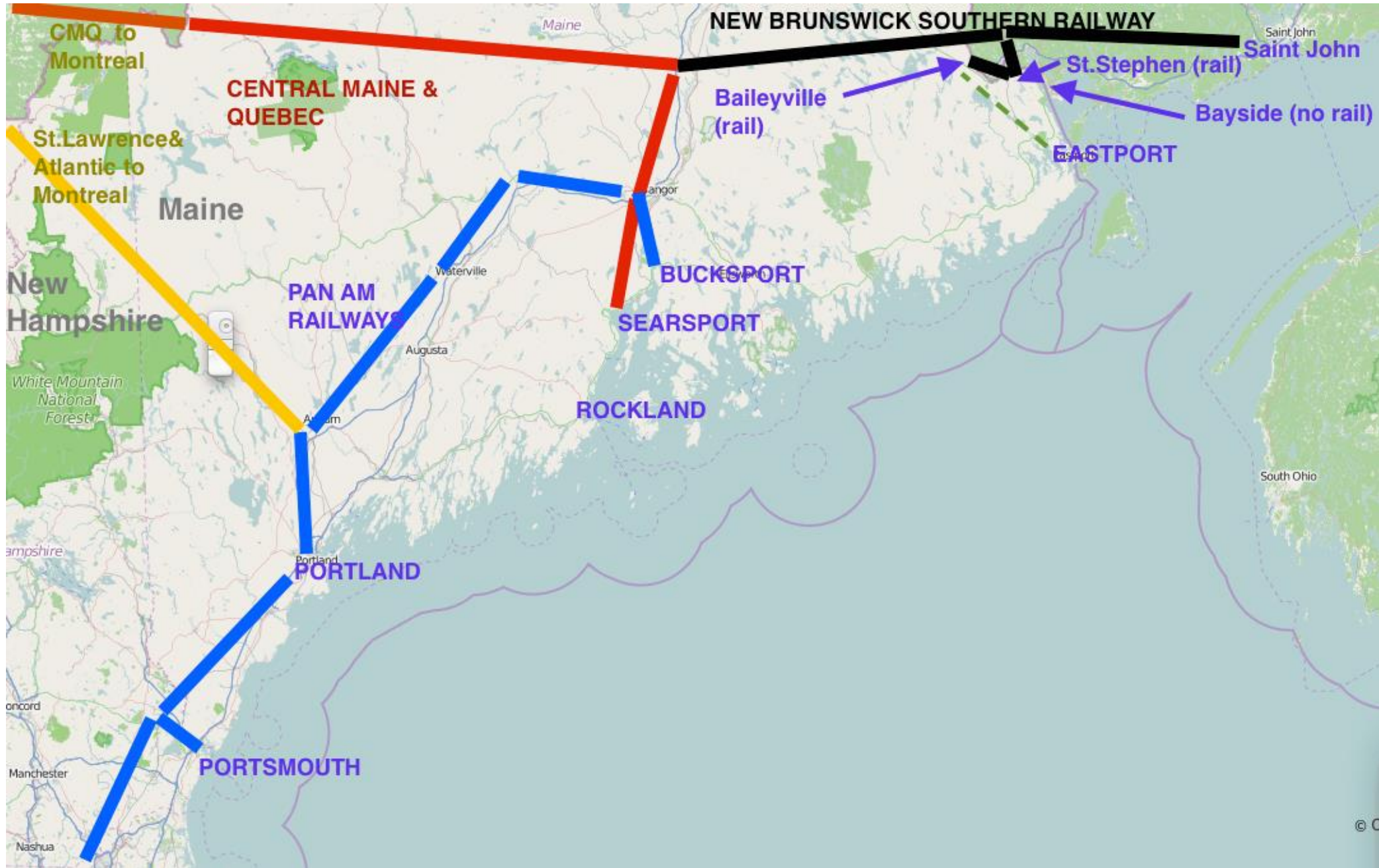
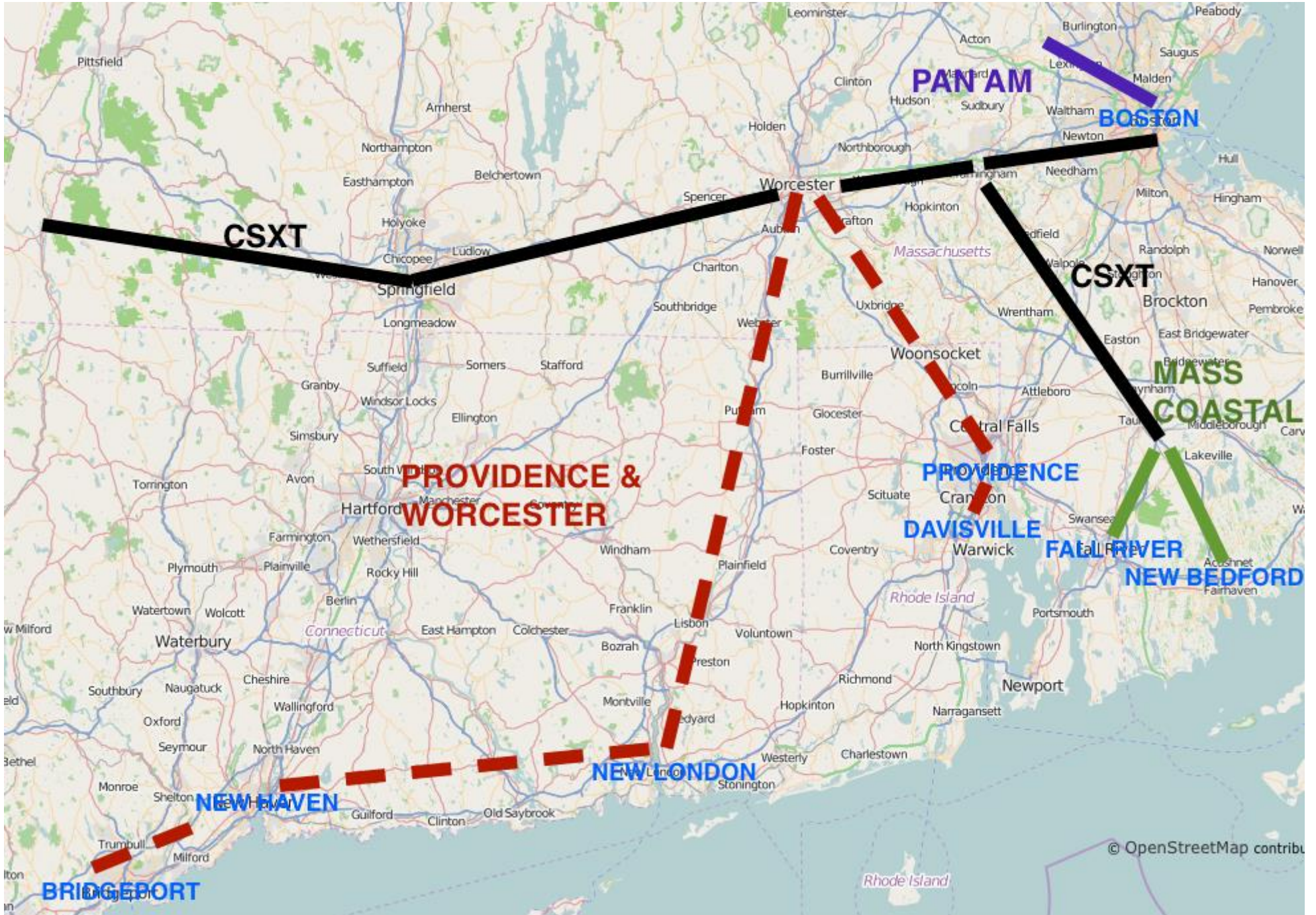


# 1. Northern New England





## 2. Southern New England





### 3. EASTPORT

blue dashed line =  
former rail

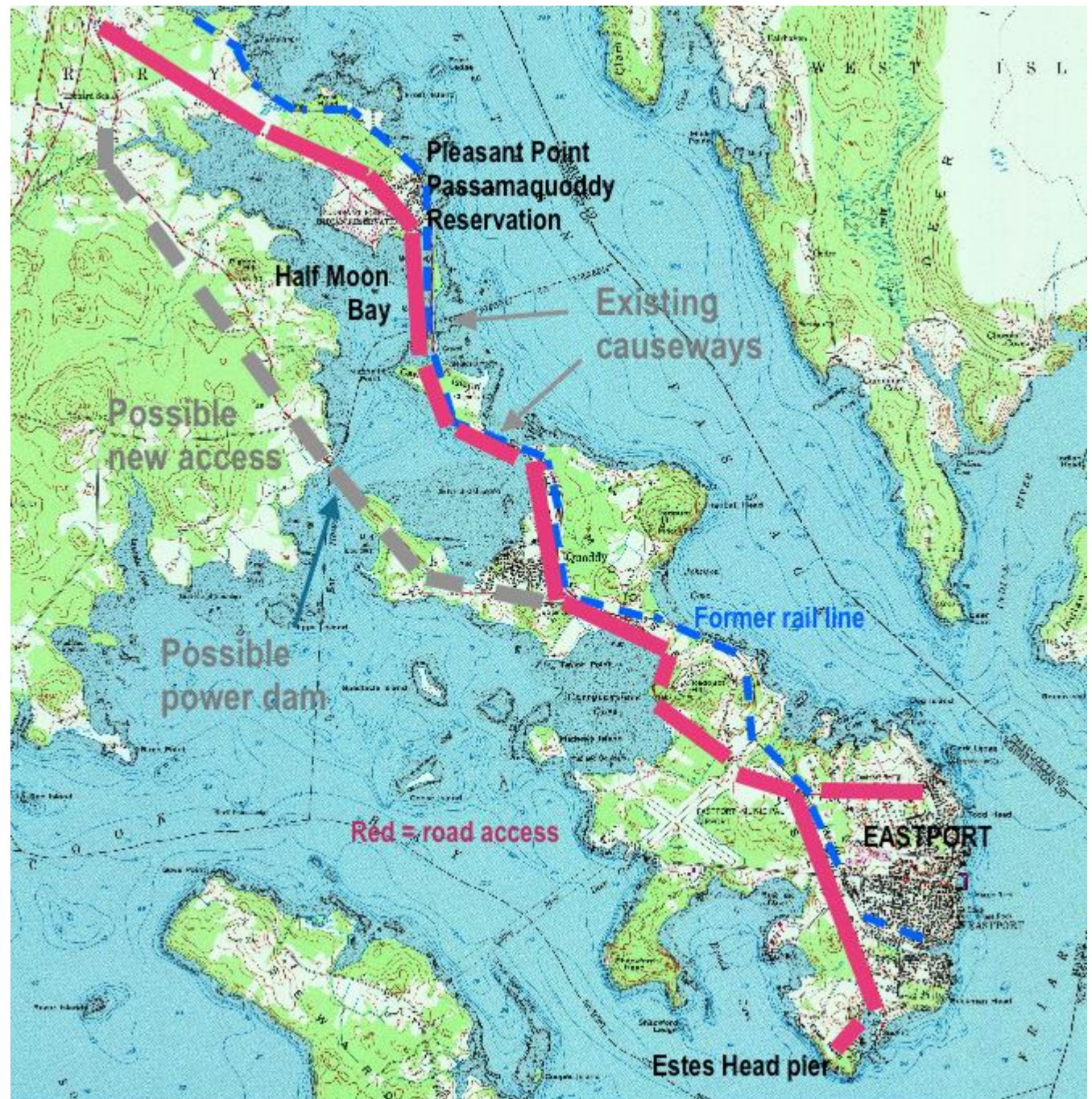
red line = truck  
route from  
Baileyville

