*Article unchanged from e-bulletin.
**Blue type in article: changes from e-bulletin.
Blue header & table of contents: new article

REGIONAL

Halifax-Portland-Boston: AFL borrowed $500,000 from HPA, $200,000 from MPA. Ship arrested.
ASLRLRA: Jake Awards.NECR,B&P win Presidents.*
AAR: B&P won an EH Harriman safety award.*
NEW YORK

NS-PAS: To open ExpressRail Ayer, Mechanicville.*
D&H: Harrison at CP will sell the D&H?*
NY short line emissions test: Missing table.
QUÉBEC

[No report.]

CONNECTICUT

Amtrak ConnRiver I: ConnDOT releases environmental assessment for NHHS line.*
New London: Steel moving instead of lumber.*
MAINE

East West Highway: $300,000 study.*
Pan Am: Major service improvement in Maine.**
NBSR-Pan Am: Mill to buy line, hire NBSR?*
Pan Am: New name Portland propane receiver.**
NMRC: Possible mine traffic.*
Portland-Pan Am: Schnabel to Greene.**
Portland: ATBs to restart feeder to New York.

MASSACHUSETTS

Amtrak ConnRiver II: MassDOT awarded Progressive Rail rail contract for the ConnRiver.*

CSXT-North Brookfield: STB reference wrong.**
GU: Delli libel suit v. former Upton selectwoman.*
GU: Viridis pellet facility.*
MC: Jon Delli Priscoli leaves Cape Rail.*
MC: Traffic doing well, says Podgurski.**
ETC Capital v MC: Update on two lawsuits.*

Pan Am: Boston-area customer traffic increasing.**

NEW HAMPSHIRE

MBRX: Operator selection to NHDOT brass.*
Pan Am: Positive news in New Hampshire.*

RHODE ISLAND

PW-Providence: City welcomes rail on Allens.*

VERMONT

[No report.]

MARITIMES

NBSR-CN: New Irving Oil yard in East Saint John.*
Sydney: No general manager, no port governance.**

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

No report. See Jon Delli in MC.

FROM THE PUBLISHER

Pan Am!
For months, Pan Am marketers have landed new customers. Now even better news: existing customers say Pan Am service is excellent. As one noted: “The change is absolutely astounding.” No
wonder one NEARS participant said Mike Bostwick, vice-president of marketing, “is positively giddy.”
I shook David Fink's hand at NEARS and congratulated him. My hat's off to all the Pan Am workers.

- Chop Hardenbergh       Next formal issue 5 June.
NECR: President's Award
This year, the association created a new President’s Award by splitting the 250,000 or more manhours category into 250,000-to-500,000 manhours and 500,000 or more manhours categories. The ASLRRA presented a President's Award to NECR for the most hours of injury-free operations and for maintaining the best safety rate in the 150,000-to-250,000 manhours category.

The Buffalo & Pittsburgh Railroad won the 250,000-500,000 manhours category. {Progressive Railroading daily bulletin 24.Apr.12}

Jake Certificate with Distinction
(Awarded to any member railroad with no FRA reportable injuries for the previous year)
Fore River Transportation Corporation
Grafton and Upton Railroad
Massena Terminal Railroad
New England Central Railroad
New York New Jersey Railroad
Rochester & Southern Railroad
Wellsboro & Corning Railroad

Jake Certificate
(Awarded to any member railroad that finished the calendar year with an FRA frequency rate less than or equal to the industry average.)
Buffalo and Pittsburgh Railroad
New York and Atlantic Railway
New York, Susquehanna, and Western Railway. {ASLRRA}

SAFETY AWARDS: AAR*
8 May, DC. RAIL SAFETY REACHED A RECORD, THE AMERICAN ASSOCIATION OF RAILROADS SAID in announcing the winners of the E.H.Harriman Awards.

Buffalo and Pittsburgh here too
Group C includes railroads whose employees worked between 250,000 and 4 million employee-hours. The gold award went to the Buffalo and Pittsburgh Railroad, while the Portland & Western Railroad took the silver and the Florida East Coast Railway the bronze. {AAR press release}

NEW YORK

NS-PAS: NEW INTERMODAL LANE*
10 May, Providence. NS WILL START AN EXPRESSRAIL MOVE FOR MECHANICVILLE AND AYER, announced Lucy Ambrosino during a panel on intermodal shipping at NEARS.

She handles customer outreach for the Port in the region. Her presentation laid out the current and future on-dock rail at the Port Authority of New York and New Jersey container terminals, a service the Authority has labelled 'ExpressRail.'

In general, she said, about 13% of the port's container traffic moves by rail. “We are aiming for 20%,” though Tony Hatch, the rail analyst, noted in the question period that another Authority official has said “for the last four or five years that you are going to get to 20%.”

More detail?
Asked during the question period when the service might start, and whether it would compete with the existing
CSXT service for 'Stackbridge' in Worcester, Ambrosino had no further details. “I only found out about this coming here” on 9 May. {ANR&P coverage}

**D&H: FUTURE AFTER 17 MAY**

10 May, Providence. **SOME BELIEVE CP WILL SELL THE D&H SOON.** Conversations here with several attendees in the hallways and cocktail receptions surrounding the scheduled presentations at the North East Association of Rail Shippers yielded this:

- At the 17 May stockholders' annual meeting, the challengers to the current CP leadership of Fred Green and company will win. This will enable Hunter Harrison, former CN chief, to take the reins. Unions are delighted. When Fred Green met with an angry group of CP staff amid the global financial crisis of early 2009 to explain hundreds of job cuts, workers were infuriated when he retorted “suck it up, buttercup” to an employee complaining about extra weekend shifts. [See Jacquie McNish and Brent Yang in Toronto Globe and Mail 26 November 2011.]

