*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.
NS-D&H-Pan Am: Intermodal up, new train symbols for intermodal.*

NEW YORK

CSXT: More trains, especially crude, coming.
Massena Terminal: Contract for Alcoa track upgrades signed.*
NYSQ: Contract Cortland Terminal signed.*
Albany-CSXT: Crude barged to NY for Saint John.*
D&H: Global will supply Phillips at Bayway.*

RÉGION DE LA COMMERCE ET DE L’INDUSTRIE ET DU TRANSPORT,

CANADA (Québec)

QUEBEC

PW-New Haven: Harbor Terminal 1st revenue move of MAINE

[No report.]

CONNECTICUT

PW-New Haven: Harbor Terminal 1st revenue move of MAINE

[No report.]

MASSACHUSETTS

CSXT: More changes on intermodal service.
GU: Ordered to remedy construction site.
GU: Next stage of propane trial 11 February.
CSXT-MBTA: Grand Junction repair complete; no passenger service planned – yet.**

Boston-CSXT-Pan Am: Boston Sand and Gravel selling its Chelsea terminal.**

NEW HAMPSHIRE

Pan Am - New Hampshire Rail Transit Authority: State study of passenger service to Concord?*
New Hampshire Rail Transit Authority: Bill to extend purview to freight will be changed.*

RHODE ISLAND

PW: Dean Warehouse looking to Massachusetts.
PW: Mann Distributing stays on NEC with PW.
PW: O'Neal Steel (Denman & Davis) closed.

VERMONT

VRS: Lumber cars from MMA head south.

MARITIMES

Sydney-Melford: Gunn doubts viability.*

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

Bob Bentley, John Pondelli, Steve Fontaine.

FROM THE PUBLISHER

Crude up, propane coming to GU and maybe Searsport [future story]. Outlook not so bullish for manufacturing commodities, but lumber may be coming back.

- Chop Hardenbergh Next formal issue 5 February.

REGIONAL

PAN AM-MMA-CN: MORE OIL
23 January. ALL THREE ROUTES TO SAINT JOHN CONTINUE TO HOST CRUDE OIL, according to reports by rail observers. Below are just three of 29 reports between 8 and 23 January [though that does not translate into 29 trains]. See earlier reports in 12#12B.

CN
On 19 January, CN ran a mixed manifest train into Saint John with about 20 tank cars. {RailsNB}

Pan Am
A loaded oil train led by two BNSF locomotives and one PAR were running east of Readfield Maine on 23 January. {RailsNB}

MMA
On 15 January Job #2 of MMA ran as a combined manifest/crude train east through Quebec. {MMA-rail}

NS-CP-PAR: INTERMODAL, AUTOS**
10 January. PAN AM IS NOW USING NS SYMBOLS FOR THE INTERMODAL TRAINS, according to a well-placed source at CP. MOAY (MOhawk-AYer) is now 22K east of Mechanicville and AYMO is now 23K. 'CP will continue with the symbols we've used over the D&H': CP receives the train at Binghamton with only PAS intermodal, and runs it to Mechanicville as #934. The domestic double-stack well cars are still filleted.
there [in contrast to CSXT, which can now run them full doublestack to Worcester – see 12#12B].

**Autos**

D&H # 938 from Binghamton handles solid autos, setting off the Mechanicville autos and going east on PAS as NS train #206; returning west as NS#205 [see photo] lifting empty racks at Mechanicville and thereafter operating as D&H #939. {e-mail to ANR&P}

**Intermodal up**

While she declined to provide details, Pan Am Executive Vice-president Cyndi Scarano wrote: 'Although we do not specifically comment on traffic flows we can say that the opening of Mechanicville has allowed intermodal traffic to grow.' {e-mail to ANR&P 14.Jan.13}

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**NEW YORK**

**CSXT: MORE TRAINS COMING**

21 January, Jacksonville. *THE RAILROAD WILL INCREASE CAPACITY ON THE RIVER LINE FOR CRUDE OIL MOVES* and other growth. According to the announcement this day: 'Capacity on the River Line was last expanded in 2005. Consistent growth in rail traffic on the line over the last several years, along with growth projections, now warrant additional investment to further increase the corridor's capacity. The River Line is part of CSX's premier I-90 corridor that connects Chicago with New York, northern New Jersey, and the Philadelphia areas, and supports some of the network's highest velocity and volumes - much [as] when it existed as the centerpiece of the predecessor New York Central System....

