

## CURRENT NEWS

### NEW BUSINESS FOR THE LEXINGTON SUB

*From the Ashland Daily Independent, December 13, 2006 submitted by George Greene, Sunbury, Oh.*

Construction of a rail spur that will be used to ship out-of-state trash into a Boyd County landfill has begun. The rail spur will connect the Big Run Landfill to the Kentucky Electric Steel line (former C&O Lexington Subdivision - ed) and is being constructed by River Cities Disposal LLC, a subsidiary of EnviroSolutions Holdings Inc., based in Chantilly, Va.

According to the company's district manager, Mike Vossmer, the line that splits off from the main line near the Coalton tunnel (Princess Tunnel as we know it - ed) at U.S. 60 will be roughly 3,000 feet when it is finished and will allow the company to bring out-of-area trash to the landfill by rail car.

Construction became delayed after contractors removed trees along the planned line, but Vossmer said he expects work to begin again soon and the line to be completed in the next three to four months.

It is unclear, however, how soon the landfill will begin accepting trash by train. Vossmer said the company does not have any contracts to bring waste in from out-of-state, but is looking at several possibilities.

Any trash brought from outside Boyd County is considered out-of-area waste and is required to be permitted. Currently, Big Run Landfill is permitted to accept waste from New York and New Jersey, Vossmer said.

EnviroSolutions CEO Scott Eden said the company owns a transfer station in New Jersey. "Waste we bring into that station we can bring into Big Run Landfill," said Eden adding that this is the company's intention, "if we can connect the dots."

Out-of-area trash is nothing new to Boyd County landfills. For years, waste has been trucked in from surrounding areas, but what makes this project so unique is the manner in which the waste will be shipped and the way it will be packaged for the trip.

According to Vossmer and Eden, the trash will be bailed and wrapped in plastic at the transfer station before being placed in sealed rail cars and brought to the landfill.

As part of the approval process with CSX Transportation Inc. to construct the rail spur, the company participated in a series of "sniff tests" conducted by an independent third company over 60 days. Waste was bailed and wrapped at the station in New

Jersey and then brought by rail car to the Russell rail yard where it sat for several weeks before being taken to CSX corporate headquarters in Jacksonville, Fla., where it sat for several more weeks.

Throughout the entire process odor tests were performed with favorable results, according to the company. None of the tests done by a third party indicated that there was an odor problem, Eden said. This is not new technology. It has been done in Europe for a while.

The company, he said, was granted approval by the rail company, which had to have its tariffs changed by the Transportation Safety Board in Washington, D.C., in order to shipped bailed waste.

"The technology of this landfill is so much different than what people are used to. The transportation system with the rail is a step above, a cut above, and people need to understand that too," Eden said.

There is no estimate of how many tons of trash the company will transport to the landfill or how much additional rail traffic will be generated by the operation.

### NUTTALLBURG TIPPLE UNDERGOING STABILIZATION

The decrepit mine complex at Nuttallburg, W.Va., is receiving a much needed facelift. Moneys have been appropriated for a multi-phase restoration of this historic mine complex. Built in 1925, these structures have been abandoned since 1960.

The tippie, nearing collapse, is receiving stabilization work in 2006 and 2007. A two-man crew from Bethlehem, Pa., is currently working six days a week to reinforce foundations and tippie support columns.

The 800-foot-long inclined conveyor will receive two massive concrete anchors, tying the structure to the mountainside. Later phases will include restoration of head house structures. The project is behind schedule due to the recent discovery that the tippie is actually built over the current CSX property line.

The Nuttallburg complex is believed to be the most complete historic coal mining facility still existing in the United States. Although Nuttallburg has been a ghost town for many years, all of the significant infrastructure remains: mine openings with 42-inch gauge underground railway equipment, four electric locomotives, head house, conveyor, and C&O Railway track-age beneath the tippie.

--Douglas Andre, Roanoke, Va.



Nuttallburg tippie undergoing stabilization, as seen by Amtrak passengers. (Photo by Doug Andre)