- The article by Fred Frailey in the June issue of Trains found a positive echo. Frailey suggested that Harrison get the railroads which use the D&H (Pan Am, NS, CSXT, VRS, CN, and others) in a room and decide how to divvy up the railroad. It has virtually no local traffic between Binghamton and Albany.

- The customers located on the railway north of Albany are not happy. CP priced out of the market one shipper which regularly used the CP's trackage rights into New York City, thus taking away traffic not only from the D&H but also from CSXT which now moves the CP cars under the new haulage agreement.

- The D&H does have plenty of capacity, though it could add longer passing sidings north of Albany; current sidings are only 5000 feet. In fact, such a capital project is on the books for future years.

- The D&H in past years was owned by various other railroads. In 1968, it came under control of Dereco, owned in turn by the Norfolk & Western Railway. The D&H was left out of Conrail to provide some competition.

  In 1984 Pan Am purchased the D&H, but put it into bankruptcy in 1988. Canadian Pacific purchased it. In the early 2000s, CP put the D&H on the block [see 04#01B]. Reportedly CN wanted to buy it, but CP withdrew the line from sale, deciding it wanted to hang onto it.

- Two attendees wanted NS to buy it. One noted that NS already operated both an intermodal and a merchandise train interchanging with Pan Am. The addition of an ExpressRail service [see other article] only adds to the logic. {ANR&P coverage}

**MISSING FROM NYS EMISSIONS ARTICLE**

*Note The following table I should have included in the article in 12#04B describing the test of Power Drive diesel warming equipment.*

**Equipment installed**

<table>
<thead>
<tr>
<th>Railroad &amp; locomotive</th>
<th>Equipment installed</th>
<th>Reduced Idling Hours</th>
<th>Gallons saved</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buffalo Southern #93 Alco S4/S2</td>
<td>DWS-120</td>
<td>25</td>
<td>58</td>
<td>Mostly in storage</td>
</tr>
<tr>
<td>Buffalo Southern #100 Alco S4/S2</td>
<td>DWS-120</td>
<td>696</td>
<td>1478</td>
<td>1-2 trains per week, coke and limestone to power plants</td>
</tr>
</tbody>
</table>
Depew, Lancaster, & Western #1801 MLW RS18  
Finger Lakes #2308 GE B23-7  
Mohawk, Adirondack, & Northern #2453 Alco C425  
Rochester and Southern #104 EMD GP-40  
Rochester and Southern #3106 EMD GP-40  
Wellsboro & Corning #307 EMD SD-40-2  
Wellsboro & Corning #309 EMD SD-40-2  
Western New York and Pennsylvania #431 Alco C430  
Western New York and Pennsylvania #432 Alco C430

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Number</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depew, Lancaster, &amp; Western</td>
<td>DWS-120</td>
<td>1824</td>
<td>46212</td>
<td>Local switching</td>
</tr>
<tr>
<td>Finger Lakes</td>
<td>DWS-APU</td>
<td>724</td>
<td>2684</td>
<td>Local switching 12 hours per day</td>
</tr>
<tr>
<td>Mohawk, Adirondack, &amp; Northern</td>
<td>DWS-APU</td>
<td>917</td>
<td>4586</td>
<td>Steel plant switching in Rome</td>
</tr>
<tr>
<td>Rochester and Southern</td>
<td>DWS-APU</td>
<td>1063</td>
<td>5553</td>
<td>Used mostly in tandem for bulk moves 24/5</td>
</tr>
<tr>
<td>Rochester and Southern</td>
<td>DWS-APU</td>
<td>955</td>
<td>4872</td>
<td>Used mostly in tandem for bulk moves 24/5</td>
</tr>
<tr>
<td>Wellsboro &amp; Corning</td>
<td>DWS-APU</td>
<td>697</td>
<td>3834</td>
<td>3 months daily freshwater delivery for fracking</td>
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<tr>
<td>Wellsboro &amp; Corning</td>
<td>DWS-APU</td>
<td>639</td>
<td>3516</td>
<td>3 months daily freshwater delivery for fracking</td>
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<tr>
<td>Western New York and Pennsylvania</td>
<td>DWS-120</td>
<td>51</td>
<td>243</td>
<td>Olean road power</td>
</tr>
<tr>
<td>Western New York and Pennsylvania</td>
<td>DWS-120</td>
<td>562</td>
<td>2597</td>
<td>Olean road power</td>
</tr>
</tbody>
</table>

[EPA-funded study]

CONNECTICUT

AMTRAK: CONN RIVER PROGRESS I, CONNECTICUT
8 May, Newington. A DRAFT ENVIRONMENTAL ASSESSMENT OF THE FUTURE NHHS CORRIDOR WAS ISSUED THIS DAY by ConnDOT’s NHHS Rail Project Team. Most of the assessment looked at future passenger service improvements, but the Assessment did mention the impact of increased passenger service on the four railroads which operate freight on at least part of the line between New Haven and Springfield: CSXT, CSO, PW, and Pan Am. NECR also participated in the discussions about the new service. {page ES-24}

