

ATLANTIC NORTHEAST RAILS & PORTS

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

operating railroads + ports, intermodal facilities, and government environment

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Blue header: New article since last e-bulletin

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FROM THE EDITOR

01 August, Philadelphia PA – ***AMTRAK HAS DELIVERED ME TO THE SECOND OF THREE EXOTIC RAILROAD DESTINATIONS I'LL VISIT IN JUST OVER WEEK.*** I feel like a cross between Jackson Brown and the Barnum & Bailey Circus. Only the train can provide the combination of relaxation and progress that makes business travel tolerable. No traffic to fight; no wondering if that “clunk” was the landing gear falling off. I’m in Philadelphia at the American Association of Port Authorities Influencers Roundtable event, to learn more about the places from where the biggest chunk of our region’s rail traffic originates.

LAST SATURDAY was spent in Northampton MA for the somewhat presumptuously named Golden Spike (Rails 2 Trails) Conference. I was prepared to lock horns about pre-emption and reindustrialization, but I came away impressed and informed about the difficult trail development process. More than that, I realized that, despite the defensive leashed-dog snarling that usually marks the initial encounters between the two communities, we are on the whole allied in the intent to rationalize our transportation system for the 21st Century.

NEXT MONDAY I’ll be in Saratoga Springs at the RONY monthly meeting, to improve my grasp of our regional rail system’s key lifeline – the Albany region west, north, and south. New York State is New England’s *entire* western border, and even die-hard Red Sox fans have to respect the Yankees.

Joshua Davidson, editor

COMMON ABBREVIATIONS can be found on page 13

REGIONAL

X-HARBOR TUNNEL: A MORE PRACTICAL PERSPECTIVE?

31 July, Geneva NY – **FINGER LAKES RAILWAY PRESIDENT MICHAEL SMITH RESPONDS TO LAST MONTH'S ARTICLE ON THE PROSPECTIVE NJ-NY CROSS-HARBOR TUNNEL (ANRP 18#06). MANY THANKS FOR CONTRIBUTING HIS TIME AND RAILROADER'S EXPERIENCE TO THE CONVERSATION.**



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July 31, 2018

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RE: Cross Harbor Tunnel Study

For everyone but the government money is a scarce commodity and it is typical of government to waste a good portion of this "scarcity" on engineering studies. Evidently, we are again embarking on a series of new studies concerning a Cross Harbor Tunnel before the impacted organizations that would route freight or influence the routing of freight via this tunnel have been consulted.

For example, just for the current car float operation to increase its volumes will require the cooperation and an agreement among various parties to promote this option. Who are the parties? The following is just the start:

- 1) PANY NJ
- 2) NJNY
- 3) NYA
- 4) LIRR
- 5) MTA
- 6) CSX
- 7) NS
- 8) Metro North
- 9) Amtrak
- 10) City of NY

...and that is just to get cars to Oak Island yard! The engineering issues will be simple in comparison with the often conflicting positions this collection of interest groups represents.

However, history is cheap in comparison and a review of railway history in NY harbor would show that hundreds of thousands of cars were floated across the harbor and even with those volumes private railroad managers concluded a tunnel did not make economic sense.

(FGLK letter, continued)

Another study, commissioned by the New England Regional Commission (NERCOM) in the late 70's (which considered real markets and the real economics involved) concluded that the Long Island, New York City, and New England markets would best benefit from an expansion of the float operations. The study was never officially published because the floating recommendation was counter to NERCOM's desired outcome which was to rebuild the Poughkeepsie Bridge! Actually, both options were good alternatives that would be valued today but neither was actively pursued. So much for studies...

The practical option is to make sure that NYNJ is adequately supported and that their key connection, the NYA, is properly accommodated with the float option. CSX and NS must also promote the direct option, the car float, on their existing and potential business to and from the south and along the Atlantic coast.

Your editorial made a fair observation on the cost-benefits but unless there is an entity or entities that can connect at Bay Ridge and deliver to old "New Haven" stations and connections along the "shore line", no amount of money on another tunnel study will make any economic sense.

Regards,



Michael V. Smith
President

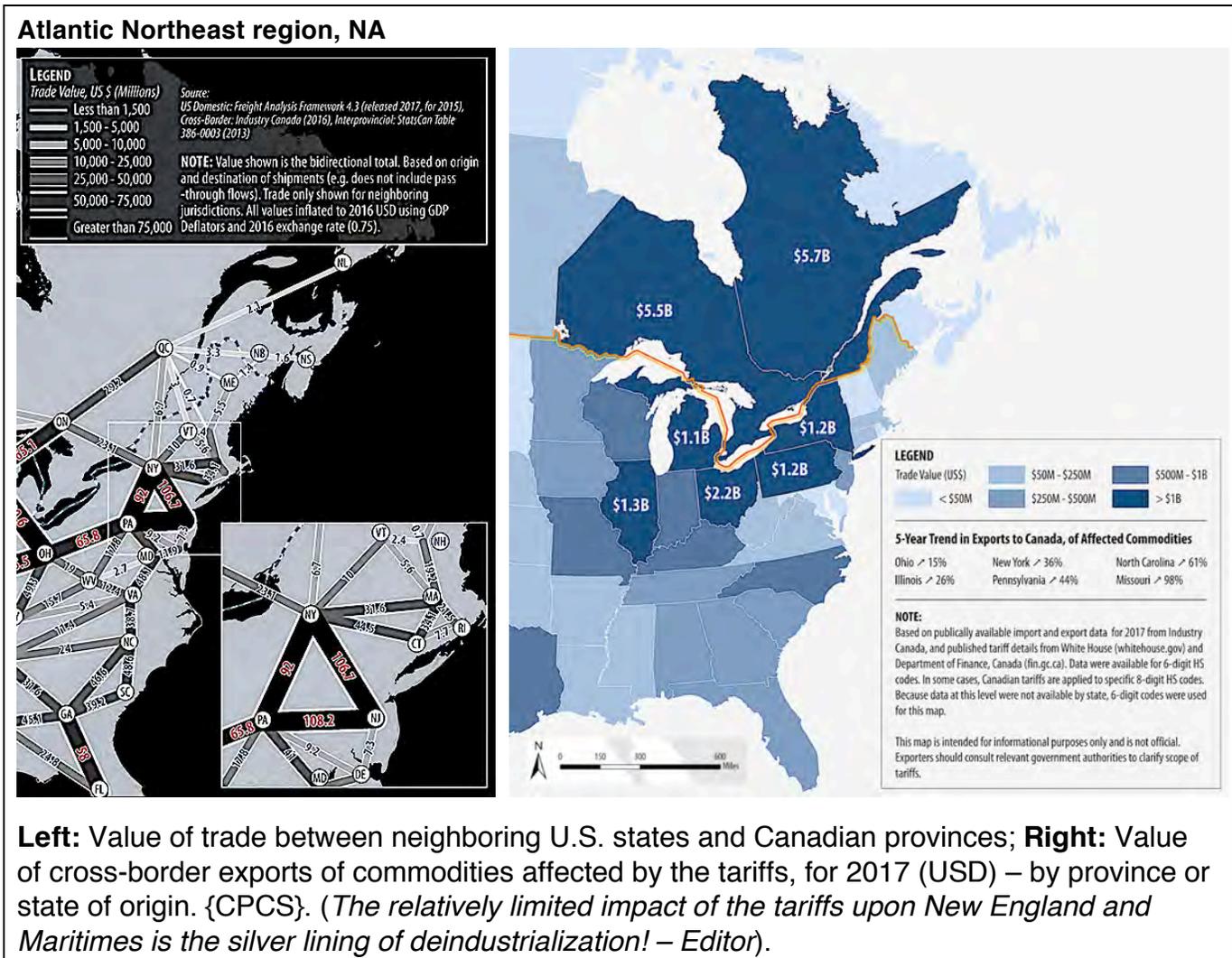
THE TROUBLE WITH TARIFFS

31 May, Washington DC/Ottawa – ***THE U.S. SLAPS IMMEDIATE TARIFFS ON CANADIAN STEEL AND ALUMINUM; CANADA COUNTERS WITH DUTIES ON A BASKET OF U.S. PRODUCTS, EFFECTIVE 1 JULY.***

We're all familiar with the situation, and as local effects of the trade "policy" become more perceptible, *ANRP* will report on the subject as it affects our region. In order to frame an ongoing discussion of regional impacts and opportunities generated by trade turmoil, below are two graphics and several analytical points that provide some broad context of what's at stake:

{Maps and related observations below are by CPCS (*emphasis by Editor*)}

- The [LEFT] map displays clear patterns in trade flows across the continent, with several distinct concentrations of dense trade activity among neighboring states/provinces. The **largest of these stretches from Wisconsin and Missouri in the west to Massachusetts** in the east and includes the Canadian provinces of Ontario and Quebec.
- [I]t is striking that many of the **extended "chains" [...] parallel key cross-country road and rail corridors**. These findings may support the hypothesis that places that find themselves on key trade routes can leverage their strategic location for developing their own trade linkages – rather than merely facilitating pass-through flows.
- [...] **Ontario is closely integrated into the Midwest/Northeast**. Much of this is related to Ontario's role in the integrated auto supply chain: of the \$65 b. (USD) in trade between Ontario and Michigan in 2016, fully 2/3 or \$43 b. were in the form of automobiles and parts.



Left: Value of trade between neighboring U.S. states and Canadian provinces; **Right:** Value of cross-border exports of commodities affected by the tariffs, for 2017 (USD) – by province or state of origin. {CPCS}. (The relatively limited impact of the tariffs upon New England and Maritimes is the silver lining of deindustrialization! – Editor).

- As shown [by the RIGHT map], the greatest impact of the tariffs and counter-tariffs will be on the Great Lakes region, specifically the Canadian provinces of Ontario and Quebec, and the US states of Ohio, Illinois, **Pennsylvania, New York,** and Michigan. Supply chains in this region are closely integrated across the border, especially in the automobile and auto parts industry. This means **the impact of tariffs will be felt multiple times in the same supply chain**, as parts cross the border back-and-forth for value added manufacturing.
- The tariffs will be most acutely felt in Ontario and **Quebec**, with \$5.5 B. and \$5.7 B. in exports of affected commodities, respectively. Furthermore, 93% of Ontario steel exports and **91% of Quebec aluminum exports are destined to customers south of the border.**
- The impact will also be significant in US Great Lakes states. **The share of steel and aluminum exports destined to Canada is 41% for Pennsylvania exports, 53% for New York, 44% for Michigan, and 48% for Ohio.** The Canadian countermeasures also impose tariffs on various agri-food products, equipment, chemicals, and other goods.