'Oscar Munoz, executive vice president and chief operating officer [said]: “Today, we have sufficient
capacity for our near-term growth projections, and the capacity expansion initiatives will ensure we're prepared for additional demand for our services. Demand for crude oil, for example, in the New Jersey and Philadelphia area may be as much as five trains per day, or over 400,000 barrels, over the next couple of years [see plans for refineries to receive crude in 12#10B]. Our capacity initiatives give us the capability to handle this growth along with business opportunities in our merchandise, automotive and intermodal sectors.”

Bob Sullivan, CSXT spokesperson, supplemented the announcement: '[W]e are at about 35 trains/day, though that can vary by day of the week and by business demand. But we generally don't provide specific traffic information for competitive reasons.'

**Actual work: 18 miles**

Over the next two to three years, CSXT will install more second track by extending the existing double track south of Selkirk through Ravena and Coxsackie to Catskill (adding 15 miles), and three miles in Haverstraw (directly across the Hudson from Croton-Harmon), total 18 miles. The second-track project will use $26 million in 2013. {CSXT announcement; e-mail from Sullivan 22.Jan.13}

**MASSENA TERMINAL**

8 January, Massena. **THE NORTH COUNTRY REGIONAL ECONOMIC DEVELOPMENT COUNCIL ANNOUNCED THAT THE MASSENA TERMINAL RAILWAY CONTRACTED THE FIRST STAGE** of the Main Line Track and Bridge Rehabilitation project, announced in 2011 [see 11#12B]. Tony Collins, president of Clarkson University and co-chair of the Regional Economic Development Council, said: “With the North Country as a gateway to Canada and shipments via the St. Lawrence Seaway, strengthening the transportation infrastructure throughout the seven counties that crown New York State builds capacity for jobs and fostering entrepreneurial opportunities in our region and beyond.”

**For Alcoa**

To safely accommodate unit ore trains operated by the Massena Terminal Railway (MSTR) [see box] between the Alcoa East and West Plant, bridges will be repaired; new rail, ties and ballast will be installed; and a new switch will be installed to improve the line's connection with CSXT.

Massena Terminal Railroad Company Assistant General Manager Chad Mowery said, “This is a very important project for the future of the Massena Terminal Railway and our primary customer, Alcoa. The project will solidify our ability to provide access to the North American rail freight network and allow our customers to remain competitive.”

In 2011, a total of $785 million was awarded through the Consolidated Funding Application (CFA) for job creation and community development projects consistent with each region’s strategic plans [see 11#12A]. {North Country Economic Development Council press release}
More on work
The $2 million project will improve aging rail lines between Alcoa’s east and west plants, raising train speed from 10 to 25 miles per hour. Carol Breen, NYSDOT spokesperson, said work on the project will begin in April and be completed by the end of the year. Movement between Alcoa’s plants will not be disrupted during that time. {Tim Fenster in Massena Daily Courier-Observer 13.Jan.13}

NYSW: CONTRACT ANNOUNCED*
7 January, Cortland. THE CENTRAL NEW YORK REGIONAL ECONOMIC DEVELOPMENT COUNCIL ANNOUNCED CONTRACT APPROVAL FOR A MULTI-MODAL RAIL TERMINAL in Cortland on NYSW. The project was announced in 2011 [see 11#12B]. NYSDOT will pay $917,000 toward design and construction of the Cortland Transload Terminal near Pendleton Road, handling equipment, and three sidings south of the NYSW Cortland spur.

“We are excited that progress is being made on the Susquehanna & Western terminal project,” said Nancy Cantor, chancellor and president of Syracuse University and CNYREDC Co-chair. {Central New York Regional Economic Council press release}

Basic site
Jim Howarth, NYSW vice president-business development, wrote: 'At this point all options are open. It will be a rail/truck transfer terminal. Inbound, outbound, bulk, cross-dock, roll-on/off, and perhaps containers or trailers. Construction-wise it will be pretty basic, with a paved, fenced area with a few tracks.