The freight railroads ‘maintain specific schedules to meet their customers’ delivery and pick-up requirements and to interface with other rail operations on connecting routes. The freight operators provide about nine trips per day in the corridor.’ {page 154}

‘Freight rail service also would be improved by the additional track capacity allowing operators to better serve their customers. It is anticipated that freight operations would grow at a rate of 1.75% per year. The proposed project has been developed to accommodate this growth; while freight delays would increase by about 8 minutes per 100 train miles or about 3 minutes per trip, it is expected that this will be mitigated by optimizing future freight and passenger schedules.’ {section 4, page 195}

NEW LONDON: STEEL INSTEAD OF LUMBER*
7 May. BOTH PIERS HERE APPEARED EMPTY from the Amtrak rail line, as was all the upland once piled high with bundles of lumber. {ANR&P coverage}

State Pier has steel
Chuck Beck, ConnDOT transport maritime manager, explained: 'Lumber has not landed in New London in over two years primarily due to the housing market bust. Steel of various types is presently being brought in. There were two ships moored at the State Pier last week, one on either side of the State Pier, both delivering steel products.

'Sheet-pile-type steel is placed on the State pier until carted away by truck. Bundles of rebar-type steel are off-loaded then moved to the parcels on the hill behind the Admin building. Rolled steel is off-loaded and immediately moved into the warehouse.

'It would be difficult to see any of these from the train. Unlike the stacks of lumber from days past, the sheet pile and rebar steel have a low profile and the rolls are out of sight.’ {e-mail to ANR&P 7.May.12}

CV pier (south of State)
This nomenclature stems from its ownership by the CN subsidiary Central Vermont Railway. ConnDOT acquired the pier in 1992. Until two years ago, this pier was often piled high with inbound product for Sherwood Lumber [see 03#09A]. Sherwood bought the Quaboag Lumber site in Palmer, Massachusetts in 2010 [see 10#07A].

MAINE

MDOT: EAST-WEST STUDY*
April, Augusta. THE LEGISLATURE AND GOVERNOR AUTHORIZED MDOT TO CONDUCT THE EAST-WEST STUDY, using $300,000 of funds in the DOT budget from other, cancelled studies. Commissioner David Bernhardt said the study will look at whether such a project could be privately funded, whether drivers would be willing to pay a toll, and if so, how much would they pay. He expects it to be completed by the end of this year. {Randy Billings in MaineBiz 16.Apr.12}

PAN AM: SERVICE IMPROVEMENT*
9 May, Providence. VERSO PAPER AND RUMFORD PAPER ARE BOTH EXPERIENCING A DRAMATIC IMPROVEMENT IN RAIL SERVICE, according to a presentation to NEARS by Verso's Mike Partridge, supply director. This is important, he said, because in all businesses, “supply chains compete with one another.” Mill-company chains compete, or region-country chains compete, or competition occurs among media such as paper versus e-mail.¹

History
He did not mince words, referring to the “long, contentious relationship between International Paper's mill in Jay [the major Verso predecessor] and the Pan Am Railway.² When Verso was created, we tried, with Dave Fink's insistence, changing that.” The two partners have tried since 2006. In the second half of 2009, “we talked about a process to manage our processes.”

Partridge referred to a mantra: “Let the data speak, It's telling you a story. When you hear the story, you can figure out what to do.” Doug Steward of Pan Am [listed as superintendent of transportation

¹Verso said this earlier, in its report on the state of the Maine paper industry in 2009. ‘Transportation is another key factor in the competitiveness of Verso and Maine’s paper industry. We need a regular supply of bulk raw materials coming into our mills and a steady stream of finished paper leaving our mills. Because of the massive volumes of material coming into and going out of our mills, dependable rail service is essential.

²Most customers for Verso’s paper products are in the South and Midwest. With a roll of our paper weighing more than 5 tons, the fewer times that we or our customers have to handle the product the better. That is why the ideal situation is to load paper onto a rail car right at the plant and ship it directly to the customers, most of whom have their own rail sidings. It is very expensive and impractical to store paper in our warehouses or to transfer it between carriers en route to customers.’

Unfortunately, the report said, ‘we have only one choice’ for service and a critical need for...more reliable service.’ {09#03B}

²The situation resembled that at an unnamed paper mill in 2010: “We’re at the lowest percentage of rail in our history,” said one official at a paper mill. “I’m usually optimistic, but I have lost all faith that it will get any better. We used to get one inbound train a day, now we get one only every 3-4 days.” Pan Am gives him different reasons: “power, crews.” He does not blame the ST “people. They are beat up. They do care.” {10#09B}
services in the NEARS attendee list] collected data which informed an early 2010 Kaizen event. [See 10#05A. Fink stated in May 2010, referring to the situation post-Kaizen: “Bottom line, the transportation has never been better, and Verso is shipping more paper.”]

After that event, the service did not change, forcing Verso to look at other ways to get its product to market, said Partridge.

“We continued to collect and share data. In March-May 2011, some changes occurred leading to a new focus. Since then the change has been remarkable.”

Three impressive charts
Partridge displayed charts containing the data to show the change.

Ugly shipments. The first showed the number of cars for which the length of time to interchange with another railroad took seven days or more. Before, each week 60 or 80 carloads took seven days, each earning the sobriquet “ugly shipment.” By July 2011 the number had dropped to about ten, and since October 2011 the number has reached almost zero per week.

On-time performance. Pan Am and Verso have agreed to a target amount of time to move a car to the interchange point. Due to bad weather and other factors, Pan Am set a low of 0% in February 2011. By January 2012 the performance had reached 95%.