MASSACHUSETTS

PAR/MBTA: SELLING WORCESTER MAIN?

July, Boston MA – **THE MBTA MAY SOON EXERCISE ITS OPTION TO BUY PAR'S AYER – WORCESTER LINE; MWRA SUPPORTS MOVE.** Discussions are being held with the Baker

Administration, reportedly with the involvement of the Governor himself. Any sale would be the first application of the broad 2010 trackage agreement between PAR and the MBTA {ANRP sources}.

In May, the MBTA paid to upgrade the line for non-revenue service, in order to carry its daily north – south commuter equipment service traffic during the scheduled May – June outage of the Grand Junction [see 18#05]. The improved GJ reopened on schedule, but the three-year GLX project, combined with the Mass Pike realignment project underway at Beacon Yard throws a lot of shade on a GJ-dependent commuter equipment service regime. Already upgraded from PAR standards, the Worcester Line is a proven alternate route that will mitigate GJ congestion problems and sustain MBTA service improvement objectives.

Dangerous derailment

At 04h30 on 29 January 2017, in West Boylston MA, eight westbound hopper cars derailed on the section of track running along the Wachusett Reservoir. The cars were loaded with “dirty dirt” contaminated soil, excavated from the Wynn Resorts casino development site in Everett MA. No cars tipped over, and no hazardous material was released {conversation with West Boylston P.D., from dispatch notes}. The MWRA has long been concerned about a potential derailment at the site, and conducted a full-scale live drill on 15 October 2015 with 22 public agencies and PAR participating. In January of this year, MWRA internal discussion proposed state acquisition of the line {MWRA Monthly presentation archives}.

“Wachusett-plus” deal established acquisition process

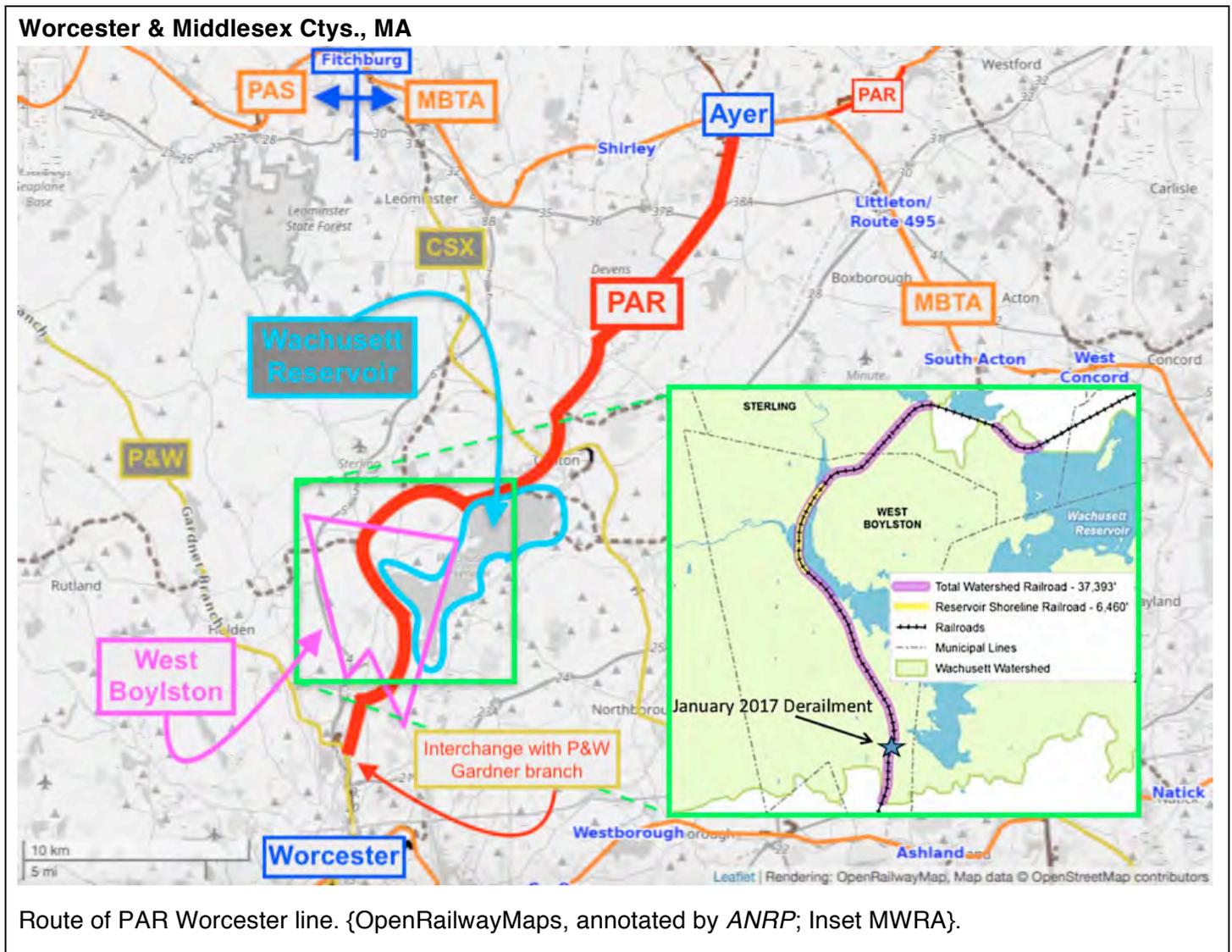
In 2010, the MBTA acquired trackage rights along PAS from Fitchburg to the (current) Westminster MBTA layover facility to build the Wachusett Extension¹ of the Fitchburg commuter line. The agreement between MBTA and PAR was much broader than that project alone. In return for rescission of Pan Am’s obligation to pay trackage rights fees on the separate properties that are subject to the 1976 [B&M lines acquisition] Deed², MBTA received extensive open-ended rights³ to these Pan Am-owned rights of way:

¹ Limited service started XX September 2016; full service XX November 2016.

² On 27 December 1976, MBTA bought [all Boston & Maine trackage then in use as commuter rail lines ... including] the following lines and branches: The **Lowell line** from Boston to the New Hampshire border (34 miles); the **Wilmington Junction (Wildcat) branch** from Wilmington to Wilmington Junction (3 miles); the **Woburn branch** from Winchester to Woburn Sq. (2 miles).; the **Lexington branch** from Somerville to Bedford (12 miles); the **Stoneham branch** from Montvale to Stoneham (2.5 miles); the **Central Mass branch** from Waltham to Berlin (23 miles); the **Western route** from Wilmington Junction to Haverhill and the New Hampshire border (35 miles, the portion from Wilmington Junction to Somerville was already owned by the MBTA); the **Manchester and Lawrence branch** from Lawrence to Methuen and the New Hampshire border (2 miles); the **Newburyport branch** from Wakefield Junction to Topsfield (15 miles); the **Eastern route** from Boston to Ipswich, Newburyport, and the New Hampshire border (39 miles); the **Gloucester branch** from Beverly to Rockport (17 miles); the **Saugus** from Everett to West Lynn (9.5 miles); the **Lawrence branch** from Salem to Danvers (5.5 miles), a segment of the old **Salem & Lowell branch** from South Middleton to West Peabody (3 miles); the **East Boston branch** from Revere to East Boston (3 miles), the **Fitchburg line** from Boston to Fitchburg (50 miles); the **Greenville branch** from Ayer to the New Hampshire border (11.5 miles); and portions of the **Marlborough branch** from South Acton to Maynard (3 miles) and Gleason Junction (Hudson) to Marlborough (5 miles). The MBTA also acquired the Boston Engine Terminal and the Billerica Shop properties (including the 2-mile shop lead track from North Billerica) {Jonathan Belcher, *Changes to Transit Service in the MBTA district 1964-2018* via Wikipedia}.

³ MBTA-PAS “Wachusett-plus” agreement of June 2010 includes: Immediate rights to operate non-revenue service over Pan Am-owned right of way (“Level 1 Rail Properties.”) In connection with the future expansion of commuter rail service; The MBTA can, after studying the infrastructure needs of the new service and constructing necessary right of way improvements, implement commuter rail service while Pan Am retains ownership (“Level 2”); MBTA may exercise an option to purchase the right of way property at the appraisal price, and converts the properties to “MBTA Rail Properties.” Operational coordination: While the properties remain Level 1, the MBTA’s non-revenue usage must not interfere with Pan Am’s use of the property for freight service. When the MBTA exercises its option to run commuter rail service on Level 2 rail properties or if it elects to purchase the properties, the MBTA can schedule passenger trains, in consultation with Pan Am and consistent with a feasibility study, and Pan Am’s dispatching protocol must give priority to the MBTA’s trains. {Peter Kochansky “Negotiating Passenger Rail Operating Rights: Lessons Learned in Massachusetts,” 2011 American Public Transportation Association (“APTA”) Rail Conference.}

- Freight Main Line to Plaistow NH (allows relocation of the Bradford layover including a station stop in Plaistow) ;
- Freight Main Line to Wachusett Station and Layover;
- Freight Main Line from the MBTA’s Haverhill line in Andover to the MBTA’s Lowell Line in Lowell;
- The Freight Main Line from the MBTA’s New Hampshire Main Line in Chelmsford to the MBTA’s main line in Ayer/Littleton.
- The Worcester Main Line from the MBTA’s Fitchburg Main Line in Ayer to the Worcester Union station.