'At the end of the day the market will drive what kind of business we do. We are confident that the healthy business growth in this part of New York State coupled with the location off of I-81 halfway between Syracuse and Binghamton will be good for us.' {e-mail to ANR&P 15.Jan.13}

ALBANY-CSXT: CRUDE STILL MOVING*
8 January, Albany. IRVING IS MOVING OIL BY BARGE OUT OF HERE, resuming the move it was using before failing to complete the direct ship call to Albany [see 12#12A]. Rich Hendrick said this day he was getting indications that ships would resume in about a month.

The Stena Primorsk remains at Bayonne for repairs. The investigation by USCG and NYS Commissioners of Pilots into its grounding is continuing. {e-mail to ANR&P correspondent Laurel Rafferty}

D&H: MORE CRUDE*
8 January, Waltham Massachusetts. GLOBAL PARTNERS LP WILL TRANSLoad CRUDE FROM BAKKEN ENROUTE TO NEW JERSEY, adding to its throughput of crude for New Jersey [it is already barging to PBF Energy Systems Delaware City refinery – see oblique mention in 12#10B]. It today announced that it has signed a five-year contract with Phillips 66 [a part of ConocoPhillips] to use its rail-storage-barge system to deliver crude oil to Phillips 66’s Bayway refinery [see map in 12#10B].

Eric Slifka, president and CEO of Global Partners, said: “Phillips 66 and its predecessor has been a long-standing strategic business partner with Global for more than 15 years in the refined products market. More recently, Phillips 66 has been an important customer for Global as we have expanded our crude supply and logistics services. Today’s announcement further enhances our position as a leader in transporting crude by rail from the mid-continent of the U.S. and Canada to the East Coast. This agreement grows our mix of stable fee-based contract income.”

“Global has established a ‘virtual pipeline’ for the reliable transportation of Bakken crude,” said Tim Taylor, executive vice-president, Commercial, Marketing, Transportation & Business Development of Phillips 66. “Our five-year agreement with Global assures us long-term access to advantaged crude for our Bayway refinery through what we believe is a cost competitive origin-to-destination supply system to the East Coast.”
Volume of contract and Albany capacity
The terms of the contract include a take-or-pay commitment from Phillips 66 to receive approximately 91 million barrels of crude oil over the contract term, which equates to approximately 50,000 barrels per day. The Albany terminal can handle 160,000 barrels a day.

“While the Phillips 66 agreement provides Global with the stability and certainty of crude oil flows through the Basin Transload facilities for the next five years, we continue to maintain ample capacity to supply crude oil to other refiners. In January 2013, we expect to move an average of more than 100,000 barrels a day by rail through our Albany facility,” Slifka said.

Origin terminal and CP-D&H rail
Global expects to load the Bakken crude oil at Basin Transload LLC’s North Dakota rail facilities. Global expects to close on its purchase of a 60% interest in Basin in 1Q13.

Continuing the rail connection with D&H, Global will use CP’s rail network directly to Global’s Albany terminal in Albany.

A boost to revenue; propane
Global increased its 2013 earnings estimate to $175-$190 million, up from the earlier November estimate of $115-$130 million to $130 million. “We are entering 2013 with considerable momentum on a number of fronts,” said Slifka, “[including] bringing online our new Albany propane storage facility.” [Expected in 1Q13: see 12#08A and propane article in 12#11B.] {Global announcement}

CONNECTICUT

PW-NEW HAVEN: TRAFFIC TO PORT
18 January, New Haven. **PW DELIVERED 10 COVERED HOPPERS TO HARBOR TERMINAL ON WATERFRONT STREET**, the first revenue move to cross the street since the rebuilding of the Tomlinson Bridge. On 20 January, four cars were spotted in the yard, and six on the new spur into Harbor Terminal [see photos and map].