grey line =  
dream new  
road + rail

**Cargoes  
only export**

- now pulp

- pending wood  
chips or  
pellets

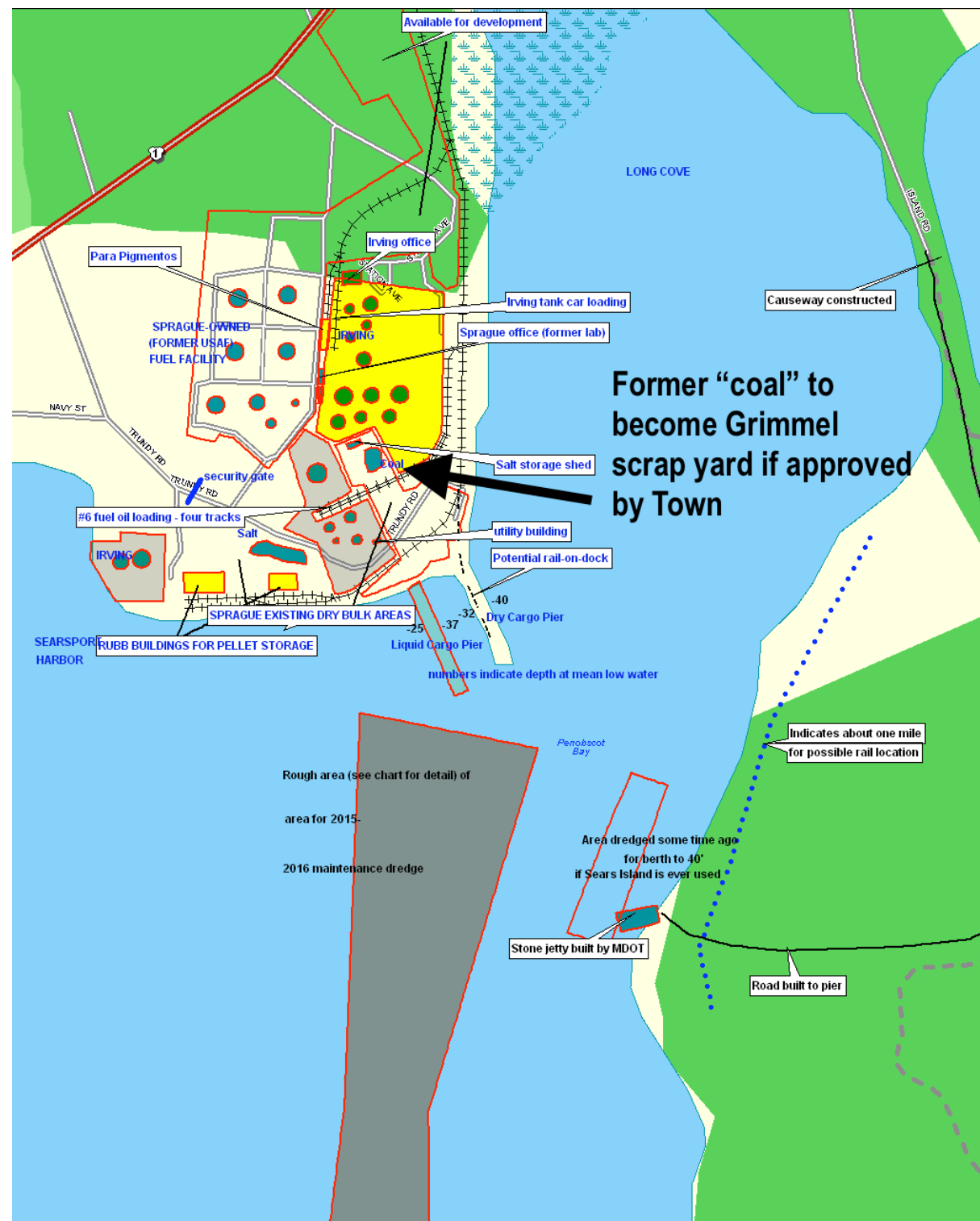




## 4. SEARSPORT

- clay inbound by ship  
out by rail
- petroleum products  
in by sea, out by truck
- salt in by sea,  
out by truck
- wind mill components  
in by truck and rail  
out by sea

dreams of containers,  
propane.



## 5. PORTLAND-SOUTH PORTLAND

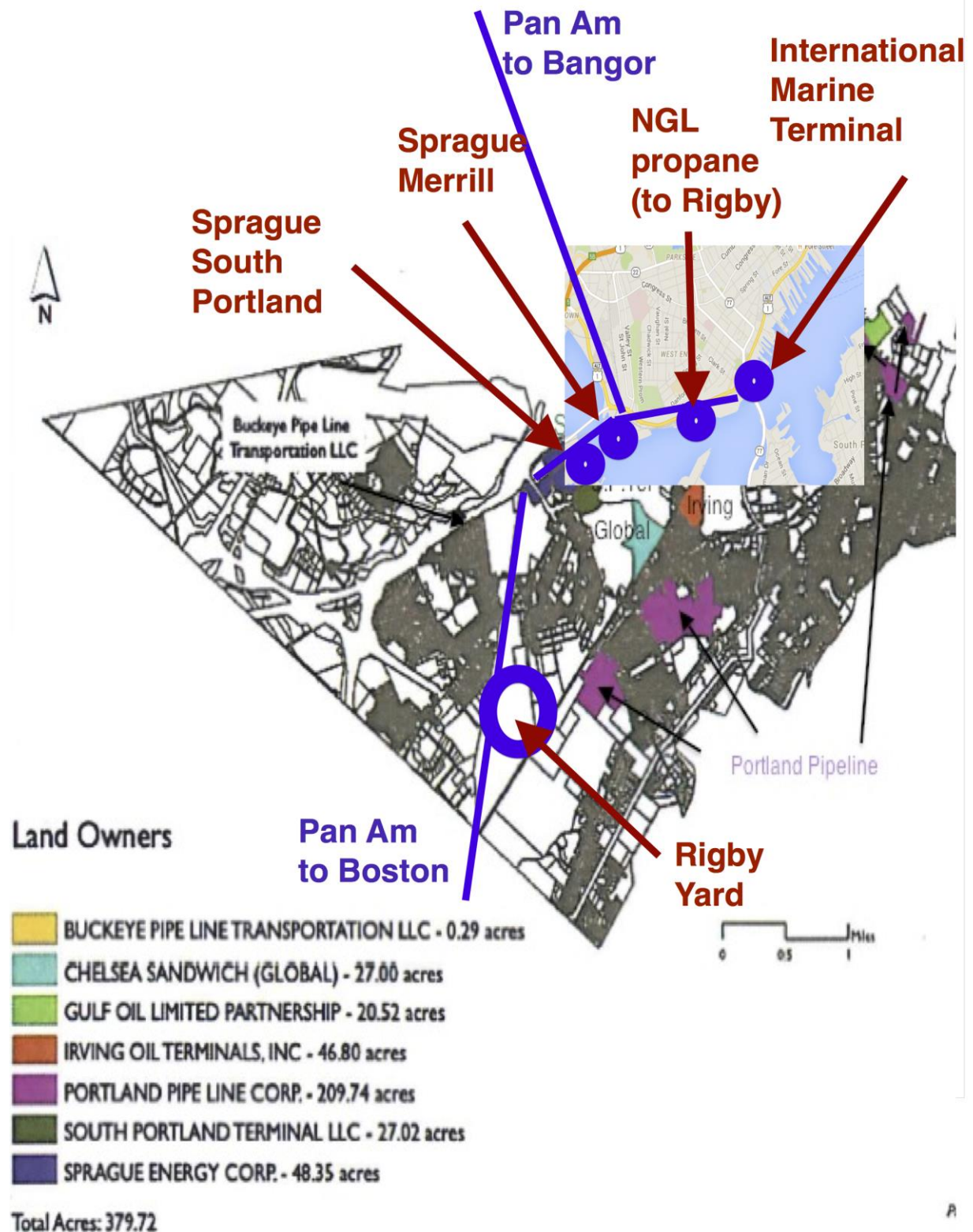
- inbound petroleum
- inbound coal by sea, out by rail to Rumford
- inbound clay by sea
- outbound by truck and rail

pending  
propane move to Rigby intermodal (ship to rail)

