Helping to move rail and port traffic through New York, New England, the Maritimes, and eastern Québec. A weekly trade newsletter.

** updateUser 2022-03-07 10:30**

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

Blue header & table of contents: new article

**REGIONAL**

USDOT: New York, Vermont win TIGER IV grants.*

Pan Am-CSXT: Announcing a direct service from Maine to Chicago, 'MaineLine-Chicago', for paper.

Box on predecessor Press Runner. Graphs showing improvement of Pan Am service.*

CSXT: Corporate Social Responsibility Report.*

**NEW YORK**

CSXT: TIGER IV for Hunts Point Market, Bronx.*

CSXT: ECR Services will soon build its transload.*

CSXT: No contract yet for Colarusso transload.*

PAS: Auto ramp in Mechanicville Yard 5 July.*

**QUÉBEC**

[No report.]

**CONNECTICUT**

[No report.]

**MAINE**

MMA-Pan Am-Searsport: Report calls for third-party rail provider, and a leader for the corridor.

**MASSACHUSETTS**

Pan Am: New England Transrail again told to wait for EPA.*

Pan Am: B&M abandoning tiny freight easement.

**NEW HAMPSHIRE**

[No report.]

**RHODE ISLAND**

[No report.]

**VERMONT**

Road salt: bids due 12 July.

NECR-VAOT: TIGER IV grant to upgrade main line north of St.Albans.*

**MARITIMES**

CN: Transporting gypsum to Saint John from Milford, Nova Scotia.*

CN-Halifax: Gypsum exported using coal ship backhauls.*

Halifax: Zim will add a call to Halterm. For transshipping!!**

[No report.]

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**PEOPLE, POSITIONS, EVENTS**

Joe Gearin*

Update on lawsuit

As readers know, Pan Am and former chief executive David Andrew Fink filed a defamation lawsuit against the newsletter in September 2011. Many readers contributed to my legal defense fund, which I deeply appreciate.

Federal Judge Nancy Torreson in May dismissed the initial complaint because it lacked enough detail to show how the six statements complained of were actually defamatory.
However, she gave plaintiffs the chance to amend the complaint in an effort to correct the shortcomings. The plaintiffs chose to do so in mid-June. Thus the effort to defend begins again. I spent the past week writing a long report for my attorneys. For this reason, this issue has fewer pages than usual, and for that I apologize. - Chop Hardenbergh Next formal issue 17 July.

REGIONAL

USDOT: TWO FREIGHT GRANTS HERE*
22 June, DC. FORTY-SEVEN TIGER IV GRANTS TOTALLING NEARLY $500 MILLION WERE ANNOUNCED by USDOT. In the region, two grants addressed freight rail (no ports) [see New York and Vermont]. {USDOT website}

CSXT: CORPORATE CITIZEN*
25 June, Jacksonville FL. CSXT UNVEILED ITS 2011 CORPORATE SOCIAL RESPONSIBILITY REPORT outlining the company’s operations, environmental, social and financial performance. "Our [Corporate Social Responsibility Report] reflects a holistic view of who we are as a company," said Michael J. Ward, chair, president and chief executive officer. "CSX is achieving milestones in environmental stewardship and community and employee engagement, while at the same time driving commercial, financial and operational success. Measurement of these efforts and transparent reporting benefits shareholders, customers, employees and communities alike." {CSXT press release}

PAN AM-CSXT: NEW SERVICE FOR PAPER
19 June. THE TWO RAILROADS ANNOUNCED 'MAINELINE – CHICAGO: FAST, RELIABLE AND PRICE COMPETITIVE RAIL SERVICE FROM PORTLAND, ME TO CHICAGO ... AND BEYOND.' The CSXT website introduced it for 'paper, pulp and fiber product shipments':

The operating schedules between CSX Transportation and Pan-Am Railways have been optimized to promote a seamless service product that minimizes terminal dwell, while taking advantage of superior routes. The beneficial results are compelling: reduced transit time, increased reliability, and competitive pricing.

Reduced Transit Time: By coordinating rail service schedules between CSX Transportation and Pan-Am Railways, MaineLine – Chicago greatly reduces the time your shipments “dwell” in interchange. Get to market with speed and reliability.

Competitive Pricing: Take advantage of the economies of rail while enjoying superior rail service. Whether your markets are in the Eastern or Western U.S., MaineLine – Chicago can help you get there with competitive pricing.