Harbor Terminal was set up in 2011 by Gateway Terminals to lease, long-term, from New Haven Terminals the dry cargo operation at this site [see 12#04A]. Coy Angelo, operations manager, explained, 'The cargo arriving by rail is treated salt coming from Cargill, processed in Cleveland, and the material has to be stored inside.' [Presumably the salt will move inside the building the six cars are spotted at, which was sold to New Haven Terminals by Logistec in 2011. Editor]

A source close to the bidding process explained that 'treated' sometimes meant rock salt treated with a mixture of magnesium chloride and molasses. The treatment enables the salt to work at colder temperatures than straight salt, lasts longer and is a little bit more environmentally friendly.
GATEWAY HANDLING ISCO SALT, OTHER PRODUCTS

In 2011, International Salt won the contract to supply road salt to districts 32, 35, 37, and 39 using Gateway.* ISCO maintains an inventory of 163,000 tons at Gateway. According to the contract documents, the salt comes from Caleta Patillos, Iquique-Chile. [Ships unload at the dry cargo pier, and Gateway trucks the salt to its Chapel Street terminal – see map, according to a source close to the bidding process. {e-mail to ANR&P 21&22.Jan.13}]

ISCO and Cargill contracts were renewed for 2012-2013, with some twists due to the mild 2011-2012 winter that the New England area experienced. The state was unable to physically take possession of the remaining 10,743 tons of road salt required under contract, after filling every salt pile to its capacity. ConnDOT worked cooperatively with the vendors, who forgave the minimum payment guarantee, agreed to a contract extension, and to a minimal cost increase of 2%.

[ConnDOT concluded that it was able to: save $625,000 in payout costs; fill salt piles to 100% of their annual operating requirements at a lower cost; extend the contract to eliminate bidding costs; and limit product cost increases to 2% for FY 2013. { State of Connecticut Report to the Governor: Changing How Connecticut State Government Does Business 25.Sept.12}]

Question on steel

Also at Chapel Street, Gateway expanded into land formerly occupied by the Southern Connecticut Gas Company, and constructed three spurs. [The Google aerial shows 16 gondolas, five in each spur, loaded with steel billets.] Angelo wrote, 'We receive steel billets by rail and they are distributed to a local mill.'

Trucking

Angelo said 'we control all of our trucking in all of our operations.' {e-mail to ANR&P 22.Jan.13}

* Cargill won district 41, which it supplies from Albany (source its Lansing NY mine) inventory of 150,000 tons or Westfield Massachusetts (source its Cleveland mine) inventory of 90,000 tons.

New Haven. Four covered hoppers on 20 January in the small yard beside Waterfront Street, at the end of the recently rebuilt Belle Dock Branch. (Another small yard exists at the top of the street, with a loading dock.) Out of the yard comes the spur into Harbor Terminal [see other photo]. {courtesy Lee Carlson} The building behind the cars, address 481 East Shore Parkway, houses Interteck Laboratory, which offers petroleum and chemical testing and inspection service. {Intertek website}
More rail spurs?
The Harbor Terminal Siding remains the only spur which crosses Waterfront Street; years ago each of the terminals had at least one spur, some had more than one [see 12#07A for new plans]. Asked if Gateway is still seeking a spur into the Gateway facility, and into the North Gate of Harbor Terminal, Angelo replied: 'We still have plans for a rail spur to be installed at Gateway Terminal.' {e-mails to ANR&P 22.Jan.13}
Massachusetts

CSXT: More Beacon Park Changes
19 January, Jacksonville. **CSXT announced that as of 28 January:** Schedules to Dallas, TX, from the following origin points will be adjusted as follows: New UMAX service will be introduced from Worcester, MA, to Dallas, TX. Schedules will be available on ShipCSX as of January 28th. UMAX service from Nashville, TN, and Boston, MA, to Dallas, TX, will be discontinued. {Fast Facts customer notice}

