Mountain Division Rail Freight Study

Produced for
Maine Department of Transportation

Produced by
Greater Portland Council of Governments

June 21, 2005

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Cover Image: Siding next to the former Bailey's Manufacturing Facility in Fryeburg

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I. Introduction and Scope of Work

Concept
The Greater Portland Council of Governments (GPCOG) was contracted by MaineDOT Office of Freight Transportation to research rail freight opportunities along the Mountain Division Railroad from Portland, Maine to North Conway, NH.

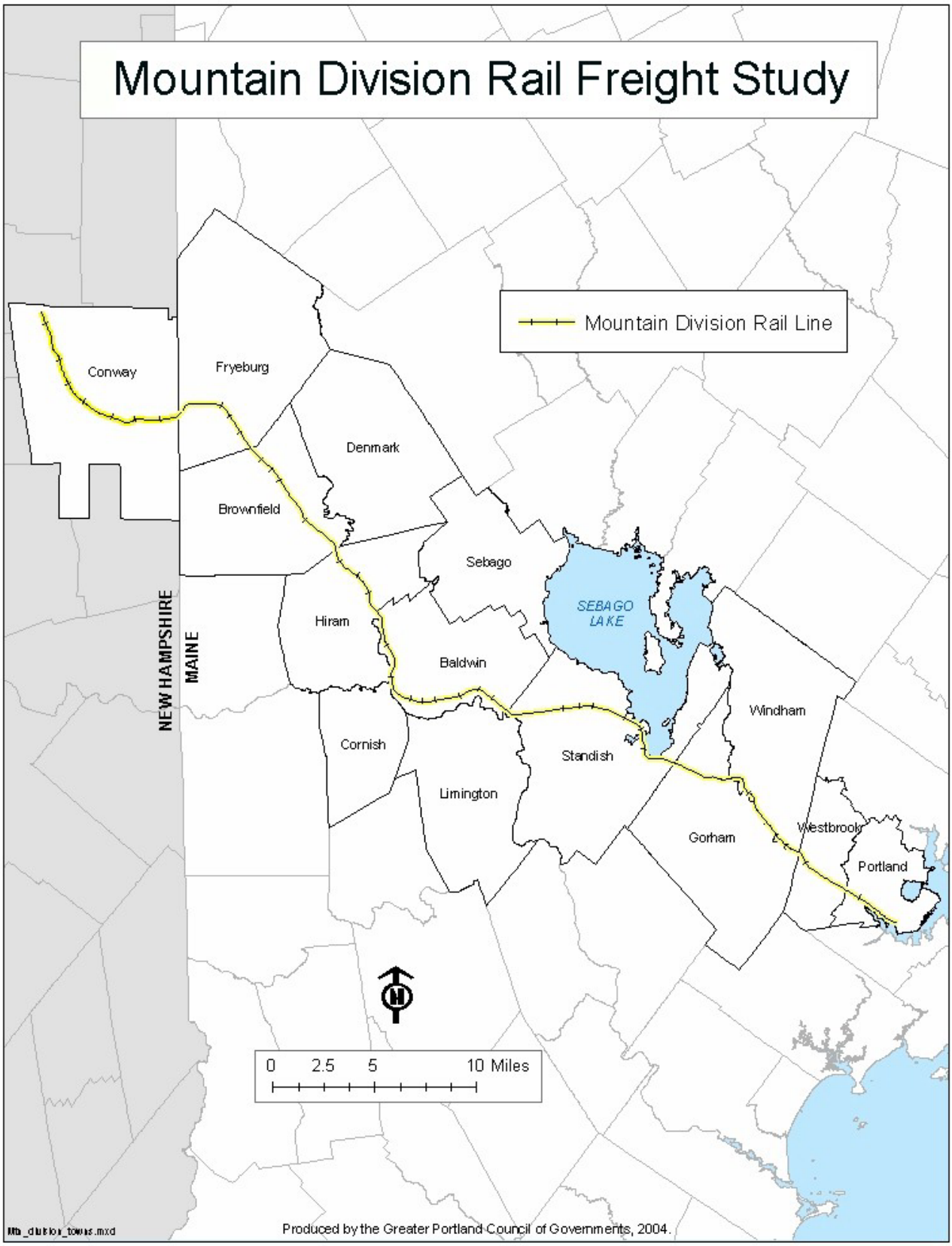
Background
GPCOG has worked with the Mountain Division Alliance since it was first convened in August 1994. Since that time, MaineDOT has acquired the Mountain Division ROW from Windham to Fryeburg, Maine. In 1998, MaineDOT contracted with GPCOG to conduct a feasibility study focusing on passenger rail and off-road trail opportunities. As part of this work, GPCOG contacted several potential shippers to determine the prospects of shipping commodities by rail instead of truck. A multi-use trail was constructed within the ROW between the Windham and Standish Recreation Areas in 2003.