Transit time
Pan Am will gather the product from Maine mills and deliver it to Portland every day, as shown in the second graphic. The Pan Am-CSXT combination will then run direct to Chicago [and apparently, as shown in the first graphic, setting off traffic for New York City, Port Newark, Philadelphia, Baltimore, Richmond, and Cincinnati] in 5.5 days [compare earlier 4-day service in box], making a total of 6.5 days. {CSXT website}

“It could grow”
One industry consultant who asked not be named said MaineLine could grow, depending on consistency. “It depends on if the guy running the loading dock comes to believe in it. He only gets noticed when he misses a press date – then the sales guys come down on him.” So he needs to be able to rely on the seven days from the mill to Chicago. {ANR&P discussion 25.June.12}
The service Pan Am is currently providing to Verso Paper is showing excellent consistency, as Verso reported in May [see 12#05A]. See two graphs below of improved Pan Am performance for a paper mill.

MAINELINE FORERUNNER: THE 'PRESS RUNNER'

In 1995, CSXT predecessor Conrail and Pan Am predecessor Guilford Rail System (GRS) launched "'Press Runner," a high-quality, direct shipping service between central Maine paper mills and virtually any point in the U.S.,' according to a press release from the two railroads. It continued:

"Press Runner" provides four-day service between central Maine and Chicago, which is two days quicker than what was available, with further connections to the Midwest, South and West, and is price and service competitive with trucks.

"'Press Runner' gives customers the transit times, service reliability and cost efficiencies unmatched by the competition," said David M. LeVan, Conrail's President and Chief Operating Officer.

The creation of "Press Runner" is the product of several months of design by a joint marketing and operations team from Conrail and Guilford. The team began with a total system analysis, which led to a re-engineering of the railroads' bulk paper services. The end result of this effort is a transportation option that is very customer responsive, in terms of price as well as service.

"The work of this joint team is a perfect example of how two railroads can work together to build a fully seamless transportation service that responds to the competitive demands of the market," said Dave Fink, Guilford's Chairman, President and Chief Executive Officer. "This dedicated Conrail/Guilford team worked closely with our customers and brought a new service on-line within a short period of time." {text of press release}

Press Runner into 1999

On 4 January 1999, then-Executive Vice-president, now President David Armstrong Fink 'believed that the split-up of Conrail, due on 1 March [1999], will generate more traffic for Guilford because routes to the South, Southwest, and Southeast will become two-line rather than three-line. Much of that traffic could come from the Maine mills.

'With its current “Press Runner”, which started [in 1995], GRS daily flushes the Maine mills of outbound paper and paper product cars and assembles them at Rigby Yard in South Portland into NESE (New England/Selkirk). Guilford crews take the train as far as Barber’s, and a Conrail crew takes the train into Chicago. The service does not move as quickly as intermodal, stipulated Fink, but the train does provide consistent times and has proven very successful. In fact, it sometimes has almost more tonnage than it can handle.

'When CSX and NS [as Conrail successors in mid-1999] do generate more traffic for the Maine mills, GRS will run “Press Runner” twice a day, or one train every 12 hours. Fink predicted this would happen before the end of the first half of the year.' {Fink in discussion with editor as cited in 99#01}

A source with knowledge of “Press Runner” said Conrail and GRS were able to provide four-day service by collecting all the traffic and not classifying any of it until it reached “the hump in Selkirk. By using that as an outbound classification yard, they saved a day or two.” {ANR&P discussion 25.June.12}
NEW YORK

CSXT: NEW YORK TIGER IV*

22 June, DC. **TIGER FUNDS WILL MAKE KEY FREIGHT RAIL IMPROVEMENTS AT THE HUNTS POINT TERMINAL PRODUCE MARKET LOCATED IN THE BRONX.** The New York City Department of Small Business Services led a proposal with a total cost of $20,602,377. TIGER will supply $10 million.

