Sheffele asked if parcel K could be leased out on a short-term basis by the Port Authority once it acquires East Shore Parkway until WPCA plans are known. Henry Fernandez, the city's economic development administrator, replied in the affirmative.

Commissioner Al Paolillo asked that a detailed report on plans for the Water Pollution Control Authority be scheduled for the next meeting and added that he would work with WPCA on its preparation. He reported that negotiations on regionalization of the WPCA are ongoing.

### Barge feeder service/Bridgeport

The outlook for Bridgeport's feeder program, currently looking for an operator [see above] and at least a year away from initiation, is uncertain. Tom Dubno, a member of the advisory board and an official at Gateway Terminal, pointed out that the security issues posed by container transportation and the need for considerable subsidy for the program should be considered. Discussion followed about the Albany and Bridgeport operations and the potential benefits and deficits of a New Haven program. Fernandez suggested postponing planning a feeder barge program in New Haven until Bridgeport has had the opportunity to illustrate whether or not its system will be successful. He pointed out that the State cannot provide funding for a feeder barge program at any other port until the Bridgeport operation has had a chance to get off the ground.

Chair Ian Solomon asked how the Port Authority should include a feeder barge option in its land use planning. Fernandez responded that the North Yard site would be the best location to accommodate containers for the program. [A study by Frederic Harris suggested that Coastline Terminals would be the best site for the container terminal, though the North Yard could hold containers. See 01#06B.] Sheffele pointed out that containers would not remain on site for a long period of time.

### Port traffic

Mike Piscitelli of the city's Planning Department reported that commissioners are invited to attend the Petroleum Cooperative meetings which are held the second Wednesday of each month at Harbor Station.

Fernandez asked terminal operators at the meeting if they had noticed, as he had, more ships than usual coming in to Belle Dock. They all responded in the negative, and David Shuda of Coastline and Robert Schaefer of Motiva [in 2000, Motiva bought the Cargill terminal depicted on the map—see 00#09] added that the number of vessels arriving at their facilities has been stable. {minutes of meeting from Port Authority}

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## MAINE

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### GUILFORD - NORTH ANSON

10 December, Madison. **GRS WILL BEGIN REHABBING THE FOUR MILES OF TRACK** to North Anson in spring 2005, Executive Vice-president David Fink told a Somerset Economic Development symposium here. (It convened to discuss Maine's tax burden.) The section was abandoned following the flood of 1987, when ice floes damaged a trestle over the Kennebec River. Guilford and the Town of Anson will match the \$593,000 IRAP grant [see 19 November issue]; GRS plans to use crushed rock from the Embden quarry to rebuild the railroad line's base.

Robert S. Worthley, administrative assistant in Anson, said that the town and Guilford Rail will sign contracts with DOT soon; GRS will require one construction season to complete the job.

On 4 January, Worthley said the town itself had made the IRAP application. It will provide materials and labor to re-

install the base of two grade crossings which it had earlier, with GRS permission, removed. Worthley estimated the town contribution at upwards of \$50,000.

### The customers

In 2001, Cousineau purchased the 3.5-acre former North Anson Reels facility, then owned by Sonoco. Worthley said that a survey completed for the IRAP application revealed that Cousineau itself would use the rail for bark, and for lumber now trucked to a reload in Massachusetts.

In addition, Pacific WoodTech would like to use the sprawling Cousineau facility in North Anson to manufacture 85-foot wood beams, too long to fit on trucks. Randy Cousineau said of the company: “I couldn’t even talk to them before the rail came in. Once the rail gets in, then we’ll start pushing.” Pacific might employ 25 people per shift, and his company also could add jobs.

Mattingly Products, a local concrete company, might bring in cement by rail. Finally, Madison Paper might use one of the warehouses on site to store paper trucked from its Madison mill. However, it would require rail outbound from that point. {ANR&P discussion with Worthley 4.Jan.05; Larry Grard in *Central Maine Newspapers*, 11.Dec.04}

[See 03#10B *Regional* for other Cousineau moves.]