Scope of Work
- Conducted interviews with potential freight shippers
- Identified commodities that could be shipped by rail in the corridor
- Determined potential for short haul rail freight operations
- Projected total number of rail cars/week for a one year period
- Worked with MaineDOT to determine proposed capital improvements
- Produced a report of findings and recommendations

Timeline
October 2004 to June 2005

Product
Final Report published June, 2005.

II. Route Map


Mountain Division Rail Freight Study
Mountain Division Rail Line
Conway
Fryeburg
Denmark
Brownfield
Sebago
Hiram
Baldwin
SEBAGO LAKE
Windham
Cornish
Standish
Limington
Gorham
Westbrook
Portland
NEW HAMPSHIRE
MAINE
N
0 2.5 5 10 Miles
Produced by the Greater Portland Council of Governments, 2004.

businesses along the line have expressed interest in using rail. Staff also drove along the route, noting major industries located along the right-of-way.

Upon the completion of a list of on-line businesses, staff sent out mailings and placed phone calls. For those companies that expressed some degree of interest in using the Mountain Division, staff arranged meetings to collect information about the potential of rail shipments. Topics discussed with the businesses included the types of materials shipped inbound and outbound, their destinations and origins, seasonality patterns, and the condition of the rail siding, if it existed. Staff collected this information and used it to project total potential rail traffic on the line.

For calculations of the potential rail traffic on the line, staff researched railcar capacities for aggregate products. Most had an empty weight of around 58,400 pounds, with a capacity for 227,600 pounds of gravel. This equals a gross weight of 286,000 pounds, which is the most recent rail industry standard. However, since the Mountain Division will not likely be reconstructed to 286,000 pound standards, this report assumes that only 200,000 pounds of gravel will be loaded into a railcar, placing it within the older 263,000 gross weight limit. An example of such a car is pictured below: it is 44 feet long and has three pockets, each with its own unloading hatch.

Image Source: www.gatx.com/rail

IV. History of the Mountain Division Rail Line

What is now known as the Mountain Division began as an effort to move freight from the port of Portland to the Great Lakes. Chartered in 1867 as the Portland and Ogdensburg, the line was built through treacherous Crawford Notch in the early 1870's. The line prospered, and in 1888 it was bought by the Maine Central Railroad. Passenger trains from Portland to St. Johnsbury, Vermont lasted until 1958. Freight traffic continued to flow in healthy quantities, mostly consisting of "bridge" traffic traveling from Canada to Northern New England[1]. Right up to its demise, the line hosted daily trains sometimes stretching a mile long. Guilford Transportation bought the Maine Central in 1982. The Mountain Division became redundant, and since it originated little traffic, regular trains stopped running in September of 1983. A year later, the last train traveled the route.

Since its abandonment by Guilford, parts of the Mountain Division have been brought back to life. The State of New Hampshire bought the North Conway to Whitefield segment in 1994, and the State of Maine bought the Fryeburg to Windham portion three years later. The Conway Scenic Railroad has rehabilitated the line between North Conway and Fabyans Station to FRA Class II standards, a distance of approximately 28 miles. A multi-use trail has been constructed next to the tracks between Windham and Standish, Maine. The State of Maine has been performing limited maintenance on its stretch of track since purchasing it, clearing much of the vegetation that had sprung up along the line.

[1] *Historical Information taken from* A Century of Railroad in Crawford Notch *by Edwin B. Robertson and Benjamin W. English, Jr. ©1996 Edwin B. Robertson, Westbrook, ME*

V. Shipper Profiles

During the months of November and December 2004, GPCOG staff traveled to various businesses located along the Mountain Division to discuss the possibility of shipping by rail. The information gathered includes the potential amount of railcars shipped per week, types of inbound and outbound materials, origins and destinations of material, time sensitivity, the location of the nearest siding, and whether or not there is a seasonal variation of shipments.

For most businesses, the staff was able to project the average number of railcars shipped inbound and outbound per year. However, these estimates proved difficult to make for certain companies. For example, Frost Mountain Sand and Gravel could significantly increase its output if rail service was restored, but exactly how much it would grow is difficult to determine due to a complex combination of unknown factors.

Green Thumb Farms Potato Facility in Fryeburg

A. Blue Rock Industries

Blue Rock Industries has headquarters at 58 Main Street in Westbrook. While the company manufactures and distributes a variety of aggregate products, the only one with rail shipment potential is gravel. Blue Rock currently ships gravel by rail, most often in the form of railroad ballast. Blue Rock's potential for the Mountain Division is inbound shipments. As gravel deposits near Portland are exhausted, companies are looking to other sources for the raw material. The primary barrier to expanding further away from the Portland market is transportation cost.

