*Article unchanged from e-bulletin.

Blue header & table of contents: new article

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

Regional


Logistec: US results limit 2011 revenue growth.*

New York

NS-PAS: Photo of active Mechanicville intermodal.*

Québec

MMA: Will abandon Ste-Guillaume sub, continue to switch St-Hyacinthe, Ste-Rosalie customers. Maps*

Connecticut

CSO: Moves base from East Hartford to Hartford.*

Maine

Correction: On MMA, MRNC propane service.

Maine Legislature: Still one rail bond bill possible.

MMA/NBRS: Transfer Madawaska line by 1 April?*

MNRC: Increased traffic, leasing power from MMA.*

Pan Am: May lose Naval Shipyard as customer.*

Eastport: More on new biofuel exports.*

Massachusetts

CSXT: Update on Worcester and Everett/Chelsea.

CSXT: More change in intermodal service.

NS-Pan Am: Shirley opposes ethanol unit train.*

New Bedford: Decas gone, successor sought.*

New Hampshire

MBRX/NHDOT: Leishman apparently the only operator who filed a proposal.*

Rhode Island

PW: Pond View C&D facility files for receivership.**

Vermont

PAS: First traffic to White River Junction.**

Maritimes

Saint John: Mediterranean Shipping begins new call for Latin America and globe.*

Rail Shippers/Receivers

A cross-reference to companies mentioned here.

People, Positions, Events

Kristin Decas [see Massachusetts].* Al Day.

From the land of railroads

On a 45-day rail trip around the country, I'm now in Green River, Utah.

Out of Chicago, I was impressed by coal train after coal train, each 100+ cars, moving east. But I was depressed by the remnants of side track after side track to grain elevators. BNSF likes the 110-car grain trains, too.

Glad we in New England still have some onesies and twosies.

Stories

Although this issue has many fewer than the last, it does have at least one story for every section.

- Chop Hardenbergh Next formal issue 17 April.

BUFFALO & PITTSBURGH: NEW CUSTOMER?*

March 22nd, Kane Pennsylvania. “CASELLA SEEKS RAIL-SERVED WASTE ORIGINATORS FOR ITS MCKEAN COUNTY LANDFILL,” said Scott McCalla, Casella Waste System’s senior rail analyst. Casella purchased the facility, located east of Mount Jewett off Campbelltown Road, in February 2011 from Rustic LLC. The site is permitted for 5,000 tons per day, and for a rail spur, yet to be constructed.

Customers

Casella foresees customers who are rail-experienced, have their own rail equipment, and are looking for a Northeast rail-served landfill option. “Location, turn-time, and escalating diesel prices will make this rail solution potentially very attractive to our customers,” states McCalla.

Most waste-by-rail generated in the Northeast currently goes to Ohio, Virginia, Michigan, and other out-of-region landfills.

Types of waste

McCalla anticipates the facility handling:

- Containerized waste, MSW and sludge; or

- Waste in gondolas which will require concrete containment pads; or

- Water for treatment, such as the water from natural gas fracking. He acknowledged that railing the water “has
its challenges” because of the drayage to the rail head. But the facility already has a water treatment plant on site, which Casella is modernizing, to treat the water and then ship it out to customer specification, including distilled water.

Each type requires different equipment to unload the waste.

**Funding**

Casella is approaching site development with specific customers and waste streams in mind, as a long-term (30+ years) investment. “We are currently negotiating with a pool of 6-12 diverse waste customers, understanding the potential and requirements of each,” McCalla reported.

“We are looking for a partner to share the cost of construction,” McCalla said. “This project is a winner. We are taking it slow, working to understand what we should build and not just hoping people will come.”

**Potential rail move**

The permit allows up to 5,000 tons a day which could translate into fifty cars a day, making McKean County close in volume to Casella’s Ontario County, New York landfill. That currently is Casella’s largest volume landfill, yet is not rail-served.

If the traffic came from New York or New England, serving railroad Buffalo and Pittsburgh (BPRR) would lift it in Buffalo daily. BPRR already serves a Temple-Inland box plant, located near the Casella site, daily with a substantial number of cars.

McCalla is impressed with BPRR: “The guys are super partners, they’ve been great.”

**Other rail**

Casella has a facility in Scarborough, Maine on Pan Am, which does not currently use rail. At one point it loaded out paper cores for delivery to a point on MMA, “but that was years ago,” said McCalla. And it will soon start railing out of Vermont [more in a future issue]. {ANR&P discussion}.