The Hunts Point Market employs 3,600 people and is one of the world’s largest wholesale markets, attracting agricultural goods from all over the nation. The planned rail improvements will modernize current infrastructure and create new circulation areas, reduce truck traffic and congestion, and improve air quality in the community. In addition, the community will benefit from a reduction in traffic accidents, and improved connectivity. The project:

- Brings rail infrastructure at the terminal into a state of good repair and reduces lifecycle maintenance costs
- Enhances safety by eliminating rail-truck conflicts through operational improvements

- Creates an estimated 195 construction jobs in an economically distressed area. {text from USDOT website}

**CSXT: CUSTOMER UPDATE**

25 June, New Windsor, NY. **EAST COAST RAILROAD SERVICES WILL SOON BUILD ITS TRANSLOAD TRACKS**, said Diane Stackhouse, one of the principals [see 11#05B]. ECRS will purchase the CSXT property adjacent to ECRS [see map in 11#05B]; after purchase, 'our employees will begin building the tracks.'

Other activities
Stackhouse said that the activities ECRS described in May 2011 continue: removal and disposal of used track materials; distribution of new materials; preplating and punching of tie plates; machinery rental; and recycling. {e-mail to ANR&P}

**CSXT: AWAITING PAPERWORK**

21 June, Hudson. **NO BID IS YET AWARDED FOR THE COLARUSSO AGGREGATE TRANSLOAD HERE**, said an official at the Columbia Hudson Partnership, which is overseeing the grant process for NYSDOT.

Jerry Riegel, whose firm W.R. Riegel did the preliminary work to write the RFQ and who has submitted a bid to do the work [see 12#04A], said NYSDOT is still working through the award, including the matching funds. {ANR&P discussions}

**NYA: BROOKHAVEN RAIL UPDATE**

14 June, Yaphank, Long Island. **THE BROOKHAVEN RAIL TERMINAL IS OFF TO A SLOW START THIS YEAR**, according to several sources. Neither Jim Newell of Oakland Trans, who was named by sources as the person in charge, nor Andy Kaufman, who presides over the terminal management, responded to phone calls or e-mails by 3 July, publication deadline.

Added land and potential new commodities
In January 2012, BRT spokesperson Judy White confirmed it closed on a 66-acre parcel adjacent to its 28-acre site off Sills Road and the Long Island Expressway at the end of 2011, bringing the total up to 88 acres.

“We’re in negotiations with people in the baking industry to bring in bulk flour; we’re looking to reduce their transportation costs,” White said. “There’s a major electric component company of electrical parts looking to store those parts in large containers, and people in the construction industry looking into bringing their supplies in by rail.” {Linda Leuzzi in Long Island Advance 26.Jan.12}

New traffic: flour
In late May, Wenner Bread Products began using BRT. {BRT Facebook page post 24.May.12 – apparently now removed}
Wenner will receive one million pounds of flour every two days, product which formerly moved by truck. “We feel that it’s very, very important to try to take some of the trucks off the road,” Richard Wenner of Wenner Bread Products said. “And by utilizing the rail terminal we accomplish that, with over 1,500 trucks per year” or 48 trucks per week.

[One million pounds = 500 tons = five railcars. 48 trucks at, say, 60,000 pounds net each, or 30 tons each total weekly tonnage 1440 tons or 15 railcars a week or 750 railcars a year. Editor]

Up until now, the closest drop-off point by rail for food headed to Long Island was the Hunts Point Market in the Bronx [see other article].

Other commodities
“There is almost no commodity that couldn’t come on to Long Island,” Andy Kaufman, president of the Brookhaven Rail Terminal, said. “The bridge tolls have doubled, and we all know what’s happened with fuel in the last couple of years,” Kaufman said. “So this is a paradigm shift for people who are looking to bring freight onto Long Island.”

If used to capacity, 50,000 to 60,000 truck trips [~ 20,000 carloads a year – editor] can be taken off the Long Island Expressway per year. Brookhaven Town Supervisor Mark Lesko said: “To have this type of rail facility centrally located right off the Expressway, it’s going to allow for our businesses to expand,” Lesko said. “[It will] create jobs, and it’s also very good for the environment.”
The only community opposition to the rail yard has to do with its appearance. Workers will be required to plant trees and landscape, Lesko said. {Carolyn Gusoff in CBS-New York 4.June.12}

**Not much stone, but biodiesel and outbound sand**

As of 4 June, only one inbound train had delivered stone to BRT. However, the terminal was loading out sand for an NYA customer in Brooklyn, said one source. He added that BRT is also receiving biodiesel. {e-mail to ANR&P}

Daniel Falcone, wholesale manager of Ultra Green Energy Service was listed on a panel with BRT Chief Executive Officer Jim Newell. [May one assume that Ultra Green is the biodiesel user? Editor] {Maura McDermott in Long Island Newsday 12.June.12}

**More development?**

Members of the Long Island Regional Economic Development Council said on 20 June that they had received about 25 applications for building projects to be designated as "transformative" to the local economy.

