CRUDE:
- Pan Am: Hosting unit crude train for Irving.
- NB&M: Crude cars parked in McAdam. Map of crude cars between Clover Bar and Saint John.
- A sampling of 'normal' trains through McAdam.
- CP: Crude train detours due to strike.
- CN: Derailment in northern Ontario of crude cars heading east.

NHDOT-CCRR: STB okays date for abandonment in West Lebanon as 14 March.
NHDOT-Mountain Division, Conway: Answers to questions provide more details. Schwanke submits.
CMQ-Searsport: Town grants Grimmel conditional approval for scrap yard.

NEARS agenda for 23-24 April meeting: exciting!

PAN AM — CMQ — NB&M: CRUDE TRAIN
13-14-15 February. THE FIRST CRUDE OIL TANK CARS IN 11 MONTHS TRANSITED THE PAN AM LINE [see 14#02B]. On the 13th it arrived on Pan Am. On the 14th it was spotted at 09h07 in eastern Massachusetts.\(^1\) On the 15th, rail observers reported it in Exeter, New Hampshire. It had BNSF locomotive #5234 leading with BNSF 989 leading, 8,241 tons, and came to 3,977 feet long. Orders were to park it.

How many cars?
Since Pan Am track east of Danville Junction cannot support 286,000-pound cars, we can assume the cars are 263,000 pounds. A standard 263,000-pound car can hold 23,500 gallons and is 55'5” long. These dimensions indicate the train has roughly 80 of those cars. Editor

NB&M – CN: CRUDE OIL TO SAINT JOHN, TO McADAM
9 February, McAdam. LOADED CRUDE RAIL TANK CARS ARRIVED HERE, AN OVERFLOW FROM

\(^1\) Could this be a detour train due to the CP strike? See below.

SAINT JOHN. According to local authorities, on 11 February, about 150 loaded crude oil tank cars arrived in McAdam.
McAdam from Saint John. Local authorities reported that the continuing cold temperatures slowed the unloading at the Irving refinery. With railcars overflowing the rail yards in Saint John, officials decided to send the 150 cars here, with another 100 to come. {e-mail to ANR&P}

**What about storing on CBNS?**
GWI, on its website, lists available feet of track available to store cars. For CBNS, it has 37,000 feet, of which 26,775 feet is available. For comparison, SLR has 9,000 total with 6,000 available. CSO has 8700 feet available, and NECR 7500 feet [no total numbers were listed]. {GWI website}

**Cars in the refinery trade**
According to a source close to the railroads, cars similar to those in the photo move between Clover Bar, Alberta [see aerial] and Saint John. Trains with the cars are strung all along the CN bound for Saint John [see map]. {e-mail to ANR&P}

**Another crude oil derailment and fire**
Nearing midnight on 14 February, a CN eastbound unit train derailed the first 29 cars at a spot near Gogama, Ontario, unreachable by road. The crew, seeing the 10th car back on fire, disconnected the locomotives and moved farther east. Seven cars were afire. Eventually another crew pulled the 71 cars on the track back.

Patrick Waldron, CN spokesperson, said the train had passed a wayside safety detector 20 miles west; as well, the track had undergone a visual inspection earlier that day. VIA, which operates on the line, had to cancel its trains both east and west. {WSJ, CTV, 15.Feb.15}
Meanwhile, a sampling of NB&M 'normal' trains

25 January. Three Pan Am locomotives (MEC 332, PAR 326, MEC 306) led an NB&M manifest train westbound at McAdam.

13 February. At 05h20, an NBSR eastbound passed through Harvey Station with 82 cars. The first block of 25 cars included tanks (black and white in color) and 6 high-sided gondolas. The remaining 57 cars were woodchips.

13 February. Westbound away from McAdam Yard at 21h10, six units. Arrived with 8 loads of wallboard, 8 lpg gas tanks, 7 loads of lumber, 1 60' box of beer, 8 empty slurry tanks, 14 boxes of paper/woodpulp, and 55 empty chip cars. Lifted here 2 loads of Certain-teed wallboard, 2 loads of flakeboard, and 9 loads of woodpulp. Total of 114 cars.

14 February. Two east-bounds went through Mattawamkeag in the morning, reaching McAdam in the afternoon: #1 at 15h20, a regular manifest freight; #2 at 17h11 with 3 locomotives and 52 cars of woodchips. At 17h30 the 3 locomotives from #1 returned to McAdam; they had dropped #1, of 45 cars, in Harvey.

By 18h15 #2 was away from McAdam Yard, with 4 locos, the unit wood chip train, plus the cars picked up in McAdam: 4 slurry tank cars and a 50' box off the Hill Yard. {RailsNB Facebook postings 14.Feb.15}

And CN trains to Saint John
These trains to and from Moncton move the crude oil tank cars; no report was made of how many crude oil cars were in these consists.