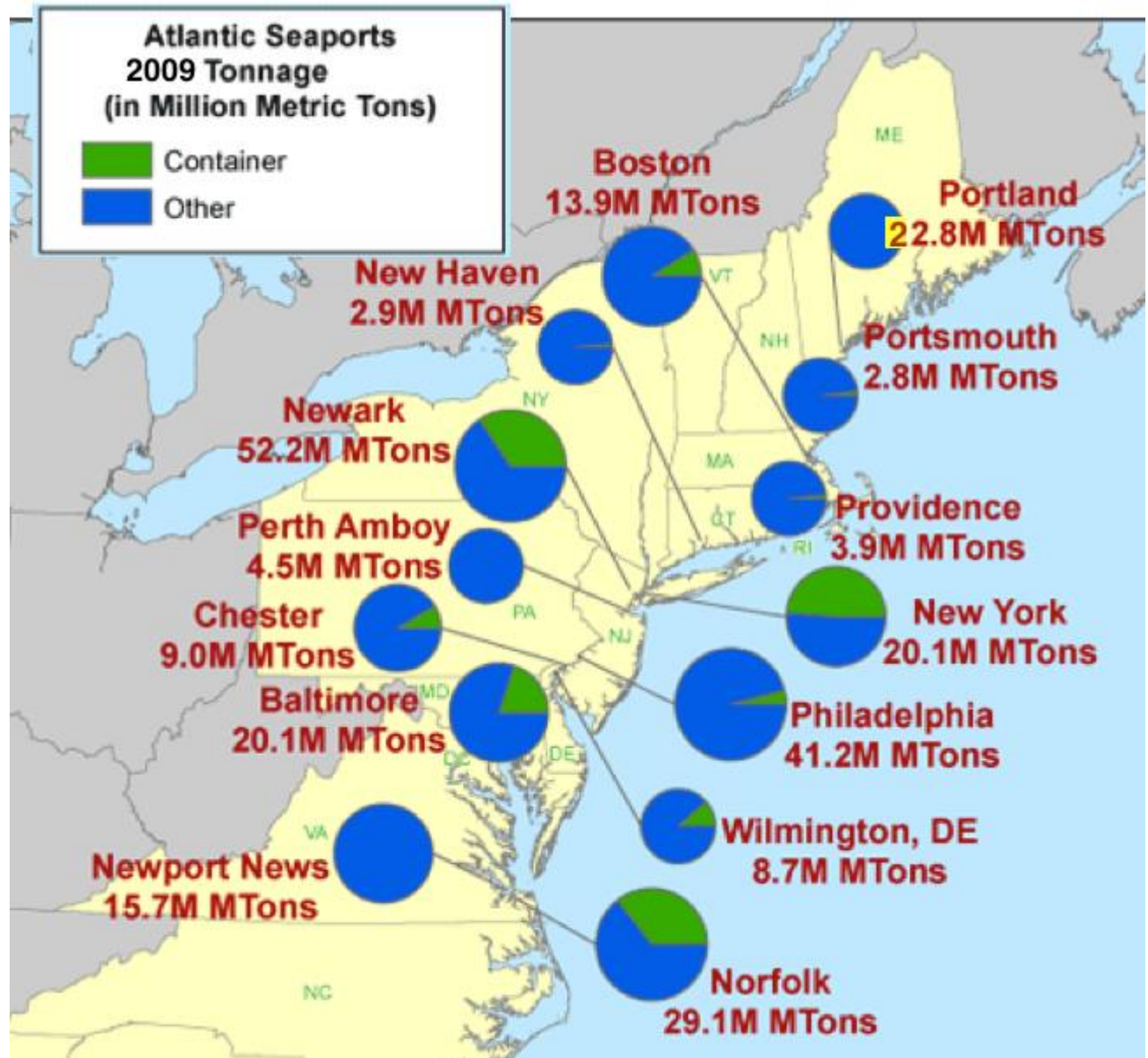
dream  
crude by rail in, out by sea

### Statistics

5000 containers 2015

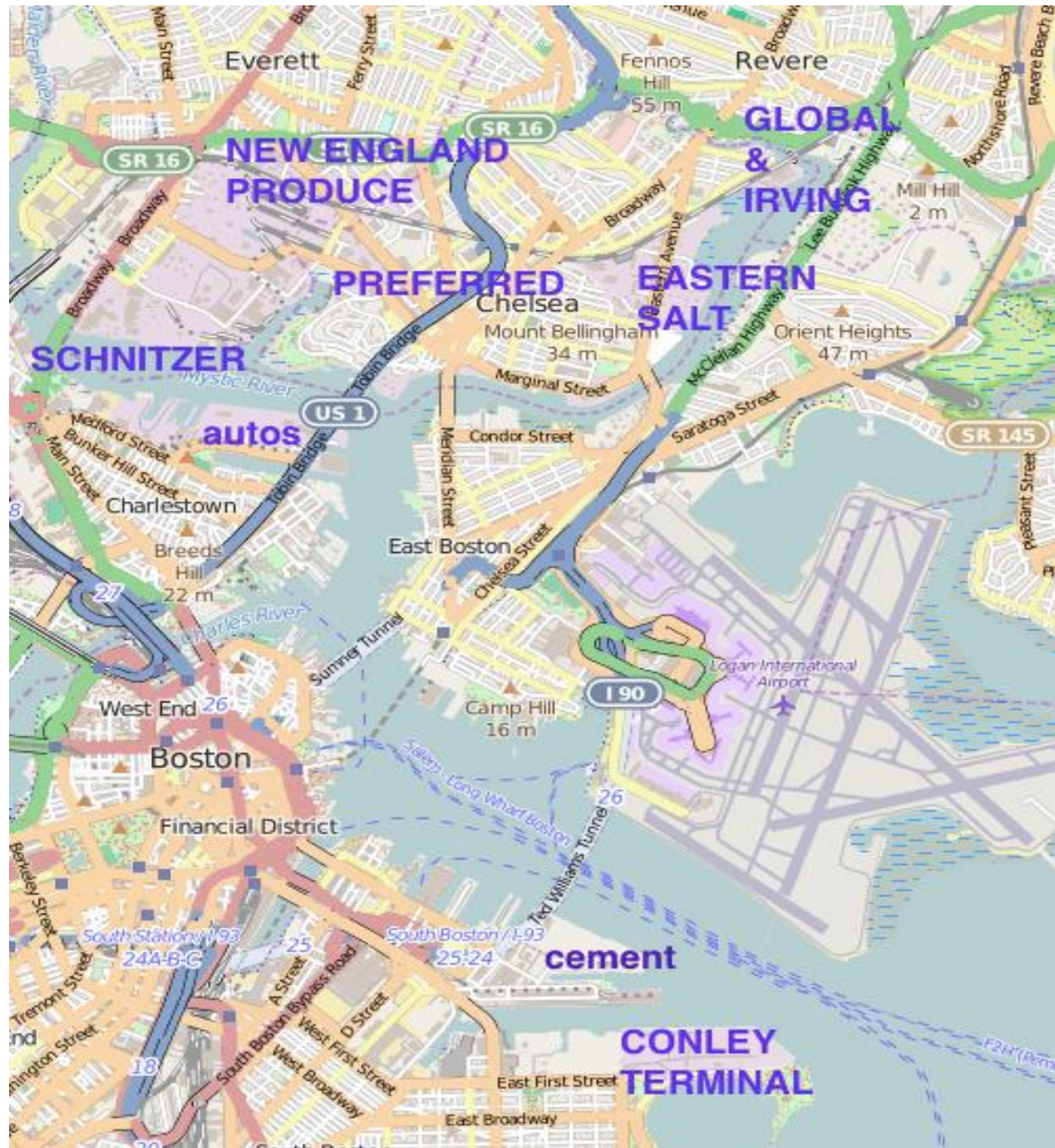


## 6 COMPARISON OF PORT TONNAGES





# 7 Port of Boston



## 8 PORT OF BOSTON 2014 CARGOES

| Port Of Boston Activity CY 2014                 |                  |                  |            |
|---|------------------|------------------|------------|
| All Volumes in Metric Tons                      |                  |                  |            |
| Volumes Reported for Public & Private Terminals |                  |                  |            |
| Data Source for Private Terminal Volumes: WISER |                  |                  |            |
|   | 2014             | 2013             | % Change   |
| <b>Containerized Cargo</b>                      |                  |                  |            |
| Public & Private Terminals                      |                  |                  |            |
| Import Metric Tons                              | 1,006,084        | 924,888          | 9%         |
| Export Metric Tons                              | 536,220          | 536,220          | 13%        |
| <b>Total Containerized Cargo</b>                | <b>1,461,108</b> | <b>1,461,108</b> | <b>10%</b> |
| Container Ships                                 | 177              | 157              | 13%        |
| Auto Vessels                                    | 81               | 74               | 9%         |
| <b>Bulk Cargo - Import</b>                      |                  |                  |            |
| Petroleum Products                              | 6,214,999        | 5,754,587        | 8%         |
| Liquefied Natural Gas                           | 948,878          | 1,747,975        | -46%       |
| Salt  | 1,397,985        | 1,152,111        | 21%        |
| Cement *  | 164,224          | 130,912          | 25%        |
| Vehicles  | 57,103           | 46,239           | 23%        |
| Animal/Vegetable Fats                           | 69,645           | 73,317           | -5%        |
| Ore, slag, ash **                               | 12,602           | 13,016           | -3%        |
| Other   | 12,506           | 31,294           | -60%       |
| <b>Sub-Total Bulk Imports</b>                   | <b>8,887,942</b> | <b>8,949,451</b> | <b>-1%</b> |