The irony, said Partridge, that cars are now reaching their destinations “earlier than wanted.”

Cars diverted. In the past, often cars were diverted, contents unloaded, and moved by truck because they were so late. In August 2011 that number was ten. Now, the chart shows nearly zero.

[The last two charts will be available on the NEARS website and I will publish them in a future issue.]

The reason
Your editor noted that in the past, Pan Am was short of crews, did not have enough locomotives, and operated on very slow track. He asked Partridge in open session, what changed?

Partridge listed the improved interchange at Danville Junction, the improved track along the Pan Am Southern from Ayer to Albany, the interchange to “CN and SLR which has been a rock of stability,” and the improved interchange with CSXT in Worcester.

Partridge also praised the people who contributed.3 “David Fink has been cordial and responsive...Doug Steward has acted as the voice of the data.” Jim Patterson listened closely to Partridge's recounting of the situation, and said, “I think I understand why you guys are so upset.” John Schulz helped.

Finally, Partridge noted a realization in operations leadership that they cannot be “very responsive to customer requests” and at the same time run the system on a schedule.4 Running to a schedule “greatly helped minimize variability.”

3 Using the March 2011 date noted by Partridge, the following personnel changes occurred: David Fink pere left the company in March 2011 [see 11#02B], Jim Patterson became senior vice-president and John Schulz became vice-president of transportation in March 2011 [see 11#03B], and Bill Whitney became director of sales for Maine and New Hampshire sometime after May 2011.

4 Contact the editor for examples of the former.
Another voice
Tammy Baker-Silver, who is the logistics manager at the Verso Androscoggin mill, reported that Pan Am also changed its communication to customers. “We all have issues. The point is letting us know about them in advance.”

Partridge said Baker-Silver had headed a team working on transit damage, and the results showed: 60% below the level of three years ago.

The Pan Am description
David Fink, Pan Am president, commented from the audience: “We did not understand what you needed... We did not have enough people to execute the plan.” Three years ago, the railroad “laid off or retired everybody we did not need.” Now Pan Am is rehiring, and getting a good workforce.

John Schulz, said Fink, as head of transportation, started running a schedule. “We run the the same train every day even if only two cars.”

RUMFORD PAPER
Blue Keim, who manages orders and logistics for Rumford Paper [the operating name in bankruptcy for the NewPage plant – see 11#04A], noted that his mill lies on the same rail line as the Verso Androscoggin mill. Speaking from the audience, he said that “we shipped 70% by rail, 30% by truck a number of years ago.” In the ensuing years, “we almost reversed that. Rail was a struggle for us, and for Pan Am.”

[Calvin Hinkley of then-NewPage told a NEARS meeting in October 2007 that the use of rail had declined “significantly” from 71% in 2002 to 39% in 2007. See 07#11B.]

In the last year, Keim has seen “a turn-around story. It's rare to be a part of this [type of change], and the change is absolutely astounding.”

He added after the session that the mill had not significantly increased its use of rail yet. “It takes time to re-orient the customers to rail's slower, yet less expensive, delivery.” {ANR&P coverage}

Anecdotal evidence
Two Pan Am employees who did not want to be named said Maine is more fluid: the track speed between Portland and Waterville is good, and Rigby Yard in South Portland is functioning quite well. {e-mail from source close to Pan Am operations 30.Apr.12}

PAN AM: SELL WOODLAND BRANCH?*
27 April, Baileyville. 'WOODLAND PULP IS EXPLORING OUR OPTIONS AND [WE] ARE IN DISCUSSIONS WITH THE OWNER OF THE RAIL LINE,We don’t have any further comments until a transaction concludes,' wrote Scott Beal, spokesperson for Woodland Pulp, successor to Domtar [see 10#09B].

He was responding to a report that Woodland Pulp was negotiating to buy the Woodland branch. The mill would then hire NBSR to operate it. {e-mails to ANR&P}

No state involvement
Nate Moulton, MDOT rail administrator, wrote on 4 May: 'We are not involved in the discussions or rumored transaction.' {e-mail to ANR&P}

Other rail
The mill does receive and send out by rail. [The conversion from oil to gas did not affect rail because no oil arrived by rail – see 11#05A.] Very little product moves by rail; most is trucked to Eastport for shipping overseas. {editor}

In 2009 the mill suffered an interruption in service until NBSR loaned Pan Am a locomotive. The mill at that point was receiving three to four cars a week of chemicals. [See 09#10A.]
The present rail service was described as 'unwieldy' in 2009 by an HNTB report: 'This is a less than ideal situation for a number of reasons as it requires three trains, three operating crews and two physical interchanges. This results in higher transportation costs by adding another rail carrier to the move and adds considerable time to rail movements in and out of Washington County. This time issue is further exacerbated by the unwieldy track arrangement between Calais and St. Stephen.' [See 09#09A.]

PAN AM: CUSTOMER CHANGES HANDS**
4 May, Brunswick. NGL ENERGY PARTNERS WILL OPERATE THE PORTLAND PROPANE FACILITY, said Doug Morrill, one of the former owners of Brunswick-based Downeast Energy. On 23 April, NGL, based in Tulsa, Oklahoma, announced it would acquire the Downeast Energy assets in Maine and New Hampshire for a combination of cash and NGL Common Units.

Downeast delivers 12 million gallons of retail propane and 28 million gallons of heating oil annually.