## CALAIS BRANCH

3 January. **ANOTHER PROPOSAL FOR EXCURSION RAIL** comes from the non-profit Downeast Rail Heritage Preservation Trust (DRHPT), a new group headed by Tom Testa, a lifetime resident and business owner from Bar Harbor.

DRHPT proposes [like five other ideas before it—see 3 September issue] excursion rail service originating from the Ellsworth area using conventional rail equipment. Initial studies have shown that the demographics and ridership exist in the Acadia/Ellsworth area to support a self-sustaining excursion operation.

DRHPT believes the project compatible with freight rail opportunities for Hancock and Washington County businesses. The excursion rail operation will be the first and fastest way to begin phased restoration of rail services on the Calais Branch line.

DRHPT has submitted its research of the demographics and ridership projections, as well as operating projections, for review and analysis by a professional railroad consulting firm specializing in excursion and short line operations.

DRHPT plans to release in February its concept for restoration of rail services on the Calais Branch. DRHPT may be contacted by mail at P.O. Box 950, Bar Harbor, ME 04609. Its web site is under development.

### What about conversion to trail?

According to Chris Hall, transportation consultant and former Maine state senator, two separate efforts aim at lifting the rail at least from Ellsworth to Calais. [MDOT may use the existing line between Ellsworth and Bangor to provide service to Mount Desert Island, but has no plans for the line to Calais. See 3 September issue.] One, the long-standing proposal to convert the right-of-way into part of the Eastern Greenway from Florida to Canada, would create a trail for pedestrians and bicyclists. A second comes from local ATV clubs. The proposal by the Sunrise Economic Council [see 1 October issue] to lift the rails from Ellsworth to Ayers Junction advocates a multi-use trail.

Hall argued: ‘The two types of trail are not compatible. Moreover, while Federal money could be available for a hiking and bicycle trail, it is not available for motorized recreation. While the Eastern Trail could, in principle, bring additional tourist dollars into the Downeast region, this is not being advocated by local residents but rather by affluent residents of urban parts of the state. An ATV trail, on the other hand, would simply be used on weekends by local people, as an amenity but without net economic benefit to the region.

‘On balance, the economic potential from retaining the rail option in Washington and eastern Hancock Counties far outweighs the small potential benefits from either type of trail use. The port of Eastport; the region’s vast sand, gravel and peat deposits; the two biomass power plants; and the forest products industry are all in need of lower transportation costs that can only come about through rail restoration. One day, there will be the political will to make a federal earmark for restoration of the line happen, as happened for the Rockland Branch.’

Hall noted that an act of the Legislature is required to lift the rails, and asked rail advocates to convey their support to their senators and representatives. {MRG/Downeast Rail newsletter 1-2.05}

**Eastern Maine Railroad Development Commission**

Skip Rogers, spokesperson for the EMRDC, supported Hall's position. His organization supports any trail effort which does "not impinge on using the corridor for rail; we are willing to work with any trail faction." He doubted that scrapping the rail would produce enough money for a trail, and the state has no money right now for trail expenditures. {ANR&P discussion 4.Jan.05}

**EASTPORT**

4 January. **THE PORT SET ANOTHER TONNAGE RECORD IN 2004**, moving 362,949 short tons of Domtar pulp, compared with 355,817 in 2003 and 312,756 in 2002.

Skip Rogers, the manager of the stevedore Federal Marine, said that with its second warehouse, 'Building 2' by Rubb, the workers have enough space—barely, sometimes—to handle the production from the Domtar mill in Baileyville.

And handle it speedily. Federal Marine stores the particular grades of pulp in particular places, so it can fulfill orders quickly when ships arrive. "If we had to load designated pulp bales, we'd never be able to feed the hook fast enough," reported Rogers.

**Rail and another warehouse for future customers**

Eastport depends on Domtar traffic virtually exclusively. If the port landed another customer, said Rogers, it would need a third warehouse, and it would need rail for transportation.