| <b>Bulk Cargo - Export</b>           |                   |                   |             |
|--------------------------------------|-------------------|-------------------|-------------|
| Scrap Metal                          | 505,646           | 714,574           | -29%        |
| Waste Paper                          | 172,169           | 149,357           | 15%         |
| Raw Lumber                           | 47,811            | 30,629            | 56%         |
| Automobiles                          | 12,317            | 18,111            | -32%        |
| Aluminum Waste                       | 7,453             | 14,605            | -49%        |
| Other                                | 40,185            | 35,212            | 14%         |
| <b>Sub-Total Bulk Exports</b>        | <b>785,581</b>    | <b>962,488</b>    | <b>-18%</b> |
| <b>Total Bulk Cargo Metric Tons</b>  | <b>9,663,523</b>  | <b>9,911,939</b>  | <b>-3%</b>  |
| <b>Total Port of Boston Cargo</b>    | <b>11,275,782</b> | <b>11,373,047</b> | <b>-1%</b>  |
| <b>Container TEUs (Fulls Only)</b>   | <b>181,612</b>    | <b>164,358</b>    | <b>10%</b>  |
| <b>Automobiles Processed (units)</b> | <b>60,048</b>     | <b>52,011</b>     | <b>15%</b>  |
| <b>Cruise Passengers</b>             | <b>316,851</b>    | <b>382,885</b>    | <b>-17%</b> |
| <b>Cruise Vessel Sailings</b>        | <b>113</b>        | <b>116</b>        | <b>-3%</b>  |

### NOTES:

Container TEUs do not include Over-the-Road boxes.

TEU volumes, autos and cruise data for 2013 was updated.

\* Volumes are reported by WISER except cement (Massport).

\*\* Bulk imports of misc chemical products dropped out of top five in 2014.

[Port of Boston Activity CY2014 PDF Version](#)

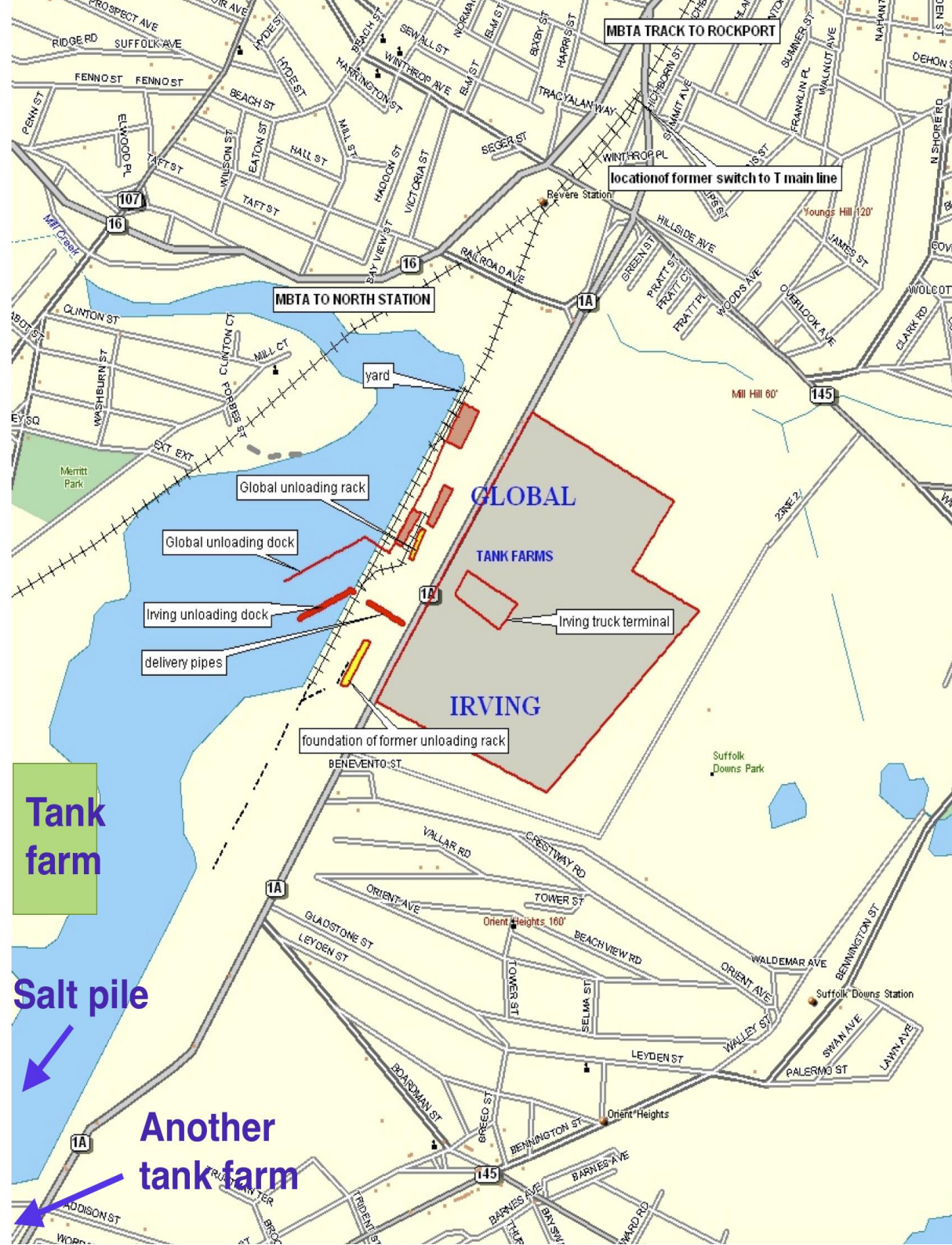


## 9 East Boston-Revere

Global wanted to run “bomb trains” to its ethanol tank.

Instead, it still barges.

farther down (off page left) lies the salt terminal. All truck to sometimes distant points such as South Coast.

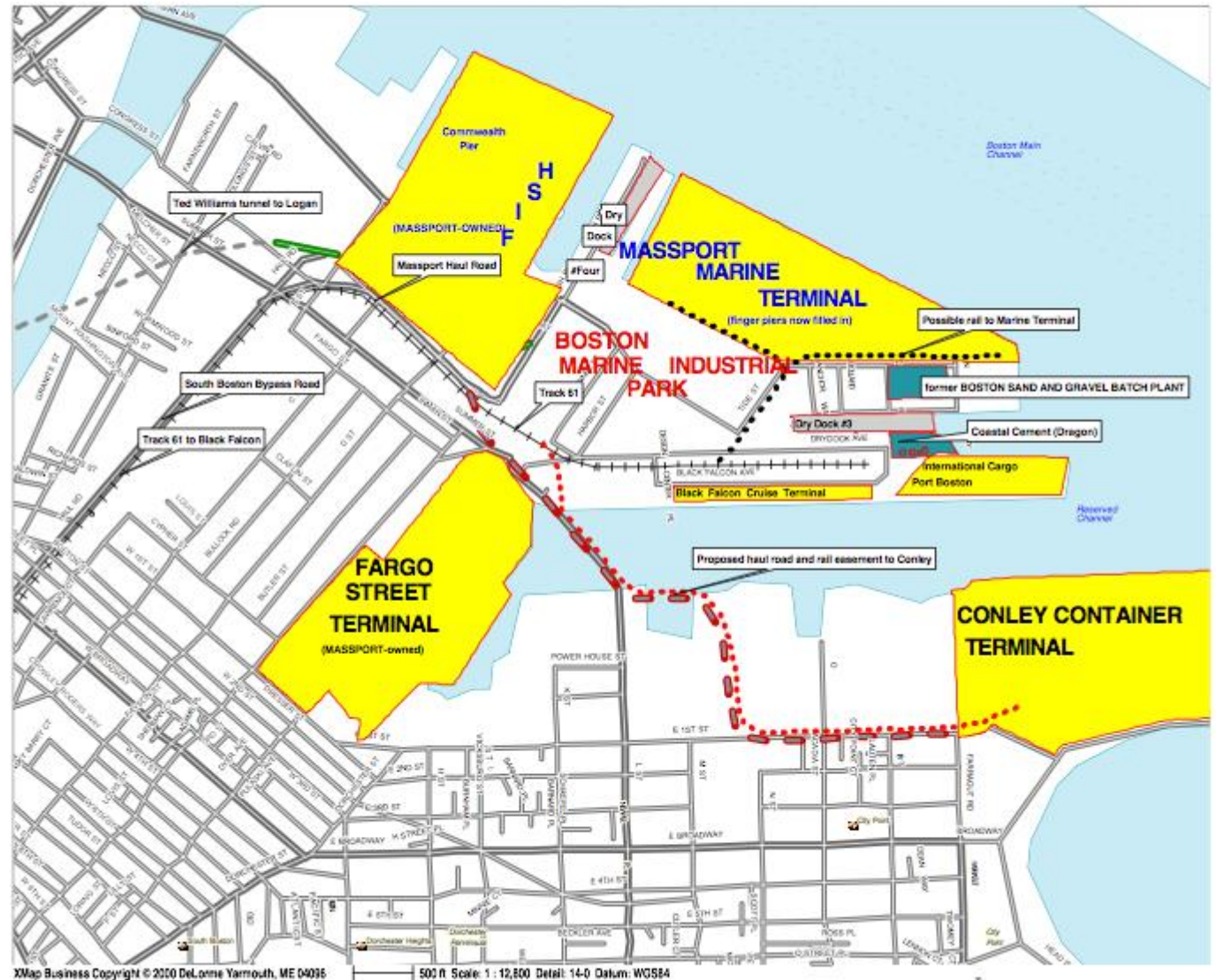


## 10 BOSTON – South Boston

cement from Maine  
(by rail when links  
under repair)