If a gravel pit further up the Mountain Division such as Frost Mountain Sand and Gravel could work out an agreement with Blue Rock, rail would be the obvious choice for transportation. Blue Rock already has an active siding. By using bulk rail shipments, shippers previously unable to tap into the Portland market may cut their transportation costs without any impact to local roadway infrastructure. For this arrangement to be feasible, rail transportation must demonstrate a significant savings over trucking. In addition, the right variety of gravel will need to be identified before Blue Rock expresses interest. Rail shipments would be largely seasonal, from April to November.

Rail Facility Location: Same as headquarters

Projected Railcars per Week: Difficult to estimate; potentially large quantities if a deal can be worked out with Frost Mountain.

Siding Information: Currently have an active rail siding on the Guilford-owned Mountain Division segment in Westbrook.

B. Frost Mountain Sand and Gravel

Frost Mountain Sand and Gravel owns the mountain for which it is named. It is a massive deposit of gravel. Currently, Frost Mountain primarily serves the local market, with an estimated 90% of its deliveries being within five miles. The partners who run it, Tom Shaffner and Clyde Watson, would be interested in entering the more lucrative Portland market. In order to do so, however, transportation costs must be reduced. Trucking is cost-prohibitive. Unit trains delivered by rail are far more cost-efficient.

The Mountain Division is located across Route 113 from Frost Mountain. Mr. Shaffner stated that the company has bought a 900-foot long piece of land abutting the railroad tracks upon which a siding could be constructed, potentially holding fifteen railcars at a time. In order for material to be transported to the siding, a culvert will need to be built underneath Route 113 so that a conveyor belt can bring gravel to the siding without impacting road traffic. If Blue Rock or any other gravel company in Greater Portland is interested in Frost Mountain's reserves, it has the potential to ship very large quantities by rail. It is difficult to predict how much gravel could be shipped from Frost Mountain, since it currently is not active in the Portland market. Most gravel would move between April and November.

Rail Facility Location: Route 113, Brownfield

Projected Railcars per Week: Difficult to estimate; potentially large quantities if a deal can be worked out with Blue Rock or other Portland-area aggregate company.

Siding Information: No siding, but Frost Mountain could install one. Maine Track Maintenance estimated $125,000 to construct a 1000-foot siding with one switch.

C. Green Thumb Farms

Green Thumb Farms is located along Route 113 north of Fryeburg's town center. The company has a history of using rail to bring in potatoes from California and Idaho. It started the practice shortly before Guilford ceased operations on the line, using an old freight house in downtown Fryeburg. Since 1984, Green Thumb has tried shipping refrigerated cars of potatoes into Oxford on the Saint Lawrence and Atlantic. The cost of transloading and trucking to Fryeburg, however, eroded rail's cost advantage.

In the past, Green Thumb has brought in about 10 railcars per year. While this is not a significant traffic source, it could set an example for local industry. The Fryeburg siding that Green Thumb would like to use to transload potatoes could just as easily bring in boxcars for other area businesses. Potato shipments would be limited to summer months only.

Rail Facility Location: Fair Street, Fryeburg

Projected Railcars per Week: Infrequent; in all of 2003, shipped 10 refrigerated boxcars to a siding in Oxford.

Siding Information: Green Thumb formerly used a siding in downtown Fryeburg; they would attempt to reuse this.

D. Maietta Construction

The most promising shipper along the Mountain Division is Maietta Construction. Maietta moves gravel from its facilities in East Baldwin and Standish to its main location at 154 Pleasant Road in Scarborough. The Mountain Division runs adjacent to both pits. If rail is used to transport this gravel, Maietta would most likely acquire and rehabilitate a gravel transloading facility located in Scarborough. In order for rail to be economical, the cost per ton of gravel transported must be less than $3.50. If all shipments are converted to rail, approximately 6,000 loaded gravel trucks and an equal number of empty ones will be taken off of Routes 113, 114, and 25 each year. Gravel is transported primarily during the construction season (April through November).

Rail Facility Locations: Route 113, East Baldwin and Route 114, Standish

Projected Railcars per Week: Around 38 per week, depending on line's weight limit and car capacity[2].

Siding Information: Would need to build a siding in Baldwin; the line goes directly through the facility. Is interested in using a currently moribund unloading facility in Scarborough on the Guilford mainline.

[2] Assuming railcar capacity of 100 tons (see Methodology); Maietta currently ships 200,000 tons per year, which equates to 2,000 railcars per year, or 38-39 per week.