MBTA spokesperson Lisa Battiston explained the current status of the Worcester Line in terms of the “Wachusett-plus” agreement of 8 June, 2010: “[The Worcester Main line] currently has a Level 1 designation. During a 7-week period in which the Grand Junction Running Track was out of service, the MBTA exercised its right to use the Pan Am Worcester Main to move non-scheduled, non-revenue trains between Boston Engine Terminal (BET) where they are maintained and South Station where they are used. During this time period, the MBTA and Pan Am coordinated to accord Level 2 benefits (scheduling of MBTA trains, priority of train movements, and uninterrupted periods during which the MBTA could perform work on the line), although the line was not officially designated as Level 2 {emails from LB, 07.28.18}.

Just after the “Wachusett-plus” agreement was concluded in 2010, then-Lt. Gov. Tim Murray anticipated that a Worcester Line acquisition would be costly: “The cost of acquiring the line and making all the

improvements necessary for fast passenger trains would be \$100 million to \$200 million” {Priyanka Dayal, Worcester *Telegram & Gazette* 06.08.2010}.

++ NE TRANSRAIL: FILES WITH STB AS NEW ENTITY (18#07m)

UPDATE: 27 July – In response to NET’s Petition for Substitution of Parties filed with STB (see below), The Town of Wilmington [MA] filed an Objection. The primary reasons for the Town’s objection are,

[that]the Petition does not meaningfully disclose the capabilities and contemplated role of the new business partner and new principals that would now finance and co-manage an "NET" facility, if and as permitted by the Board. [...] the interested parties are entitled to gauge whether the newly proposed project's management has the capacity and experience to develop and operate such a large and environmentally-challenged project.

13 July, Washington DC – **NEW ENGLAND TRANSRAIL NOTIFIED THE STB OF A CORPORATE ENTITY CHANGE REFLECTING NEW BACKER.** The potential operator of the prospective Wilmington MA rail village facility will henceforth be known as Wilmington Woburn Intermodal, LLC (WWI); the former operating entity was named Wilmington & Woburn Terminal Railway {FRA filing #246073, 07.13.18}.

The new corporation is a 50-50 partnership between NET and Eames Street Member, LLC. ESM is an entity representing GFI Partners, a Boston-based real estate advisement firm that has joined the NET dream-team within the last year. GFI manages numerous properties in the region, including a broad portfolio of transportation and distribution facilities. Several of its sites are along the Wilmington-Ayer-Littleton corridor {gfipartners.com}.

The planned NET transload facility has been the subject of speculation, acrimony, and confused governance since 2004, when the idea to redevelop the 53-acre Olin Chemical Superfund site in Wilmington was broached. Last November, following numerous stops and starts, the STB ruled that an environmental impact study would be necessary for the Board to consider NET’s petition for exemption, filed in June 2016.

In addition to navigating thorny environmental, exemption, and other federal, state and local governance issues, NET faces substantial public opposition to the project. A Site-Wide Draft Feasibility Study evaluating remedial options for clean-up of the site was expected from the EPA by March 30, 2018.

CSX: WORCESTER DERAILMENT (18#07m)

21 July, Worcester MA – **DOUBLE-STACK CAR(S?) STRIKE ROAD BRIDGE ON RESTRICTED P&W LINE; WRONG TRACK? WRONG TRAIN? WRONG CAR? WRONG LOAD?**

Just prior to 07h45 a south-bound CSX freight train struck the Cambridge St. road bridge, derailling 15 cars. The train engineer was taken to the hospital for minor injuries. None of the affected cars were carrying hazardous materials. Following an inspection by MADOT responders, the bridge was reopened to vehicle traffic {Cyrus Moulton, Worcester *Telegram* 07.20.18}.

The train was running on the center track of a triple-track section of the P&W Norwich branch line (cars on the other two tracks were also derailed). According to a Railroad.net, that is “an unusual place for double-

stacked containers to be located, as ordinarily such containers use the Worcester-Valley Falls/Providence [line] to go between CSX and Intransit Container off Blackstone River Rd.” According to MassDOT, that section is limited to 19’6” clearance, allowing for stacked international container stacking, but not stacked domestic containers {MassDOT 2018 State Rail Plan}.

An investigation is underway to determine how an over-height car was routed to that line.

Worcester, MA



Views in vicinity of Cambridge Street bridge. Three-wide derailed cars in below-grade corridor under a bridge with broken rails; we should be here for a few days. Jammed (red) container evident in bottom image {all photos by Dan Glaun, masslive.com}.

MASSDOT: AWARDS \$1.8M IN “INITIAL” 2018 IRAP GRANTS (18#07L)

09 July, Boston MA – **MASSDOT AWARDS IRAP (INDUSTRIAL RAIL ACCESS PROGRAM) FUNDS TO FIVE PROJECTS.**

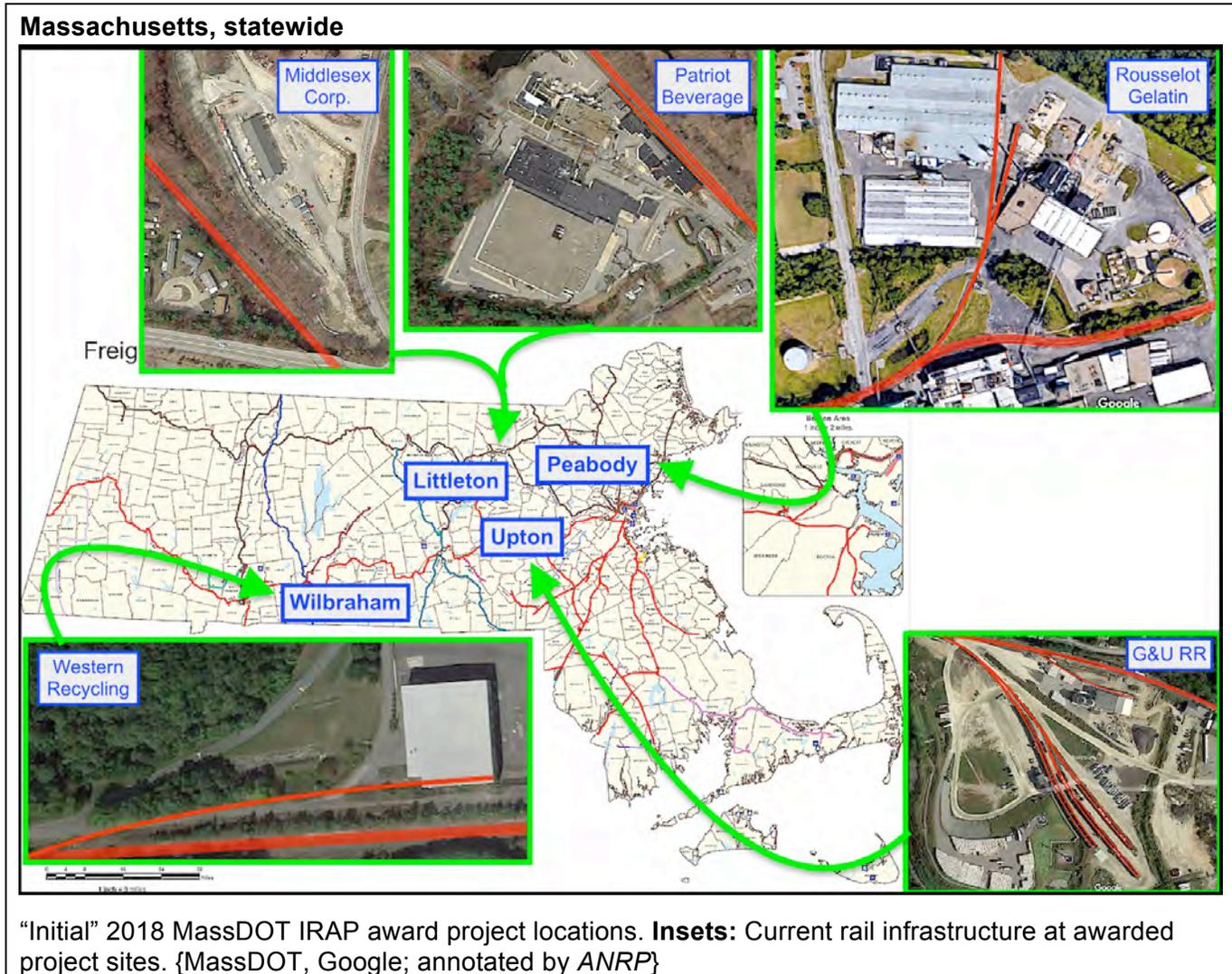
Per the announcement on MassDOT Blog: “IRAP provides grants to railroads, rail shippers and municipalities that identify a public benefit gained through improved rail transportation usage or economic growth that would be realized through improved access to rail assets [...] State funding for these five projects will be matched by over \$2.4 million in private funds.” {MassDOT Blog, 07.09.18}

Only \$1.8 million?

COMMON ABBREVIATIONS can be found on page 26

The aggregate award amount announced is less than the 2017 awarded aggregate of \$3 million, which conformed with the Capital Improvement Plan: 2017-2021⁴, issued in June 2016 by MassDOT. The CIP budgets \$15 million for IRAP over the policy’s five-year lifespan. No change in the policy has been announced, so if the same formula applies for the 2018 IRAP, \$1.2 million remains unawarded.

The MassDOT announcement alludes to the discrepancy, stating that, “Other awards from this program may be made later in the year.” The listed awardees are also referred to as “[the] initial 2018 recipients,” implying that additional awards are forthcoming sometime during the year. But those aren’t exactly promises.



The *initial* 2018 recipients:

Western Recycling Rail Spur Project – Wilbraham: \$500,000. Restore rail service to the site of an existing solid waste handling facility to load outbound waste into railcars for shipment to out-of-state landfills. Rail service will allow the facility to process MSW in addition to C&D. Installation of 6,000 feet of new track includes one loading track and five storage tracks. Projected traffic volume is over 1,500 rail cars each year, and will support eight to ten new jobs at the facility.

Middlesex Corp. Concrete Plant Siding Restoration – Littleton: \$500,000

⁴ The CIP 2017 – 2012 allocates 5% of the aggregate rail program spending total of \$307 million to IRAP, rounding down to \$15 million over the five-year span, to be distributed evenly in \$3 million increments year-by-year.

Restore rail service to deliver sand and stone to the concrete batching plant in Littleton, currently served by truck. Installation of 2,385 feet of new track and two new switches on the project site. Projected traffic volume is over 1,600 rail cars each year.