containers-  
booming  
all trucked to  
New England  
destinations

dream Rail  
to Conley



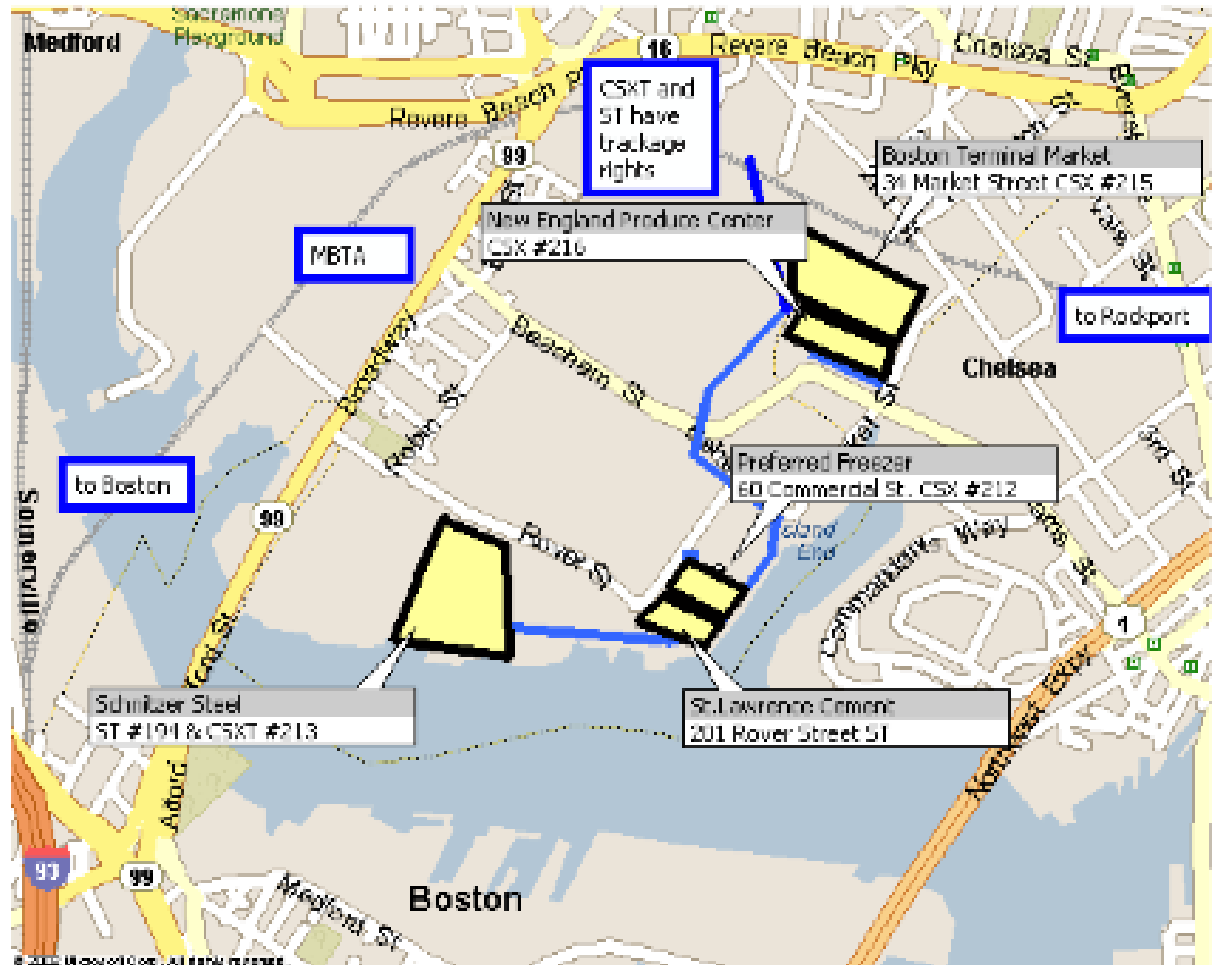


## 11 BOSTON – Everett

Preferred once served as Eimskip's Northeast terminal, but moved to Portland.

**CSXT and Pan Am** each may serve the four customers.

St. Lawrence is closed.



Everett (on Boston Harbor). The five rail-served facilities. Numbers in the captions are the numbers in our *Directory*.

# 12 Marine Highway(s)

- Failed Boston-NY (barge)
- Failed Halifax-Portland-Boston (3 times)