EnergyUSA facility
'Concurrent with Downeast joining the NGL partnership, we will be opening a supply terminal in Portland,' said the announcement. Morrill explained that NGL bought EnergyUSA in January 2012, and Downeast will use that facility for propane. {ANR&P discussion 4.May.12; announcement in Facebook 23.Apr.12}

Pan Am spots propane cars at the facility on the Fore River [see 12#03A]. Two cars were there on 14
NMRC: NEW CUSTOMER?

3 May, Fort Kent. **IRVING WILL USE RAIL AT ITS PROPOSED NEW MINE**, said JD Irving chief James Irving during a forum sponsored by the University of Maine at Fort Kent’s Board of Visitors, and will mine responsibly.

“We have a long-term investment in this state,” Irving told about 350 people attending the forum. “We don’t want some mining operation screwing that up.” Irving was adamant his company will not move forward until it can be said with 100% certainty that filtering technology will make all ground water affected or used in the mine safe for human consumption. “If I can’t go and drink the water at the end of the pipe coming from the mine, we shouldn’t be doing it. We have to be honest about what we are doing [and] we hold ourselves accountable because as far as we are concerned, we are home here.”

J.D. Irving has operated in Maine since the late 1800s. It currently owns 1.25 million acres of timberland in Maine, primarily in Aroostook County. It owns the 500 acres on Bald Mountain 15 miles west of Portage in partnership with Aroostook Timberlands, LLC.

Revised mining law

This year’s Legislature, in LD 1853, revised existing state law, to place all regulatory and permitting power in the hands of the Maine Department of Environmental Protection and to allow site permits of 30 years or more. Under the old statute, permits could be modified or revoked after only five years, Irving said. “If we are going to spend the money to establish a mine we need to have a permit that is good for the life of that mine. We are not going to spend the money just to have someone in Augusta change the goal post after five years.”

He estimated his company will spend about $100 million if the operation at Bald Mountain in central Aroostook County proves technically and environmentally feasible.

Rails and ports

Anthony Hourihan, J.D. Irving Woodlands director of land development, said the project would make use of the 200 miles of rail leading to and from Aroostook County, increase business at Maine’s seaports and require a 20-megawatt power plant that could use northern Maine-produced wood biomass for fuel. {Julia Bayley in Bangor Daily News 3 May.12}

PORTLAND: POSSIBLE SHORT-SEA TO NEW YORK

4 May. **U.S. REPRESENTATIVE CHELLIE PINGREE JOINED MAINE PORT AUTHORITY EXECUTIVE DIRECTOR JOHN HENSHAW AND U.S. MARITIME ADMINISTRATOR DAVID MATSUDA** at the International Marine Terminal on Commercial Street, where AFL shuts its feeder service just days before [see Regional]. They discussed articulated tug barges (ATBs) as a means to get short-sea or feeder services off the ground. The ATB, a push-tugboat connected to a container-carrying barge, would be more appropriately sized to Portland's shipping needs, Henshaw said, and would cost less to operate than full-sized cargo ships.

"The big advantage is the consistency of scheduling," said Bruce Doughty, president of East Boothbay shipbuilder Washburn & Doughty; ATBs can weather much rougher storms than the normal barge pulled by a tugboat.

But – no one makes container-carrying ATBs. The Port Authority has a beginning design it promoted, unsuccessfully, to the U.S. Navy during a project to design vessels that could be used for both military and commercial purposes, Henshaw said.

Doughty saw growing interest in using ATBs for purposes like transporting garbage out of New York City, and similar craft are used to transport oil and grain. "Someone's got to break the ice," he said.

New York would provide a much bigger traffic base, but the Jones Act would require the use of American-flagged vessels and American crews, a more expensive proposition than the AFL service in terms of
vessels and crew costs. {Andrew Cullen in Portland Forecaster 8.May.12}

PORTLAND-PAN AM: SCHNABEL MOVE**
15 May, Portland. A TRANSFORMER WILL BEGIN ITS JOURNEY TO GREENE for Central Maine Power this week. A Schnabel car, built with extra trucks to move significantly heavy loads, sits in Portland from its New Castle, Pennsylvania storage location.

Sprague Terminal workers are coordinating the transfer of the transformer from the pier in Portland to the railcar. It will then move to Auburn and be transloaded onto a truck for the rest of the move.

Armand Demers of Sprague Operating Resources LLC [the new company name – still part of Axel Johnson – editor] said the use of rail made sense: “Moving a truck with the transformer through downtown Portland would be impossible.” {ANR&P interview 9.May.12}

MASSACHUSETTS

AMTRAK/PAS: CONNRIVER PROGRESS II, MASSACHUSETTS*
2 May, Boston. THE MASSDOT BOARD APPROVED A PROGRESS RAIL CONTRACT FOR 527,040 FEET OF CONTINUOUS WELDED RAIL FOR THE KNOWLEDGE CORRIDOR. Delivery and installation is expected from May to October 2012.

Pan Am and Pan Am Southern forces will install and resurface 72.8 miles of track including several sidings; the latter will use the discarded rail from the existing track. The rehab should be completed by 30 September 2013.

The track will permit passenger train speed of 60 miles per hour; future improvements could permit 90 miles per hour.