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**LOGISTEC: 4Q11 RESULTS**

22 March, Montreal. *THE COMPANY ANNOUNCED A REVENUE DECREASE IN MARINE SERVICES.*

'Consolidated revenue totalled $224.6 million in 2011, an increase of $18.6 million....The marine services segment posted revenue of $132.9 million in 2011, a very similar level of activity when compared to the $133.5 million reported for 2010.

'Higher volumes of bulk cargo and additional revenue from a new cargo-handling services contract with a major aluminum producer in Northern Quebec were offset by a lower level of activity in the United States.

'The environmental services segment delivered a very strong performance in 2011, as revenue increased by $19.3 million or 26.6% over 2010 to reach $91.8 million.

**More biomass shipping**

President Madeline Paquin said: "We expect the business environment to remain challenging in 2012, especially with respect to the more traditional cargoes handled. In 2012, we expect to focus on the development of two specific activities: biomass energy and Quebec’s Plan Nord.

“With respect to biomass, many plants are developing in North America to serve biomass energy needs in European countries [see Eastport]. We continue to invest to serve this market and will complete the first phase of our terminal infrastructure in Brunswick Georgia in 2012, allowing us to increase throughput of this cargo.

“As for the Plan Nord, with our new port installation in Baie-Comeau (QC), together with our current activities in Sept-Iles (QC), we are well positioned in both our transportation and cargo-handling businesses to provide valuable services to new and growing mining companies as well as to the communities that need to be developed.” {Logistec press release}
MMA: QUEBEC ABANDONMENT*

25 March, Chicago. "MMA HAS NOTIFIED THE RELEVANT AUTHORITIES THAT WE PLAN TO ABANDON THE ST GUILLAUME SUBDIVISION BETWEEN FARNHAM AND ST HYACINTHE IN EARLY 2013," wrote MMA chair Ed Burkhardt. MMA's operation in Quebec is considered a federal railway.

Federal authority

In 2005, the Canadian Transportation Agency (CTA) modified MMA and MMAC (Montreal, Maine, and Atlantic Canada Company) authority to permit passenger operation on the lines the two railways were authorized in 2003 to operate:

MMA: 'between the Canada/United States border at mileage 32.63 of the Newport Subdivision and the Canada/United States border at mileage 43.32 of the Newport Subdivision; and between the Canada/United States border near Saint-Léonard, New Brunswick and Saint-Léonard, New Brunswick.'
MMAC: ‘between Saint-Jean, Quebec and Lennoxville, Quebec; between Ste-Rosalie, Quebec and Farnham, Quebec; between Farnham, Quebec and Stanbridge, Quebec; between Brookport at mileage 0.0 of the Newport Subdivision and the Canada/United States border at mileage 26.25 of the Newport Subdivision; between Lennoxville, Quebec and the Canada/United States border near Boundary, Quebec; and by virtue of an interchange agreement with the Canadian Pacific Railway Company, on the Canadian Pacific Railway Company's Adirondack Subdivision between Saint-Jean, Quebec and Saint-Luc Junction, Quebec.’ {CTA website, rail section}

**Effort to sell**

In 2010, MMA negotiated a possible sale with entrepreneur Robert Belleville of Bell Gaz, but the deal fell through. Federal law would not have governed the creation of the new local short line [see 11#01A].

**Notice in three-year plan**

However, under the federal Canada Transportation Act, an abandonment of a federal line requires two stages: first, MMA must list the line as a candidate for abandonment in its three-year plan, and in a second stage, after the passage of a year, it must offer the line for sale in three steps: to the federal government, to the province, and then to the municipalities it passes through.¹

After one year in the three-year plan, MMA may abandon the line.

**Reason for abandonment**

In a 15 March letter to the federal and provincial ministers of transport, MMA President Bob Grindrod wrote:

> We have come to this decision with great reluctance. We have done so because a very high proportion (81.3% in 2011) of

¹Every federal railway company must prepare and keep up to date a plan that indicates, for each of its railway lines, whether it intends to continue operating the line or if it plans to discontinue operating the line within the next three years. The railway company must make this three-year plan available for public inspection at designated offices — and notify a number of parties, including the Agency, when changes to the plan are made. {CTA website, Transfer and Discontinuance of Railway Line Operations and Railway Track Determinations A Resource Tool}
the traffic on the line is subject to the inadequately low interswitching rates under the Canada Transportation Act. These low government-regulated interswitching rates, unfortunately, do not provide MMA with sufficient revenue to own and maintain the line to standards which allow safe operation of the [line] over the intermediate and long term.