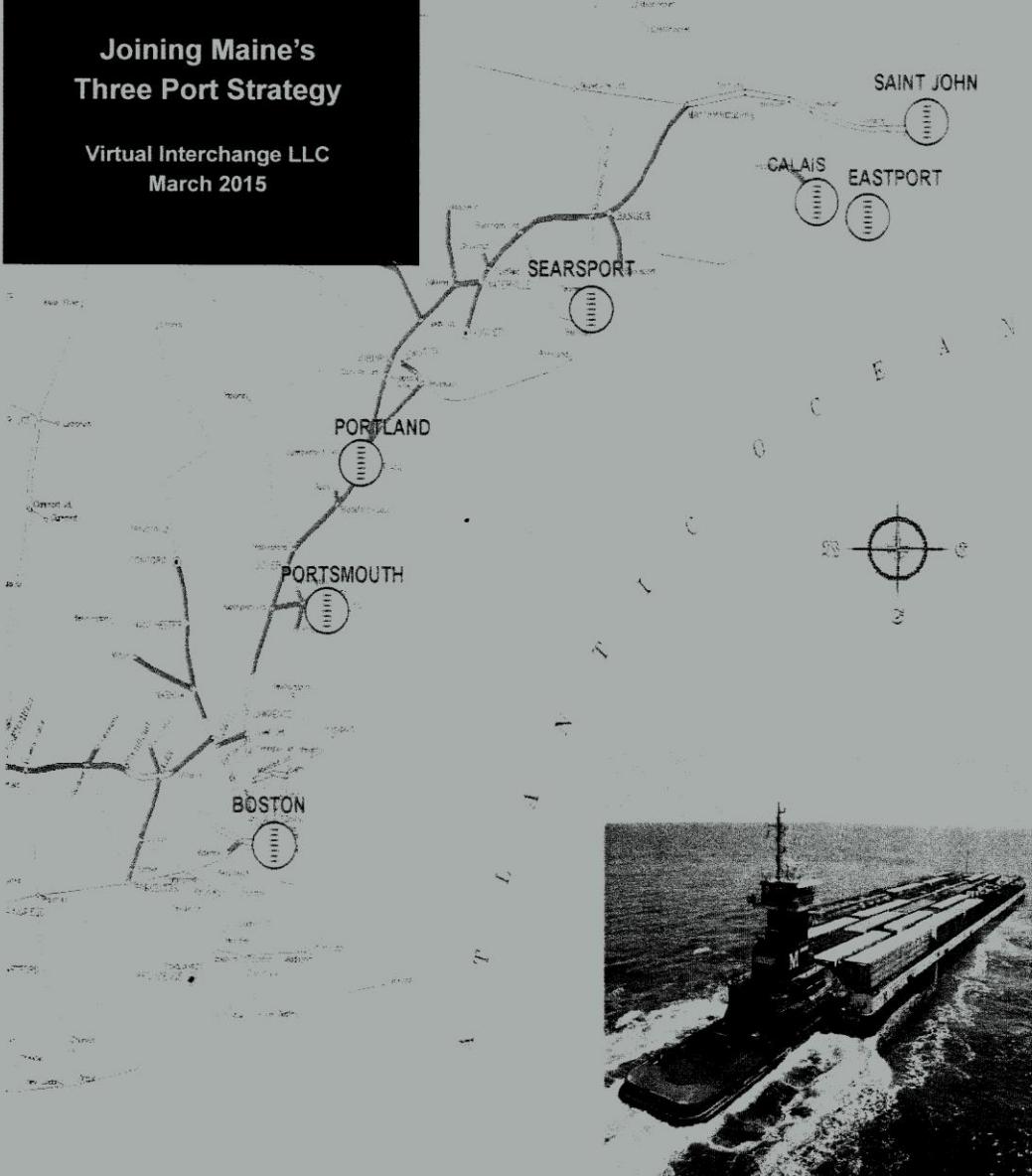
Pending Portland-CT-NY

Dream

Railcar on barge

Eastport-Searsport-Portland

**VIRTUAL INTERCHANGE**  
Joining Maine's Three Port Strategy  
Virtual Interchange LLC  
March 2015



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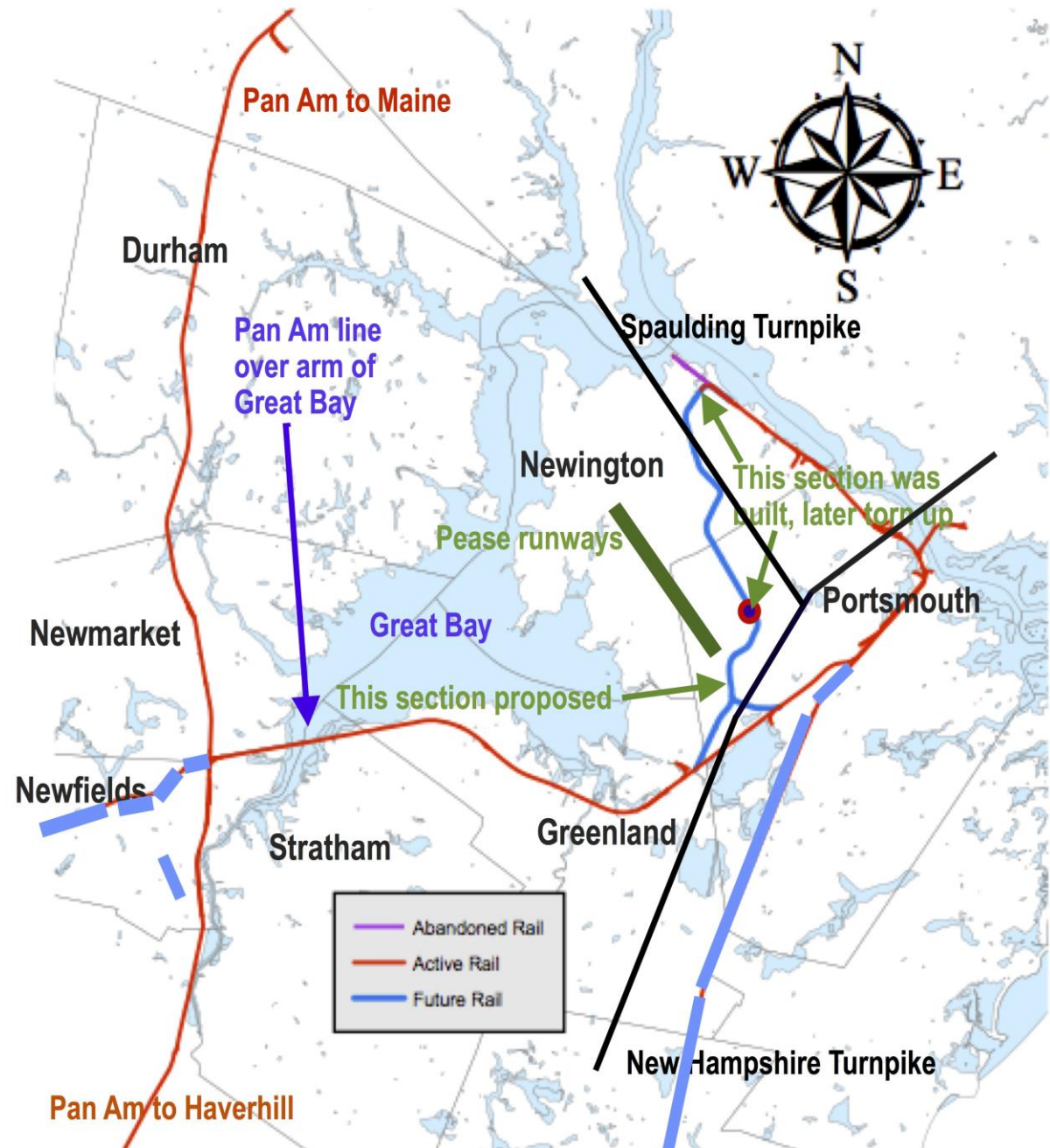


## 13 Portsmouth – rail access

Sea-3 would like to bring in propane by rail and export it.

Portsmouth wants to stop it, or use another route in.

## Local Rail Network



## 14 PORTSMOUTH – terminals

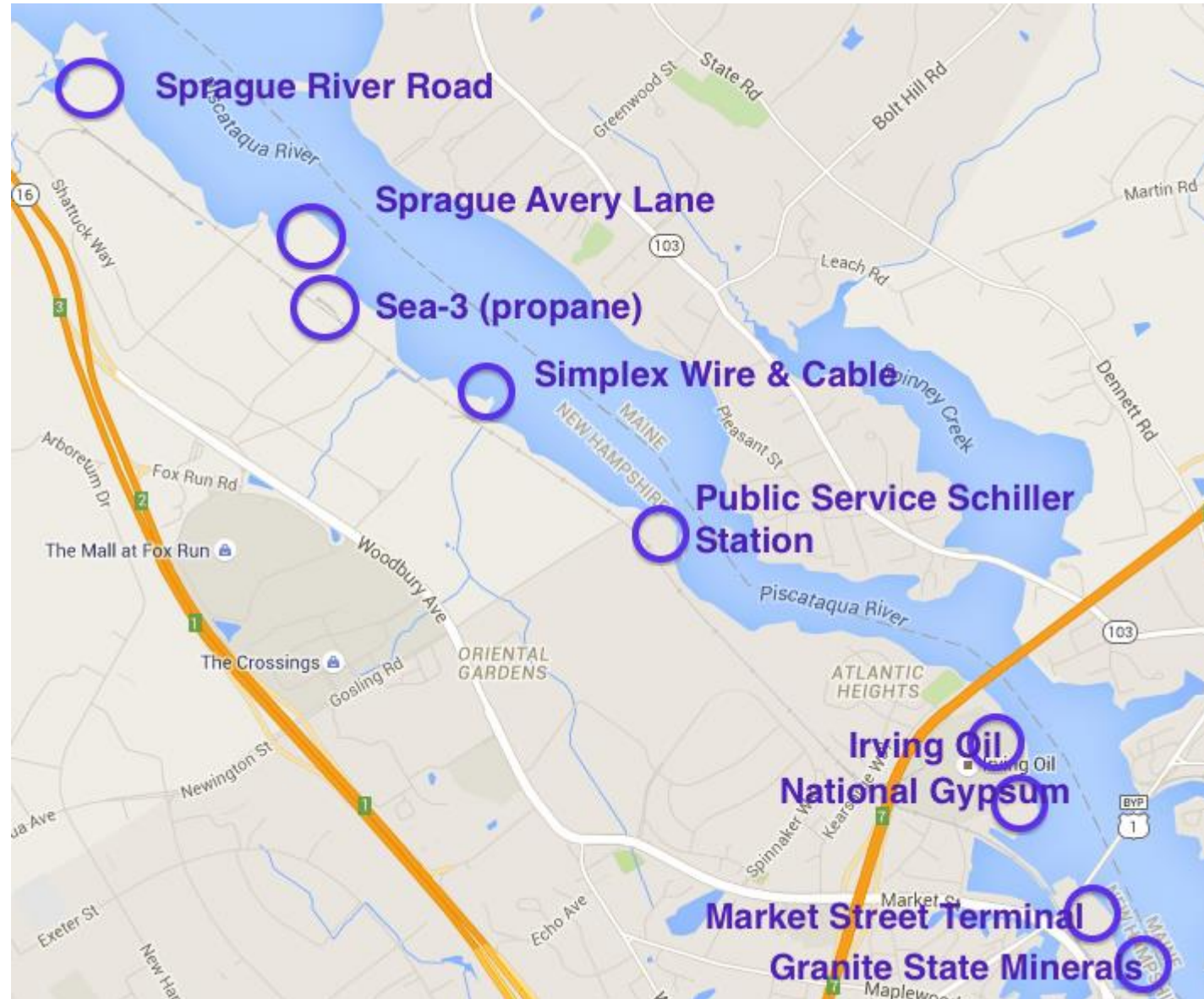
### *rail*

- plastic pellets for Simplex
- propane for Sea-3

National Gypsum receives raw gypsum from Halifax. Wallboard outbound by truck.

Schiller gets biomass by truck, coal by ship (some trucked to Bow)

Salt arrives by sea trucked to MA, NH, and Maine





# 15 BREAK FOR A COMMERCIAL – less than a DD breakfast!

ATLANTIC NORTHEAST

## RAILS & PORTS e-bulletin(r)

operating railroads + ports, intermodal facilities, and government environment 8 May 2015

[www.atlanticnortheast.com](http://www.atlanticnortheast.com)

News to come in the 15 May formal issue, 15#05A

**MC:** Bridge rebuilding will bar access to two customers in New Bedford. *Map.*  
**GU:** US Representative McGovern proposes to limit federal pre-emption for propane facilities.  
**CMQ-VRS:** Pleasant River Lumber buys Moose River Lumber.  
**Maine:** No crude by rail in March. February figure corrected by Pan Am.  
**Pan Am:** More on the mysterious trip to New Haven by a light-engine move.  
**Pan Am:** Inland Terminal progresses on its propane terminal.  
**CP-CSXT:** Senator Schumer wants crude train speeds limited through Albany.  
**PW:** Results of annual meeting – Revenue, conventional carloads, and intermodal all up. Comments on various commodities and 286. *Map of NYNJ auto terminal; could autos go to Davisville? Map of PW system.*  
**Pan Am:** Bow coal arriving only by NS: no ship to Portsmouth, or ship to Providence, rail via PW.

### MC: BRIDGE CONSTRUCTION BAR

4 May, New Bedford. **THE RECONSTRUCTION OF THE WAMSUTTA BRIDGE WILL BLOCK RAIL TRAFFIC OF THE NEW BEDFORD RAIL YARD FOR MORE THAN A YEAR**, affecting two current customers and potential future customers at the Marine Commerce Terminal, now under construction farther south at the edge of the harbor.

#### The bridge

"It's scary. It's ugly. It's time," said Jean Fox, director of the South Coast Rail Road project. Rebuilding the bridge will permit passenger rail to access New Bedford from Boston.

**Eight phases of Wamsutta Rail Bridge project.** (Each phase requires a different detour of vehicle traffic.)

1. Demolish track, remove. Begin track approach work.
2. Demolish center span.
3. Demolish the south span, demolish abutments, walls, footings. Demolish the north span.
4. Demolish bridge pier.
5. Demolish and construct south pier and footing.