Rogers would not move scrap metal through the port. All scrap from the area now moves by truck to Portland for loading by Merrill's Marine Terminal. Trying to move it over Eastport would only detract from the efficiency of Portland. {ANR&P discussion}

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## MASSACHUSETTS

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**EOTC - ALLSTON STUDY**

4 January, Boston. **THE SECRETARY OF EOTC SHOULD DECIDE "WITHIN DAYS"** on the contract to study transportation issues associated with the re-use of the Allston Landing area [see 19 November issue].

Maeve Valley Bartlett, manager of rail, said the Office had conducted extensive discussions with all respondents. In addition to the names listed in the Comm-Pass website, HNTB, Parsons Brinckerhoff, Earthtech, and Norbridge bid. In November, three of these companies (HNTB, Norbridge, and a third firm) were asked for best and final offers on price. Secretary Dan Grabauskas now has those offers on his desk. {ANR&P discussion with Valley Bartlett and with Dennis Coffey of HNTB 4.Jan.05; e-mail to ANR&P from interested party 12.04}

**CSXT - FALL RIVER**

23 December, New Bedford. **MARITIME INTERNATIONAL HAS RESUMED USING FALL RIVER** as its rail transload point, said CEO Tim Ray [our *Directory* #294]. In past years Fall River had proven too much of a "hassle" because of salt ships and lumber [see 3 June issue], but "it's a little better these days". He prefers to transload in the Fall River yard (using his own workers and equipment) over the Nichols siding in Middleboro which he was using, because trucking costs are less.

**What about Wainer or his own siding?**

Ray is talking with Wainer about using his siding [see 13 July issue]: "Once he is done making improvements, we have an interest in moving over there" to the New Bedford site.

Eventually he'd like to get to his own siding in the New Bedford Yard, but he believes he's "still a ways from service" there. {ANR&P discussion 23.Dec.04}

**GUILFORD - NEWLY WEDS**

18-19 December, Cambridge. **A TRAIN BOUND FOR NEWLY WED FOODS DERAILED** this weekend, with two tank cars of corn syrup. The situation posed no danger to the city's water supply from Fresh Pond. But City Councillor Henrietta

Davis criticized Guilford for not notifying the city.

The rail spur's one customer wasn't too upset. The delay didn't slow production of the batters and cracker meal of Newly Weds [our *Directory* #210]: “The railroad is a small part of it because most of our shipments come by truck,” said Plant Manager John Lincoln, who said the syrup was due on the 20<sup>th</sup>. {Cambridge *Chronicle* 23.Dec.04} [The company wants to stay at its location, and would like more frequent service. See 30 July issue.]

## GUILFORD - IDLING

3 December, Chelmsford. ***GUILFORD WANTS THE TOWN TO STOP HARASSING ITS TRAINS***. In August, the Chelmsford Board of Health issued a cease-and-desist order against Guilford for leaving its locomotives idling. The Board of Health's action is supported by state law, which prohibits diesel locomotives from idling for more than 30 minutes. “The pollution from diesels is pretty heavy,” Health Director Richard Day said. “It's a horrendous stink for hours and hours, choking (residents).”

One 33-year resident of Cedar Street said the situation has progressively worsened since about the year 2000. Last month, he noted a train idling all day Saturday and all day Sunday, and it was still chugging away when he left for work Monday morning. “It should be just a simple common-decency agreement. They're not being good neighbors at all.”

### Guilford lawsuit

In September, Guilford filed a lawsuit in U.S. District Court claiming that the town overstepped its bounds by attempting to regulate the railroad's activities. Executive Vice President David Fink said recently that only the federal government can oversee trains.

He explained that backups at the Ayer Yard often force trains to wait in North Chelmsford, which they continue to do. And federal law states that the same crew may not operate a train for more than 12 hours.

Day said Guilford, which has a history of clashing with area communities, has been “very uncooperative” in its discussions with the town.