Notes from the application for federal funds
The Project will upgrade the existing PAS-owned rail line between East Northfield and Springfield. Major work elements of the Project include:
- Install new continuously-welded rail
- Replacement of crossties
- Rehabilitation of grade crossings
- Upgrading of switches
- Enhancements to the signaling and communications systems
- Surfacing and alignment of the track
- Structural improvements and strengthening of rail bridges
- Restoring the Northampton station and completing the Greenfield station.
{coverage by ANR&P correspondent Frank Demasi}

CSXT-NORTH BROOKFIELD: CLARIFICATION**
24 April, North Brookfield. OUT OF SIGHT DOESN’T MEAN OUT OF MIND, SELECTMAN RICHARD CHABOT SAID AT THE END OF THE SELECTBOARD MEETING this day, commenting on the seeming lack of progress with the North Brookfield Railroad project [see 12#02B]. He was quoted as saying: “We’re awaiting a decision from the Surface Transportation Board in Washington, D.C., and expect it any day. With that in hand, work will begin in earnest the very next day.” {Brad Miner in Worcester Telegram and Gazette 25.Apr.12}

But Dan Bigda, the principal behind the project, wrote on 25 April that Chabot’s comment meant 'nothing. He spoke out of turn.' {e-mail to ANR&P}

On 7 May, Chabot, who did not run for another term on the Selectboard, was elected by write-in, and
agreed to serve again. {Brad Minter in Worcester Telegram and Gazette 7.May.12}

GU: ANOTHER RAILROAD LAWSUIT*

2 May, Upton. **JON DELLI PRISCOLI FILED A $20 MILLION LIBEL ACTION AGAINST MARSHA PAUL** in Middlesex Superior Court this day. Paul has advocated against GU for several years, first as a selectwoman and later personally [see 12#04A].

Delli Priscoli, representing himself, accused Paul of making “slander and libel for false and malicious statements” in public and to newspapers, including the Daily News. Those statements, Delli Priscoli said, have “irreparably harmed” his reputation and integrity. One allegation stated that Paul asserted in 2008 that she is concerned because the railroad passes by two schools in town, and that it would create “big traffic jams” during the morning commute when it crosses roads.

Paul said on 3 May that she will defend her innocence with documents and meeting minutes from when she was a public official. “I’ve never said anything negative about this man. I really am shocked. I’ve never, ever said anything unfactual about [him].” {Morgan Rousseau in Milford Daily News 5.May.12}

GU: PELLET BAGGING**

2 May, Upton. **THE PELLET TRANSLOAD BUILDING HANDLES VIRIDIS PRODUCTS.** In January, Viridis announced a partnership with GU and Dana Transport to ship wood pellets in bulk to the GU facility for final bagging and distribution to the New England states. {Luke Geiver in biomassmagazine.com 9.eb.12}

Paul [see other article] and others have questioned whether the facility is exempt from local regulation. [See 11#06B for 'clean bill of health' awarded to pellet operation.]

Upton. The Grafton & Upton yard. The Viridis Wood Pellet building is the tan building with the two silos for the pellets. This building is original to the site and has been renovated and upgraded from what it was almost four years ago when the entire yard was cleared. {April 2012, courtesy Dan Wenc}

More on Viridis

This Vancouver-based company has taken over the Enligna operation in Nova Scotia. [See 12#04A.]

CAPE RAIL: ANOTHER SHAKEUP*

8 May, West Wareham. **JON DELLI PRISCOLI HAS SEVERED RELATIONS WITH CAPE RAIL**, adding yet another twist to his bizarre railroad history. In April, Delli filed a libel action against Marsha Paul in Upton.5

In 2011, according to court filings, the owners of the majority of stock in Cape Rail (MC parent) backed out of a deal to bring in ETC Capital as a new owner, and instead turned to Jon Delli, who was named chief executive officer [see 11#09A]. Subsequently, Jon Delli was quoted saying he owned half of Cape Rail [see 12#03A].

Now, according to Cape Rail President Chris Podgurski, the business deal Jon Delli had with Andrew

5 One wag pointed out that only in New England do railroad chiefs sue rail observers for libel. First David Fink pere sued Traffic World columnist Frank Wilner for libel, and lost in 2000. Then in 2011, Fink again filed a lawsuit against your editor, followed in 2012 by Jon Delli's suit against an anti-rail agitator. Within my ken, no other region of the United States can boast of even one, let alone three, such lawsuits in the past quarter-century. Editor
Reardon, Cape Rail treasurer, expired, and he has severed all relations with Cape Rail.

Podgurski said that he would probably fold the title of chief executive officer in with his others, as president and chief operating officer. The ownership remains the same as it was in 2008.

**General manager, train master**

Podgurski said that Eric Cibrowski remains as company general manager for both the excursions and MC. Arthur Scott is trainmaster; he earlier worked for PennCentral, Conrail, and CSXT. {ANR&P discussions 8.May.12}

**Funding?**

MC sought out ETC Capital for a financial infusion. Whether the stockholders will go back to ETC, or seek funding elsewhere, remains to be seen.

