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

Blue header & table of contents: new article

REGIONAL

CN-Pan Am-MMA: Crude oil unit trains still moving to Saint John via all three routes.**

Ports: Jeff Monroe sees a move to hub and spoke, recommends feeder services focus on a carrier.*

NEW YORK

[No report.]

QUÉBEC

[No report.]

CONNECTICUT

HRRC-Connecticut Public Transportation Commission: Support for passenger rail.*

PW: Customer Copar resumes railing of aggregate.*

MAINE

MMA: Ross Rowland party to green locomotives.

Pan Am: Major customer NewPage emerges from bankruptcy.*

Penobscot Bay, River: Traffic down.

Eastport: 2012 results a bit down from 2011, 2013 may see biomass exports.*

Portland: Maine Port Authority issues RFQ for a design/build/operate of articulated tug/barge.*

Searsport: Opponents appeal award of DCP permit for propane tank to Maine Supreme Judicial Court.

MASSACHUSETTS

CSXT: Beginning to phase out Beacon Park on 14 January.*

CSXT: Engines and intermodal still in Boston.*

Pan Am: All States East Deerfield three sites.

NEW HAMPSHIRE

MBRX: Leishman asks MDOT about decision.

RHODE ISLAND

[No report.]

VERMONT

VRS: All States has three CaCl transloads. Box on rail-served All States facilities throughout the region.

MARITIMES

Maritimes: Port traffic down, mainly oil.

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

Captain Al Soppitt, Bruce Hamilton RIP.* NHDOT position open.*

FROM THE PUBLISHER

Interlinking

Note that the two new stories on port traffic decline relate to the crude oil rail traffic. And even Rowland's project is related to energy.

- Chop Hardenbergh Next formal issue 21 Jan
CRUDE OIL UNIT TRAINS**

7 January. ALL THREE ROUTES TO SAINT JOHN CONTINUE TO HOST CRUDE OIL, according to reports by rail observers.

CN
A second crude train is leaving Minnesota on 1 January. {RailsNB}

Pan Am
On 24 December Pan Am ran an empty unit train through Rockingham Junction, New Hampshire with BNSF locomotives 5714, 5632, and 7504 for power. {GuilfordRailSightings}

On 1 January, a unit train with solid BNSF power, off Pan Am headed for Saint John, was sitting at Mattawamkeag. {RailsNB} On 5 January a second unit train with BNSF power moved east through Maine [see photo]; on 6 January the train returned empty from New Brunswick with eight loose freight on the head pin, including two loads of logs and two lumber centerbeams. {RailsNB; RailsNB Facebook}

Pan Am can now, after track work between Mattawamkeag and Waterville, use six-axle locomotives such as the BNSF power east of Waterville, and no longer needs to split the train into two at Waterville. {RailsNB}

MMA
On 26 December MMA ran a unit train east through Farnham {MMA-rail} and another on 5 January.
PORTS: THE FUTURE*

19 December, Newington, Connecticut. CAPTAIN JEFFREY MONROE MADE A PRESENTATION ON THE VARIOUS TYPES OF PORT GOVERNANCE, to the Connecticut Maritime Commission's monthly meeting here. Monroe, senior port, transportation and maritime consultant with Marpro Associates International¹, aimed his comments toward assisting Connecticut in a decision on its port governance and the question of a state port authority [details not covered in this article].

Monroe also noted:

- Myths and realities of the effect the improved Panama Canal might have on eastern US ports as particularly related to containerized cargo. He felt that within a decade maritime containerized cargo would evolve into a long-sought hub and spoke system of delivery.

- Port ownership of properties shifted from private to public, in large part because of the shift from breakbulk to containers. Many port facilities became stranded by non-maritime-related development.

- Over the last 60 years or so, public entities have taken over large expanses of waterfront property including terminals. Many of the terminals were in need of repair and investment; fortunately some involved had a vision of the future and preserved/improved key infrastructure.

¹Monroe also heads the National Maritime Security Advisory Committee of the Department of Homeland Security.
Despite the conversion of some properties from the private sector to the public, properties within a port remained a mix of ownership, each with parochial interests. A common problem is to change the mindset of terminals competing within a port, or ports and terminals within a state competing against each other, to a collaborative competition against entities outside of the port/state.

During the Q&A, Captain Monroe, Don Frost and Jeff Flumignan of MARAD discussed the Jones Act ban on foreign-flagged or -built ships for short sea shipping between US ports, MARAD's project to develop an articulated tug and barge [see Maine], and possible reciprocity between Canada and the United States.