### STB position

An official for the Surface Transportation Board said that states and towns can regulate railroad operations only to protect citizens' health. According to the state Department of Environmental Protection, which is named as a defendant in Guilford's lawsuit against Chelmsford officials, diesel exhaust can cause breathing difficulties, respiratory infections, asthma attacks and chronic bronchitis, especially in children. {Tom Spoth in Lowell *Sun* 4.Dec.04}

## HRRC - OLDCASTLE

23 December, Lee. ***OLDCASTLE'S SHORT MOVE ENDED, BUT A LONG MOVE BEGAN***, said Plant Manager Steve Bassler. The plant, formally Oldcastle Stone Products [our *Directory* #665] but informally called Lee Lime, the name of the company which created the facility, shipped out 18 cars of bulk marble September to November to sister plants in Virginia in 100-ton hoppers; Bassler estimated the traffic would come to 50 per year. Rian Nemeroff, HRRC's marketing maven, worked with Bassler to get cars which he could load in Lee, and which could unload easily in Virginia, where the plants have a railcar unloading facility. The last outbound traffic took place more than ten years ago.

Nemeroff said he had obtained equipped open top hoppers provided by CSXT. Because they originated from many locations, they had some inconsistency in arrival. Per Nemeroff: ‘The move did not last long enough to establish a pool, which is the plan for next season 2005.’

### The inbound limestone

Bassler had tested the move from Pennsylvania [see 13 May issue] because it cost no more than truck. After about 15 carloads had moved in April, he stopped because of two problems:

- The bagged product was damaged in transit.
- He had to allocate a truck and workers to dray the product from the railcar, once it arrived in Lee. With truck, he can deliver

the product right to its destination. {ANR&P discussion and e-mail to ANR&P from Nemeroff}

## WILMINGTON & WOBURN

22 December, DC. **THE STB'S SECTION OF ENVIRONMENTAL ANALYSIS IMPOSED ADDITIONAL CONDITIONS** on the creation of a short-line railroad in Wilmington and Woburn [see box]. According to the Executive Summary, 'New England Transrail, LLC d/b/a the Wilmington and Woburn Terminal Railroad Company (Applicant or NET) [seeks] authority to construct 2,700 feet of new rail line, acquire 1,300 feet of existing track, and to operate the entire approximately 4,000 feet of track located on and adjacent to a [53-acre parcel] owned by Olin Corporation, [formerly occupied by chemical manufacturing facilities,] in Wilmington, Massachusetts....a portion of the line to be constructed and operated by Applicant also would be located in Woburn, Massachusetts. Applicant proposes to make improvements on the property to be acquired from Olin, including a reload facility, and rehabilitation of the 1,300 feet of existing track, to facilitate the transloading of various commodities between truck trailers and rail cars....

'While the reload facility at issue here is clearly used in transportation by a rail carrier—and thus is subject to the Board's exclusive jurisdiction under Section 10501(b)—a Board license is not required for the facility. Nonetheless, Applicant's reload facility, and the truck traffic that it is expected to generate, were addressed in the Environmental Assessment (EA) since the traffic-related impacts of that facility are so closely connected to the proposed rail construction, acquisition, and operation activities that do require a Board license. Moreover, the proposed rehabilitation of the 1,300 feet of existing track on the property does not require a Board license. However, under NEPA and the Council of Environmental Quality (CEQ) guidelines implementing NEPA, matters that fall outside the Board's regulatory control must be considered to the extent that they are a direct consequence of actions that are within the Board's regulatory authority....

### The proceeding by WWTR

In June 2003, the company first filed for a Notice of Exemption to create the railroad using some existing track and some new track [03#06B], and then withdrew it [03#07A, 03#07B] because the STB asked for another filing on the proposal to construct track. The refile, requesting exemption rather than claiming it, happened in December 2003 [03#12B], and the Board okayed it pending a ruling on the environment [04#02A, 04#03A, 04#08A].

### Rail and truck traffic

'Applicant intends to operate one round trip train with approximately 25 rail cars six days a week between 1:00 a.m. and 5:00 a.m....Applicant estimates that approximately 400 truck trips per day could be generated by the reload facility, depending on the success of the business. Initial operations are expected to generate approximately 200 truck trips per day....