They include the Hub, an icehouse operation in Montauk, redevelopment of Hempstead Village and the proposed Brookhaven Rail Terminal initiative.

The council, appointed by Governor Andrew Cuomo in 2011, will review the applications along with more information due July 16. The council is expected to recommend a handful of projects to Albany for a shot at some of the $25 million up for grabs should the region win the statewide competition. {James Madore in Long Island Newsday 20.June.12}

**WHO IS BROOKHAVEN RAIL TERMINAL?**

Jim Newell is listed as chief operating officer of the Brookhaven Rail Terminal. {Maura McDermott in Long Island Newsday 12.June.12}

Newell until a few months ago was president of TLA-Rail Logistics, which is connected to Transload America. {discussion with TLA-Rail 12.June.12}

Newell's e-mail URL is oaklandtransportation.com. {e-mail to ANR&P from Rian Nemeroff}

Andy Kaufman is given the title of president in a June television story [see below]. In 2011, he said he was the founder of the terminal, and managed it along with Tommy Pratt. {11#07B}

**PAS: NEW AUTO RAMP TO OPEN**

25 June, Bridgeport, NJ. **NS WILL MOVE THE FORD AUTO RAMP TO MECHANICVILLE AS OF 5 JULY.** Jeff Sutch, president of SMS Rail Services, confirmed a report that Pan Am, which will operate the switching of the auto terminal in Mechanicville, New York, is looking for crews beginning that date.

NS and PAS have long planned the ramp [see 09#05B] after NS won a Ford distribution contract, conjoint with the Mechanicville intermodal ramp which opened in January [see 12#01B].

While building the new ramp, SMS subsidiary SMS of New York (SNY) operated an interim auto ramp for NS and Ford in Voorheesville, New York, beginning in January 2010 [see 10#01A and 10#06B]. Formerly CSXT handled the Fords at Selkirk and East Brookfield [see 09#05B].

Sutch said his entire company, SMS Rail Services, is doing “very well, and the autos were a bonus. We were glad to host them. The initial contract was for one year and it ended up bring two and a half. “

As for future use, he said the facility “is a great yard in a great location. We could do autos or a lumber transload” or other activities. SNY is looking at possible future uses. {ANR&P discussion}
MAINE

MMA-SEARSPORT-PAN AM: LOGISTICS CORRIDOR?

23 June, Bangor. A SEARSPORT-TO-BANGOR LOGISTICS CORRIDOR, NETWORKING RAIL, BOAT, ROAD AND AIR TO MOVE GOODS INTO AND OUT OF MAINE is viable, according to a report by the Maine Maritime Academy. The masters-level global logistics and maritime management class taught by Bill DeWitt, dean of MMA’s Loeb-Sullivan Business School, undertook the study for Eastern Maine Development Corporation (EMDC), which has been looking at the concept of such a corridor for several years and moved the idea forward after last fall’s Action Committee of 50 Trade Logistics Forum [see 11#11B].

The researchers interviewed people from a number of Maine companies that ship product out of state and globally now, talked with transportation officials and shipping experts, and visited other areas, including the port of Los Angeles. In Maine, they concentrated on companies which worked with perishable and time-sensitive products (which would benefit from efficient shipping), industrial and consumer products, logistics providers, and forest products.

Transportation assets

“We are sitting on these assets. If strategically addressed and appropriately invested in, I think we can bring manufacturing back to Maine; we can really look at value-added production activities that will result in some of the rural communities being able to retain and grow some of that manufacturing base,” said Michael Aube, president of EMDC.

Rail. The current rail network connecting Searsport to Bangor and the rest of Maine with the United States is in unexceptional condition. There is a poor connectivity between MMA railroad and Pan Am causing logistical problems at key interchanges. This causes dysfunction and problems for companies that want
to ship their products by rail.