**Common abbreviations:** BCLR - Bay Colony RR, BML - Belfast & Moosehead Lake RR, CBNS - Cape Breton and Central Nova Scotia Ry, CCCR - Cape Cod Central RR, CRRR - Claremont Concord RR, CMAQ - congestion-mitigation or air quality (money from the US federal government for these purposes), CMQR - 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 (railroad), EMRY - see NB&M, FHWA - Federal Highway Admin., FRA - Federal Rail Admin., FRTC - Fore River Transportation Co., FTA - Federal Transit Admin., GU - Grafton & Upton RR, GWI - Genesee & Wyoming Inc, HRRR - Housatonic RR, MassDOT - Massachusetts Department of Transportation, MBCR - Mass. Bay Commuter RR, MBRX - Milford-Bennington RR, MBTA - Mass. Bay Transportation Authority, MC - Massachusetts Coastal RR, MCER - Mass. Central RR, MDOT - Maine Department of Transportation, MERR - Maine Eastern RR, MMA - Montréal, Maine and 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 (dba name) consisting of MNR Maine Northern Railway, EMRY Eastern Maine Railway, and NBSR New Brunswick Southern Railway, NBSR - see NB&M, 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, NS - Norfolk Southern Ry, NSDOT - Nova Scotia Department of Transportation, NYA - New York & Atlantic Ry, NYNJ - New York New Jersey Railroad (PANYNJ subsidiary, former Cross Harbor), 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 Department of Transportation, Seaview-Seaview Transportation Company, SLQ - St. Lawrence & Atlantic Ry (Québec), SLR - St. Lawrence & Atlantic RR, SNC - Saratoga & North Creek 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 GMRC + Vermont Ry VTR + Clarendon&Pittsford RR CLP + Washington County RR WACR), WHRC - Windsor and Hantsport Ry.

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Formal issue 15#05A 15 May 2015

\*Article unchanged from e-bulletin.

++Blue type in article: changes from e-bulletin.

Blue header & table of contents: new article  
**REGIONAL**

**PW:** Annual meeting – revenue, conventional carloads, and intermodal all up. *Map of NYNJ auto terminal. Map of PW system. ++ Correction.*

**CSXT v Pan Am:** \$160,000 car repair still wanted.\*

**NEW YORK**

**CP-CSXT:** Schumer: lower crude train speeds.\*

**QUÉBEC**

[No report.]

**CONNECTICUT**

**Pan Am:** Mysterious N.Haven light-engine move.\*

**Pan Am:** Inland Terminal builds propane terminal.\*

**MAINE**

**MDOT:** IRAP awards selected, not yet announced.\*

**Maine:** No crude by rail in March. February figure corrected by Pan Am.\*

**CMQ-VRS:** Pleasant River buys Moose River.\*

**Pan Am:** Grimmel scrap facility okayed.

**Pan Am:** NGL wants "pressure vessels" in Rigby.

**MASSACHUSETTS**

**MassDOT-Pan Am:** MassDOT will clean up ConnRiver line this year. No closing yet.\*

**GU:** Limit fed pre-emption for propane facilities?\*

**MC:** Rebuild blocks 2 N.Bedford customers. *Map.\**

**Pan Am:** Tighe Logistics satisfied with Pan Am service to three warehouses.\*

**NEW HAMPSHIRE**

**NHCR:** Stored cars on line drop. 2 customers. ++

**NHCR-NHDOT:** 7 miles to be abandoned. ++

**Pan Am-NHDOT:** Commuter creates no jobs.\*

**Pan Am:** Bow coal arriving only by NS: no ship to Portsmouth, or ship to Providence, rail via PW.

**RHODE ISLAND**

[No report.]

**VERMONT**

**VRS:** Grout move to Oswego. *Map.*

**MARITIMES**

**CN-Halifax:** Could NAFTA and CETA create low-cost competition and drive Oceanex away?

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**PEOPLE, POSITIONS, EVENTS**

Eric Boardman jumps back to HRRR.

**FROM THE PUBLISHER**

**Correction**

I erred in reporting about the February 2014 derailment in Gardner.

Thanks to Pan Am for notifying me – rather than filing suit.

- Chop Hardenbergh Next formal issue 15 June

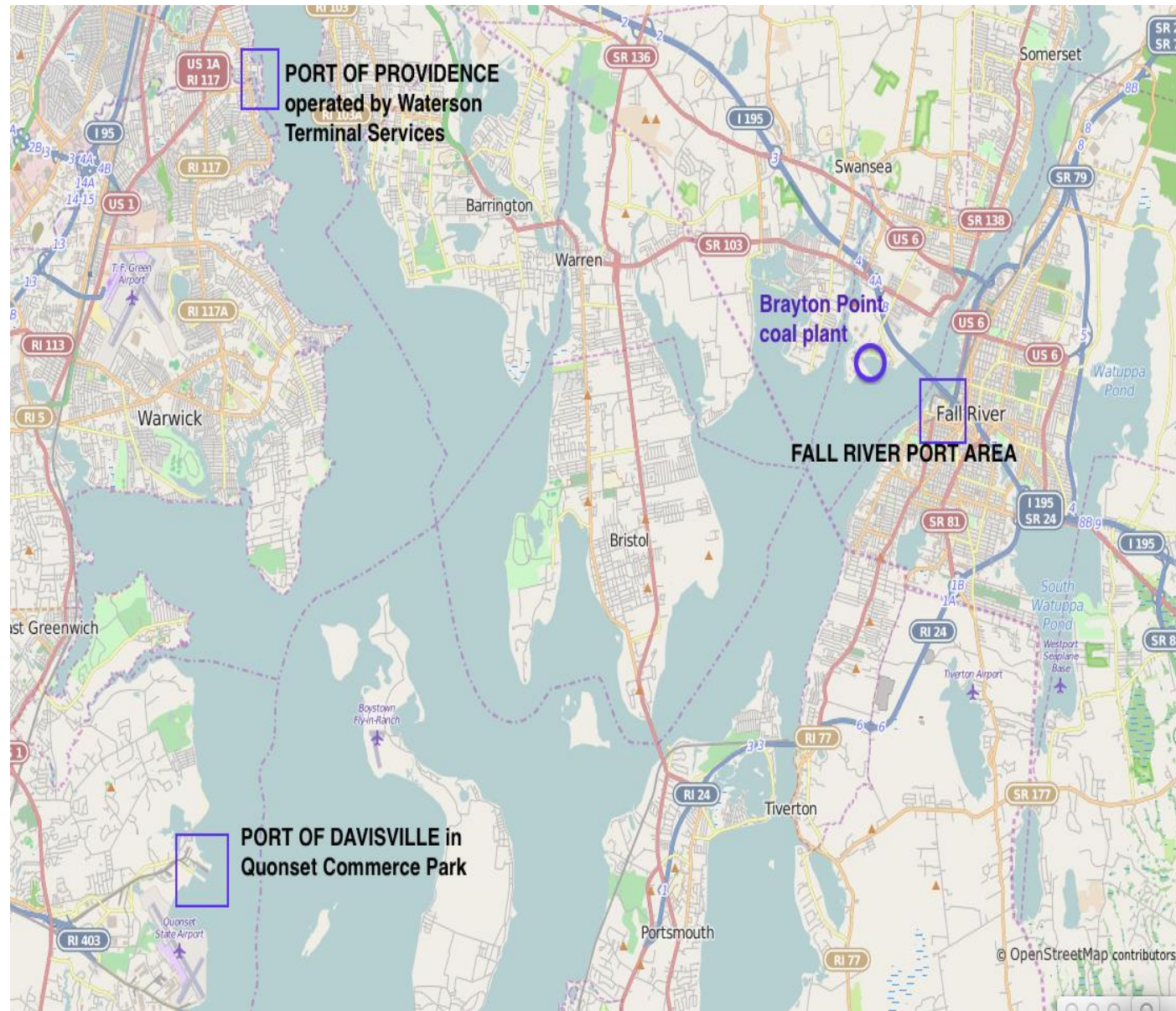
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## 16 FALL RIVER

Atlantic Shipping  
main line – serves  
Cape Verde. Ships  
household goods  
and used cars.

Transload of  
grain for  
Gold Star Bakery

Brayton Point  
coal lightered in.





## 17 New Bedford

Fish (inbound water, truck, rail)(outbound truck and rail)  
EPA filtercake outbound by rail to Michigan,  
but sometimes by truck!

Moribund wind terminal downriver (left)





## 18 PROVIDENCE

was coal port for PSNH til scrubber still gets limestone from Maritimes.

Aventine (now Motiva) major ethanol inbound by rail, sometimes exported, or barged to Revere.

Scrap in by truck for export.

Salt in by ship, out by truck.