'Applicant anticipates that upon commencement of operations, the proposed new line would handle a variety of commodities, including: aggregates, brick, coal, cement, construction debris, contaminated soils, liquid chemicals (all of which would be nonhazardous and nonexplosive), lumber, newsprint, nonhazardous waste, paper products, plastics, propane, recycled paper and plastic, sand, gravel, scrap steel, steel, stone, wood products, and any other products that could be transported in intermodal containers. Except for propane, aggregates, lumber, sand, salt and gravel, and stone, none of these commodities would be stored, processed or handled at the reload facility other than during the reload process itself.

### Possible alternative location

The SEA considered two alternatives to this location. 'A property located in Tewksbury, Massachusetts was initially considered because of its access to the Boston metropolitan area and its meeting the minimal requirements of Applicant's purpose and need for the railroad and reload facility. But after evaluating the Tewksbury location, that location was determined to be unsuitable because it is located close to residential and retail areas and comprises only 8 acres of land, which would not be enough to support the new railroad and the reload facility. In addition, the property is located approximately 30 miles from downtown Boston. Therefore, this property was eliminated from detailed analysis in the EA.'

'Another potential alternative considered in the EA was the Ayer Alternative located in Ayer, Massachusetts. The Ayer Alternative was eliminated from consideration for detailed analysis in the EA because it is located more than 35 miles from downtown Boston and thus does not meet Applicant's need for land near Boston suitable to support a rail line and reload facility. Moreover, the Ayer Alternative would not be suitable because it is not located near an active rail line.'

### Proposed mitigation

The SEA stated that if New England Transrail adhered to the 13 mitigation measures proposed by SEA in response to comments received, as well as the 21 voluntary mitigation measures, the Board could permit NET to proceed.

The measures aim to keep the environment safe, including #9: ‘Applicant shall not clean on the project site any railcars or trucks or any equipment handling waste.’ This appeared contradicted by voluntary measure #21: ‘As agreed to by Applicant, Applicant shall conduct all maintenance and fueling on those paved areas at the project site with protective berms and drains. Rail cars and trucks shall not be cleaned on the premises except on paved areas with protective impervious berms and drains.’

Number 13 gives the state a voice in solid waste handling: ‘The Massachusetts Department of Environmental Protection shall have up to 30 days from the date of the Board’s final decision to consult with SEA and notify SEA of what additional conditions, if any, the Board should impose on Applicant prior to the institution of transload operations for solid waste materials as a result of this project.’

### Next step

According to the decision issued this day: ‘The Board will now consider the entire environmental record, including SEA’s final recommended mitigation measures and all environmental comments received in this proceeding in making its final decision as to whether to allow the Proposed Action to proceed, and if so, what mitigation to impose.’ {STB Finance Docket No. 34391}

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## QUEBEC/MARITIMES

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### WINDSOR & HANTSPORT

4 January. **GRAIN SHOWED A SIGNIFICANT GAIN** since early 2003, said General Manager Jim Taylor, attributing it to rising vessel rates, making railing the grain more attractive. The numbers, however, still did not reach the levels of the late 1990s.

### What about the loss of Shur-Gain?

In 2005, Shur-Gain intends to consolidate its feed mills in Sussex NB, New Minas NS, and Summerside PEI to a new facility in Moncton. Taylor reiterated his belief expressed in October 2003 [see 03#10A] that the closure in New Minas would have little effect.

“Somebody will pick up the slack....We’ve already had inquiries,” said Taylor. WHRC owns the spur and the property; a new user would have to supply a grain augur and a car puller, though “the track slopes west to east and the cars are unloaded in the same order” so little work is required to move the cars.

Shur-Gain in 2004 unloaded about 300 cars. Interchange traffic for all customers came to nearly 1400 for the year. {ANR&P discussion} [The movement for Fundy Gypsum provides the vast preponderance of the roughly 25,000 carloads a year for WHRC. *Atlantic Northeast Rail and Marine Transport Review 1999.*]

### NEW BRUNSWICK SOUTHERN

21 December, Ottawa. **NOTHING NEW ON NBSR’S ENVIRONMENTAL AWARD** according to officials handling the program. {ANR&P discussion with Kris Krevsky, Transport Canada spokesperson}

[Transport Canada awarded the railway a grant because its intermodal move promised to help the environment. Because the move was underway by the time the money became available, NBSR is looking for an alternative project. See 29 October issue.]