Podgurski responded to a question on whether Cape Rail would seek a new source of funds: 'With the railroad business likely the largest capital-intensive businesses (maybe only beat by the airlines?) out there, of course we are always looking for ways to bolster our financial abilities. The ownership of Cape Rail currently remains the same as it was in 2008. The control and philosophy continues to be the same since August of last year [when Kennedy stepped down as the chief executive officer and Podgurski assumed that role]. {e-mail to ANR&P 9.May.12}

**MC: GOOD GROWTH**

8 May, West Wareham. **THE RAILROAD ITSELF IS FINDING NEW OR GROWING CUSTOMERS,** despite the turmoil at the top [see other article]. Podgurski listed these shippers and receivers:

- **International Specialty Products** in Freetown which produces plastic products such as Aquaflex. In 1998 this company took over the former Polaroid plant at 238 South Main Street in Assonet and entered into a long-term supply agreement with Polaroid for the imaging dyes and polymers manufactured at the facility and used by Polaroid in its instant film business. {ICIS.com news capsule 2.Mar.98}

  ISP wants to revive the two sidings which accessed the plant, and build a third. ISP intends to put the existing north siding into service as soon as possible, and has commissioned the design of a new, third siding into the plant. The future of the existing south-most siding is undetermined.

- **Gold Medal Bakery** continues to bring flour to the Fall River State Pier at a steady rate of three cars per week.

- **Costello Dismantling** of Middleboro now owns the former Harris Rebar facility in Rochester [see 11#03A] They plan on shipping outbound scrap and “dirty” wood chips.

- **SEMASS** (formerly American Ref-Fuel Company of SEMASS, a subsidiary of Covanta) is discussing receiving granular limestone from Quebec. 'Recent meetings with them indicate that the transportation costs offer a significant advantage over trucking. Things look positive for this move.'

- **Quad Graphics** has traffic through the roof, because its owner Quebecor World closed a plant in Quebec. MC is delivering paper.

- **Maritime International** is receiving frozen fish from the West coast at the Sid Wainer siding. Most of the product is used by the fast food industry.

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6 While neither Podgurski nor three other sources I contacted had any further information, I would interpret the series of events as follows. Jon Delli struck a deal with Reardon and with Podgurski’s ex-wife, who owned ½ of the 3200 shares she owned with Chris. That would give Jon Delli the half of the shares he claimed to own.

However, Reardon and Jon Delli did not complete the deal within the time allotted by its terms. Frustrated, Jon Delli gave up and resigned as chief executive officer. **Editor**
Sid Wainer also continues to increase inbound products such as onions and potatoes.

Shredded tires may move to a boiler in Niagara Falls, about five cars a week. Podgurski wrote: 'There are two tire recycling (shredding) companies in New Bedford; we are currently working with our partner CSX to develop strategic pricing of this material.'

The carloads of dried sludge treated in the EPA facility in New Bedford will resume in June, about 300 carloads for the year. [On 18 April, the EPA asked AVX, the successor corporation, to take over the treatment operation and speed it up. EPA will continue to perform the remediation as long as Superfund funds are available until responsibility for the site cleanup passes to AVX under the administrative order or a settlement agreement. The EPA itself does not have the funds to complete the job in less than a couple of decades. {EPA press release}]

Track work
In June, MC in conjunction with a MassDOT Route 18 project is restoring the existing track that exits the south end of the New Bedford Yard and runs parallel with Route 18, entering the State Pier.

The parties are also discussing, with the New Bedford officials, extending the track to the South Terminal.

In Fall River, MC is working with MassDOT at the Route 79 Project where the three existing grade crossings across Water Street will be rebuilt and protection installed. {e-mail to ANR&P 9.May.12}

ETC CAPITAL v CAPE RAIL: NO UPDATE*
The lawsuits instituted by ETC against Cape Rail following the change of management to Jon Delli Priscoli in 2011 are hanging fire:

Massachusetts
The appeal to the Massachusetts Court of Appeals, in ETC Capital LLC vs. P. Christopher Podgurski & others, from an adverse dismissal of the case in January was entered on 18 April. ETC's brief is due on 29 May. {court website, docket # 2012-P-0641}

Michigan
The trial judge ruled the case could go forward. A hearing is expected this summer. [See 12#04A.]

PAN AM: INCREASE IN BOSTON-AREA TRAFFIC**
RAIL OBSERVERS REPORT SEVERAL NEW OR RENEWED CUSTOMERS FOR THE RAILROAD.

Your editor is seeking more information on these and others:

Boston Paperboard in Somerville has resumed rail. One observer spotted three cars on its siding on 4 May, two of them Wisconsin Central boxcars.

New consignee in Billerica shop. Additional information lacking.

Fly ash Everett. Additional information lacking.

Tighe Warehouse in Wilmington did receive a car in January [see 12#01B]. On 1 May five high-cube boxcars were spotted at the warehouse, despite NIMBYs [see 12#04A], reportedly the first revenue deliveries. {e-mails to ANR&P 28.Apr.12, 4.May.12, 14.May.12}
Hood Distribution in Ayer on Greenville Branch stub.

NEW HAMPSHIRE

MBRX: UPDATE**
1 May, Concord. THE NHDOT SELECTION COMMITTEE HAS SENT THE NAME OF AN OPERATOR onward to Michael Pillsbury, deputy commissioner, 'and a decision is pending in the front office.' {e-mail to ANR&P from NHDOT rail administrator Kit Morgan}

PAN AM: NEW HAMPSHIRE LINE PROGRESS
8 May, Bow. PAN AM IS RUNNING APPARENTLY TWICE A WEEK TO BOW, according to Tom O'Neill, who manages the Ciment Quebec plant here. And service? 'Amazingly enough, it has not been too bad. From what I understand, they put on another crew and that has freed them up to come north more frequently. Transit time across the system has been reasonable too.' {e-mail to ANR&P}

RHODE ISLAND

PW-PROVIDENCE: WORKING WATERFRONT
9 May, Providence. MAYOR ANGEL TAVERAS IS COMMITTED TO A WORKING WATERFRONT, he told attendees at the North East Association of Rail Shippers here. “We've put the issue to bed in terms of mixed use....The waterfront is an advantage....We were part of industrial revolution and we can do that again....