E. Nestle Waters North America (Poland Springs)

Poland Springs currently runs a facility in Fryeburg to pump water and trucks it to its other plants for bottling. It has been looking into the possibility of building a new bottling plant in Fryeburg; however, this is not a sure thing. If such a facility were to be built, the primary rail traffic would be covered hopper cars full of plastic pellets. The Hollis plant uses approximately 3-4 truckloads per day of the pellets, which could fit into one railcar. They are currently shipped by railcar from the Carolinas or Canada to the Safe Handling facility in Auburn, transloaded to truck, and driven to the Hollis facility. Outbound, the plant may ship wastewater to disposal facilities. Bottled water would not likely move by rail in large quantities. Its primary markets are in greater New York City and Boston, and in most cases buyers expect to receive the water very soon after ordering it. With the exception of warehousing moves, rail would not be a practical way to ship the bottled water.

Rail Facility Locations: Off of Route 113, Fryeburg (adjacent to Bailey's Mfg.)

Projected Railcars per Week: 7 per week of plastic[3]; unknown amount of wastewater (using the Hollis plant as an indicator)

Siding Information: Nestle Waters bought a parcel of land that is located on a siding of the Mountain Division; it would take very little to construct a basic plastic pellet transload facility on it.

[3] The Hollis facility estimates it brings in 3-4 truckloads per day of plastic pellets currently; this is an equivalent volume to one covered hopper railcar daily.

F. White Mountain Oil and Propane

White Mountain has a large propane storage facility in North Conway, NH. It used the Mountain Division prior to its abandonment, receiving tank cars of propane through Portland. When the line was abandoned, the company shifted to bringing tank cars into facilities in Auburn and Rochester, NH. From there, they pumped it into tank trucks and brought it to the North Conway location. White Mountain is very interested in using rail again; the propane originates in Texas and using the Mountain Division would save transloading costs. They will still use trucks to some degree, in order to have multiple shipping options.

Rail Facility Location: Near Route 302, North Conway, NH

Projected Railcars per Week: 4 or 5 cars per week during the winter months; fewer than 1 per week at other times.

Siding Information: White Mountain once had a siding along the Mountain Division, but it was removed due to a road construction project. Their new facility is on land abutting the rail line, and there is sufficient level space to construct a new siding; their preferred layout would be a track with enough room for several cars (perhaps 1000 feet long) and with a switch on each end, with enough room so the cars could be shuffled around after unloading.

VI. Other Freight Possibilities

Team Tracks

While the bulk of potential rail traffic on the Mountain Division may be aggregates, smaller and less frequent shipments can augment this base. Railroads have traditionally operated what are known as “team tracks”. A team track is simply a siding with transloading capabilities. A boxcar, for example, can have its contents unloaded via a simple wooden platform to a waiting truck. This provides rail access to nearby businesses that are not physically connected to the line. Any company may make use of a team track; this saves the cost and hassle of building a dedicated siding to a facility. There are currently several sidings in place along the Mountain Division that could be used as team tracks.

Dearborn Precision Tubular Products of Fryeburg presents an ideal application of the team track. The company receives around 400 tons of steel annually from Houston, Texas. This currently arrives in Less-than-TruckLoad (LTL) shipments. If a team track could be built along one of the nearby sidings, Dearborn could have enough incentive to switch that traffic to rail. It would involve a shift from Just-In-Time (JIT) inventory to warehousing, so the savings of using rail from Texas must be substantial. A team track is the best way to accomplish this: no capital is needed for a new siding. Dearborn might only receive five or six carloads per year. If other local companies start using the same team track, however, it could generate a decent amount of business for a very low installation cost.

Sidings such as this one in downtown Fryeburg can be used as Team Tracks

VII. Excursion Rail Service

If the Mountain Division is rehabilitated to Class II standards, passenger trains will be permitted to operate at 30 miles per hour. At this speed, regularly scheduled passenger service is not practical. Excursion and tourist trains, however, can take advantage of the leisurely pace and pleasant scenery. The Conway Scenic Railroad, based out of North Conway, has successfully operated passenger trains both to Conway Village and through Crawford Notch to Fabyans. Opening the Westbrook to Fryeburg segment creates new possibilities.

The Portland Transportation Center, home to Amtrak's Downeaster, Concord Trailways, and local bus service, is located on the Mountain Division in Portland. With permission of Guilford and NNEPRA, a tourist rail company could operate special trains out of this terminal. There are numerous attractions along the line. The Fryeburg Fair draws large crowds, traffic jams, and high parking prices. Ski areas abound in the White Mountain, including Attitash, Bretton Woods, and Cranmore. The Mount Washington Hotel is adjacent to the Mountain Division. At the top of Crawford Notch, the Appalachian Trail crosses the tracks. The Appalachian Mountain Club has recently renovated the old train station and built a large hotel next to it, a major draw to serious hikers and casual tourists. Maine towns along the line could benefit from seasonal visitors arriving by train. Rail excursions could encourage the local tourism market and reduce traffic congestion. For regularly scheduled passenger service, possible future uses might include Portland – North Conway service as well as commuter rail from Windham into Portland.