### CAPE BRETON & CENTRAL NS NSP MARINE TERMINAL

17 December. **AN UPDATE ON THE POINT TUPPER MARINE TERMINAL SALE** came from Dave Kusnierczyk, manager of Corporate Development for Emera Inc. via spokesperson Allan Sullivan.

By August, the RFP seeking interested partners or purchasers went out to about 19 companies. Emera received responses from five to six companies. It is “talking to potential owners” and “aims to complete the process by the first quarter of 2005.” {ANR&P discussion}

**More details**

NSP began looking at options on ownership in June [see 1 July issue]. Per Sullivan, in August “the decision was made to build the facility at the Strait area, and because there's an opportunity to develop the facility beyond what our requirements are, we made the decision to go out and try to find a buyer for it.” The terminal will accommodate about 90 ships per year with its one berth; a second berth could also be built there.

Nova Scotia Power expects one ship every 18 days [about 20 ships per year - *editor*] to deliver coal, which will use the wharf only 15 to 20% of the time, Sullivan reported. {Christine Macdonald in *Halifax Herald* 19.Aug.04}

**Logistec involved?**

Logistec Stevedoring, which operates the International Pier in Sydney, said the sale to a potential competitor will not affect its Sydney business. “We are interested to a point, but we have made no formal proposal,” said manager Bob Kimmel. Logistec has taken a good hard look at the operation. “There has to be other things moved through that pier. It's strategically located for other business in the import/export market.”

Some have suggested that NSP build a 900-megawatt circulating fluidized bed combustion generating station next to the new terminal and the existing Point Tupper plant. {Wes Steward in *Cape Breton Post* 19.Aug.04}



Figure 3 - Marine Terminal Artists Rendering (Rendering may differ slightly from Figure 2)

**Future Nova Scotia Power marine terminal in Point Tupper.** The rendering shows the existing power plant. [See map at website for overview of all terminals in the Strait of Canso.] {Registration Document by Nova Scotia Power Incorporated in support of Registration of Point Tupper Marine Coal Terminal under the Nova Scotia Environment Act December 5th , 2003}