Storage policy
'CSX Transportation (CSXT) is updating its storage policy in the New England market, effective February 11, 2013....The storage policy for the CSX Intermodal Terminals, Inc. (CSXIT) Springfield facility will be amended to offer customers the day of notification plus two (2) additional business days of free time. This will provide customers with increased flexibility in the New England market. Saturday will continue to be observed as a business day....The storage policy for the domestic traffic at the CSXIT Worcester facility will be consistent with that which was observed at Boston. Customers will be granted free storage on the day of notification plus one (1) additional business day. Saturday will be observed as a business day....The storage policy for international traffic at the CSXT-served Stackbridge facility remains as is. {Fast Facts customer notice 22.Jan.13}

CSXT-MBTA: Grand Junction**
12 January, Boston-Cambridge. **Workers restored the Grand Junction running track to service this day.** [See 12#11B for closure.] All temporary speed and locomotive restrictions were lifted for the Charles River Bridge. Some 16 detour moves occurred during this outage.

First freight
The first CSXT B721 freight local to Everett, since the shutdown, moved out of Framingham and over the Grand Junction with seven loads. {e-mail 13.Jan.13, 20.Jan.13 to ANR&P from source close to the work}

No passenger service
In 2010, Lieutenant Governor Tim Murray suggested using the Grand Junction to permit some passenger service to terminate at North Station. In 2011, MassDOT made this announcement:

The Commonwealth of Massachusetts recently purchased Grand Junction Railroad from CSX Transportation in order to preserve this valuable corridor for transportation use. MassDOT is evaluating the feasibility, benefits, and impacts of running a branch of the Framingham/Worcester Commuter Rail line from Allston, through Cambridge and Somerville, to North Station in Boston.

At the December 2011 meeting to discuss the ongoing study, opponents filled an auditorium. The MassDOT program manager subsequently announced withdrawal of the initiative. However, he said that if South Station expansion could not handle all proposed expansion, the department would re-examine the plan. {coverage by ANR&P correspondent Frank Demasi}

GU: More Pre-Emption?**
11 January, North Grafton. **The railroad was violating state clean water regulations,** the Massachusetts Department of Environmental Protection found on 13 and 14 December. 'Substantial filling and grading activities around the riverfront area of Big Bummet Brook, in the buffer zone of the brook and Pratt’s Pond' were leading to runoff, according to the MassDEP cleanup order.
Ed Coletta, MassDEP spokesperson, said the railroad subsequently put in place significant barriers to runoff which satisfied the department, and also filed an appeal 31 December to protect its legal rights. A pre-hearing conference is scheduled for early February.

The MassDEP matter is proceeding separately from the propane facility brouhaha, Coletta said, “We’ll be keeping an eye [on the propane trial] to see if it has any impact on the state side.” {Richard Price in Grafton Daily Voice 14.Jan.13}

GU: PROPANE TRIAL**
15-18 January, Worcester. FEDERAL JUDGE TIMOTHY HILLMAN HEARD FOUR DAYS OF TESTIMONY about the issue of pre-emption, much of it concerned with who owned the planned propane facility, and who would operate it [see 12#12A]. After each side concluded its testimony, the judge asked for proposed findings of fact and conclusions of law from each side by 30 January.

Hillman will hear closing arguments for the trial, and consider the Town of Grafton's motion to remand the case. {District Court website, case 4:12-cv-40164-TSH}

BOSTON-CSXT-Pan Am: PARCEL FOR SALE**
1 January, Everett. BOSTON SAND AND GRAVEL IS OFFERING A CHELSEA PARCEL FOR SALE. Particulars: Total land area 10.97 acres; multiple rail spurs served by CSXT and Pan Am; 400-foot concrete pile dock with total berthing length of 500 feet; depth of 28 to 29 feet; major highways nearby.

The CSXT-Pan Am rail access to Schnitzer occurs via a 35-foot easement.

In 2002, Boston Sand subsidiary Ossipee Aggregates was using the site, the former Allied Concrete plant, for distribution [see 02#06B]. The train from Ossipee, New Hampshire, had 40-60 cars each day, which were split between the Everett location and the Charleston location (under the I-93/Route One connector). {e-mail to ANR&P from rail source 15.Jan.13}

In 2012, Holcim (successor to St.Lawrence Cement) was receiving both by rail and barge [see 12#07B],
It has a right of way over the Boston Sand property for marine access.