Commissioner Tom Dubno asked why the Bridgeport Feeder Barge Project failed to generate shipper interest [see 12#01A]. Captain Monroe stated that the focus should have been more on the carrier and gave an example related to potatoes and Prince Edward Island. He indicated that the cost that needs to be considered when trying to build business is the system cost (vessel, cargo handling, truck, etc.) not just the cost of the port operations (tariffs, wharfage, etc.). {draft minutes of meeting}

CONNECTICUT

HRRC-CONNECTICUT PTC: ANNUAL REPORT*
2 January, Newington. THE CPTC FOLLOWS 'WITH GREAT INTEREST' HRRC'S PROPOSED PASSENGER RAIL, it wrote in its 2012 Annual Report. Colin Pease, HRTRC vice president for special projects, updated the Commission on the HRRC proposal to operate non-subsidized passenger rail service on the Berkshire Line between Danbury and Pittsfield [see 12#01B] at the April meeting.

Since last year’s Annual Report, several developments have occurred relative to this proposal. The Berkshire Regional Planning Commission received a $240,000 planning grant to evaluate station locations and related infrastructure needs in Berkshire County and is about to commence this study.

Also, Housatonic has made a proposal to ConnDOT for the initial extension of passenger rail service from Danbury to New Milford. This proposal would involve Housatonic borrowing funds to upgrade the 14 miles of track and construct two new stations, with Metro-North running the service.

Pease explained in a separate note that 'the railroad would borrow very low interest money and would do the rail rehabilitation between Danbury and New Milford.' The FRA's RRIF loan fund would be one source for the money.

It is Housatonic's belief that there is sufficient availability of equipment and crew time and sufficient flexibility in the Danbury Branch schedule to accommodate this service extension to New Milford without adding significant operating cost for Metro-North.

According to CTPC's Fred Riese, ConnDOT would agree to pay to HRRC the amount of the monthly payments on the loan. Metro-North would operate the service, and would in theory receive additional passenger revenues, beyond what the new operations would cost, to reduce the subsidy paid by ConnDOT to Metro-North. The amount of reduced subsidy would be at least be equal to the amount of the monthly loan payment.

Other rail recommendations
The Commission also commented on the Windsor Locks train station, the Northeast Corridor Future Rail Plan, and Waterbury train station. {text of CPTC annual report for 2012; e-mails to ANR&P from Riese and Pease 2.Jan.13}
PW: MORE ON NEW CUSTOMER*
21 December, New London. **COPAR LOADED 10 CARS WITH AGGREGATE** here. {e-mail to ANR&P from local correspondent}

The company hopes to provide much more information about its rail operations by mid-January [see 12#10B]. {ANR&P discussion with Copar official 31.Dec.12}

MAINE

MMA: BROWNVILLE PROJECT
4 January, Brownville Junction. **A LITTLE MORE ABOUT THE HUSH-HUSH GREEN LOCOMOTIVE PROJECT** [see 11#09B] was revealed by Ross Rowland, “one of a whole bunch of players” behind work at Derby Shops. “We are two months away” from making public details of the effort, he said. {ANR&P discussion}

Awaiting the unveiling of the project, a search of the web produced these two possibly relevant points:

**1980s coal-burner**
During a 1980s spike in oil prices, Rowland was instrumental in forming American Coal Enterprises, an organization dedicated to modern coal-fired direct-drive steam locomotives. Rowland obtained permission from CSX Transportation to operate a renumbered 614T in freight service in 1985 to obtain data in order to finalize the ACE 3000 design.

A preliminary design for the ACE 3000 was developed, but active development stopped prior to any effort to build a demonstrator or prototype, when oil prices fell in the mid-1980s. {wikipedia article on
Rowland}

Other new technology: burn torrefied wood?
At the University of Minnesota, the Coalition for Sustainable Rail (CSR) is actively converting a 1937
locomotive – # 3463 – into what will be the world’s first carbon-neutral high-speed locomotive. It will burn
torrefied wood.

Due to the abundance of sustainable forest in Minnesota and the energy efficiency of the torrefaction
process, torrified wood can be produced at reasonable cost. Not yet as cheap as current domestic coal, it is still
significantly lower than diesel. When comparing the fuels on a one-to-one scale, factoring in the overall thermal
efficiency of each technology, the efficient external combustion of biocoal makes it substantially less expensive
than diesel fuel, contends CSR. {Glenn Meyers on Clean Technica website 29.May.12}

Coincidence or not, MMA serves Millinocket, where Thermogen received a $312,000 MDOT IRAP
grant to build a siding to a torrified wood production facility at the site of the former paper mill [see 12#08A]..