**COAL - CAPE BRETON**

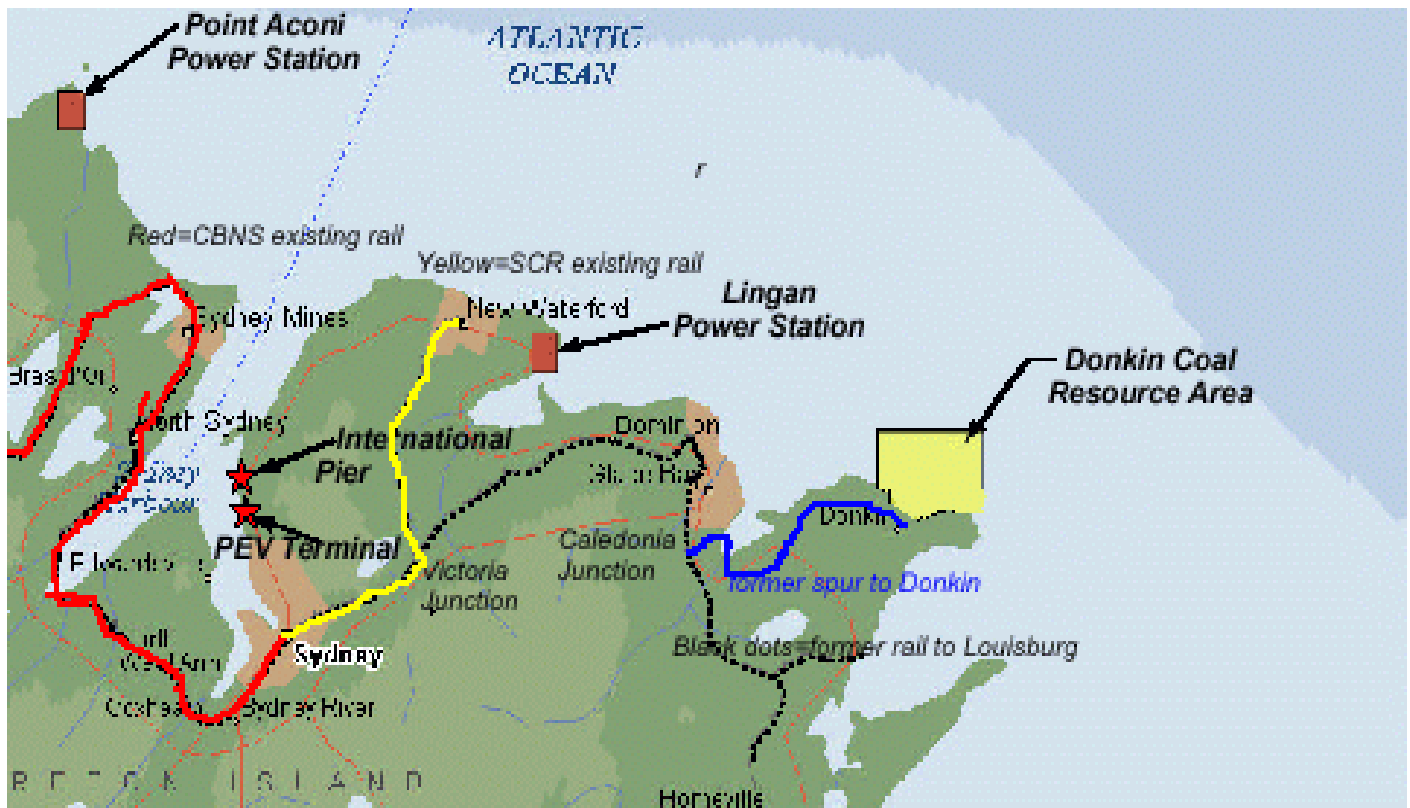
22 December, Stellarton. **MORE ON THE POSSIBILITY OF THE DONKIN MINE USING RAIL** was provided by Peter Touesnard, general manager of CBNS, and by a source knowledgeable about the operations carried out by the Cape Breton Development Corporation (DEVCO) when it did mine coal. In 2003, the province was certainly focused on re-opening coal mines and the impact on the railways [see 03#03B].

Type of coal. Both agreed that the Donkin Coal Resource Block has a 14-foot seam, of which eight feet can be mined to produce metallurgical coal (same as coking coal) which has a chemical makeup permitting it to create coke; and lower-sulfur thermal coal. The source said the all the coal is suitable for metallurgical processes, but it has a higher-than-needed sulfur content. “Sulfur is an impurity in the coking process” and steel companies want 1% or lower coal. But processes exist to remove the sulfur, so the source believed that the coal could be sold for metallurgical use. The middle of the seam has the lowest sulfur.

Transport. The nearest rail lies at Victoria Junction, some 25 miles from Donkin. The nearest consumer lies 25 miles by road, at the Lingan power station of NSP. Per Touesnard, “Lingan burns mid-sulfur coal, so NSP could burn some [of the Donkin product] there.” [Lingan and Point Aconi together consume about two million tonnes a year. Logistec Stevedoring has a contract to handle the importation of two million tonnes a year for Lingan and Point Aconi. See 03#01B. NSP’s other two plants: Point Tupper and Trenton.]

Export could occur through either of Sydney’s two piers, or the new NSP pier in Point Tupper [see above].

NSP usage. While not committing itself to purchasing coal, Touesnard said NSP, depending on quality and price, is “interested in consuming it” at two and possibly three of the plants. {ANR&P discussion 22.Dec.04}



**North end of Cape Breton Island.** Existing rail, and the possible alignment of new rail to the proposed Donkin coal mine.