Patriot Beverage/Injection Molding Enterprise Siding Extension Project – Littleton: \$500,000

Restore rail service to support resumed operations at a closed beverage bottling facility, and extend new service to deliver raw plastics to a co-located bottle manufacturing facility. Projected traffic volume is approximately 330 rail cars each year, and will support 50 new jobs at the restored bottling facility, and continued expansion of the plastic container manufacturing facility.

Rousselot Gelatin Rail Extension Project – Peabody: \$221,640

Extend current rail infrastructure to increase feedstock supply volume and storage capacity, reducing reliance on truck delivery, minimizing the risk of plant shutdown during storm events, and a reducing train movements through busy Peabody Square.

G&U Railroad Bulk Liquid Transloading Railyard Expansion Project – Upton: \$133,045

Expand existing transload facility in Upton to increase volume. Two new tracks will provide capacity for delivery and storage of paraffin wax to the Grafton and Upton Railroad. Projected additional traffic volume is approximately 250 rail cars each year.

NEW HAMPSHIRE

NEGS: 70-CAR MILITARY TRAIN TO MICHIGAN EXERCISES (18#07m)

17 July, Canterbury NH – *NEW ENGLAND SOUTHERN LOADS ITS BIGGEST TRAIN IN YEARS, SENDING NH ARMY NATIONAL GUARD ARTILLERY BRIGADE EQUIPMENT FOR LARGE-SCALE ANNUAL LIVE-FIRE EXERCISE.*

Canterbury, NH

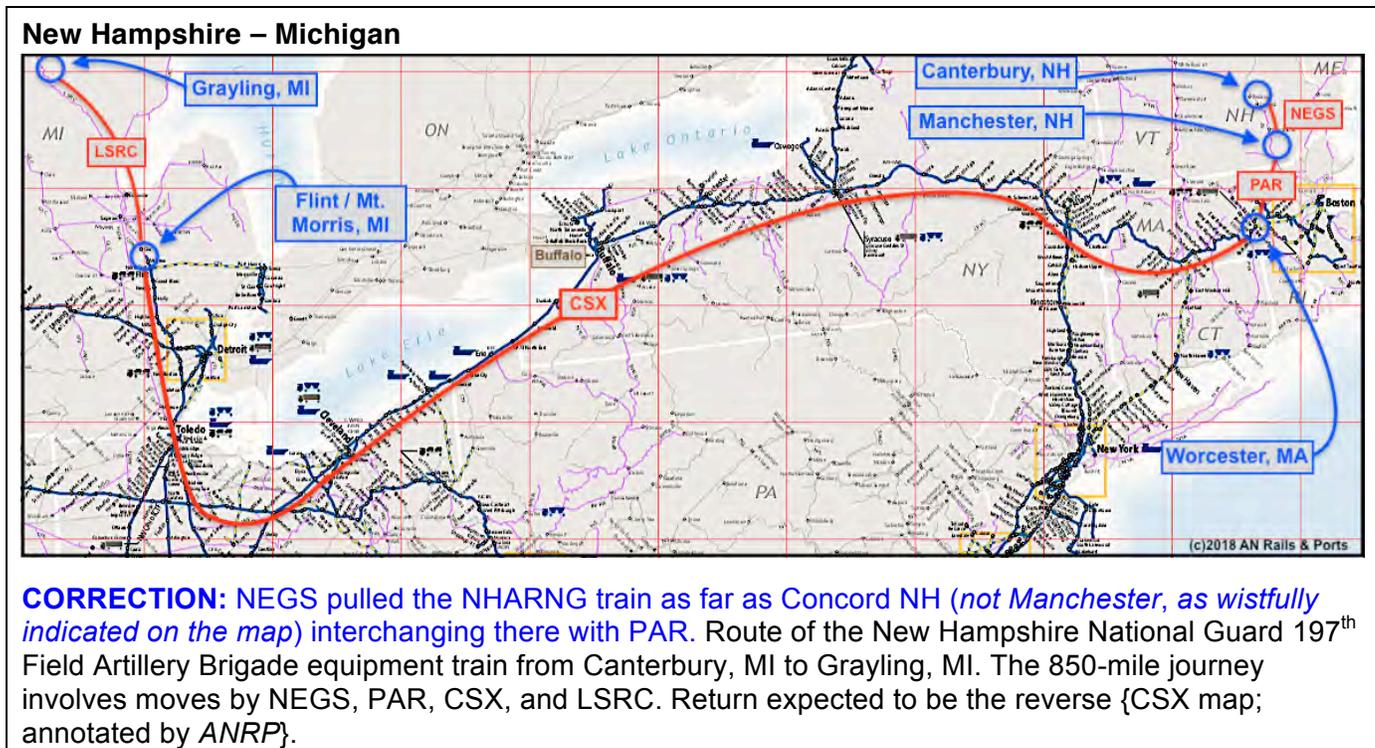


National Guard logistics specialists load HEMMTs (Heavy Expanded Mobility Tactical Truck), and secure them for transport {Geoff Forester, Concord Monitor}.

NEGS will haul the equipment to [Concord Manchester](#) NH, interchanging with PAR who will relay the cars to Worcester MA. CSX will pull them to Mt. Morris MI where they will be handed off to Lake State Railway

(LSRC) to Grayling MI. The return trip will be in late August.

NHARNG is planning a “boss lift,” which flies New Hampshire civilian employers whose employees are participating in Northern Strike, to see the exercise. The program encourages private companies to support their soldier-employees’ time away from work to fulfill their NG service obligations.



MBR/PAR: REGIONAL MPO WEIGHS IN (18#07L)

13 July, Washington D.C. – ***THE NASHUA REGIONAL PLANNING COUNCIL INFORMS STB THAT STATUS QUO SERVES TO UPHOLD FEDERAL TRANSPORTATION MANDATES AND FUNDING REQUIREMENTS.***

The letter explicates the agency’s federally mandated purpose to implement federal and state development policies, including as they relate to regional transportation. Conditional considerations include infrastructure integrity, economic vitality, cultural impact and environmental quality. The agency’s essential operating directive is to impose performance-based criteria in effecting regional planning policy. The guiding objective of MPOs is to improve local conditions where possible, and mitigate degradation where necessary.

NRPC: Conflict with assigned federal priorities

The measured letter submitted to STB expresses the Council’s opinion that, from its study of the status quo and the proposed operating plan presented by PAR, discontinuance of MBR operation on the Hillsborough Line risks negative conditional impacts to local roads, bridges, traffic, and air quality. Therefore, the Council is constitutionally bound to oppose PAR’s Application for Discontinuance. Excerpted from the NRPC letter to the STB:

[MBR] plays a key role in meeting the required performance measures set out in the FAST Act. [MBR service] dramatically reduces the number of heavy trucks that would otherwise be needed [...]. [Discontinuance] would result in reduced pavement life on existing roads, increased heavy truck congestion within a key regional transportation corridor and increased emissions [...].

Additionally, the useful life of a bridge along the truck route would be significantly reduced with the passage of so many additional heavy trucks. {STB Filing #246074, Docket AB_1256}

MARITIMES

NS PORTS: TOO EARLY TO RISK PUBLIC FUNDS

5 July, Halifax NS – ***STUDY CAUTIONS GOVERNMENTS AGAINST RISKING PUBLIC FUNDS TOO EARLY IN THREE-WAY NOVA SCOTIA PORT GROWTH COMPETITION BETWEEN HALPORT, NOVAPORTE, AND MELFORD: “HOLD BACK WHILE PRIVATE CAPITAL NARROWS THE FIELD.”*** Port of Halifax, Sydney Novaporte, and Melford (Straight of Canso) all are bidding to bring more containers to NS.

Provincial, federal and local governments should not invest public funds into new Nova Scotia port infrastructure *until* private risk capital has determined which projects will most effectively capitalize on expanding East Coast container traffic, according to an non-public government-commissioned study by the international consulting firm CPCS⁵. The 48-page study is dated 23 March of this year.

According to the study, a rising flow of eastern seaboard container traffic via the Suez canal will continue to expand. The report speculates that, “[i]ncreased use of the Suez for South East Asian and Indian cargoes to and from North America will offer a real opportunity for Nova Scotia as its ports are first-in, last-out on this routing.”

The study’s purpose is to identify the appropriate role of governments in preparing Nova Scotia to attract more cargo. Specifically, how should interested governments appropriately encourage development among three prospective port capacity expansion alternatives in Nova Scotia: Port of Halifax growth, Novaporte (Sydney), and Melford Int’l Terminal (Straight of Canso).

Each alternative offers distinct advantages. Novaporte and Melford, as entirely new facilities, will offer reduced handling costs (due to using new technologies) compared to Halifax’s legacy processes; both also will offer the deep drafts and open waterway locations to accommodate ultramax vessels. HalPort’s established infrastructure base in these respects limit vessel size and turnaround time.

Best available athlete?

Nonetheless, the study’s conclusion is clear: “Halifax is a better geographical location,” (*not to mention the additional advantage of already being in existence and operating – Editor*) Furthermore, “[a] large investment in infrastructure, such as the construction of a new terminal, is risky and should be driven by private sector stakeholders that understand the business and are prepared to take on most of the risk.”
{citation}

Recommendations follow the reasoning: [G]overnments can best support the growth in container traffic by, “supporting incremental improvements to existing facilities (Halifax) so that a Nova Scotia port call continues to be a viable option for shipping lines.”