We have estimated that repairs to the line MMA intends to discontinue, to keep at minimum operating conditions, would cost in excess of $2.5 million, which we find we can not support given the minimum revenues which the line generates.

This cost, I should add, does not include the replacement cost of seven bridges on the line which would be necessary to handle loads at the commercial and industry standard weight of 286,000 pounds.

This line, formerly belonging to Canadian Pacific, was purchased by MMA in 2003 at which time it was already in very poor condition.

It is not our intention to discontinue railway operations on two small portions of the St.Guillaume subdivision. We will continue to provide service on the south end between MP 0.0 and MP 0.29 in the town of Farnham. MMA will also continue to provide service between MP 24.70 and MP 27.38 in the town of Ste-Hyacinthe, which will allow service to continue to the Bunge Corporation, which is the major customer handling approximately 86% of the carloads of the entire line.

The letter also went to the municipalities of Farnham, Ange-Gardien, Abbotsford, Saint-Pie, and Saint-Hyacinthe. {text of letter}

**Current rail operations**

At this point, wrote Burkhardt, MMA is serving Bunge out of Farnham, as well as the stations that will lose service: Canrobert, Abbotsford and St Pie. The line is still embargoed for hazmat below Bell Gaz. MMA serves Bell Gaz by interchange with CN in St-Hyacinthe [see 10#12B and 11#01A].
Future rail operations

'We will base a locomotive and crew at St. Hyacinthe to serve the disconnected portion of line' and interchange with CN there to serve the customers.

[MMA as of the beginning of 2011 served Bell-Gaz at milepost 26.2 (the 'flame' on the map), Comax and Coop Federee (see map), and Bunge, roughly at the MMA shield at the north end of the map.

Though all but Bunge are now served directly off the CN main line, a switch off the old location of the St.Guillaume sub, just south of the former diamond, formerly enabled CP and then B&A trains to serve the facilities directly. When use of the zig-zag route began (see 10#12B), presumably CN allowed the serving railroad to serve the three customers by way of its main line. Editor]

Why retain the operations in the north?

Does retaining this isolated section make sense, or will MMA eventually sell it, as it did the Van Buren subdivision which was also isolated [see Maine]?

'The entire line is open to CN interswitching, whether from Ste Rosalie Jonction or from St Jean,' wrote Burkhardt. 'If we can get rid of the bulk of the infrastructure while keeping the bulk of the revenues, the financial situation should be much improved.

'We don't believe this would make a viable short line. We don't view disposition of two unsustainable branch lines as “dismantlement” of MMA, but rather the tree trimming any management must do to achieve long-term sustainability.' {e-mail to ANR&P 25.Mar.12}
**CONNECTICUT**

**CSO: BASE MOVE***

March, Hartford. *THE RAILROAD MOVED ITS BASE OF OPERATIONS FROM EAST HARTFORD TO HARTFORD.* It built a new engine house and yard office in Hartford.

'The move was done to increase efficiency and utilization of operations, better serve our customers, and achieve savings. The new facility includes indoor space for locomotive and railcar repairs and maintenance, which we previously lacked. By centering our operations in Hartford, we are better positioned to serve all of our customers on the Amtrak mainline as well as the branch lines, including those east of the Connecticut River. This represents a very substantial investment by RailAmerica in the CSO's future and the future of freight rail in Connecticut. {e-mail to ANR&P from Charles Hunter, director, State Relations East for RailAmerica 22.Mar.12}

**MAINE**

**Correction on propane story in 12#03A***

Dead River's propane terminal in Millinocket is served by MMA, not MNRC.

Dead River's propane terminal in Madawaska is served by MMA until MNRC takes over [see below].

**MAINE LEGISLATURE: STILL ONE BILL**

2 April, Augusta. *THE JOINT APPROPRIATIONS COMMITTEE HAS STILL NOT ACTED* on LD851, a bond bill to invest $25 million 'in railroads.' [See 12#03A.] {Legislature website}

**MMA/NBSR: MADAWASKA LINE***

25 March *WE HOPE TO CLOSE ON THE SALE OF THE VAN BUREN SUBDIVISION BY 30 APRIL*, the delay being to secure a mortgage release from the FRA (MMA) and to obtain permission of the Cabinet in Canada to sale of the international bridge at Van Buren/St Leonard to a US company (Irving's),' wrote Ed Burkhardt.