Upriver Sprague has petroleum terminal and salt pile



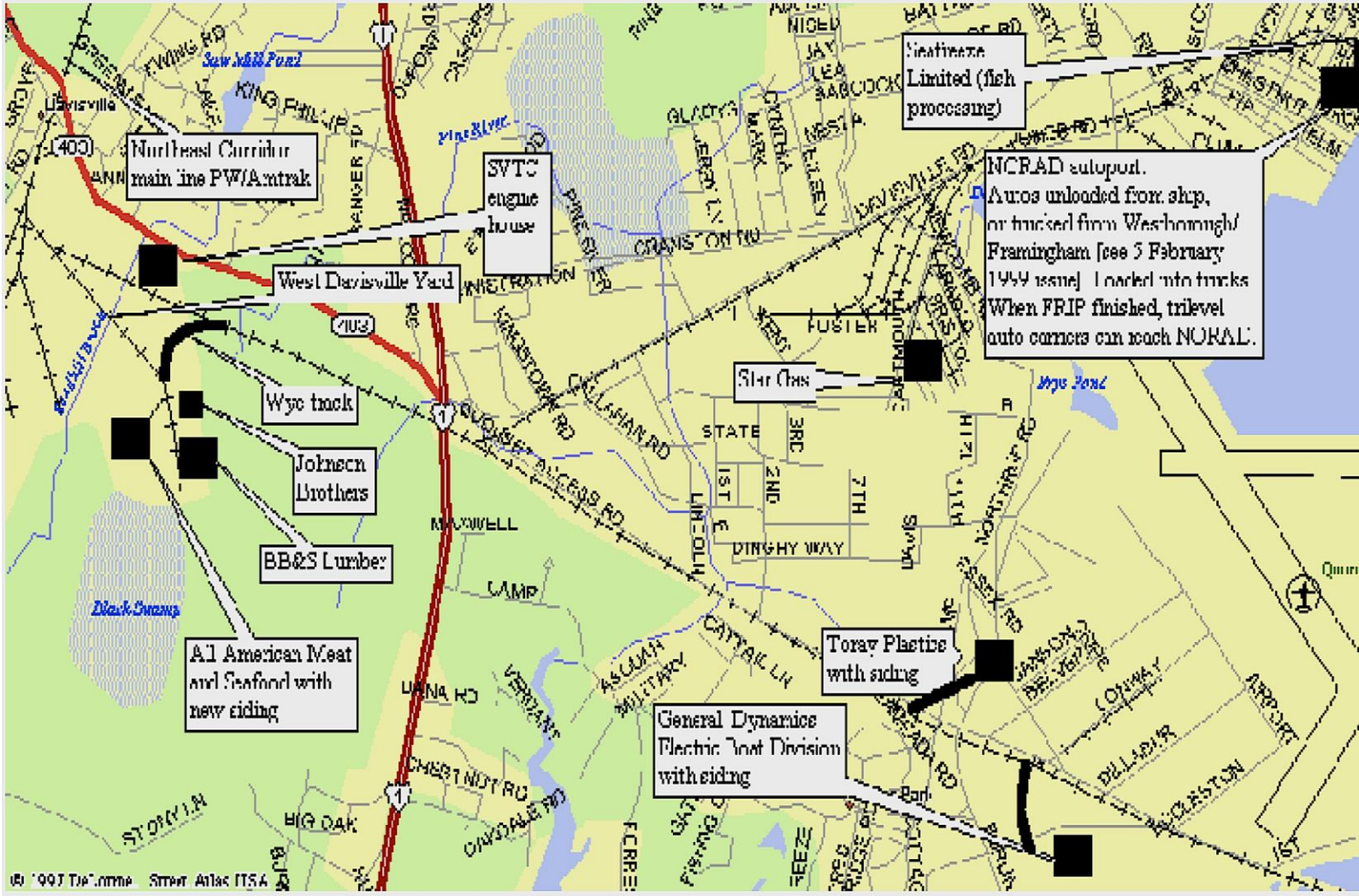
**South Providence and Port of Providence.** The blue lines indicate the new track consisting of the South Providence yard and the ethanol unloading facility [see photo in 07#03B], owned by Motiva through which Aventine ethanol will flow. Yellow lines show the track, operated by PW, leading into ProvPort. (map courtesy Joshua Moldover)



# 19 DAVISVILLE at Quonset Commerce Park

95% of port traffic is autos, mostly inbound by sea, trucked all over.

Some outbound autos by rail.





# 20 NEW LONDON

- former lumber yard and imported lumber has moved to Palmer, Massachusetts

## Admiral Harold E. Shear State Pier, New London, CT Shipping Report 2004 – 2014 (to 11-25-2014)

| Year | Number of Cargo Ships | Forest Products Tonnage | Copper/Steel <sup>s</sup> Tonnage | Other                                       | Total Tonnage | Number of Passenger Ships | Number of Passengers |
|------|-----------------------|-------------------------|-----------------------------------|---|---------------|---------------------------|----------------------|
| 2014 | 16                    | 6,479                   | 134,488 <sup>s</sup>              | 32,300 <sup>sa</sup>                        | 173,267       | 1                         | 1,847                |
| 2013 | 21                    | 0                       | 102,415 <sup>s</sup>              | 10,423 <sup>dc</sup>                        | 112,838       | 0                         | 0                    |
| 2012 | 31                    | 0                       | 111,100 <sup>s</sup>              |   | 111,100       | 0                         | 0                    |
| 2011 | 16                    | 0                       | 60,672 <sup>s</sup>               | 10,758 <sup>cc</sup>                        | 71,430        | 0                         | 0                    |
| 2010 | 13                    | 0                       | 46,391 <sup>s</sup>               | 7,476 <sup>cc</sup><br>230 <sup>trans</sup> | 54,097        | 2                         | 6,059                |
| 2009 | 5                     | 30,139                  | 0                                 |   | 30,139        | 0                         | 0                    |
| 2008 | 14                    | 99,216                  | 6,678                             |   | 105,894       | 9                         | 11,535               |
| 2007 | 30                    | 81,421                  | 89,353                            |   | 170,774       | 7                         | 15,640**             |
| 2006 | 39                    | 121,480                 | 14,217                            |   | 135,697       | 1                         | 1,200 est.           |
| 2005 | 41                    | 126,670                 | 78,552                            | 81,000 <sup>hl</sup>                        | 286,222       |                           |                      |
| 2004 | 49*                   | 136,945                 | 82,932                            |   | 219,877       | 3                         |                      |

<sup>cc</sup> Calcium Chloride

<sup>sa</sup> Salt

<sup>dc</sup> Domestic Container

<sup>s</sup> Steel only

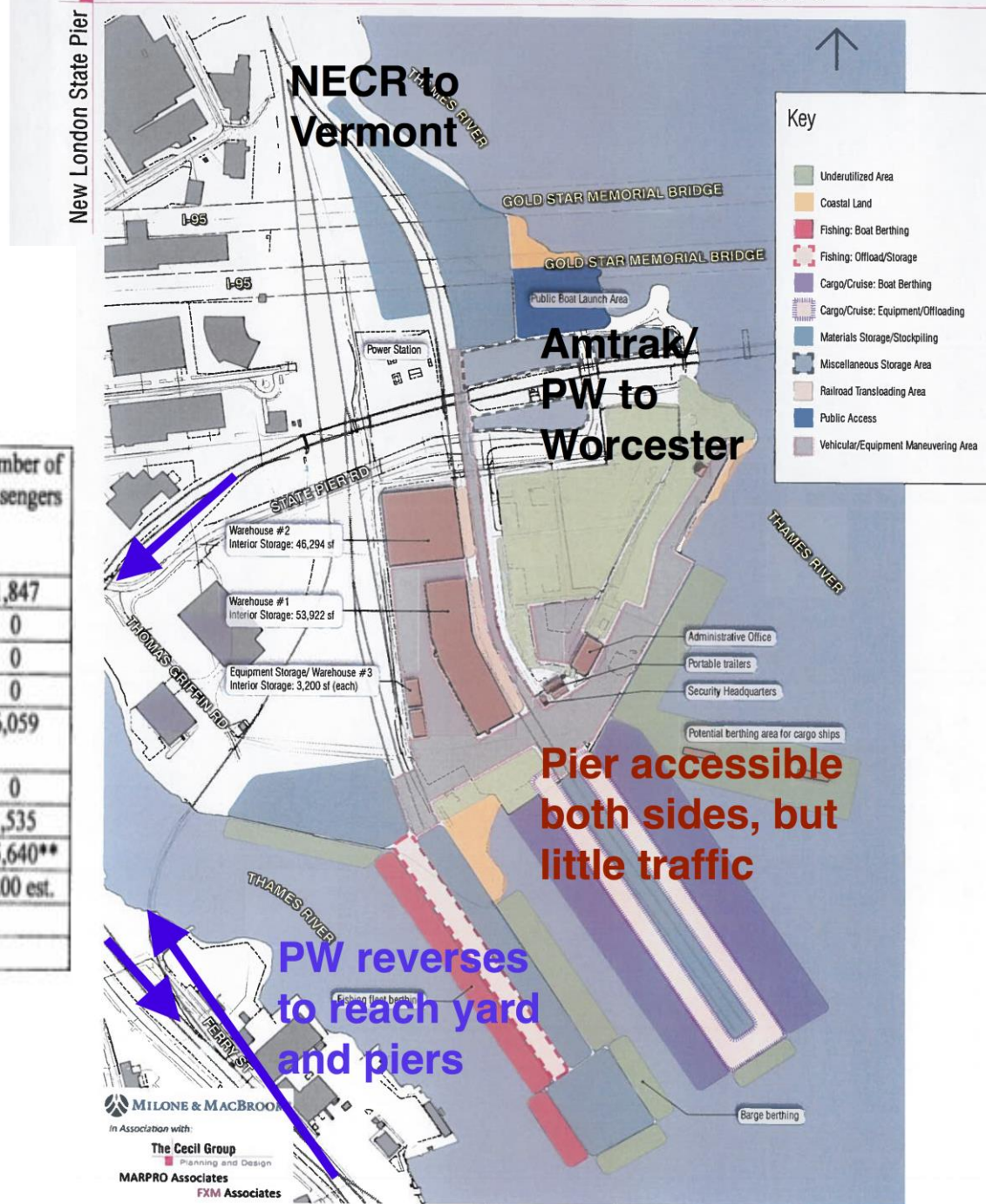
<sup>hl</sup> Heavy lift

<sup>trans</sup> Transformers

\*\* Estimated passenger numbers for 5/9/07, 9/1/07 and 9/15/07

\*1/2004 - 3 ships with Heavy Lift cargo - tonnage not reported

# FUNCTIONAL USE AREAS AND PATTERNS



MILONE & MACBROOK

In Association with:

The Cecil Group

Planning and Design

MARPRO Associates

FXM Associates



# 21 NEW HAVEN

- much inbound petroleum product
- some inbound steel
- inbound salt
- Biodiesel manufacture

pending Connecticut Port Authority. Private terminal operators want New Haven to dominate.

dream short-sea to New York on M-95





22 **BRIDGEPORT** 1,592,634 short tons

barge delivery of petroleum to Harborview and Sprague terminals: 893,000 short tons

PSEG gets coal 110,886 but may change to gas. Some coal arrives by truck.

chemicals 60,000, O&G gravel 529,000 at Black Rock Harbor

dreams short-sea or revitalize shipyard





## 24 New York and a bit of New Jersey

dreams. Cross-harbor freight tunnel. Short-sea to New England.

Norfolk Southern trackage rights from Albany.

more float-bridge traffic.

11.2.14