Even a moderate change in rail traffic will have noticeable effect to surrounding populations as the Searsport-Bangor rail spur has approximately 15 private at-grade rail crossings (e.g., driveways, gravel pits, etc.) and approximately 30 public road at-grade crossings (googlemaps.com, Burton)

Due to this, the graduate class recommends improved rail infrastructure along with a potential intermodal facility located near arterial roadways. A continuous track for non-stop loading and unloading is necessary at Searsport for efficient and effective “bulk handling” logistics.' {page 30}

Road. Additionally, the current road conditions in the area are 'not well suited to a large increase in truck traffic,' the report found.

Port. Searsport is in a position to be more heavily used, the class wrote, but could use additional cargo handling equipment, including a conveyer loading system.

Air. BIA has runways that can handle any plane today, as well as the personnel and systems in place to handle needs. However, it lacks a significant route network to other cities.

Tony Caruso, interim airport director, said that even before this study came out, airport officials were talking about getting everyone in the shipping/transportation network together to discuss who ships what, where it goes, how often it goes out — in hopes of fostering more coordination and building more business.

Potential developments
The class listed these:

- Likely future use of Searsport for export of forestry biomass, particularly given the plans to develop a torrefied wood plant in the Millinocket region.
- Congestion at other East coast ports because of increased Panama Canal traffic may force European traffic to smaller ports such as Searsport.

Coordination may help
'Maine has valuable products with demand from both domestic and international markets. The state also has an established logistics network that is not being utilized to its full capacity,' the report stated. 'A majority of Maine’s products are being shipped using out-of-state infrastructure. Yet conversely, the local logistics partners are struggling to find sufficient volume to compete with other logistics hubs, and the in-state infrastructure is unable to grow and improve.'

Many companies in Maine seek logistics in isolation, instead of working together to fill containers, trucks and other transport vessels and more efficiently pool resources — saving money, potentially.

Needed: a leader
Among a number of suggestions, the report places top priority on identifying a person to advocate for the corridor concept and lead a team of people from different parts of the equation to make it happen.

Third-party rail provider?
'After visiting the Port of Lost Angeles, the graduate class was able to analyze a third-party rail operator for the port. This company (Pacific Harbor Lines) managed all rail activity within the Port of Los Angeles and Long Beach. Having a third-party rail operator eliminated potential conflicts between two competing rail companies. A third-party rail operator may be beneficial along the Corridor because it would remove perceived conflicting connections between Pan Am and MMA [see above], which currently discourages organizations from utilizing rail, according to data collected.' {text of report, Matt Wickenheiser in Bangor Daily News 23 June 12}
MASSACHUSETTS

PAS: GARDNER ABANDONMENT

Abandonment Plan
Heywood Industrial Track

End of Abandonment
Station 1444+15
Milepost 27.43

Beginning of Abandonment
Station 1436+40
Milepost 27.29

Boston & Maine Corporation
Office of the Vice President - Engineering
Proposed Abandonment and Discontinuance
Of Track between M.P. 27.29 and M.P. 27.43
Heywood Industrial Track
Gardner, MA
Valuation Section 39.2, Map 28
March 3, 2012  Scale: 1"=1,000'
18 June, DC. **B&M PROPOSED TO ABANDON ITS EASEMENT OVER A TINY STRETCH OF THE HEYWOOD BRANCH** in Gardner [see map].

Through its attorney, Robert Burns writing on Pan Am Railways stationery, B&M explained:

'The subject line was sold to New England Power Company in April of 1963. Upon conveyance of title to said NPC, Boston and Maine Corporation retained a freight easement over the subject line via deed. It is B&M's intent to now abandon said easement. To the best of B&M's knowledge, at no time has B&M provided service to any customer on the subject line since conveyance of title.' {STB website, filings page docket number AB 32 (Sub No 105X)}

A call to the City of Gardner was not returned by press time. {editor}

**PAN AM: MORE ON WOBRURN TRANSLOAD***

20 June, DC. **THE STB ASKED NEW ENGLAND TRANSRAIL TO WAIT FOR THE EPA**. NET has sought since 2005 to build a transload in Woburn on contaminated land, but the Board has asked it to wait for an EPA evaluation of the site.

In August 2011, NET requested again [see 11#08B] that the Board complete its environmental review and grant the petition for exemption. The Board said no:

'On September 12, 2011... EPA states that it is still in the site investigation phase of the RI/FS [remedial investigation and field study] process, that a significant amount of field data has been collected, and that a preliminary assessment of human health and ecological risks was submitted by Olin Corporation on August 22, 2011, which has yet to be reviewed by EPA. Therefore, the EPA again requests that the Board continue to defer environmental analysis until the relevant EPA reports have been issued and finalized. The EPA adds that, at its current pace, it anticipates finalizing the reports for the site in 2012.'