Regarding new proposals, the study concludes that **government should support “more major projects only when the lion’s share of risk is taken by the private sector.”**

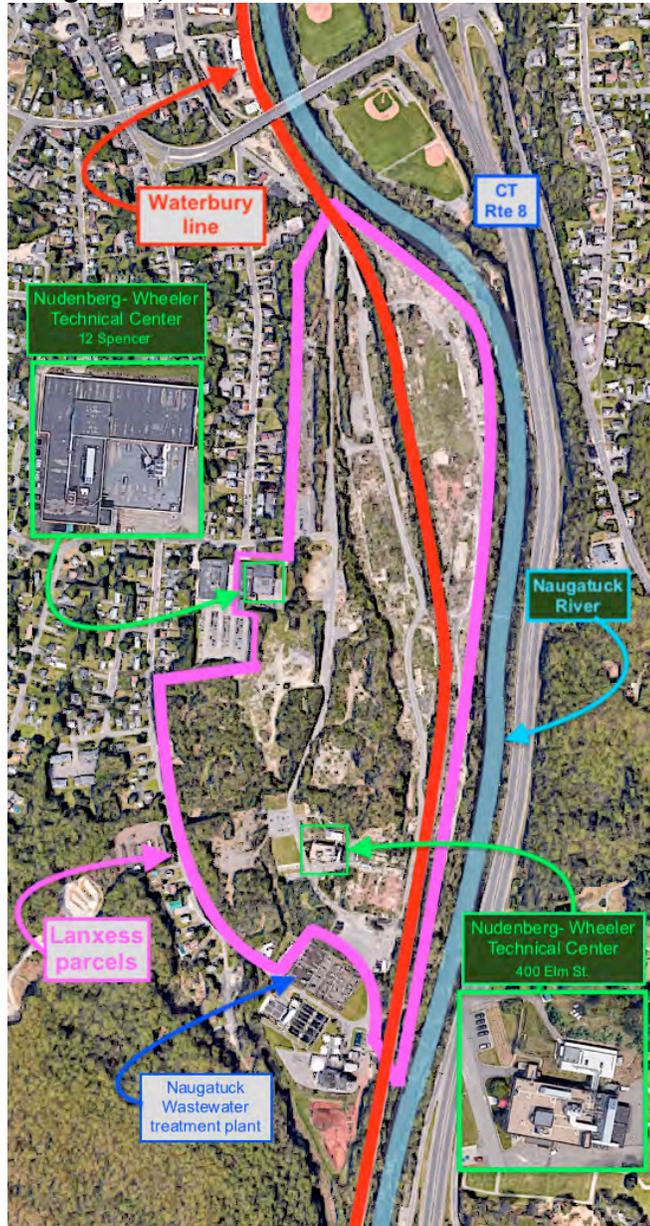
⁵ The report was commissioned by the Atlantic Canada Opportunities Agency and the Nova Scotia Department of Transportation and Infrastructure Renewal. The submitted report is dated March 23 of this year. On March 20, former prime minister Jean Chretien, an adviser to Novaporte’s Sydney Harbour Investment Partners, called publicly for the Nova Scotia government to support the Novaporte proposal [see ANRP 18#03].

CONNECTICUT

PAR: CT INLAND PORT BRINGS NYC CLOSER (18#07m)

13 July, Naugatuck CT – **A \$200,000 STATE GRANT WILL FUND PLANS FOR INLAND PORT OF NAUGATUCK TO BE DEVELOPED ON FORMER UNIROYAL BROWNFIELD.** The grant is one of six awarded (totaling \$1 million) to Connecticut municipalities toward restoration of rail-served brownfields for commercial activity.

Naugatuck, CT



The Port of Naugatuck will (prospectively) be developed on the 86.5-acre former Uniroyal chemical plant. Current owner Lanxess acquired the property in 2017 from Chemtura. Lanxess maintains the Nudenberg-Wheeler Technical Center, a state-of-the-art chemical R&D facility in two buildings on the property (*see insets*). The company intends to retain the N-W buildings locations for their current purpose.

The site is the heart of Naugatuck's once-thriving rubber industry. Numerous important chemicals and processes for manufacturing rubber and related products were developed at this location, beginning in 1840. Structural fiberglass for boat hulls and auto bodies was developed at the site, and popular consumer products, such as Ked's athletic shoes and Naugahyde fabric were manufactured on the site.

The Waterbury rail line is owned by CTDOT, with freight rights exercised by PAR.

{Google: annotated by ANRP}

The State of Connecticut Department of Economic and Community Development (DECD) indicated state support for the proposed inland port located along the CTDOT Waterbury line, served by PAR. The inland port proposition was introduced in September 2017 by Borough of Naugatuck Mayor Pete Ness. The port would serve domestic and international shippers to transport consumer. It would also allow international goods to go through customs in the borough.

Industrial pedigree

The facility will be sited on an 86.5 acre brownfield parcel of land along Elm Street, in Naugatuck. The site was developed for industry in the 19th Century as a pioneering research and manufacturing source for the rubber and plastics industry. The parcel is currently owned by Lanxess, a German global chemical conglomerate, and ultimate successor to the U.S. Rubber Company's Naugatuck Chemical subsidiary, and its Connecticut properties⁶. The company's Nudenberg-Wheeler Technical Center occupies approximately eight acres on the site. The state-of-the-art research center serves as Lanxess's primary R&D laboratory for its global lubricant additives, flame retardants and urethanes product lines.

A century of unregulated chemical research and manufacture (most activity ceased in the 1970s) has left 75 pockets of possible contamination on the site; some have been remediated, others are in process. A Lanxess senior official stated that the company is planning to donate the remaining acreage to the borough for the Port of Naugatuck. {Harrison Connery, *Republican-American* 07.16.18}.

Connecticut rediscovering rail?

In June, CTDECD gave out \$1 million in grants to six municipalities and organizations to support redevelopment of blighted properties. The grants represent the second round of funding from a recently launched state brownfield revitalization program. In addition to the Port of Naugatuck, grants were awarded in Ansonia, Bridgeport, New Milford, Thompson, and Thomaston. In addition to sharing CTDEQ Brownfield status, all six of the sites are situated on operational freight rail lines, and rail access is specifically identified in the official announcement, indicating it is a general priority in the DECD's strategy. The five other grantees:

City of Ansonia: \$200,000 grant to develop a plan to restore the economic vitality of the Ansonia Brass Company site and adjacent former industrial properties in the heart of Ansonia's downtown. This property is adjacent to the commuter rail station and along the Naugatuck River. CTDOT/PAR

Bridgeport Economic Development Corporation: \$200,000 grant to create a comprehensive implementation strategy to remediate and redevelop the Bridgeport Brass Project Area. The Bridgeport Brass Project Area is located in the geographic center of the city, approximately one-third of a mile north of Bridgeport's central business district and intermodal center, and provides the opportunity to optimize transportation and waterfront access and site use. CDOT/CSX

Town of New Milford: \$170,000 grant to develop a master plan to assess remediation needs for a cluster of brownfields along the Housatonic River Corridor. The redevelopment project will focus on reuse of town-owned and private properties to help restore public access to the river and serve as a catalyst for economic development within walking distance of downtown. HRRC

Town of Thompson: \$170,000 grant to perform planning studies and predevelopment work crucial to the success of pending redevelopment and revitalization of two major mill complexes – River Mill and the Belding-Corticelli Mills. The project area extends over a two mile long portion of the North Grosvenor Dale section of Thompson. P&W

Naugatuck Valley Council of Governments (NVCOG): \$60,000 grant to study the potential remediation and redevelopment of three brownfield parcels in Thomaston including and around the former Plume and Atwood facility. The project area will serve as support to the Railroad Museum of New England and the downtown area. CTDOT/NAUG

{Ofc of Gov. Malloy, CTDECD press release 06.21.18}

⁶ The 2017 acquisition of Chemtura Chemical by Lanxess included a headquarters facility in Waterbury. Lanxess has closed that location, moving the operation to Shelton, CT. {Connery, *R-A* 07.16.18}

MAINE

PAR: ANDROSCOGGIN PAPER MILL UPGRADES

18 July, Jay ME – ***ANDROSCOGGIN NO.4 MACHINE TO BE UPGRADED FOR BURGEONING MARKET SEGMENTS. STRATEGIC SHIFT TO SPECIALTY MARKETING AND PACKAGING PAPERS.*** The announcement is Verso Corporation’s second this year regarding major technical upgrades to change the mill’s product mix, and bring back lost jobs.

Currently, the mill produces a mix of coated paper, generally used in marketing and catalogs; uncoated paper, used for reading or writing materials, and specialty papers. The No. 4 upgrade, and the \$17 million conversion of No. 3, announced in February, will orient the plant’s production to high-demand market segments.

Updating the product line

Release liner paper is one-side coated with a slick surface, and used primarily as the pull-away backing for pressure-application adhesive products, such as stickers, bandages, tapes, etc. “The No. 4 paper machine’s 6-meter width, technical capabilities and fully integrated pulp platform is well-suited to support the growing release liner market,” said Verso executive Mike Weinhold. The upgrade will be done in two phases, the first to be completed this Fall, and the second in 2019 {Rachel Ohm, centralmaine.com 07.18.18}.

The No. 3 machine conversion from graphic paper⁷ production to packaging materials. The machine was idled in January 2017 with a loss of 190 jobs. The conversion is expected to recover 120 of those jobs once full production is achieved later this year. {*ibid.*}

Feds do their part

Another indication of Verso’s commitment to repositioning Androscoggin for long-term success is its resignation as the only U.S. producer of supercalendered paper⁸. In March, the company declared that it would phase out production of the product, would partner with a Canadian manufacturer for supply, and requested the U.S. Department of Commerce to revoke import duties on Canadian product that went into effect in 2015. Last week, the DOC confirmed the retroactive revocation of duties on Canadian supercalendered paper.

NEW YORK

NYSW: HOW MANY POLITICIANS DOES IT TAKE TO BREAK A BRIDGE?