“Allens Avenue is a generator of business for the waterfront and if we need to put the rail down the avenue, we will.”

How far
Frank Rogers, PW vice-president of marketing, said during a rail-bus tour of Quonset, Motiva, the Port of Providence, and Allens Avenue, that PW has the right to use the rail directly in the Avenue “in perpetuity.” However, as a practical matter he saw no need to run any farther north than the existing Sprague terminal, which now handles inbound salt and petroleum products, and does not use rail.

Whether the newly-sited Simms Metal Management will is an open question. {ANR&P coverage}

MARITIMES

NBSR/CN: NEW YARD FOR REFINERY**
May, Saint John. IRVING OIL IS CONSTRUCTING A SERIES OF TRACKS ADJACENT TO THE MARINE OIL TERMINAL. The land, currently empty and grass-covered, was occupied by Texaco and Gulf oil tanks until the late 1980s when these tanks were removed and Irving Oil purchased the property.

On 3 May, NBSR was loading rails at Westfield Beach. NBSR switches the customers in East Saint John, though it uses CN tracks to do so.

Future traffic
Two rail observers each reported that both CN and NBSR were delivering crude oil tank cars to the refinery. Indeed, one reported that more is arriving on CN than on NBSR. {NBRails e-list}

A dearth of official comment
Requests for more information resulted in:

Carol van der Veen, Irving Oil spokesperson, wrote on 10 May: 'As a practice, our Company does not offer
detail about our commercial and day-to-day operations.'

Mark Hallman, CN spokesperson, wrote on 14 May: 'CN is moving crude oil to refineries in Eastern Canada,
but volumes and service design are confidential.' {e-mails to ANR&P}

**SYDNEY: UPDATE**

15 May. **THE SYDNEY PORT CORPORATION IS LOOKING FOR NEW GENERAL MANAGER.** Curdis
Karrel, co-chair of the Sydney Ports Corporation board, said the corporation is “desperate for a day-to-day
general manager for the Joan Harriss Cruise Pavilion and the wharf.” The corporation has been using interim
general managers since former general manager Don Rowe retired over a year ago. The board has set up a
search committee and has hired the Halifax headhunting firm Knightsbridge Robertson Surette to seek
candidates in Atlantic Canada.

“We are just looking in Atlantic Canada for a GM but I think there will be a national search when the
port gets past its governance issues and starts looking for a CEO,” he said.

**Governance process**
The port, through the Sydney Marine Group, has been working on a new governance model and had hoped to
have it in place by now but Karrel said the process is taking longer than expected. The port wants to build into
the governance model a mechanism that allows it to keep the harbour dues it now collects for Transport
Canada. [See 11#12A]

**Three groups involved**
Karrel said three groups each want a say in governance: the federal government which contributed financially
to the governance process; the Sydney mayor and council since Sydney owns the pavilion and wharf; and
Sydney Marine Group, which is made up of several volunteer organizations which have regular dealings with
the port. {Curdis Karrel in discussions with ANR&P correspondent Tom Peters 15.May.2012}

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**RAIL SHIPPERS**

Described in this issue.

- Boston Paperboard (Pan Am, Massachusetts) Restarts rail.
- Costello Dismantling (MC, Massachusetts) Will start rail.
- EPA (MC, Massachusetts) Will move 300 cars this year.
- Hood Distribution (Pan Am, Massachusetts) Starts rail.
- International Specialty Products (MC, Massachusetts) Will start rail.
- NGL Energy Partners (Pan Am, Maine) New owner for propane terminal.
- NS Ayer intermodal (NS, regional) ExpressRail to start.
- NS Mechanicville intermodal (NS, regional) ExpressRail to start.
- Quad Graphics (MC, Massachusetts) Paper inbound increase.
- Rumford Paper (Pan Am, Maine) Astounding service improvement.
- SEMASS (MC, Massachusetts) May get limestone from Quebec.
- Sprague (Pan Am, Maine) Moving transformer on Schnabel car.
- Verso Paper (Pan Am, Maine) Astounding service improvement.
- Viridis (GU, Massachusetts) Partnership on pellet bagging.
- Woodland Pulp (Pan Am, Maine) Buy Woodland branch?
**Atlantic Northeast Rails & Ports**

162 Main Street  
Yarmouth, Maine 04096  
Vox 207-846-3549  
Fax 866-484-4490  
Chalmers (Chop) Hardenbergh, publisher and editor  
editor@atlanticnortheast.com  
www.atlanticnortheast.com

**Coverage**
The newsletter covers the operating freight railroads and ports in New England, the Maritimes, and eastern Québec, as well as the government environment they function within. Coverage includes passenger rail and ships when relevant to freight operations.

**Frequency and the e-bulletin**
*ANR&P* appears at least four times a month. We send a formal issue twice a month, via post or e-mail. Between the issues, we send out the *e-bulletin*, only by e-mail. All information in the *e-bulletin* is included, and often updated, in the issue.

Stories not updated for the issue are noted with an asterisk. I urge readers to look at the issue’s updated stories (those without an asterisk).

Two asterisks indicate the story is updated with the blue font showing what is updated.

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

**FORMAL E-ISSUE**