**Next step**
The STB asked NET to file a status report within 30 days of EPA's issuing a record of decision. The Board noted that after EPA completes its investigation, it must ask for public comments on a draft decision. {STB website, decisions page, Docket No. FD-34797}

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**VERMONT**

**VERMONT ROAD SALT**

3 July, Montpelier. **SALT SUPPLIERS HAVE UNTIL 12 JULY TO SUBMIT BIDS.** VAOT seeks bids on each of the nine districts. [See 10#08A for the nine districts and who won each in the 2010 bidding. For 2011, VAOT conducted no bidding; it increased the contacts by 2% in each district – see 11#06B.]

The response date is amended to 12 July. The state said the total for district usage in 2011 was 91,099 tons. VAOT estimates 2012 usage for the districts at 87,378 tons. {text of RFP and 29 June addendum}

**NECR: IMPROVEMENTS TO BORDER**

19 June, DC. **VAOT WON A USDOT TIGER IV GRANT FOR TRACK WORK BETWEEN ST.ALBANS AND THE BORDER.** RailAmerica’s Assistant Vice President of Government Relations Charles Hunter said, “The improvements on this line will create many new opportunities for business growth in Vermont and beyond. This will mean a continuous North American Weight Standard corridor from the Canadian border to Massachusetts.”

The improvements also mean Amtrak could resume passenger service into Montreal from Vermont. {press release from Vermont congressional delegation}
Hunter later added: 'The TIGER program is extremely competitive. It is a testament to the successful partnership of the NECR working closely with VTRANS and the support and dedication of the VT delegation towards both passenger and freight rail.'

**Funding and work**
NECR/VTrans requested $7,912,054 in TIGER IV funds, to be supplemented by $3,348,022 by NECR, for a total project cost of $11,260,076 (30% non-federal funds). No match was required, but 'NECR deemed this a high priority project and provided the matching funds to be competitive. No state funding was involved,' wrote Hunter.

This project will allow upgrades from FRA Class II to FRA Class III mainline track on 18.8 miles (all rail and many ties replaced, ballast and resurfacing, 11 new turnouts, with 13 grade crossing improvements), as well as bridge work to allow the gross weight on rail to increase from 263,000 pounds to 286,000 pounds on this track segment.

**Timing**
NECR and VAOT will bid the work out, once USDOT, VAOT, and NECR complete the grant agreements.

**A completion of the earlier project**
The NECR line from the Massachusetts border to St.Albans, when finished under the current high-speed rail grant [see 11#05B], will be upgraded to 286,000-pound capacity for the entire distance and FRA Class III speeds in dark territory and Class IV in signaled territory, wrote Hunter.

'Track work is currently estimated to be complete by the end of September 2012. This will likely be the first HSR project completed in the United States.' {e-mail to ANR&P 20.June.12}

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**MARITIMES**

**HALIFAX: ADDED CALL**
28 June. **ZIM INTEGRATED SHIPPING SERVICES IS ADDING A SECOND SERVICE INTO THE PORT OF HALIFAX.** It will start on July June with the 4,250TEU vessel **Zim Texas.** The Zim Container Service Atlantic, known as the ZCA service, is operated with six 4,250TEU vessels. The ships will call the Halterm Terminal.

Port rotation for the service will be: Haifa, Piraeus, Genoa, Tarragona, Halifax, New York, Savannah, Kingston, Tarragona and back to Halifax. Zim also calls at the Halterm Terminal on the ZCP service covering Asia, the US west and east coasts, and Canada. {Zim press release 28.June.2012}

**Transshipment!**
A Halifax port source said the new service has been launched to take pressure off ZIM's Caribbean hub in Kingston, Jamaica where there is a backup of Far East cargo waiting to be transshipped. Cargo out of the Med destined for the Far East will arrive at Halterm, be discharged there, and then loaded into ships on the ZCP service. The ZCP service will then deliver the boxes to the Far East.