28 July, Ridgefield Park NJ – ***A SECTION OF THE OVERPECK CREEK BRIDGE COLLAPSES UNDER LAST CAR. EARLIER IN THE MONTH, VIADUCT SIDEWALLS FELL ONTO DOWNTOWN SYRACUSE ARTERY.***

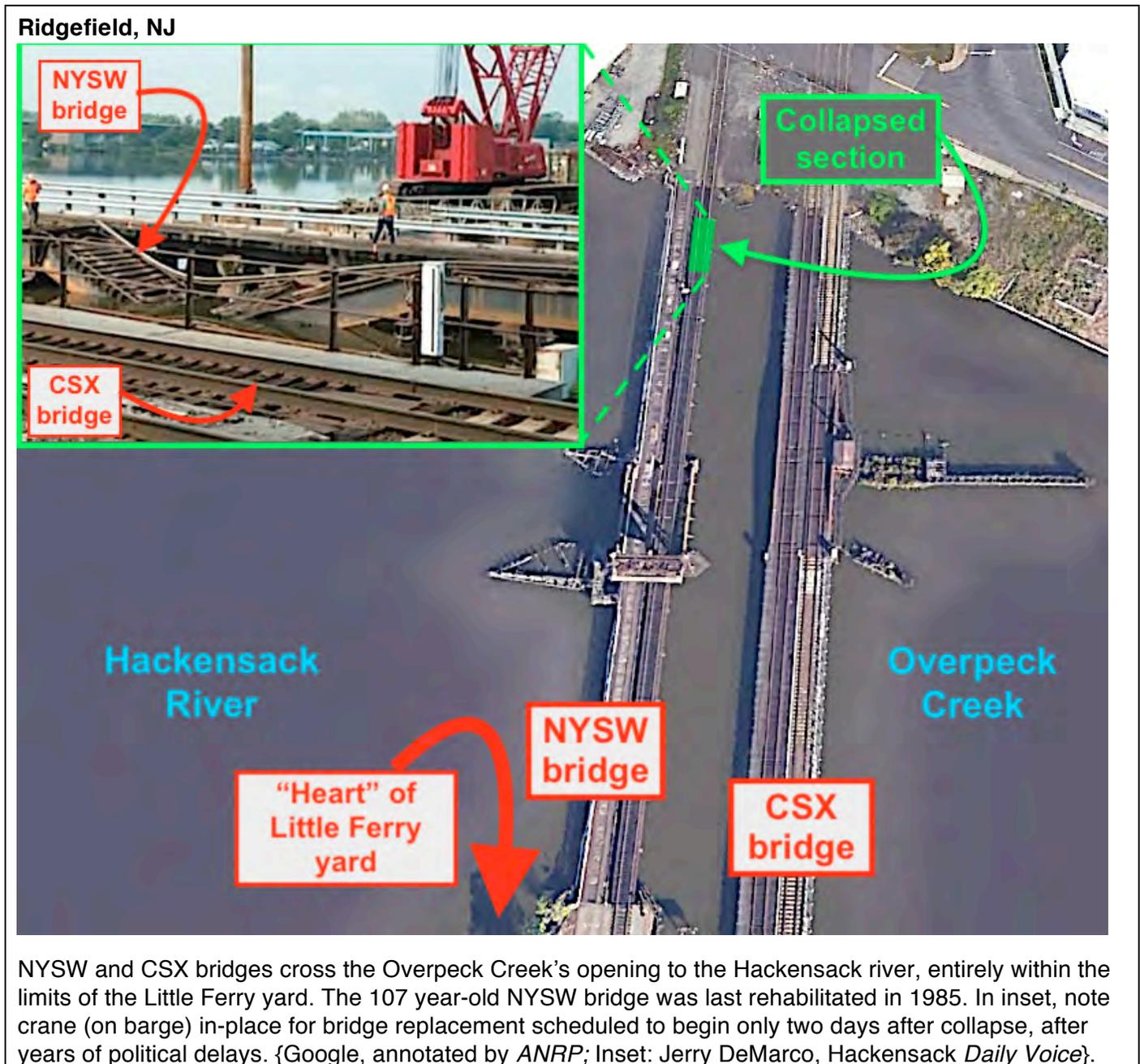
The last car of a 41-car NYSW weekend northerly train out of Little Ferry yard was $\frac{3}{4}$ of the way across the 405 foot-long Overpeck creek bridge at when the deck substructure beneath it buckled at 08h20, causing a partial collapse of a bridge section. The railcar, loaded with sugar, dropped several feet to water level, but remained suspended on the drooping track. The car lost a truck, and was later pulled back to the

⁷ Common two-side coated print stock used in weekly magazines and most catalogues.

⁸ Heavy, two-side coated high-gloss paper used primarily in expensive magazines and catalogues.

embankment. There were no injuries and no cargo was released {email from NYSW President Nathan Fenno, 07.30.18; Curtis Tate northjersey.com, 07.28.18}.

Built in 1911 and rehabbed in 1985, the bridge currently carries ~25,000 freight cars each year, serving as an important link between New Jersey, New York and Pennsylvania. It passed a routine scheduled inspection on 27 June {Tate northjersey.com, 07.28.18}. The outage will not noticeably affect traffic, since “NYS&W is fortunate to have two active interchanges with both CSX and NS. Cars to North Bergen will continue to be interchanged at North Bergen (CSX) and Marion (NS). Cars to all other stations will be routed to interchanges at Syracuse (CSX) and Binghamton (NS)” {Fenno email}. A double-track CSX bridge runs directly parallel just a toss away.



The bridge section collapsed right beside pile-driving equipment staged for the bridge’s replacement this summer. The need for replacement was identified in 2014, and was to have been completed in 2016, thanks

to a \$4.3 million FY2014 NJDOT RFAP award in combination with a \$1.8 million NYSW match {NJDOT}. Along with 165 other projects, the Overpeck bridge replacement was stalled by political wrangling over the state's

Syracuse, NY



Railroad	Bridge ID	Date of Last Inspection	Length	Location				Type of Bridge Material and Structure	Features Crossed	General Statement of Condition
				Latitude	Longitude	City/Town or County	Landmark			
SBNY	271.30	5/30/2017	86'	42° 02' 53.8"	-76° 09' 32.0"	City of Syracuse, NY	South of West Fayette St.	Single span bridge, steel through plate girder with steel floorbeams, supported on concrete abutment and pier	S. West St. (Southbound)	The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in good condition with some concrete spalling and cracking.
SBNY							Between 5. West St.	3-span bridge, reinforced concrete	Parking and Storage	The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in good condition with some concrete spalling and cracking.
SBNY							W. Onondaga Street, Dickerson Street, and open space areas	The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in fair to good condition. The concrete fascias, piers and abutments exhibit spalling and cracking; rebar is showing in some areas.		The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in good condition with some concrete spalling and cracking.
SBNY							Parallel to S. Clinton St. at W. Onondaga Street and Dickerson Street	11-span bridge. 1 span over W. Onondaga St. is a steel through plate girder with steel floorbeams, other 10 spans are multiple steel beams. All spans have a concrete deck, and are supported on concrete abutments and piers.		The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in good condition with some concrete spalling and cracking.
SBNY							West of Armory Square	girders, supported on concrete abutments	Onondaga Creek	The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in good condition with concrete fascia spalling.
SBNY	271.12	5/30/2017	28.6'	42° 02' 47.3"	-76° 09' 21.1"	City of Syracuse, NY	At Armory Square platform	Single span bridge, reinforced concrete slab, supported on concrete abutments	Parking Lot Access Road	The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in good condition with light concrete spalling and cracking.
SBNY	270.90	5/30/2017	574'	42° 02' 37.2"	-76° 09' 12.3"	City of Syracuse, NY	Parallel to S. Clinton St. at W. Onondaga Street and Dickerson Street	11-span bridge. 1 span over W. Onondaga St. is a steel through plate girder with steel floorbeams, other 10 spans are multiple steel beams. All spans have a concrete deck, and are supported on concrete abutments and piers.	W. Onondaga Street, Dickerson Street, and open space areas	The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge. The bridge is in fair to good condition. The concrete fascias, piers and abutments exhibit spalling and cracking; rebar is showing in some areas.
SBNY	270.81	5/30/2017	80'	42° 02' 32.8"	-76° 09' 10.9"	City of Syracuse, NY	At W. Adams St. and S.	Single span bridge, steel through plate girder with steel floorbeams	W. Adams St.	The bridge is confirmed to have the capacity to safely carry traffic being operated over the bridge.

Thirty-ton sidewalls along the Onondaga St. viaduct cleaved off on 5 July. **Top:** Sidewall sections serve to retain ballast and other on-track loose items; otherwise they are decorative. The track was still capable of loading {Quindell Williams, CNYCentral.com}. **Bottom:** Compiled briefs of track reports indicate subjective inspection criteria, and imply municipal rubber-stamping {City of Syracuse 2017 Bridge Inspection Report}.

mismanaged Transportation Trust Fund (NJTTF). Despite clear warnings of impending danger⁹, the Christie administration held firm against raising the state’s gasoline tax to provide revenue for the TTF. In October 2016, an agreement was finally reached (including a \$0.23/gallon gasoline tax increase). Even that “victory” for infrastructure has been hampered since by wrangling over how to refinance the TTF’s pre-existing \$3 billion debt {John Reitmeyer, *NJSpotlight* 06.21.18}.

The promised money for the bridge replacement finally became available late last year, and following surveys and permitting by multiple government agencies, the project was set to start the following Monday, 30 July (!) {Tate northjersey.com, 07.28.18}. The bridge replacement will proceed, following mitigation of any work-safety issues deriving from the collapse {Fenno email}.

The Overpeck collapse came only weeks after another NYSW-route structural failure in downtown Syracuse. On 5 July, two 60-foot sections of reinforced concrete sidewall estimated to weigh 30 tons, each fell at the busy South Clinton St./West Onondaga St. intersection from an elevated rail viaduct, south of the Onondaga Creek yard. No one was injured, and no vehicles were struck by debris. The sidewalls are not structural bridge elements, and it was soon determined that the track structure remained safe for rail traffic, although traffic has been suspended.

A May 2017 inspection noted sidewall cracking and spalling that exposed the rebar reinforcements, but still “confirmed [the bridge] to have the capacity to safely carry traffic being operated over the bridge,” and judged to be in “fair to good condition.” {Patrick Lohmann, *Syracuse.com*, 07.17.18}

While the viaduct’s ownership is somewhat muddled by legacy agreements, Fenno asserts NYSW’s maintenance responsibility. Asked (in relation to the Overbeck collapse) whether the railroad will be reviewing prior completed inspections of all NYSW bridges, Fenno said that, “[o]ur annual bridge inspections, which are done by consulting engineers, are on-going and will certainly be given extra scrutiny.”

NYSW: REOPENED UTICA LINE DELIVERS NS TRAFFIC (18#07L)

13 June, New York Mills NY – ***NYSW UTICA LINE RESUMES REVENUE SERVICE 12 YEARS AFTER EPIC WASHOUT***, delivering two carloads of hollow steel beams off NS line to a sign company in this village west of Utica.