PAN AM: CUSTOMER SAVED*
21 December, Miamisburg, Ohio.  NEWPAGE HAS RETAINED THE RUMFORD PAPER MILL POST-
BANKRUPTCY, along with those in Kentucky, Maryland, Michigan, Minnesota, and Wisconsin, with a total
annual production capacity of approximately 3.5 million tons of paper. The financial restructuring was
confirmed on 14 December by the U.S. Bankruptcy Court for the District of Delaware. {Newpage
announcement}

PORTLAND: SHORT-SEA TUG/BARGE?**
15 January, Augusta.  THE MAINE PORT AUTHORITY WANTS PARTNERS TO DESIGN AN
ARTICULATED TUG-BARGE under the rubric of the New England Marine Highway Project, according to a
Request For Qualifications issued on 1 December. 'Partnership will be mainly focused on completing a design
of a containerized ATB, with the intent to build and operate it on a service connecting Portland...and other ports
in New England to the port of NY/NJ.'

'One single partner'
On 7 January, John Henshaw, Maine Port Authority executive director, amplified the request. From the
responses to the RFQ, MDOT will select some responders to respond to an RFP for one single partner to work
with MDOT to get the service running. The partner could have subcontractors who design the tug and barge, or
build the tug and barge, or operate the service.

Whether the service will call another port enroute to New York, and which port, depends on the market,
he said.

Background
In autumn 2010, 'the Maine Port Authority (MPA) applied for and received designation from USDOT Secretary
Ray LaHood as one of eight Marine Highway Projects in the US.' The project would connect Portland's
International Marine Terminal (IMT) [which has handled containers bound for either New York or Halifax] and
the port of New York/New Jersey (NY/NJ), possibly stopping an undesignated port in southern New England
port.

A containerized articulated tug/barge would make the project viable.² No cost-effective Jones Act
container vessel exists to operate on the service, and a tug-and-tow container-on-barge service cannot capture
customers, due to inconsistency of service and slow transit times.

² An articulated tug/barge was operated in Narragansett Bay in 2010 to lighter ethanol [see 10#03B] but no ATB for containers
exists.
Ownership of barge
The MPA intends that 'a public entity will own the barge component of the ATB, thus alleviating the resultant rate structure of a portion of the capital costs required for a newly-constructed containerized ATB. In order for the barge to be properly designed, however; the tug to which it will be adjoined must be designed at the same time. The MPA is seeking qualified Marine Operators with experience related to the operation of ATBs and the financial capacity to commit to the building of the tug component of the ATB.'

Henshaw said, “We view the barge as infrastructure.”

Grant for design received
On 10 December, US Representative Chellie Pingree announced that MARAD would provide a grant of $150,000 for the design. “The key to bringing a New York service to Portland is a new tug-barge design that will suit the needs of Maine shippers. It would cost between 1/3 and 1/2 what a more traditional container ship would cost and use fewer crew, thus reducing capital and operational costs that could then be passed on to shippers.”

PENOBSCOT PORTS: CALLS DOWN
4 January. ALL COMMERCIAL PORTS ON PENOBSCOT BAY AND RIVER AND BAR HARBOR, GENERATED 556 "MOVEMENTS" LAST YEAR, reported Dave Gelinas of the Penobscot Bay Pilots Association. 'Keep in mind that one ship visit results in two "movements" if a vessel goes straight from sea to the dock and then sails directly back to sea again. Sometimes a ship will have to go to anchor for a while due to berth congestion or tidal delay, which results in a "shift", meaning another movement. It is not accurate to simply divide the number of movements by two to get the total ship calls, but the number of movements do give a pretty good indication of shipping activity overall in the ports.'

The movements were allocated thus:

Searsport down
'The commercial ports of Penobscot Bay include Searsport, Rockland, Camden, and Castine, the latter three being relatively minor areas of activity that occasionally utilize the services of a state pilot for cruise ships or a Navy vessel now and then. Last year this region had 344 vessel movements, the vast majority being to/from the port of Searsport. This represents a 9% decline from 2011, and a 17% decline from 2010, which was a record year for activity in Penobscot Bay.

Bucksport flat
The port of Bucksport (located on the Penobscot River as opposed to the Bay) remained consistent with 14 vessels calling, the same number as 2011. The only vessels going to Bucksport are tank ships and tank barges calling on the Webber Tanks facility.