VIII. Findings and Recommendations

A. Carload Projections

List of Shippers Interested in Using the Mountain Division

Unsure about shipping/No estimate:
Frost Mountain Sand and Gravel
Dearborn Precision
Ciment Quebec

Likely to ship/Made an estimate:	**Railcars per Year**
Maietta Construction	2000
Green Thumb Farms	10
White Mountain Oil and Propane	61
	Total: 2,071

The section of out-of-service track from Westbrook to the state line in Fryeburg is approximately 45 miles long. If the line is rehabilitated all the way to Fryeburg and the three shippers listed above ship their projected quantities, the line will generate 2,071 railcars per year. This averages to approximately 46 carloads per mile, per year[4]. If the line is only rebuilt to the Maietta facility in East Baldwin, a distance of around 16 miles, the line will handle 2,000 annual carloads, for an average of 125 railcars per mile, per year.

B. Track Condition

To determine the feasibility of restoring service to the Mountain Division, staff met with George Jackman of the Maine Department of Transportation Bridge Maintenance Division. Mr. Jackman is an FRA-certified track inspector who has traveled over the Mountain Division in a hy-rail pickup in recent years. Track issues identified include:

- Bridges in Baldwin and Sticky River have minor problems; the DOT has already addressed the Sticky River Bridge.
- Ties are rotting from the bottom up; up to 50% may have to be replaced
- Ditching must be performed along the line to allow better drainage
- Much of the line still has its original dirt ballast; this must be replaced by crushed rock ballast

[4] The American Short line and Regional Railroad Association recommends that short-haul railroads have at least 50-100 railcars handled per mile, per year.

- Some crossings have been completely removed and must be rebuilt with new track, etc
- Several crossings have been paved over, although the rail is still underneath
- A dozen or so crossings will need new protection devices; those with existing devices must be rewired

The rail itself is in relatively good condition. It is primarily 85-pound stick rail with the exception of 112-pound rail from milepost 14 to 15. The state has already spent money on the line to cut brush, spray weeds, and inspect bridges, among other things.

C. Cost of Rebuilding

Maine Track Maintenance recently upgraded a rail line in Fort Fairfield to Class II standards. Conditions were similar to the Mountain Division: about half of the ties were replaced, crossings were rebuilt for slow freight operation, and new ballast was brought in. According to Maine Track Maintenance, the cost of this project was approximately $1.5 million for 8.5 miles of track. The cost per mile to rebuild the Fort Fairfield line, then, was around $180,000. If this figure is applied to the Mountain Division between Westbrook and Fryeburg, the total cost of rebuilding would be $8.1 million. However, this is most likely on the low side due to a number of crossings that need to be rebuilt with gates and flashing lights.

For parts of the line such as this one at Fair Street in Fryeburg, ballast is virtually nonexistent and ties are rotting

Appendix A
FRA Track Standards

Track Classification and Speeds

Excepted Track is characterized by little or no rail traffic. It has several limitations: trains may not travel more than 10 miles per hour, may not travel over a bridge or public road, and may not contain more than five placarded hazardous materials cars. When track is upgraded from excepted status, the railroad must notify the FRA regional office at least 10 days in advance.

Track Class	Freight Speed	Passenger Speed
Excepted	10	n/a
1	10	15
2	25	30
3	40	60
4	60	80
5	80	90

Inspections

For inspection purposes, each category of track is divided into two groups: "main track and sidings" and "non-main track and sidings". For a **main track or siding that is either Excepted or Class 1 through 3**, inspections must occur weekly with at least three calendar days separating each one. Operation of passenger trains or more than 10 millions gross tons of annual freight increase the frequency to twice-weekly.

Non-main tracks or sidings that are Excepted or Class 1 through 3 must be inspected monthly, with at least 20 days separating each inspection. For all inspections, vehicle speeds may not exceed five miles per hour.

This data comes from Chapter Five of the FRA Publication, "Track Compliance Manual". It is available online at:
http://www.fra.dot.gov/downloads/safety/track_compliance_manual/TCM 5.PDF

Appendix B
Commodity Profiles

Gravel: Gravel is a general term used to describe loose rocks. It is used for concrete mixing, road construction, landscaping, railroad ballast, and a variety of other uses, depending on its mineral composition.

Railcar type:	Open-top aggregate hopper
Railcar capacity:	228,000 lbs/ 106 cubic yards
Possible shippers:	Maietta Construction, Frost Mountain Sand and Gravel

Propane: Propane gas, also known as Liquified Petroleum Gas (LPG), is produced by refining crude oil or natural gas deposits. It is a gas that liquefies under pressure, and thus is easily stored. Common uses for propane include home heating systems, hot water heaters, stoves, lanterns, and industrial applications. As a liquid, LPG has approximately half the density of water[5].