Rail access. The Sydney Coal Railway owns the line from Sydney to Victoria Junction [see map]. The rail line from that point through Glace Bay to Caledonia Junction, and from the junction on a spur to Donkin past the former NSP Seaboard plant [Touesnard was told by “locals” that Donkin never had a rail line], or continuing to Louisbourg, is long gone. DEVCO still owns the right-of-way. The source said the line from Caledonia Junction to Donkin could be revived, but he doubted the old line through Glace Bay could. “It is too deteriorated, and passes through too many built-up areas.” Instead, he suggested an alignment directly from Victoria Junction to Caledonia Junction be used. [A predecessor to DEVCO, the Sydney & Louisbourg Coal Company, once had a line in this alignment (the red on the map). *Steampowered Video Atlas*. The status of the right of way is unknown. *Editor*]

Equipment. DEVCO owns equipment, now for sale, which a new operator could use in the Donkin mine. An operator could also use the ship loader now at the International Pier, now owned by Logistec, which DEVCO acquired in 1995 when it anticipated more export of its coal. {ANR&P discussions 221&22.Dec.04}

#### **Ownership of railway and pier**

DEVCO sold the railway and International Pier to NSP’s parent Emera, which in turn sold the pier to CFQ (operating it as the Sydney Coal Railway), and the pier to Logistec [see 03#01B].

#### **Coal and the future of CBNS’s Cape Breton line**

Per Touesnard, CBNS has two coal contracts in 2005 from NSP for Cape Breton. Under one, it will move coal from the Martin Marietta coal landing site in the Strait of Canso to the Point Tupper plant, until the new pier opens on 1 April 2005. Second, NSP exercised an option to move more coal from Sydney [to Trenton-*editor*], so that will continue through January.

After that, the line will need other commodities. Touesnard said some commodities now moving on the line come from a long distance, and would bear a price increase. Others move only a short distance, such as logs, and are already trucked to the loading yard for rail to Irving mills and other nearby destinations. “Keeping them on the truck to the final destination is not a big cost.” The biggest movement of product outbound in the last twelve months has been logs.

The provincial government is “working diligently to save the line” with the railway, Touesnard reported. The earlier abandonment proposal “focussed attention on what all of this means.” Before that, the provincial government did not focus

on the asset; “they’re lucky RailTex came along and bought it from CN, rather than see it go up in smoke.”

LaFarge Cement. This customer in Brookfield receives coal railed from Sydney to Truro and then drayed to the plant [see 3 June issue]. Touesnard did not know whether LaFarge had extended the contract for 2005. “Historically it has moved over Halifax” and been trucked from there. Certainly the Martin Marietta or new NSP terminal could handle coal, as well as the current PEV terminal in Sydney. {ANR&P discussion with Touesnard 21.Dec.04}

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## RAIL SHIPPERS

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**Described in this issue:**

AB Massa. (CT, CSO) Inbound pulp to make paperboard. [Our *Directory* #567.]

Ahlstrom Dexter. (CT, CSO) Inbound pulp to make porous paper and tea bags. [Our *Directory* #568.]

Cousineau. (Maine, GRS).

Esquire Gas. (CT, CSO) Inbound carbon dioxide to make carbon dioxide products. [Our *Directory* #561.]

Kelly-Fradet Enfield Lumber. (CT, CSO) Inbound lumber. [Our *Directory* #562.]

LaFarge Cement. (NS, CBNS)

Logistec. (NS, SCR)

Maritime International. (MA, CSXT) [Our *Directory* #294.]

Newly Weds. (MA, GRS) [Our *Directory* #210.]

Nova Scotia Power. (NS, CBNS)

Oldcastle. (MA, HRRC) [Our *Directory* #665.]

Pioneer Cold. (CT, CSO) Refrigerated warehouse, receives about ten carloads a year. [Our *Directory* #565.]

Praxair. (CT, CSO) Receives carbon dioxide. Supplies industrial gases. [Our *Directory* #564.]

Seven D. (CT, CSO) Suffield [our *Directory* #566], Hartford [our *Directory* #600] also uses space in the CSO yard in Hartford [our *Directory* #573].

Shur-Gain. (NS, WHRC)

Sid Wainer & Sons. (MA - in Maritime story, CSXT).

Suburban Propane. (CT, CSO) [Our *Directory* #570.]

*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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