Brewer up
Four barge-loads of modules came down the Penobscot River from the Cianbro fabrication facility in Brewer [see 07#06A]. In 2011, only two barges made the trip.

Bar Harbor up
Bar Harbor had another strong cruise ship season with 89 large cruise ships or passenger yachts calling, virtually the same number as in 2011. {e-mail to ANR&P 4.Jan.13}

EASTPORT: 2012 totals*
30 December. THE PORT HANDLED SHIPMENTS OF 417,448 TONS OF WOOD PULP DURING 2012 AND SHIPPED 7,355 COWS. Eastport Port Authority Executive Director Chris Gardner said cattle shipments declined from the more than 20,000 head shipped to eastern Europe in 2011, translating to only 50-plus ship
calls in 2012 as compared to 70 in 2011, which was a record year.

**Eddystone competition**

“The company we work with on cattle had been using our port exclusively, but now uses both Eastport and a port in Eddystone, Pennsylvania,” he said. [Enbridge will build a crude-unloading terminal in Eddystone – see 12#11B.] “We’re taking a look at what we can do to entice more cows back to our port.”

**Pulp**

Gardner said on 2 January that the port crested the 400,000-ton mark in 2010. and moved about 430,000 tons of pulp in 2011.

**Chips**

In early 2012 Eastport agreed with Forest Biofuels on use of its facilities to move biomass [see 12#03B]. Gardner's hope that some chips would move in 4Q12 were deflated “by pricing issues overseas,” he said on 2 January. “We're seeing some movement” in price increases which would make shipping viable to points “in Europe and beyond.”

**2013**

Gardner recently received approval from the Port Authority’s board of directors for a $1.55 million budget for 2013, a slight increase over the 2012 budget. “That amount is what we are forecasting for revenues, and it’s a very conservative estimate. We are a revenue-funded operation. We are a quasi-municipal agency, but we must operate like a business. We make quarterly budget adjustments that reflect operational revenues.”

For new markets, he said exporting pellets could happen, and “we're looking at some brand-new commodities” the port could handle, which he declined to name. {ANR&P discussion 2.Jan.13; Tom Walsh in Bangor Daily News 30.Dec.12}

**SEARSPORT: LEGAL BATTLE**

4 December, Portland. **THANKS BUT NO TANKS APPEALED TO THE MAINE LAW COURT** the decision of the Waldo County Superior Court that the Maine Department of Environmental Protection (MDEP) legally granted a permit to DCP Midstream for the proposed propane tank [see 12#11B].

After the filing of the appeal, MDEP allowed DCP to change the applicant, transferring it to DCP Searsport, Inc, and allowed DCP to change the route. According to TBNT, the new 'route for the mile-long LPG transfer pipeline authorized by the original permit ….is significantly more dangerous to the environment and the surrounding population – it will take a vulnerable, above-ground pipeline through the 31 existing Irving and Sprague fuel tanks at Mack Point and their approximately 55 million gallons of volatile petrochemicals.'

TBNT argues that MDEP, under Maine common law, cannot change the proposed project during the pendency of an appeal. {Ken Agabian of TBNT in e-mail update 23.Dec.12}

**MASSACHUSETTS**

**CSXT: UPDATE ON MOVE**

2 January, Boston. **CSXT WILL BEGIN PHASING OUT EXISTING INTERMODAL SERVICE AT THE BOSTON TERMINAL 14 JANUARY**, 'with all train service to/from the Boston terminal discontinued by mid-February. All 20’, 40’, or 45’ equipment should already be being tendered to the Stackbridge terminal.'

International service to and from the New England market will continue to be provided at the Stackbridge, MA, terminal. {CSXT announcement}

**Full doublestack**

Rail observers have noted that the new Worcester intermodal terminal is handling domestic containers 9’6” high
stacked, the “full doublestack” (total height above rail 19’6”) which was promised as part of the agreement between CSXT and MassDOT. {e-mail to ANR&P from Joshua Moldover 2.Dec.12}

Boston. CSXT’s Beacon Park locomotive maintenance facility on 2 January showing locomotives. {courtesy Frank Demasi}

Worcester. Newly-expanded CSXT intermodal yard, with some of the first full-doublestack cars (such as the top box belong to the CSXT-UP intermodal service UMAX – see 10#09B), early December. {Courtesy Josh Moldover}
CSXT: BEACON PARK*
2 January, Boston. **ENGINE SERVICE AND INTERMODAL SERVICE CONTINUES HERE.** An observer wrote: 'Beacon Park was bursting with road engines and much incoming truck/container traffic.' {e-mail to ANR&P from Frank Demasi}

PAN AM: ALL STATES
7 January, East Deerfield. **THE RAILROAD SERVES THREE FACILITIES OF ALL STATES HERE,** said Dave Bonnett [see Vermont]: inbound asphalt terminal, inbound CaCl terminal, and outbound aggregate loading.