Railcar type:	Pressurized tank car
Railcar capacity:	up to 33,500 gallons
Possible shippers:	White Mountain Oil and Propane

Potatoes: Potatoes have long been a staple of Maine agriculture. While potato farms statewide still grow potatoes, they are also being imported from western farms in Idaho and other states.

Railcar type:	Refrigerated boxcar
Railcar capacity:	Up to 200,000 pounds
Possible shippers:	Green Thumb Farms

Plastic Pellets: A variety of plastics are transported by rail. The most likely one to be shipped over the Mountain Division is PET, or Polyethylene Terephthalate. This is used for smaller water and soda bottles. Compared to other plastics, it is relatively clear, strong, and safe from moisture or other substances leaking through[6].

Railcar type:	Plastic pellet covered hopper cars
Railcar capacity:	Around 5,000 cubic feet (185.2 cubic yards)
Possible shippers:	Nestle Waters/Poland Spring (contingent on construction)

[5] LPG information from *www.e-lpg.com*
[6] PET information from *www.americanplasticscouncil.org*

Appendix C
Shipper Meeting Notes

Green Thumb Farms

November 17, 2004 8:00 AM
Interview with Don Thibodeau, President

Product Shipped: Potatoes
In what quantities: 10 railcars/year
Project average railcars generated per week for a year: 1 per week in summer months (10 per year)
Where is the material shipped? Only shipped out by truck
Where does the material come from? California and Oregon
Time sensitive commodity? Yes
Is there any seasonal variation? Yes; summer only
Used rail service in the past? Yes, used Fryeburg depot siding
Distance from rail siding? 2.5 miles
Rail siding still in place? Yes; several in downtown Fryeburg

Suggestions:

-Guilford should run the line (so there are no additional interchange costs)
-Operate passenger trains to Mt. Cranmore in the winter and the Fryeburg Fair out of Portland, connecting with the Downeaster
-An ethanol manufacturing plant could be useful along the line; state lacks one.
-State seems very anti-business; needs to invest in more infrastructure

Dearborn Precision Tubular Products

November 17, 2004 10:00 AM
Interview with Bill Findeisen, President

Product Shipped: Metals
In what quantities: 750,000 lbs/year of raw steel
Project average railcars generated per week for a year: sporadic; as much as 10 railcars per year of steel inbound
Where is the material shipped? Only shipped out by truck; extremely time-sensitive
Where does the material come from? Houston, Texas
Time sensitive commodity? Yes
Is there any seasonal variation? No
Used rail service in the past? No
Distance from rail siding? 1/2 Mile
Rail siding still in place? Yes: by Bailey Manufacturing (now owned by Nestle Waters)

Suggestions:

-Inventory is on a just-in-time basis; shipments couldn't take much longer than a week
-Unsure if rail would work for the quantities involved

Frost Mountain Sand and Gravel

November 17, 2004 11:00 AM
Interview with Tom Shaffner and Clyde Watson, Principals

Product Shipped: Gravel
In what quantities: unknown
Project average railcars generated per week for a year: unknown, but high quantities if agreement can be reached with Blue Rock.
Where is the material shipped? Shipped primarily to the local area
Where does the material come from? On-site
Time sensitive commodity? No
Is there any seasonal variation? Yes; warm months only
Used rail service in the past? No
Distance from rail siding? Across Route 113
Rail siding still in place? No; own land on which siding could be constructed (150 by 900 feet).

Suggestions:

-Would need to work out a deal to ship gravel down to Blue Rock in Westbrook.
-Would have to build a culvert under Route 113 for a gravel conveyor to get to the siding
-Clyde Watson recently sold land next to siding in Fryeburg to Nestle Waters
-Would like to know the cost of building 1000' siding off the mainline
-Try approaching oil companies in NH/VT

Maietta Construction

November 19, 2004 2:00 PM
Interview with Vincent Maietta

Product Shipped: Gravel
In what quantities: 150,000 cubic yards per year (200,000 tons)
Project average railcars generated per week for a year: About 40, based on railcar capacity of 90 tons
Where is the material shipped? South Portland
Where does the material come from? Baldwin, some from Standish
Time sensitive commodity? No
Is there any seasonal variation? Yes; more in the building season
Used rail service in the past? No
Distance from rail siding? Goes the facility, but would need to build loading facility
Rail siding still in place? No

Suggestions:

-Currently ships around 6,000 truckloads per year
-Would need price of approx. $3.50 per ton to make it economical
-Depending on load limit, could generate 2000 per year (assuming 100-ton capacity hoppers)
-Previously looked into buying Shirtliff Salt Facility in Rigby Yard
-Could eliminate 12,000 truck trips through Gorham village annually