He expected that the Cabinet permission would 'come in a few weeks' as it was only a bureaucratic requirement. {e-mail to ANR&P 25.Mar.12}

**MNRC: LEASING ADDITIONAL POWER***

24 March, northern Maine. *MNR HAS EXPERIENCED SIGNIFICANTLY INCREASED SERVICE AND HAS BEEN SHORT OF POWER,* so it will lease an MMA F40PH, CDAC 450. MNRC will handle running maintenance and servicing; anything over and above will continue to be handled at MMA's Derby Shop. Terms and length of the lease have not been disclosed. {e-mail to NERN e-list from Kevin Burkholder, citing Ed Burkhardt}

**PAN AM: DoD CUSTOMER***

15 March, Kittery. *THE US NAVY WILL SEEK ALTERNATIVES IF THE RAIL IS DISCONTINUED* to the Portsmouth Naval Shipyard, legally located in Maine. Pan Am moves out spent nuclear fuel from submarine reactors. The rail line, owned by Pan Am, uses the Sarah Mildred Long Bridge across the Piscataquis River, which requires $118 million of rehabilitation. Maine, New Hampshire, and possibly the US Navy would split the cost.

Work on the Long Bridge was expected to commence in 2014, although that may be delayed. NHDOT wants to expand the center span or build a new bridge to accommodate ship traffic upriver at a potential
additional cost of $40 million to $60 million.

Lieutenant Commander Alan Garas, a public affairs officer with the navy, said, "should the rail line that is supported by the bridge structure not be available, the navy will explore other alternatives."

**What alternatives?**

Garas declined to comment about navy funding of the bridge. But Paul O'Connor, president of the shipyard's Metal Trade Council, said don't count on it, due to US Defense Department cutbacks. The navy's contribution was laid out in the report of the Bi-State Funding Task Force, which determined the value of the rail line (in relation to the overall capital costs of a rehabilitation) at $30 million. This value is derived by assessing the physical components needed for the rail portion of the bridge, $13 million, and adding in the value derived from the joint use (rail and vehicular) of the bridge.'

Bruce Van Note, MDOT deputy commissioner, said he would work with New Hampshire and the two states' congressional delegations to "assure that rail service to the shipyard continues, as that is in the best interest of the shipyard and the regional economy."

But perhaps not, said O'Connor. "Don't forget, we have three ways to move material out — rail, road and water, or any combination of the three...However the navy decides to move the material, it will be done and will be done safely." {Deborah Mcdermott in seacoastonline.com 16.Mar.12}

**EASTPORT: AGREEMENT AWARDED**

22 March.  **TIMBER BIOFUELS WAS CHOSEN FROM AMONG FOUR DIFFERENT COMPANIES TO USE THE PORT FACILITIES**, said Chris Gardner, Eastport Port Authority executive director.

The board, at its meeting on 20 March, decided Timber was the entity they were most comfortable dealing with. Gardner noted the “amount of attention brought to the port by this investment” of the conveyor system [see 12#03A].

Gardner cautioned that exporting the chipped forest residue was not the same as exporting virgin wood chips. “We are very mindful of the industries in Maine, and aim for activities which complement them.”

**More on the new conveyor and the operation**

“New” [see People] Federal Marine Terminal general manager Al Day said the conveyor system naturally splits into two parts, both owned by the Port Authority:

- Receiving section, with truck scale, trailer dumper, and the pile area, which Timber will operate. The company will probably take up to six weeks to build up the pile of biofuel.

- Reclaimer to ship loader, consisting of the actual system of conveyors from the bulk storage pile to the ship loader on the pier. Loading from pile to ship is expected to take about four days. Gardner said Timber, FMT, and the Port Authority are still negotiating who will handle the conveyor system.

**No exclusive use of conveyor, but**

Day and Gardner said no company would have exclusive use of the conveyor itself. The main conveyor system can handle biofuel, wood chips, pellets, sand, and other materials. It is reversible, so that ships can discharge product and convey it to a storage area.

The Port Authority and FMT have had continued interest from companies other than Timberland Timber Biofuels or Great Northern [see below], Day said. FMT has quoted a rate to discharge wood chips from barge.