Multilateral regional effort pays off

The restoration was spearheaded by the County of Chenango Industrial Development Agency (CCIDA) in partnership with local development agencies and NYSW, leveraging \$5.5 million in state and federal funding.

To meet the local matching funds required by the federal grant, the county pitched in \$150,000, Development Chenango Corporation \$130,000, and the Chenango County Industrial Development Agency about \$70,000. The railroad is putting up about \$80,000 in cash and a pledge to inspect and maintain the line for 10 years, and provide service as demanded¹⁰.

The first revenue move on 13 June consisted of two flatcar loads of steel tubing delivered to Di Highway Sign & Structure Co. On 27 June SCI plywood received a boxcar load. On 11 July, six covered hoppers and one open hopper were en route at the time of this writing. NYSW is actively developing new and revived

⁹ Martin Robins, director emeritus of the Alan M. Voorhees Transportation Center at Rutgers University, who previously held leadership roles with NJDOT, NJT, and PANYNJ: “*You are seeing projects that are being frozen because of uncertainty with the funding ... We keep slipping further and further behind in terms of fixing bridges [...]*” {Andre Coen, *The Bond Buyer* 04.22.16}.

¹⁰ NYSW pledged 10 years of inspection and maintenance for the line, capped at the equivalent of 10% (~\$25,000) of the entire cost of the restoration.

southbound interchange service with NS.

NYSW has continued to serve customers on the northern section of the line between Utica and Sangerfield, interchanging all traffic with CSX in Utica: FX Matt Brewery in Utica; Oneida Warehouse of New Hartford; McCraith Beverage (distributor), Fountainhead Group (liquid applicators), SCI Plywood, and Di-Highway Sign & Structure, all of New York Mills. South of Utica are four customers in Waterville: Growmark FS, Gold Star Feed/Sangerfield Grain, Louis J. Gale, and Oneida Asphalt Products.

In June 2006, heavy rains caused the Chenango River to overflow its banks, severely damaging 26 sections of the line's lower leg from Norwich south to Greene {Railroad.net 08.28.06}. With no active customers on the long southern stretch of the line, and Sherburne-north customers able to access CSX, NYSW declined to repair the road, and closed it south of Sherburne.

In February 2007, NYSW discontinued the line between Sherburne and Chenango Forks out of service, and in August 2012 filed with the STB to discontinue service {Melissa Stagnaro, *Chenango Evening Sun*, 09.16.08}. The effort was challenged by NYSDOT and Chenango County.

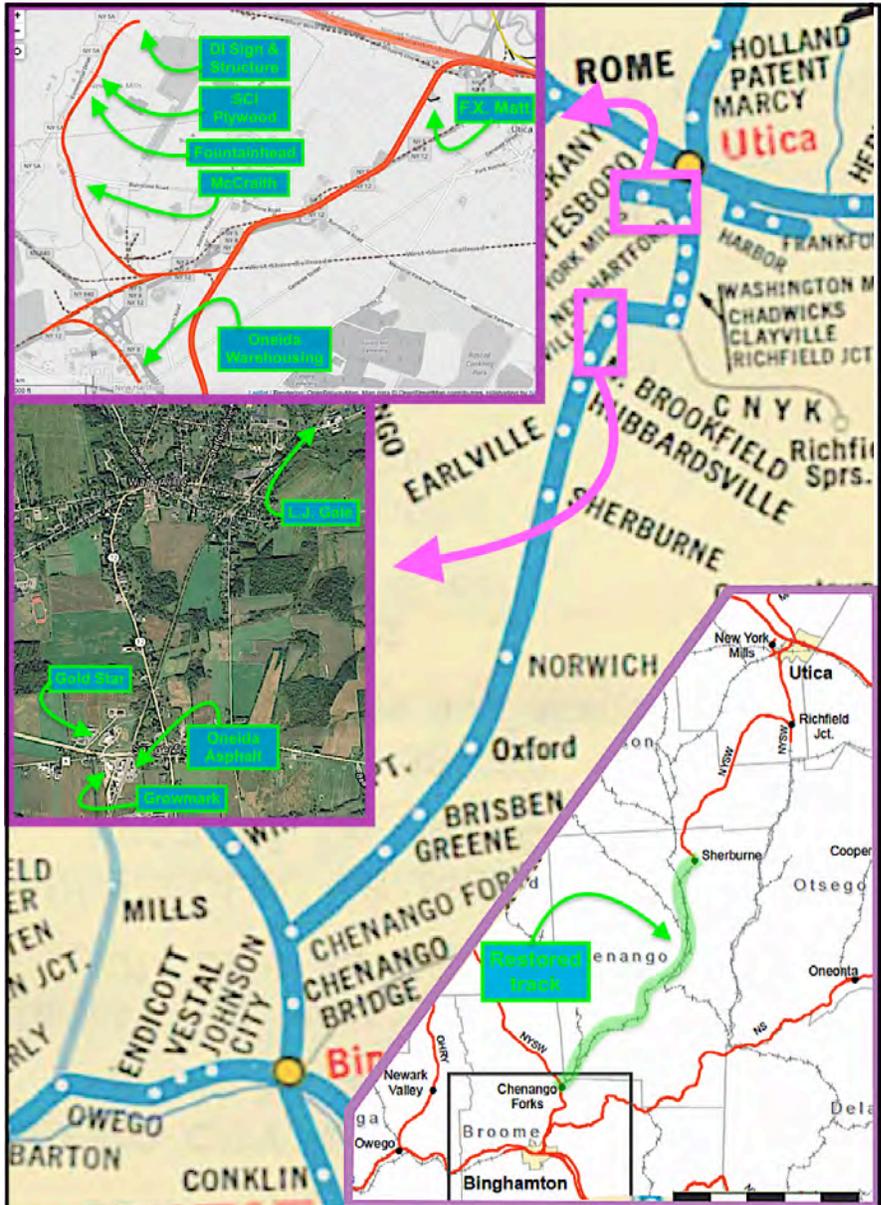
In November 2011 efforts by the CCIDA applied to NYSDOT for a \$4.7 million grant to restore the line for revenue service. A state award of \$772,000 was announced in December, qualifying CCIDA to seek Federal funds for the project. In May 2013 the U.S. Economic Development Agency awarded \$4.7 million toward the line's restoration.

Track restoration work got underway in March 2016, and was completed in April of this year. Validation and testing was undertaken between April and the 13 June revenue shipment. The track is currently rated as Class 1.

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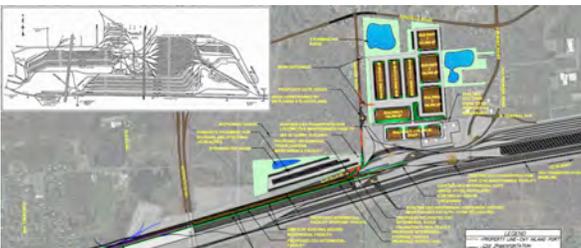
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CSX: SYRACUSE-DEWITT INLAND PORT IS A “GO” (18#07L)

11 July, Syracuse N.Y. – ***NYSDOT AND CSX WILL ADAPT SYRACUSE DEWITT YARD TO HANDLE INTERNATIONAL CONTAINER TRAFFIC EXPECTED TO BE ~30,000 TEU ANNUALLY.*** The facility will be equipped to load/unload international containers for transport from the Port of New York/New Jersey for direct ship-to-rail transfer.

FULL-SIZE LANDSCAPE VERSION -- PAGE 25



Central New York Inland Port (CNYIP)

The \$19 million, 15-year contract between CSX and NYSDOT is to “assist CSX with the realignment and modernization of the existing rail yard at DeWitt to handle stacked, non-wheeled international shipping containers, including installing new crane equipment and lifts; upgrading security and deploying technology enhancements to allow for International import/export services; and constructing new areas at the rail yard required for the stacking and handling of shipping containers” {NYSDOT

press release 07.11.18}. Dewitt Yard currently serves domestic intermodal traffic.

¹¹ NYSW pledged 10 years of inspection and maintenance for the line, capped at the equivalent of 10% (~\$525,000) of the entire cost of the restoration.

Customs inspection and clearance for import containers will allow direct ship-to-railcar transfer at PANYNJ. Exports will also benefit from upstream customs processing. Cost savings are estimated at up to \$500/container over prevailing Syracuse – PNYNJ drayage rates.

CSX will be the port operator, but can engage other terminal operating companies for services. The state will retain an ownership interest in the CNYIP equipment for the term of the contract.

CSX has 18 months to complete the project after receiving all the necessary permits. DOT officials said they hope the inland port will be operating before the end of 2019. The rail yard, which straddles the border between the towns of DeWitt and Manlius, is surrounded by wetlands, which may complicate any environmental review. However, since Dewitt Yard is currently in-use as a rail facility, little municipal or community opposition is likely.

Only viable site

The site’s environmental constraints may potentially force new terminals and warehouses to be sited a dray-distance from the “docks.” NYSDOT officials consider the current truck-rated road capacity and yard access to be adequate for the expected port volume of up to 30,000 containers a year.

Competing proposals to locate the inland port facility in Camillus of Janesville touted greater expansion capacity, but would also have potentially cost the state up to \$100 million to develop. Demand for new warehouse and terminal facilities is low, as there are many vacant distribution facilities in the immediate area. An NYSDOT feasibility analysis released in December 2017 identified the Dewitt location as “the only viable site,” by virtue of its existing commitment for daily rail service. The other proposed locations would have required major new rail infrastructure to be installed.

NEW JERSEY

NJDOT: \$25 MILLION IN RFAP GRANTS

January, Trenton NJ – ***FIRST YEAR OF EXPANDED RFAP PROGRAM TO FUND TEN MAJOR PROJECTS THROUGHOUT THE STATE.*** Four railroads, two port agencies, and one county receive awards ranging from \$661,000 to \$6 million {email from NJDOT’s Steve Schapiro 07.18.18}. For fiscal 2018 the RFAP has been expanded from \$8 million to \$25 million as mandated in the New Jersey Administrative Code 16:53C and P.L 2016 56, Transportation Trust Fund Act (TTF) of 2016.