13 February. E406 3 locos and 137 cars.
14 February. W406 3 locomotives and 89 cars {RailsNB Facebook postings}

Detour of crude trains for Albany
Due to the CP strike by the Canadian Teamsters which started 15 February at 00h00 and ended 16 February with the submission of issues to binding arbitration, Beginning 13 February in anticipation, CP was detouring some oil and ethanol trains over NS and CSXT. One Albany crude oil train was detouring over NS from Chicago to Harrisburg where CP/D&H crews would handle it via the Sunbury main to Binghamton and Albany. {dandh e-list 15.Feb.15}

NHDOT-CCRR: ABANDONMENT PUBLISHED
12 February, DC. THE STB PUBLISHED THE NOTICE OF EXEMPTION TO PERMIT CCRR TO DISCONTINUE SERVICE, and NHDOT to abandon, the one mile of track east of Twin State Sand and Gravel

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2The Certain-teed wallboard is made in McAdam. Presumably the wallboard which arrived from Saint John is produced at the Irving wallboard plant there.
3This probably came from Woodland Pulp. The movement of its pulp inland, rather than export through Eastport, continues. See e-bulletin(e).
in West Lebanon. [See 15#01B.] It will take effect on 14 March. {STB website, decisions page, Docket No. AB-1120X et al}

**NH DOT MOUNTAIN DIVISION, CONWAY BRANCH: QUESTIONS ANSWERED**

13 February, Portland. **DAVID SCHWANKE SAID GOLDEN EAGLE RAILWAY HAD SUBMITTED AN EXPRESSION OF INTEREST** to operate on the Mountain Division and the Conway branch in New Hampshire [see 15#01A]. \{ANR&P coverage of PACTS meeting\}

Mountain Division Railroad and Conway Branch Railroad Request for Expressions of Interest Addenda #1 - Questions & Answers Published 02/10/2015

The following questions were submitted to the Bureau of Rail & Transit for additional information in response to the Mountain Division and Conway Branch Request for Expressions of Interest. NHDOT revised the wording of some of the questions to provide a coherent question that summarizes the information being requested and the intent of the question being asked.

**Was there a reason that the Groveton Branch was not included in the RFI?**

*The Groveton Branch was not included in the RFI because there is already a railroad operator (New Hampshire Central Railroad – NHCR) that provides freight service on the entire line. Anyone desiring freight service on the line can obtain it from NHCR. The Conway Branch has no operators on the State-owned portion and the Mountain Division Line has sections that do not have a railroad operator.*

The RFI should be modified to correctly show that NHCR has operating rights between MP 100.8 in Whitefield to Lunenburg, Vt.

*The NHCR has operating rights from Whitefield to Lunenburg, VT, but the line is out of service due to washouts and disrepair and there is no rail service on the line at this time. In addition, it was left out of the RFI that the operating rights of the previous railroad operator, Twin State Railroad, have never been extinguished.*

**Why is the RFI being put out now? Is there any connection with the Schwanke interest in both lines as a possible passenger-freight operator?**

*Over the last few years there have been several inquiries to the Department about the ability to utilize these state-owned railroad lines for additional railroad operations. The Department chose to issue this Request for Expression of Interest in order to gauge the interest level from the private sector, including what type of rail service would be most appropriate, and determine if a formal Request for Proposals (RFP) should be developed for either or both lines.*

**What do you know about the ownership in Vermont of the Mountain Division? Last I knew, it was uncertain.**

*The State of New Hampshire Department of Transportation purchased the line on January 6, 2003. There is still an unresolved issue in which Twin State Railroad’s operating rights have never been extinguished on this section of the line.*

**Conway Scenic Railroad’s excursions versus a “hotel train” operator – How long does CSRR have its “operating rights”?**

**CONWAY SCENIC THOUGHTS**

Conway Scenic Operations Manager Paul Hallett said that the railroad has not heard of any industry that is interested in moving freight on the Crawford Notch line but that the tourist road would never rule out moving freight.