NEW HAMPSHIRE

MBRX/NHDOT
7 January, Concord. **SINCE NINE MONTHS HAVE PASSED WITHOUT NEWS OF AN AWARD,** MBRX owner Peter Leishman has asked New Hampshire Assistant Attorney General David Hilts, who is tasked with
[in your editor's opinion] keeping all information secret, for all information to be released in the interest of transparency. 'Openness in the conduct of public business is essential...,' Leishman wrote. {e-mail to ANR&P}

**Dates**

NHDOT asked for proposals by 21 March 2012. The RFP stated 'NHDOT will attempt to notify each applicant of acceptance or rejection of its proposal by April 11, 2012. [See 12#03A.] NHDOT notified a 'finalist' on 22 August [see 12#08B] but since then has not made any statement about the process, nor identified the finalist, nor notified Leishman of acceptance or rejection of proposal.

**Secrecy permitted?**

Hilts' client NHDOT is hiding behind New Hampshire statute RSA 21-I:13-a: 'No information shall be available to the public, the members of the general court or its staff, notwithstanding the provisions of RSA 91-A:4, concerning specific invitations to bid or other proposals for public bids, from the time the invitation or proposal is made public until the bid is actually awarded, in order to protect the integrity of the public bidding process.'

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**ALL STATES MATERIALS GROUP**

The group, headquartered in Sunderland, consist of eight companies. Most of them have some rail facilities:

- **Asphalt* cement distribution terminals**
  - Bonnett said the asphalt arrives from “all over,” wherever oil is refined.
  - Tri State Materials, Oswego, NY (CSXT)
  - Tri State Materials, Albany, NY (Albany Port Railroad)
  - Tri State Materials (operated by Warner Brothers), East Deerfield, MA (Pan Am)
  - Tri State Materials (uses Hudson terminal), Providence, RI (PW)
  - Tri State Materials (uses local terminal), Montreal, QC, Canada
  - Down East Emulsions, LLC, Bangor, ME (Pan Am)

- **Bituminous Concrete* Manufacturing Facilities**
  - Auburn Asphalt in Auburn and Windsor, Maine (no rail)
  - Warner Brothers LLC (part of All States) East Deerfield, MA
  - Warner Brothers, LLC (Plant #3), Sunderland, MA (no rail)
  - Killingly Asphalt Products, Dayville, CT (next to PW but no rail)
  - Johnston Asphalt, LLC, Johnston, RI (no rail)

- **Construction Aggregate Quarry**
  - Trew Stone, LLC, East Deerfield, MA (Pan Am served, load at CaCl facility)

- **Asphalt Emulsion Manufacturing, Storage Facilities, and Operations**
  - New England Emulsion Corp., Holliston, MA (no rail)
  - Down East Emulsions, LLC, Bangor, ME (Pan Am)
  - All States Asphalt, Inc., Sunderland, MA (no rail)
  - All States Asphalt, Inc., Canton, NY (next to CSXT but no rail)

- **Calcium chloride, magnesium chloride**
  - In addition to the three Vermont sites [see article], All States continues to handle CaCl at Boscawen, draying the product from Concord [see 02#05A (20 to 30 cars that year) and 04#09B] because the rail line going by the Boscawen site is no longer in service.

* In American English, asphalt (or asphalt cement) is the carefully refined residue from the distillation process of selected crude oils. "Asphalt (or asphalitic) concrete", "bituminous asphalt concrete" and the abbreviation "AC", made by combining asphalt cement with aggregate, are typically used only in engineering and construction documents and literature. Asphalt concrete pavements are often called just "asphalt" by laypersons who tend to associate the term concrete with Portland cement concrete only. {wikipedia}
VERMONT

VRS: ANOTHER CaCl SUPPLIER

2 January, Sunderland, Massachusetts. ALL STATES MATERIALS OPERATES THREE CALCIUM CHLORIDE TRANSLOADS in Vermont [see 12#12A for Gorman Brothers CaCl sites]. Its website notes that the company provides both magnesium chloride and calcium chloride (though the map on the website shows no Vermont site). Dave Bonnett of the company listed these:

Burlington. (rail station New Haven) (served by VRS)

St.Johnsbury. Tank at the old turntable, served by VRS.