**Buyers interested**
Robert Cronin, the agent at Collier International, reported 'good interest in the property - talking to 6-8 user buyer prospects.' {e-mail to ANR&P 15.Jan.13}

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**NEW HAMPSHIRE**

**PAN AM: NH PASSENGER?**
9 January, Concord. **A JOINT LEGISLATIVE COMMITTEE ENDORSED THE USE OF FEDERAL FUNDS AND TOLLS TO STUDY PASSENGER SERVICE** between Boston and Concord. The Capital Budget Overview Committee agreed to pursue a $1.9 million Capitol Corridor rail study using state toll credits to match federal transit authority dollars. The proposal must still be voted on by the Executive Council next month, which - if approved - would enable federal funds to pay for $1.6 million of the cost of the study, and the state will match the federal money with $360,000 in toll credits from the New Hampshire Turnpike System.

The study was shelved by an earlier, Republican-controlled Executive Council [see 12#03A]; the Council switched from 5-0 Republican to 3-2 Democrat after the November 2012 election. {Nashua Telegraph editorial 10.Jan.13}

**NHRTA wants voice**
Katherine Hersh, member of the executive committee for the NH Rail Transit Authority, said 11 January that the Authority should have a representative overseeing the contract for the study. "Then we would have a comfort level - making sure the best interests of the Rail Transit Authority are being incorporated into the entire process.”  {Kimberly Houghton in Manchester Union Leader 11.Jan.13}

**NHRTA: INCLUDE FREIGHT?**
9 January, Concord. **A BILL TO EXPAND THE RAIL TRANSIT AUTHORITY TO FREIGHT** was introduced by two state representatives from Grafton County District 8: Suzanne Smith and Mary Cooney. As written House Bill 162 would restate the statute governing the Authority, RSA 238-A:2, with such additional language (bold italics) as:

The service area of the authority shall include any town or city in the state of New Hampshire through which commuter rail or other similar forms of passenger and freight rail service operates or may operate.

A city, town, or regional planning commission may petition the authority to support the development and establishment of commuter rail and related public transportation and freight services within its jurisdiction.

However, Smith said on 14 January that the language, drafted by the General Court legislative staff, went too far. She put the bill in at the behest of one of the members of the Rail Authority (whom she did not name) with the intent of ensuring that freight service is considered when discussing expansion of rail. She will work with Tom Mahon, current chair of the Authority, and others to revise it. {ANR&P discussion}

The House Transportation Committee will hold a hearing on the bill on 22 January. {General Court website}

**MBRX: BUY LINE?**
9 January, Concord. **LEISHMAN OFFERED TO BUY THE STATE-OWNED HILLSBORO BRANCH** in an e-mail to NHDOT Deputy Commissioner Mike Pillsbury:

As you already know, the NHDOT has not made any decision concerning the RFP regarding the State-owned portion of the Hillsboro Branch despite the department's notice that a decision would be made as of April 2012.
Due to the lack of action by your department concerning the RFP, the Milford-Bennington faced unnecessary demands, not least of which was an insurance premium substantially higher this past season. Additionally, the herbicide treatment of the entire line in 2011 & 2012 was without the normal financial participation by the NHDOT, nor was the repair of trackage and drainage structures damaged by several major storms reimbursed either entirely or partially as had been the past practice of your department.

With that being said, the Milford-Bennington believes it will be beneficial to all parties, especially our customer, if the railroad owned the trackage to provide certainty which has been lacking for more than two years.

I look forward to discussing the purchase of this corridor at your earliest convenience.

As of 12 January Leishman had no reply. {text and e-mail from Peter Leishman}

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**RHODE ISLAND**

**PW: CUSTOMER NOT THRIVING**

18 January, Cumberland. *THE COST OF USING A SHORT LINE IS DRIVING DEAN WAREHOUSING TO MASSACHUSETTS*, said Brad Dean, vice-president. “I've lost at least three accounts.” When a warehouse on CSXT can charge $500 to $1000 less, and the customer is doing 100 cars a year, “that's a good-sized number.”