**Timber will control paved pad**

Gardner pointed out, however, that moving bulk outbound requires a pad to build up a pile, and Timber will have exclusive use of the paved section of the storage pad. FMT is already leasing the remaining unpaved section of the storage pad and this can be used for handling other materials, said Day.
In short, Gardner said, if a company wants to move bulk through the port, it will negotiate with Timber for use of the pad. If a company wants to move other product, it will talk to “our operator, Federal Marine Terminals.”

Next step
The Port Authority and Timber are negotiating final details. Timber will lease the receiving section for one year, and assuming that it meets certain throughput parameters, it has the right to renew for a second year, said Gardner.

Timber will pay a certain amount to lease the Port Authority facilities, plus pay a wharfage fee of one dollar a ton. {ANR&P discussion with Gardner 22.Mar.12; with Day 19.Mar.12}

CORRECTION: 12#03A mis-stated the Cape Rail ownership. When Podgurski took over, his wife and he had 3200 shares, Reardon 3200 shares, John Kennedy 3200 shares, Ted Michon 200 shares, and Dan Wahle 200 shares. If, as stated, Jon Delli Priscoli owns 50%, he obtained it most probably from the Podgurskis and Reardon.

RAILROADS AROUND WORCESTER
27 March, Worcester. **THE LOCAL PLANNING AGENCY HAS ASSISTED THE REGION’S RAILROADS,** said Rich Rydant, transportation planner at the Central Massachusetts Regional Planning Commission. Speaking about the regional economy and land use issues to a seminar at the New England Railroad Club's Expo here, he said that after ten years of working on freight planning about one day a week, he believed that rail traffic had grown.

The planning staff has working relationships with all seven railroads in the region: CSXT, East Brookfield, GU, MCER, North Brookfield, PAR, and PW.

He has worked with the short lines, providing them planning information such as land use maps, physical assessment of the line, and zoning guidance. “The Grafton and Upton has expanded to the entire line. Mass Central traffic is up. North Brookfield is coming back.” He noted North Brookfield was “never abandoned.”

The East Brookfield and Spencer switching railroad is now rated “one of the most efficient rail terminals” by CSXT. {ANR&P coverage}

CSXT: INTERMODAL FACILITY
27 March, Worcester. **CSXT OFFICIALS EXPLAINED THE COMPLETION OF ITS NEW INTERMODAL FACILITY HERE,** at a seminar during the New England Railroad Club's biennial Expo at the DCU Center. Ken Grula, responsible for terminal development at CSXT, and Keith Goldberg, construction project manager for contractor Arcadis, who oversaw the project, joined Steve Potter, CSXT vice-president network strategy.

Full doublestack
Potter said the effort to raise bridges and lower track was well underway. CSXT and the state, which are each doing work [see list of 17 bridges to be raised or undercut in 08#10A], would complete it by the end of August, at the same time CSXT forecasts completion of the Worcester terminal. [See map of terminal in 10#02B.]

The construction
The number of annual lifts will increase from 140,000 to 200,000. John Read of TranSystems has led the
engineering of the facility. John Lane & Company quarry of Westfield supplied the aggregate. [CSXT has long used this – see 04#04B. On 28 March I observed 27 loaded CSXT hoppers at the Lane spur. Editor] Trucks and rubber-tired gantry cranes (“the most efficient and environmentally friendly in the East”) will run on 30 acres of roller-compacted concrete.

Railworks has supplied the track (136-pound ribbon rail on steel ties), with rubber crossings by LT Resources. Unitrac has furnished the turnouts.

**Operation during construction**
CSXT focused, during the construction, on keeping the terminal operating for UPS and “moving everyone else out.” Currently UPS is using the east end of the terminal, and will move to the west end in one to two months.

**Operation when the new terminal opens**
CSXT will move all yard operations out of Beacon Park. The intermodal traffic will go to Worcester to serve the eastern half of the state. The West Springfield intermodal terminal will remain open to serve the western half of the state; CSXT trains will drop off and pick up intermodal in West Springfield.

The Transflo terminal will move to Westborough as planned.