White River Junction. Tank in the north leg of the wye, served by VRS. {ANR&P discussion}

MARITIMES

MARITIME PORTS: SHIP CALLS DOWN

30 November. AFTER A DISAPPOINTING YEAR, THE ATLANTIC PILOTAGE AUTHORITY WILL RAISE ITS FEES BY AS MUCH AS 8% IN 2013 IN SEVERAL ATLANTIC CANADA PORTS. According to statistical information released by the APA, pilot assignments for the first nine months of 2012 declined to 6,125 from 6,774 in the first nine months of 2011. Revenue declined from $16.4 million in 2011 compared to $15.1 million in the first nine months of 2012. The APA had a small profit of $22,000 in the first three quarters of this year compared to a profit of $1.4 million in the same period in 2011. {APA report 30.Nov. 12}

Fee adjustments
The APA published its rate increases in the Canada Gazette 15 December. Halifax will increase 7%; Saint John 8%; Canso and Bras d’Or Lakes, 5%; Humber Arm and Bay of Exploits, 3%; and Sydney 2%. All other ports served by the APA will remain the same.

The APA has an average between 50-55 pilots and 17 compulsory pilotage areas. The increases are expected to generate an extra estimated $817,000 or 3.75%. As an example of the increase, the cost of a pilot in Halifax will increase from $1,684 in 2012 to $1,794 per trip.

Big decline in Canso
The biggest decline in assignments happened at the Strait of Canso, down nearly 50% from 471 by the end of 3Q11 to 236 assignments by the end of 3Q12, said Captain Anthony McGuinness of the APA. Most ships with pilots call NuStar Terminals3 [a storage/transshipment facility with capacity for 7.6 million barrels of various petroleum products. {Government of Canada Industry website}]

“Primarily when we did our budget for 2012 in September of the previous year we had no idea about the situation in Cape Breton at NuStar and really that is where the significant drop has been,” McGuinness said.

According to the APA report, the decline at Canso stems from weak demand at East Coast refineries supplied by NuStar.4 {APA report}

Halifax oil decline also
Halifax, which has 11 pilots, declined 8% from 2,311 calls in the first nine months of 2011 to 2,124 calls by the end of Sept. 2012. {APA report}

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3 In Canso at Point Tupper Gulf Oil built a refinery in the late 1970s which was later dismantled. Nustar is using its storage tanks. {wikipedia}
4 In other words, Nustar was hit by the North American crude oil boom now supplying Irving – see Regional.
McGuinness said the reduced number of calls (370 through 3Q12 versus 403 3Q11) to the Imperial Oil refinery in Dartmouth was a big part of that drop. [Imperial Oil is planning to either close the refinery, sell it, or keep it as a storage facility – see 12#07B.] The refinery represents about 25% of APA’s business in Halifax.

**McGuinness optimistic**

The APA boss remains optimistic. “I know everyone is trying extremely hard out there to get new business and maintain business but it’s the world economy that has caught up with us and it kind of dictates but we are trying to be positive.” No pilots will be laid off; that would be “kind of silly. It takes two to three years to train pilots from the mariner stage.” {Discussions with ANR&P’s Tom Peters 19.Dec.12}

[Compare with Penobscot ports result – see Maine.]

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**RAIL FREIGHT FACILITIES**

Described in this issue.

All States [VRS, Vermont] Three CaCl locations.
CSXT intermodal [CSXT, Massachusetts] Closing Beacon Park.
Irving Oil [MMA, CN, PAR, NBSR – see Regional] Crude continues.
Newpage [Pan Am, Maine]. Out of bankruptcy.

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**PEOPLE, POSITION, EVENTS**

**Captain Al Soppitt RIP.** Retired head of the *Saint John Port Authority*, Al passed away on 1 January 2013 at the age of 65.

**Bruce Hamilton RIP.** Bruce, former owner of the *Seaview Transportation Company*, died unexpectedly on 5 December. In lieu of flowers donations may be made to Foster Parrot Limited & The New England Exotic Wildlife Sanctuary, P.O. Box 650, Rockland, MA 02370.

**POSITION**

The *New Hampshire Department of Transportation* seeks applicants for Bureau of Rail and Transit Administrator position (formerly Kit Morgan's position), which supervises Bicycle Pedestrian, Transit and Rail sections) from inside or outside the State. Link to posting and link for supplemental job description: http://admin.state.nh.us/hr/employmentlisting.html.
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