The new service could mean up to 25,000 container lifts a year in Halifax, the source said. {Source in discussions with ANR&P’s Tom Peters}

**Mini-editorial**
The ZIM news, if correctly attributed to transshipment, supports the contention of advocates of new terminals in the Strait of Canso and in Sydney. They argue that East coast congestion and draft problems at US East coast ports will justify large ships calling in Nova Scotia and transshipping containers for delivery along the East coast.

However, the ZIM news also supports the contention of those who say Halifax, at about one-third
capacity, can handle any increase in traffic coming to Nova Scotia. Editor

HALIFAX: NEW CRANES CORRECTION*
The cranes Halterm ordered [see 12#06A] will be commissioned 3Q13, not 2Q12. Apologies.

CN: MORE GYPSUM TO SAINT JOHN
12 June, Milford Station. NATIONAL GYPSUM CANADA LTD. HAS ITS FIRST CONTRACT TO SUPPLY PRODUCT TO THE IRVING-OWNED ATLANTIC WALLBOARD PLANT IN SAINT JOHN, said National Gypsum’s Pat Mills. “It’s a new contract for us and good business for us and business has been slow.” National Gypsum moves the rock by rail from its mine in Milford Station, Nova Scotia, but Mills would not say how many carloads.

Supplementing wallboard plant?
Mills said National is supplementing Atlantic Wallboard’s gypsum; Atlantic gets synthetic gypsum from NB Power in Belledune [see 09#01B]. How much National rails to Atlantic Wallboard “depends on much they get out of Belledune,” he said. {discussion with ANR&P correspondent Tom Peters 12.June.12}

Atlantic Wallboard spokesperson Mary Keith wrote, ‘Belledune (NB Power plant) is down for regular maintenance but we are still drawing from a stockpile of syngyp on the Belledune site. Volume details are not something we normally share.’ {email to Peters 15.June.12}

NB Power did not respond to phone calls or emails. Jenna MacDonald, marketing director, Belledune Port Authority, wrote: 'The synthetic gypsum in Belledune is created as a direct byproduct of NB Power’s scrubbers on their stack. We continue to see synthetic gypsum through the port by sea and by rail. The syngyp goes to Saint John by rail and Montreal by boat.' {e-mail to Peters 11.June.12}

National Gypsum seeking business
With construction of new housing in the United States still slow, National Gypsum continues to seek customers. At its peak the Milford Station mine was producing 3.8 million to 4 million short tons of natural rock annually, which has declined to about 1.8 million tons, said Mills. However, Mills said he sees an upswing in U.S. housing starts. “It had hit a low of about 350,000 but it is now up to about [494,000 – Wall Street Journal 20.June.12].”

National Gypsum also supplies, via CN rail, gypsum to the wallboard plant in McAdam, owned and operated by Certainteed Gypsum Canada Inc [formerly BPB Canada – see 07#12 – it became Certainteed Gypsum Canada in 2006].

The company has picked up a new customer, Acadian Drywall in Port Hawkesbury, “and we are also selling rock in Columbia [South America – see other article],” said Mills. {discussions with Peters, 12.June.2012}

CN-HALIFAX: GYPSUM EXPORTS
12 June, Milford. NATIONAL GYPSUM IS EXPORTING USING THE BACKHAUL ON COAL MOVEMENTS, said Pat Mills with the company [see other article]. “Drywall is just starting there and they are building more drywall plants. We were lucky enough to get backhaul for coal movements. They bring coal here and take gypsum back. It started with CSL but now it is with whoever gives the best rates. We have done four loads (35,000-tonne vessels) in the past year,” said Mills. {discussion with Peters 12.June.12}

RAIL SHIPPERS

Described in this issue.

Brookhaven Rail Terminal (NYA, New York) New flour and biodiesel traffic.
Colarusso (CSXT, New York) Award for transload construction still hanging fire.
Ford (PAS, New York) Moving from Voorheesville to Mechanicville.
East Coast Rail Services (CSXT, New York). Will build transload soon.
Hunts Point (CSXT, New York) TIGER IV grant.
New England Transrail (PAR, Massachusetts) STB says await EPA work.
Verso Paper (MMA, Maine) Two more graphs showing improved rail service. See Regional.

PEOPLE, EVENTS

Joe Gearin, executive director of the North East Association of Rail Shippers, was given the National Association of Rail Shippers Lifetime Achievement Award for 2012. He deserves it, if only for putting up with the rascally bunch we are. Joe, thanks and congratulations.

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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