**The merchandise traffic east of Worcester**
In conversation after the presentation, Potter said merchandise trains will run through Worcester, as they do now, and terminate in the North Yard in Framingham. [See discussion of this in 10#03A.] From there, locals will distribute the traffic around Framingham and run other cars into the southeast. For the now-unused CP yard [it was used for car storage in 2009 – see 09#03B] south of Framingham, “we have no current plans.” [In early 2009, auto handling moved out, the last customer – see 09#02A.]

**Service to Boston and Chelsea**
Asked about the current customers located around Beacon Park, such as Romar Transportation [in 2008 it was moving out] and Houghton Chemical [in 2008 moving would be “inconvenient” – for both see 08#11A], Potter was under the impression most or all were moving out.

Everett/Chelsea traffic [see map in 07#04A], which moves via the Grand Junction, is “dropping,” Potter said. “It would make sense to serve it from the north....We have had informal talks” with Pan Am, which could provide haulage of CSXT traffic via Worcester and Ayer. \( \textit{ANR&P coverage} \)

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**CSXT: INTERMODAL CHANGES**

**Effective in April**

**Reminder: Service Transition Between New Jersey and New England:** Service provided between South Kearny and Boston will be discontinued. Alternative service for International customers is now between Elizabeth Marine Terminal (EMT) and Stackbridge.

**Service from Buffalo to South Kearny** will be discontinued effective April 5th.

**Effective in May**

**Service from South Kearny to Buffalo, NY,** will be discontinued. Direct on dock service from Elizabeth Marine Terminal (EMT) to Buffalo will continue to be available.

**Changes to Boston for International Container Traffic:**
- International traffic between Boston and the Chicago gateway will be relocated to the Stackbridge terminal. International service between the Boston terminal and Bedford Park, Illinois will be discontinued. Service between Stackbridge and local Chicago will continue to be provided. (Note:
Destination at Chicago 59th Street.)

- International service from Cincinnati, OH, and Louisville, KY, to Boston will be discontinued. {CSXT customer bulletin 30.Mar.12}

**NS-PAS: ETHANOL***

19 March, Shirley. **THE SHIRLEY SELECTMEN SUPPORTED THE CHELSEA PROTEST.** [See 12#03A.] They voted to oppose unit trains of ethanol, which would pass through the middle of town, but were unsure of the form their protest would take. {M.E.Jones in Fitchburg *Sentinel and Enterprise* 20.Mar.12}

[Note: the train would run through Somerville and over the same tracks CSXT now uses to serve its customers in the Everett/Chelsea complex (see above article), but run east past that complex. *Editor*]

**NEW BEDFORD: SEARCH FOR PORT DIRECTOR***

6 February. **KRISTIN DECAS, AFTER FIVE YEARS HERE, TOOK A NEW POSITION ON THE WEST COAST,** heading Oxnard Harbor District and Port of Hueneme, 80 miles north of Los Angeles. Decas turned New Bedford, saddled with a $200,000 deficit, into a profitable port, by winning $32 million in grants and by a cutting-edge marketing program, something she hopes to do at Hueneme.

Forget fish and New Bedford: Hueneme, a larger port and major banana importer, is consistently ranked among the nation's top 10 inbound auto ports.

Decas managed a $2.5 million operating budget at the City of New Bedford Harbor Development Commission; she will handle a budget of $10.5 million for Hueneme. {Stephanie Hoops, *Venture County Star* 14.Feb.12 & 3.Mar.12}

The New Bedford Harbor Commission is actively seeking a successor.

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**NEW HAMPSHIRE**

**MBRX/NHDOT: RFP**

20 March, Concord. **PETER LEISHMAN SUBMITTED HIS PROPOSAL TO OPERATE THE HILLSBORO BRANCH.** Proposals were due on 21 March. {e-mail to ANR&P 20.Mar.12}

On 20 March RailAmerica hi-ailed the entire line, as Pan Am did on 19 March. {e-mail to ANR&P 20.Mar.12}

NHDOT, per the RFP, will attempt to notify both winners and losers by 11 April.

**No others?**

Leishman was told by John McClellan, a principal of the only customer on the line, Granite State, that no other party had talked to him, despite the requirement in the RFP that an operator is required to provide 'indication of its ability to provide freight service to the existing shipper on the line' [see 12#03A]. {ANR&P discussion 22.Mar.12}

**Letters of support**

Granite State provided a letter to Leishman on 27 February stating in part: 'We consider the MBRR proposal unique considering the variety of services and the level of the services provided over the last 20 years.'