For example, Tighe Warehousing [see 12#01B, renewed rail to Wilmington¹ facility on Pan Am] outbid Dean for a roofing shingles account. Other warehouses on CSXT in Mansfield and Taunton have won other accounts.²

He is investigating warehouse sites on rail in Massachusetts, and may have something to announce “by the middle of the second quarter.”

**PW doing well**

Dean does not fault PW: “I have a good relationship with the railroad and they are doing well.” PW would not comment on the rates, other than to say 'Every move is unique and is evaluated on an individual basis.' {e-mail from PW spokesperson Marie Angelini 22.Jan.13}

**PW: CUSTOMER ON NEC**

16 January, Warwick. *MANN DISTRIBUTING DECIDED TO STAY HERE*, said Bill Mann, principal. In 2009 he was considering moving to Cumberland, into a Dean-owned building to obtain more space [see 09#10B and 09#11A]. However, instead he bought the building he was leasing, and expanded into an a second-party warehouse.

Rail service is “fine.” {ANR&P discussion} PW must run on Amtrak's Northeast Corridor to Mann's spur.

**PW: CUSTOMER CLOSED**

13 January, Slatersville. *THE LAST CUSTOMER ON “THE SLATE”*, the branch line from Woonsocket into the Town of North Smithfield ending at the locality of Slatersville, has closed. Rail observers spotted For Sale signs in front of the former O'Neal Steel facility [Denman & Davis purchased by O'Neal in 2010 – see 11#01B]. {Providence & Worcester e-list}

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¹In early January some were reporting Tighe was 'choked with traffic' in Wilmington. {e-mail to ANR&P from source close to MBCR}
²One consultant with insight into railway rates noted that for Class Is, the commodity manager controls the rates. Each manager may decide for herself or himself how to price a move of that commodity into the Massachusetts warehouse. PW, on the other hand, does not have an equivalent setup. {ANR&P discussion 19.Jan.13}
DEAN'S CUMBERLAND BUILDINGS

See map in 09#11A.

**Dean Warehouse 3 Martin Street**

Acorn Construction completed rebuilding the spur [visible on Google, not on Bing, but no cars] into the former IGA warehouse with two car spots, and Dean began receiving gondolas of wire on the spur in January 2010.

**Stanley Bostitch closes**. One of the steel customers, Stanley Bostitch, was draying the wire to its plant in East Greenwich to draw it into thinner lengths, and then shipping the wire to North Carolina for the final step in nail production [see 10#02A]. In October 2010 Stanley announced it would close the East Greenwich plant by December 2012, moving the work to Indiana. \{NBC Ten news 1.Oct.10\}

**Another steel customer remains**. Dean said other customers remain. He receives scrap paper for one account, and still receives steel for distribution to Gerdau Steel customers in the region.

**Expansion**. Dean said he is building a 24,000SF expansion on the back of the building, though the customer for the space is not using rail.

**Dean Warehouse Mendon Road**

Dean acquired this former Air Products facility [see 06#02B and 06#03B]. It has several tenants, including Craters & Freighters, but no rail spur to the building. One extends onto the property, but remains unused. Mann Distributing decided against using it [see separate article].

**Dean 35 Martin Street**

Dean purchased this on 26 October 2009 [see 09#11A], and later leased it to Portola Tech which closed in 2012; it did not use rail. A previous user, KIK Custom Products, brought in raw material by rail, but closed in 2008 [see 08#08B]. It received aerosol propellants [the Bing photo shows a spur splitting rows of tanks near the building, and a spur leading to a loading dock].

Brad Dean said he has another tenant using half of building, but not rail. \{ANR&P discussion\}

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**VERMONT**

**VRS: TRAFFIC UP**

18 January, Passumpsic. **LUMBER IS UP VIA WACR INTO SOUTHERN NEW ENGLAND**, at least according to a sighting this day. Three VRS locomotives led a 40-car train south: twenty centerbeam lumber cars with loads from MMA [Moose River Lumber, Fraser Timber, and Twin Rivers – more in future issue]: 14 covered hoppers, three MMA boxcars, two plate F boxcars, and one bulkhead flat load. \{VRS e-list\}
CBNS: THE GUNN VIEW*


During a discussion on 8 January, Gunn said the CBNS line would require “a fortune” to upgrade; the Cape Breton section would require rebuilding. “They are not keeping up with conditions. It is gradually getting worse. The maintenance they are doing is certainly not adequate for what you need for an ongoing railroad. You have to get realistic about what it takes to run a train. If they are going to run container trains or any volume of trains they are going to have to fix the track.”