Blue Rock Construction

November 22, 2004 10:00 AM
Interview with Ted Kaler

Product Shipped: Ledge Gravel
In what quantities: n/a
Project average railcars generated per week for a year: n/a
Where is the material shipped? Locally, to rail projects
Where does the material come from? On-site operation
Time sensitive commodity? No
Is there any seasonal variation? Yes; April through November
Used rail service in the past? Yes
Distance from rail siding? Currently one next to facility
Rail siding still in place? Yes, still active

Suggestions:

-Still use rail to ship materials for railroad rebuilding
-Dubious about whether rail shipments could make economical sense for short-haul materials.
-Portland market not very active: growth is towards suburbs
-Ledge gravel (most likely what Frost Mountain has) is valuable, though
-Would need to beat the trucking price
-Could supply gravel for line's rebuilding
-Interested in potential of Frost Mountain

Poland Springs (Fryeburg Plant Future Prospects)

December 6th, 2004 4:00 PM
Interview with David Burns, Northeast Supply Chain Director

Product Shipped: Plastic pellets and chemicals (inbound), wastewater and bottled water (outbound)
In what quantities: 500 outbound trucks of water per day; 3-4 plastic pellet trucks per day.
Project average railcars generated per week for a year: 7 per week of plastic pellets, plus any wastewater and chemical traffic
Where is the material shipped? To Greater Boston and New York Markets.
Where does the material come from? Plastic pellets come from Canada and the Carolinas.
Time sensitive commodity? Water: Yes. Wastewater and plastic pellets: No.
Is there any seasonal variation? Water: Yes (summer only). Plastic pellets: No.
Used rail service in the past? Currently transload at Safe Handling in Auburn
Distance from rail siding? Unknown
Rail siding still in place? Yes

Suggestions:

-Fryeburg plant is not yet built; final decision on whether to build it must still be made.
-Nestle Waters (parent company) acquired land next to a rail siding in Fryeburg
-Quantities listed above are for the Hollis plant; a Fryeburg plant would likely have similar amounts.
-Rail unlikely to be used for bottled water shipments (unless there is a warehousing move); wastewater and plastic pellets make the most sense to ship by rail.

White Mountain Oil and Propane

December 14thth, 2004 10:00 AM
Interview with Kirk Saunders, Vice President

Product Shipped: Propane (inbound)
In what quantities: 1.8 million gallons per year
Project average railcars generated per week for a year: Up to 5 per week during the winter months; much fewer in the summer
Where is the material shipped? n/a
Where does the material come from? Texas
Time sensitive commodity? Yes
Is there any seasonal variation? Yes: heavy in winter, light in other seasons (five times as heavy during the winter)
Used rail service in the past? Yes; used siding off the Mountain Division
Distance from rail siding? Have land adjacent to line
Rail siding still in place? No; siding was taken out for a road project. Have a propane storage facility located next to the Mountain Division and ample land to install a siding

Suggestions:

-Would need to have reliable, scheduled service during winter months
-Would shift some traffic from trucks to rail, but not 100% (likes to keep trucking as an option)
-Propane currently shipped by rail to facilities in Auburn and Rochester, then trucked to North Conway.
-If rail could offer savings, would ship oil from Portland

Appendix D

Meeting with George Jackman, Maine Department of Transportation
December 13th, 2004 9:00 AM

1.) Track Conditions
   a. Bridges
      i. Checked annually; detailed inspection every 5 years
      ii. Stone bridge in Baldwin needs some minor work done
      iii. Sticky River bridge also needs some minor work- has been shored up
   b. Rail
      i. Most of the line is 85 pound rail
      ii. Between mileposts 14 and 15, is 112 pound rail
   c. Ties
      i. Estimates around 50% of ties will need to be replaced (at most)
      ii. Many have began rotting, starting at the bottom
   d. Roadbed
      i. Will need to be ditched in order to facilitate better drainage
      ii. Will need large amounts of ballast- $8-$10 per ton
   e. Crossings
      i. Several crossings will need new equipment:
         1. mp 12
         2. Kemp Rd
         3. Plummer Rd
         4. Smith Rd (18.43)
         5. Steep Falls
         6. East Baldwin
         7. Cornish Rd (Rt 5)
         8. One in Hiram
         9. County Rd- Brownfield
         10. Porter Rd
         11. Haley Rd
         12. Possibly at Rt 237, Wescott Rd, some other location
      ii. Cost per new crossing: around $110,000[7]
   f. Brush
      i. State has cut the line, is doing heavy brush cutting currently; still has 30 miles left at $4500 per mile
2.) Recommendation:
   a. Do not construct line to 286,000 pound standards; would need new rail, etc

[7] Figure taken from similar projects listed in the Maine DOT's Biennial Transportation Improvement Program for Fiscal Years 2004-2005.