"Our position on freight service is this; bring us a proposal. We will consider any proposal that is logical and makes financial sense." {Justin Franz in *Trains Newswire* 27.Jan.15}
NORTH EAST ASSOCIATION OF RAIL SHIPPERS

APRIL 22ND – 24TH 2015
NEWPORT MARRIOTT
PRELIMINARY AGENDA – AS OF 2-3-2015

“LOGISTICS: PULLING IT ALL TOGETHER”
176th Meeting Agenda

WEDNESDAY, APRIL 22ND, 2015

4:00 P.M.  REGISTRATION OPENS

5:30 P.M.  NEW MEMBER/FIRST TIME ATTENDEE RECEPTION

6:00 P.M.  NETWORK RECEPTION OPENS

7:00 P.M.  DINNER ON YOUR OWN

THURSDAY, APRIL 23RD, 2015

7:00 A.M.  BREAKFAST (AVAILABLE UNTIL 8:30 AM)

8:00 A.M.  WELCOME TO NEARS
WELCOME FROM NARS: Director Business Development, Schneider Logistics, Inc.
DANA BURLEIGH, JR
SCHOLARSHIP COMMITTEE: VP Business Development, Vermont Rail System
GERALD RACETTE
PRESIDENTS OPENING REMARKS: Sales Manager, DM Bowman
JOHN MEYERS
NEARS HOUSEKEEPING: Executive Director, NEARS
JOE GEARIN

8:45 A.M.  REGIONAL OVERVIEW & KEYNOTE SPEAKER
Introduction: Sales Manager, DM Bowman
JOHN MEYERS
Reporter and Columnist, TRAINS Magazine
DON PHILLIPS

9:30 A.M.  SHORT BREAK

9:45 A.M.  SHORT LINE PRESENTATION
Introduction: Director of Marketing, North Shore Railroad
TODD HUNTER
President, American Short Line & Regional Railroad Association
LINDA BAUER DARR

10:15 A.M.  WAREHOUSE PANEL
Introduction: Director of Marketing and Sales, Pan Am Railways
BILL WHITNEY
National Accounts Manager, Tighe Logistics Group
KEVIN DOOLEY
Manager, Savage Safe Handling
BOB DRAKE
President and CEO, Meyer Enterprises
CHRISTOPHER MEYER

11:15 A.M.  NEARS AWARDS PRESENTATION

NOON  LUNCH - ATRIUM

1:30 P.M.  RAILROAD AND SHIPPER SUCCESS STORIES
Introduction: Director Business Optimization
SCOTT MCCALLA
Project Mgr./Mgr. of Safety and Training, Pioneer Valley Railroad
DAVID SWIRK
Business Developer and Marketeer, Housatonic Transportation Company
RIAN NEMEROFF
Vice President, Pharmco-AAPER
FRANK RICHARDS
NORTH EAST ASSOCIATION OF RAIL SHIPPERS

APRIL 22ND – 24TH 2015

NEWPORT MARRIOTT

“LOGISTICS: PULLING IT ALL TOGETHER”

176th Meeting Agenda

2:30 P.M. BREAK

2:45 P.M. EXPORT MARKET UPDATE
Moderator: Regional Sales Manager, The Judge Organization
Representative from The Judge Organization
BRIAN WYNNE
MIKE MCINERNEY

3:15 P.M. BREAK

3:30 P.M. FINANCIAL PANEL
Moderator: Managing Director and Senior Research Analyst, Cowen and Company
JASON SEIDL

6:00 P.M. NETWORKING RECEPTION

7:00 P.M. DINNER ON YOUR OWN

FRIDAY, APRIL 24TH, 2015

7:00 A.M. BREAKFAST (AVAILABLE UNTIL 8:30 AM)

8:30 A.M. PRESIDENT’S OPENING REMARKS
NEARS President: Sales Manager, D.M. Bowman
JOHN MEYERS

8:45 A.M. INTERMODAL PANEL
Moderator: Manager Business Development, Yusen Logistics (Americas) Inc.
AVP Domestic Intermodal Sales, Union Pacific Railroad
Senior Vice President/General Manager, Yusen Logistics (Americas), Inc.
Major Intermodal Shipper
DON CAMERON
SAM CALABRO
BRIAN PAOLILLO
TBA

10:00 A.M. CANADIAN RAIL PANEL
Introduction: Regional Account Manager, Canadian Pacific Railway
VP ECP & Merchandise, Canadian Pacific Railway
Vice President Industrial Products, Canadian National Railway
VP Sales and Marketing, Irving Pulp and Paper
SHAUN THOMPSON
TOM BROWNING
DOUG MACDONALD
KEVIN CHAPMAN

11:00 A.M. COFFEE AVAILABLE – NO FORMAL BREAK

11:00 A.M. SHORTLINE PANEL
Introduction: Vice President and CCO, Providence & Worcester Railroad
President, Finger Lakes Railway
President, Seaview Transportation
Director Business Development, SMS Rail Lines
General Manager, NSBR-EMRY
FRANK ROGERS
MICHAEL SMITH
ERIC MOFFETT
JOHN MCCREAVY
IAN SIMPSON

NOON CLOSING REMARKS/ATTENDEE FEEDBACK/ William J. Donovan Memorial Drawing for $250.00

AGENDA SUBJECT TO CHANGE WITHOUT NOTICE
Conway Scenic currently has an Operating Agreement with the Department and has the exclusive right to operate tourist excursion service on the Mountain Division Line. If another through-freight or passenger rail operator enters into an agreement with the Department, they will also need to enter into an agreement with Conway Scenic to operate that service on the line. The Department understands there are many issues that will need to be resolved between the parties, but believes these other rail services can co-exist with Conway Scenic’s current tourist excursion train service.