To have intermodal rail service “for either Melford [see 12#05B] or Sydney [see 10#12A] you would have an enormous expense to get rail built or put back in condition and then is there going to be enough business to have any kind of service?”

Why not Halifax?

Gunn doesn’t understand why more terminals are being considered with the Port of Halifax operating. “Obviously a group in Sydney is pushing [a new terminal] as an economic development issue but right now you have Halifax which is served by a railroad, the CN mainline.”

And even the CN line “is not in really good shape but it’s passable, certainly...[a] railroad that could be quickly brought back to good operating condition” and Halifax is a port that is operating at less than half capacity. {Gunn in discussions with ANR&P’s correspondent Tom Peters 8.Jan.13}

CN responds

CN's Mark Hallman responded: 'CN invests in its network to ensure safe and efficient movement of freight and passenger trains. CN in 2012 completed a major tie renewal program on its Springhill and Bedford subdivisions in Atlantic Canada, surfaced ballast, replaced rail, improved bridges and upgraded signal systems. In 2013, CN is planning further rail upgrades, new ties and bridge repairs on these lines. These major improvements underscore CN’s commitment to maintain its network in good condition.' {Hallman in email to Peters 10.Jan.13}

Melford responds

Richie Mann, spokesperson for the project to build the terminal in the Strait of Canso, noted that the price of a rail spur to the site, while not specifically priced in the total cost of $350 million, was nonetheless fully included. {e-mail to Peters}

Subsidy for Cape Breton goes on

A large portion of the Cape Breton section of the CBNS is subsidized by the Nova Scotia government [see 11#09B] and that subsidy will continue even though the line was part of the RailAmerica sale to Genesee & Wyoming Inc [see 12#09A].

'This transaction does not change the province's investment in the Cape Breton rail line,' Minister of Economic and Rural Development Percy Paris wrote. 'The continuation of the rail service in Cape Breton preserves a key piece of transportation infrastructure for the future of the region. Once the railway is gone, it would be very costly to reinstate the infrastructure and service. In order to access this funding, the company must submit financial records.' {Paris email to Peters 9.Jan.13}
No response from G&W
Michael Williams of G&W corporate communications did not respond to email and phone messages. Peter Touesnard, who formerly spoke on behalf of CBNS, wrote that he is no longer in a position to comment. {Touesnard in email to Peters 9.Jan. 13}

**RAIL FREIGHT FACILITIES**

Described in this issue.

- Alcoa (MSTR, New York) NY fund to improve track.
- Boston Sand & Gravel (Pan Am, Massachusetts) Selling Everett terminal.
- Cargill (PW, Connecticut) Harbor Terminal handling treated salt.
- Cortland Transload Terminal (NYSW, New York) NY fund to build terminal.
- Dean Warehousing (PW, Rhode Island) Looking at Massachusetts.
- Gateway Terminals (PW, Connecticut) Steel billets yard.
- Global Partners (D&H, New York) More crude arriving for transloading.
- Grafton Propane (GU, Massachusetts) Trial on pre-emption underway.
- Mann Distributing (PW, Rhode Island) Staying put on NEC.
- O’Neal Steel (PW, Rhode Island) Closed.

**PEOPLE, EVENTS**

Bob Bentley recently retired as general manager of the Massachusetts Central Railroad. He is continuing some work for the railroad in government affairs. John Pondelli, the president, will also assume the general manager role. Stephen Fontaine, formerly senior vice-president – Marketing, is now senior vice-president – Marketing and Operations.
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.

Readers building a personal archive of the newsletter should discard the e-bulletins. The newsletter archive on the web at [www.atlanticnortheast.com](http://www.atlanticnortheast.com) is open to all.

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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