Appendix E
List of Nearby Businesses with Rail Shipping Potential

Company	Business Type	Phone	Street Address	Town	Zip	Pres. Name	Meeting?	Notes
Grondin	Gravel		11 Bartlett Road	Gorham	04038	Ken Grondin, Pres.		Interested; wants to learn more about it. K.GRONDIN@GRONDONCONSTRUCTION.COM 8 to 5 M-F
Maietta	Gravel	776-5995	154 Pleasant Hill Rd	Scarborough	04074	Vincent Maietta	11/19/2004 2:00:00 PM	Also have location off Rte 114 in Standish
Shaw Bros.	Gravel	892-6363	511 Main Street	Gorham	04038	John Shaw		Got fax from Tom Beigel: not interested in shipping by rail. Phone: 839-2552
FR Carroll Inc	Gravel	793-8615	P.O. Box 9	Limerick	04048	Francis R. Carroll		
Dwight R Mills Inc	Gravel	625-3965	P.O. Box 718	Parsonsfield	04047	Dwight Mills		Not interested; pit too far away from rail line (Parsonsfield)
Frost Mountain Sand & Gravel	Gravel	935-2171 frost mtn: 935-7880	P.O. Box 404	Fryeburg	04037	Clyde Watson	11/17 11AM	Interested in rail service; Tom Shaffner, Principal
White Mountain Oil & Propane	Petroleum	603-356-6386	P.O. Box 690 -- 2820 Main St	North Conway	03860	Glen Saunders, Ken Taylor, VP, Kirk Saunders, VP	Dec. 14th 10 AM	Expressed interest in using the line. Kirk Saunders faxed back, wants to use rail
White Bros.	Gravel	854-0436	95 Warren Ave	Westbrook	04092	Michael White		Dubious about use for rail line, but wants to be kept in the loop
Green Thumb Farms	Potatoes	935-3341	P.O. Box 147	Fryeburg	04037	Don Thibodeau	11/17 8:00 or earlier (tentative-call)	Interested in receiving by rail; used Mtn. Div. In past; last year shipped 10 railcars into Oxford.
Forest Industries/Saunders Bros.	Wood Turning	854-2551 x3201	54 Fair St	Fryeburg	04037	Josh Saunders		Not interested; use company truck 2/3 times weekly to various mills

Company	Business Type	Phone	Street Address	Town	Zip	Pres. Name	Meeting?	Notes
Dearborn Precision Tubular Products	Metal Tubes	935-2171	6 Dearborn Drive	Fryeburg	04037	Bill Findeisen	11/17 10AM	Is interested in rail service; email is bfindeisen@dearbornprecision.com
Ciment Quebec	Cement	418-329-2100	195 Pequawket Trail	East Baldwin	04024	Jean Lebrun		Bow (NH) location currently receives large amount of rail shipments… http://www.infrauthority.com/database/Company.asp?comp=822 Jean Lebrun, Distribution and Transportation Director Ciment Québec Inc 145 Boul. Centenaire St-Basile, QC G0A 3G0 Canada Telephone: 418-329-2100 Fax: 418-329-2208 Email: jean.lebrun2@sympatico.ca
Limington Lumber Company	Lumber	625-3286	411 Pequawket Trail	East Baldwin	04024	Win Smith, Jr.		Not currently interested: ship pine products (fragile) by container to Auburn/Worcester, rail would be impractical. Wants to be "kept in the loop"
Downeast Bike Specialists	Bicycles	935-4242	P.O. Box 226	Fryeburg	04037	Doug Moore		Believed to have attended Public Outreach meeting
Conway Scenic Railroad	Tourist Rail	800-232-5251 x11	Norcross Circle	North Conway	03860	Russ Seybold	Dec. 8th 9 AM	Rail connection at state border; rail active to VT. Reopened several dozen miles of dormant Mountain Division Track.
Blue Rock Industries	Gravel/Paving	207-854-2561	58 Main Street	Westbrook	04092	Mark Humphrey	Nov. 22 10 AM - Ted Kaler	Could receive gravel shipments, provide ballast for line
MDOT-Bridge Maintenance Division	Rail owner	207-624-3580	16 State House Station	Augusta	04333	George Jackman	Dec. 13th 9 AM- on 4th floor	Is in charge of rail line maintenance: George.Jackman@maine.gov
Nestle Waters-Poland Spring	Water Bottling (future use)	(207) 727-7201		Fryeburg	04037	David Burns	Dec. 6th 1 PM- Hollis Facility- 400 Killick Pond Rd	Is head of Nestle for Maine. Produces 35% of all truck shipments in the state; recently bought land next to rail siding.