Proposed projects which meet the minimum eligibility standards enter a project pool and must compete for funding. The cost of all eligible projects in the pool currently exceeds the available resources. In selecting eligible projects to receive funding, the New Jersey Department of Transportation evaluates each one according to the degree that they meet the following criteria:

Primary criteria

- Project is significant to port commerce connectivity;
- Eliminate rail freight missing links to port facilities; or
- Upgrades freight rail tracks to a 286,000 pound load carrying capacity.

Secondary criteria

Economic

- Supports and promotes economic activity in New Jersey by preserving and improving the freight transportation system.
- Increases employment potential with new/improved rail freight services and intermodal facilities.

- Increases the number of businesses served by rail freight.
- Protects the Core Rail System.

Award recipient	Municipal entity/ies	Project	Total project cost	State \$ share	Awardee \$ match
NJSL	Lakehurst Borough; Manchester Township; Woodland Township; Burlington County; Ocean County	Southern Division phase 2	\$1,855,200.00	\$1,669,680.00	\$185,520.00
WW	Deerfield Township; Cumberland County	CWR So. Main St. Phase 5	\$1,232,750.00	\$1,071,405.00	\$161,345.00
PANYNJ	Newark City; Essex County	Port Street Lead Reconstruction	\$2,432,070.00	\$2,188,863.00	\$243,207.00
Salem County	Salem County	Salem County Railroad Rehabilitation Program	\$6,682,436.10	\$6,014,192.49	\$668,243.61
NYSW	Midland Park Borough; Bergen County	Replace Bridge #26.02 , Midland Park	\$1,312,500.00	\$1,176,750.00	\$135,750.00
WW	Pittsgrove Township; Vineland City; Cumberland County; Salem County	So. Main Landis Welded Rail	\$761,231.00	\$660,942.90	\$100,288.10
NYSW	Hamburg Borough; Sussex County	Replace Bridge #71.5, Rt. 23, Hamburg	\$2,845,000.00	\$2,551,500.00	\$293,500.00
CR	Paulsboro Borough; Gloucester County	Paulsboro Marine Terminal Rail Link	\$4,405,565.00	\$3,915,508.50	\$490,056.50
So. Jersey Port Corp.	Paulsboro Borough; Gloucester County	Paulsboro Wye Track - Permanent Easement	\$4,227,989.00	\$4,202,989.00	\$0.00 ¹²
CMSL	DennisTownshi p; Woodbine Borough; Cape May County	Dennisville run-around	\$1,985,000.00	\$1,786,500.00	\$198,500.00
Totals			\$27,739,741.10	\$25,238,330.89	\$2,476,410.21

{NJDOT, 07.20.18}

¹² The SJPC grant requires no local match because according to NJAC 16:53C-4.4, acquisition of real property, is eligible for full funding {NJDOT email 07.20.18}.

Efficient And Responsive Freight Distribution

- Ensures freight movement within the State and serves customers efficiently and effectively.
- Supports rail and intermodal services that exhibit potential for long-term economic viability.
- Supports competitive freight transportation services where economically viable.
- Provides transportation facilities that satisfy the requirements of freight shippers and the industries they serve.
- Promotes joint private and public funding of rail freight and intermodal improvement projects.

Energy And Environmental

- Maximizes the conservation of energy and reduction in emissions by promoting the use of efficient freight systems.
- Supports energy efficient aspects of rail freight and intermodal transportation.
- Supports rail freight and intermodal services that minimize detrimental environmental impacts and supports the goals of the Clean Air Act.

Highway Congestion Mitigation

- Reduces vehicular traffic by providing a viable alternative to long haul over the road freight shipments.
- Supports the development of team tracks with freight distribution and storage facilities.
- Supports the development of transload facilities and intermodal services.

Applicant Performance

- Demonstrates performance and timeliness in agreement executing, contract awarding, constructing and closing previous projects funded by the RFAP program within its guidelines.

{NJDOT FY2018 Update Report for NJRFAP}

PEOPLE, EVENTS & PLACES

CMQ: MOWERY HONORED AS RISING STAR

22 July, Chicago IL – **CMQ VPO CHAD MOWERY WAS NAMED A RAIL INDUSTRY “RISING STAR” BY PROGRESSIVE RAILROADING MAGAZINE.** He received the award at the 2018 Rising Stars Recognition Dinner at the West Lakeshore Hotel.

Mowery and 19 other railroaders under age 40 were chosen from a pool of more than 150 nominees nationwide to be honored with the award¹³. It is given to “individuals who have made, or are making, a positive impact in the rail industry ... [as demonstrated by] each nominee’s contributions to the rail industry, career achievements, leadership, professional association activity, and community involvement.”
{progressiverailroading.com}

Chad joined CMQ in 2015, and has been instrumental in reestablishing the XX line’s viability since CMQ

¹³ Other 2018 Rising Stars: Scott Bannwart – Florida East Coast Railway, Aubyn Bell – HDR, Jeffrey Bennett – Denton County Transportation Authority, Jeffrey Brauner – Port Authority of New and York New Jersey, Nick Edelen – R. J. Corman Railroad Group, Jocelyn Hill – Conrail, Clayton Johanson – BNSF Railway Co., Xiang Liu – Rutgers University, Yifeng Mao – MTA Long Island Rail Road, Victor Meyers – Red River Valley & Western Railroad Co., Becca Nagorsky – Metrolinx, Przemyslaw Rakoczy – Transportation Technology Center Inc., Darren Reynolds – CN, Amy Rice – CSX Corp., Joan Smemoe – Railinc Corp., Urszula Soucie – Railway Engineering-Maintenance Suppliers Association, Cyrenthia Ward – Federal Transit Administration, Ann Waters – Genesee & Wyoming Inc., Cecily Way – WSP USA

acquired MMA’s assets in bankruptcy. In May, Chad spearheaded the launch of Katahdin Railcar Services tank car cleaning facility in the completely revamped Derby Car Shops facility in Milo ME [see ANRP 18#05]. In addition to providing vitally needed, state-of-the-art services to the northeast rail industry, the KRS launch has restored faith and pride in the northern Maine region that had been economically decimated as a result of the Lac Megantec incident.

The way Chad sees it, “[r]ebuilding this property and the trust lost with our employees, communities, customers, government agencies and our industry in general has been one of the most unique challenges I have been fortunate enough to be a part of. While you will always have to live with the past, the future is wide open to create the new narrative that people will remember” [ibid.]

Milo – ME



Chad Mowery inaugurates the all-new Katahdin Railcar Services tank car cleaning facility – 31 May 2018. The facility utilizes the latest mechanical – information – sustainability – and chemistry technology to provide clean – efficient railcar cleaning services for large fleets. It is the only facility of its kind in the region north of Pittsburgh. {Stuart Hedstrom – Picataqua *Observer*}.

Common abbreviations:

BCLR - Bay Colony RR,
CBNS* - Cape Breton and Central Nova Scotia Ry,
CCCR - Cape Cod Central RR,
CMAQ - congestion-mitigation or air quality (money from the US federal government for these purposes),
CMQ – Central Maine & Quebec Ry,
CN - Canadian National Ry,
CNZR - Central New England RR,
ConnDOT - Connecticut Department of Transportation,
CP - Canadian Pacific Ry,
CSO* - Connecticut Southern RR,
CSRX - Conway Scenic RR,
CSXT - CSX Transportation,
EMRY - see NBSR,
FHWA - Federal Highway Admin.,
FRA - Federal Rail Admin.,
FRTC - Fore River Transp'on Co.,
FTA - Federal Transit Admin,
GU - Grafton & Upton RR,
GW - Genesee & Wyoming Inc,
HRRC - Housatonic RR,
MassDOT - Massachusetts Department of Transportation,
MBRX - Milford-Bennington RR,
MBTA - Mass. Bay Transportation Authority,
MC - Massachusetts Coastal RR,
MCER - Mass. Central RR,
MEDOT - Maine Department of Transportation,

MMA - Montréal, Maine & Atlantic Ry,
MNRY - see NB&M,
MPO - Metropolitan Planning Organization,
MTQ - Québec Ministry of Transport,
NAUG - Naugatuck RR,
NBDOT - New Brunswick Department of Transportation,
NB&M – New Brunswick & Maine Railways, system of
NBSR - *New Brunswick Southern Ry*;
MNRC - *Maine Northern Ry*; and
EMRY - *Eastern Maine Ry*,
NECR* - New England Central RR,
NEGS - New England Southern RR,
NHCR - New Hampshire Central RR,
NHDOT - NH Dept of Trans,
NHN - NH Northcoast RR,
NNEPRA - Northern New England Passenger Rail Authority,
NS - Norfolk Southern Ry,
NSDOT - Nova Scotia Department of Transportation,
NYA - New York & Atlantic Ry,
NYNJ - New York New Jersey Railroad (PANYNJ subsidiary, formerly Cross-Harbor),
NYSDOT – NY State Dept. of Transportation
Pan Am – refers to operator of PAS and PAR,
PAR - Pan Am Railways - parent of Maine Central RR, Portland Terminal RR, Boston & Maine, all leased by

ST - Springfield Terminal Ry,
PANYNJ - Port Authority of New York and New Jersey,
PAS - Pan Am Southern Railway, joint venture of Pan Am and Norfolk Southern,
PVRR - Pioneer Valley RR,
PW* - Providence & Worcester RR,
QCR - Quebec Central Ry,
RIDOT - Rhode Island Dept of Transp.,
RJC – RJ Corman
Seaview - Seaview Transport'n Co.,
SLQ* - St. Lawrence & Atlantic Ry (Québec),
SLR* - St. Lawrence & Atlantic RR,
ST - see PAR,
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, *comprised of*
GMR – Green Mountain RR
VTR - Vermont Ry
CLP - Clarendon & Pittsford RR
WACR - Washington County RR,
WHRC - Windsor and Hantsport Ry.
 * These railroads are part of the GWI short-line holding company.

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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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Purpose

Atlantic Northeast Rails & Ports, née *Maine RailWatch* (1994-1997) and later *Atlantic RailWatch* (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. 'No railroad is an island, entire unto itself.'