Conway Scenic Railroad’s current Operating Agreement is in effect until 2024.

How long does NHCR have its operating rights on the Groveton Branch?

NH Central Railroad’s current Operating Agreement is in effect until 2023.

Do you have a map of the two lines labelled?

Yes, a map has been posted on the Bureau website with the rest of the documents for the Mountain Division Railroad Line & Conway Branch Railroad Line Request for Expressions of Interest. [See map in 15#01A.]

Will the presentations be open to the general public or the media to attend? Will the presentation be open to representatives of the railroads potentially impacted by Respondents’ proposals?

The public, including the media and existing railroads operating on the lines, will not be allowed to attend the presentations. In order to protect the integrity of the public bidding process, the presentations are not open to anyone outside the Respondent’s team and the Department’s RFI review team. The presentations are an extension of, and an explanation of, the formal expressions of interest and are only the first step in a multi-step procurement process.

While the RFI says no fed funds available, I would think that potential operators could apply independently?

Correct, the RFI stated that there is currently no state or Federal funding available for the restoration of the lines, but this does not preclude respondents from obtaining Federal funds independently.

Are you looking for operators (as initially indicated in the document) or parties interested in moving freight over the line (indicated in the purpose & process)? Or both?

The purpose of the Request for Expressions of Interest is to gather and gauge the interest level from the private sector on the potential rail use of the lines. Per the Response Preparation Instructions, “Submission of interest shall include basic information about the type of service proposed...” Therefore, the Bureau is primarily interested in receiving formal expressions of interest from respondents interested in providing rail service on the line(s), but it would be helpful for the Bureau to know of parties interested in freight rail service on these lines as the Bureau makes its assessment of the Respondent’s proposal and for future rail planning.

Will the identity of Respondents selected be made public upon their selection?

Because this is only a Request for Expressions of Interest, there will be no “selected respondent” or “selected operator” resulting from this step in the process. If the Department choses to develop and release an RFP, the RFI will be used as one step in an ongoing procurement process.

What are the criteria, thresholds and other factors that the Bureau will use to determine if an RFP is warranted for operation of Passenger and/or Freight Rail Services over the Mountain Division and/or the Conway Branch Line?

The Department will review formal expressions of interests, including presentations, and conduct an assessment of the marketplace for commercial rail service on the line; there are no available criteria or thresholds at this time.

Our preliminary analysis reveals a number of elements and areas of potential tension between the future and current Operators. As both the Track Owner and regulating agency, what role will the Department play to
arbitrate/negotiate differences between the Parties?

If additional Operating Agreements are eventually issued for services, the Department will attempt to resolve as many issues as possible in advance by addressing them in the issuance of the new Operating Agreement for the additional operator(s). While the Department cannot envision all the issues that may arise, a concerted effort will be made to ensure the safe co-existence of current and future railroad operations on the state-owned railroad lines and the Department will help to facilitate discussions and mutually acceptable agreements between both parties. It is also possible that the two operating railroads (current and proposed) might need to go to the Surface Transportation Board (STB) to resolve some issues that are outside the purview of the Department.

What is the timing for issuing an RFP, if any?

There is no formal timeframe or commitment that a Request for Proposals (RFP) will be issued. {NHDOT website}

SEARSPORT & CMQ: SCRAP YARD

9 February, Searsport. THE PLANNING BOARD GRANTED CONDITIONAL APPROVAL TO GRIMMEL TO OPERATE A SCRAP YARD. {Stefanie Grinnell in villagesoup.com 10.Feb.15}

e-bulletin
PO Box 357 Freeport, Maine 04032
Vox (207) 865-2922 Fax 866-484-4490
Chalmers (Chop) Hardenbergh, publisher and editor
e-mail: 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 weekly. We send a formal issue twice a month, via post or e-mail. Between the formal issues, we send out the e-bulletin, only by e-mail. All information in the e-bulletin (often updated which is indicated by blue type), along with more articles with timely news, is included in the formal issue.

Pricing

Subscriptions cost $495 for professionals, $125 per year for students, young and old. (Add $100/year for print issue.) Introductory prices available. The e-bulletin, sent by e-mail as needed between issues, is free of charge to all subscribers.

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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.’

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