Richard Verney of Monadnock Paper, which theoretically could resume using rail, wrote: 'We periodically discuss with Peter [Leishman] the feasibility of reactivating rail to our plant in Bennington but the infrastructure changes that would be required in our operations do not make it feasible at this time.

'I doubt that rail service would ever be feasible again if Pan Am Railways operated the branch as we fought with them for years to keep the line open until we ultimately lost the battle.' {text from submitted proposal}

[Only after Pan Am (then B&M) abandoned the line did MBRX begin operation. *Editor*]
Any other proposals?
Leishman wrote on 2 April he had heard 'Not a word. We are continuing to maintain the track (repaired a washout this weekend) and Granite State notified me last week that they plan an early start-up of their quarry.' {e-mail to ANR&P}

RHODE ISLAND

PW: CUSTOMER IN RECEIVERSHIP?**
20 March, East Providence. TLA POND VIEW IN THE RUMFORD SECTION OF THE CITY FILED RECEIVERSHIP PAPERS WITH THE SUPERIOR COURT.

A hearing to appoint a permanent receiver will occur on 11 April. {Mike Rego in East Providence Post 22.Mar.12}

Pond View was denied a request to expand, and the state asked it to provide a letter of compliance by 4 January [see 11#12A].

An official at the Pond View office said the facility was still operating. Asked if it were using rail, she said “we are waiting for railcars.” {ANR&P discussion 26.Mar.12}

On 2 April, six empties were enroute to the Pond View facility. {e-mail to ANR&P}

Eviction notice as well
Ken Foley, one of the original principals of Pond View who sold it to Transload America, retained ownership of the underlying land.

Foley’s land-holding company, Kenlin Properties LLC, has filed a Notice of Eviction with 6th District Court, claiming in the range of $60,000 in back rent. The lease agreement calls for $40,000 a month in rent. {Mike Rego in East Providence Post 29.Mar.12}

VERMONT

PAS: SERVING WHITE RIVER JUNCTION**
24-25 March, White River Junction. THREE CARS WERE DELIVERED HERE by the first PAS, EDWJ, in some time: scrap cars [presumably from wTe Recycling in Greenfield, Massachusetts – see 12#03A] with destination Contracoeur.

On the return trip, rail observers spotted the train, WJED: two Pan Am locomotives and an 'empty long flat car.' {NERN e-list}

More interchange
On 31 March, a week later, WJED arrived in White River Junction with 9 scrap loads for the same routing. It returned on 1 April with four empty covered hoppers (lifted enroute north at Bernardston) and an empty flatcar. {NERN e-list}
MARITIMES

SAINT JOHN: NEW CALL*

13 March. **MEDITERRANEAN SHIPPING COMPANY DOMINICAN REPUBLIC ANNOUNCED NEW SERVICE TO SAINT JOHN** beginning 1 May as part of its Canada-Caribbean service. Rotation: Montreal – Saint John – Caucedo – Freeport –Montreal. Transit Time: approximately 8 days to Caucedo port. Frequency: Bi-weekly service. {MSC website}

Kent Line, owned by J.D.Irving, currently serves the Mediterranean and northern Europe from Saint John. {Kent website} Tropical serves Florida and the Caribbean; Star, Asia. {SJPA website}

First call offering global service in some time

Andrew Dixon, senior vice president of planning and development at Saint John Port Authority said: “MSC offers a complete container shipping service from Saint John to all points around the globe, through their transshipment ports of Caucedo in the Dominican Republic and Freeport in the Bahamas.”

This is the first call by a container line offering global service in 25 years. {SJPA press release 21.Mar.12; e-mail from SJPA 23.Mar.12}

RAIL SHIPPERS

Described in this issue.

Bunge (MMA, Quebec) Will retain MMA service via CN interchange.
Casella (BPRR, Pennsylvania – see Regional) Opening rail-served facility, looking to Northeast for customers.
Granite State Concrete (MBRX, New Hampshire) Supporting MBRX operation of state rail line.
US Navy (Pan Am, Maine) May give up rail access.
PEOPLE, EVENTS

Al Day has returned to where he started his stevedoring career: Eastport. He was promoted out of Eastport to become general manager of the Federal Marine Terminals' Milwaukee facility, then moved to the head office in Montreal as corporate maintenance director. He succeeded Skip Rogers, who departed for the head office. Day plans to retire here, after his stint here as general manager. “I'm glad to be back.”