News to come in the 4 March formal issue, 15#02B

CSXT: Fighting the snow
Pan Am: Snow north of Boston
Pan Am: Lawrence abandonment
Pan Am-VRS: Serving Riverside, Vermont.
NB&M, Pan Am: Oil train after-action report.
VRS-CMQ: Contract for WACR to handle CMQ Newport customers.
Crude through Maine: None by rail in January. Portland Pipe Line up.
Vermont: Governor's proposed rail budget reduces spending, but allocates money to western corridor.

CSXT: FIGHTING THE SNOW
27 February, Everett. **THE CSXT LOCAL COULD NOT SERVE THE NEW ENGLAND PRODUCE TERMINAL** for the past two weeks.

CSXT announcement: trains held
From 26 February: 'Winter weather continues to affect service as large portions of the network dig out from heavy snow and ice, especially in the Northern Tier. Due to record snowfall in the Boston area, many New England trains were held. Northeast traffic, including shipments through the Selkirk Yard, has experienced delays due to extreme temperature, high winds and additional snowfall. Weather is also impacting operations in the Mid-Atlantic region, where snowfall and ice is forecasted through the end of the day.

'Customers with shipments through this area should anticipate delays, as weather recovery efforts continue. CSX will move backlogged shipments as space permits and traffic can be accepted at the destination. The company anticipates that full operations will resume once extreme winter conditions ease.' {e-mail from ANR&P}

Local jobs annulled. A list of CSXT locals out of Framingham, dated 19 February showed three jobs annulled: B721 (serves Everett), B710 (Readville local serving Westwood Industrial Park with its Home Depot Local jobs annulled. A list of CSXT locals out of Framingham, dated 19 February showed three jobs annulled: B721 (serves Everett), B710 (Readville local serving Westwood Industrial Park with its Home Depot Local jobs annulled. A list of CSXT locals out of Framingham, dated 19 February showed three jobs annulled: B721 (serves Everett), B710 (Readville local serving Westwood Industrial Park with its Home Depot Local jobs annulled. A list of CSXT locals out of Framingham, dated 19 February showed three jobs annulled: B721 (serves Everett), B710 (Readville local serving Westwood Industrial Park with its Home Depot

Other locals out of Framingham which reportedly continued to operate: B725 to Attleboro; B731 to Readville; B724 to Leominster; B722 from Westboro to Worcester, serving local shippers

Service resumes
On 26 February, CSXT train B721 reached Everett with one load, and returned to Framingham with 11 gondolas of scrap and one other load.

On 28 February, B721 dropped six cars for New England Produce.

Scrap before the first blizzard
Between 17 and 22 January, B721 took 67 loads and 13 empties from Everett while delivering 17 loads and 47 empties. Then the first blizzard hit, 25-26 January. {e-mails to ANR&P from source close to the railroad}

PAN AM: SNOW NORTH OF BOSTON
24 February, Salem-Peabody. 'NOTHING IS ABLE TO MOVE WITH THE 3-4 FOOT FROZEN SNOW DRIFTS THROUGHOUT THE TRACKS from the beginning of the line in Salem to 300 feet past Rousselot in Peabody,' wrote a local rail observer.

Cars left in Somerville
After the first blizzard hit, 25-26 January, Pan Am service to the north ended. By 2 March, Pan Am had moved no cars out of Somerville for Schnitzer in Everett or for Rousselot in Peabody. One observer listed 'one tank car, two or three scrap loads' and about six cars of bones. {e-mails to ANR&P 24Feb & 2.Mar.15}

PAN AM: LAWRENCE ABANDONMENT
26 February, DC. PAN AM MAY DISCONTINUE SERVICE ON THE 1.4 MILES IN LAWRENCE, as the STB published the Notice of Exemption this day [see 14#12B on abandonment]. It will become effective on 28 March, 50 days after the filing of the exemption. {STB website, decisions page, Docket No. AB 32 (Sub-No. 106X)}

PAN AM – VRS: SERVING RIVERSIDE
2 March, Burlington. VRS CONFIRMED THAT PAN AM IS DELIVERING PROPANE TO ITS ROCKINGHAM LOCATION, as one of Pan Am's six new propane facilities [see Fink remarks in future issue]. Plains Marketing owns the propane facility in Claremont, New Hampshire served by Pan Am [see 15#01B Regional]. Plains supplies the VRS-owned, Dead River-operated, Riverside propane facility opened in 2014 [see 14#04B].

The Riverside access
Pan Am utilizes its trackage rights to Bellows Falls, its interchange rights with VRS at Bellows Falls, and VRS permission, to access VRS tracks as far as Riverside. Pan Am interchanges the propane cars to VRS on a new interchange track jointly funded and built by VRS and Pan Am in Riverside. VRS does the switching of the propane. {e-mail to ANR&P from Gerry Racette of VRS}

NB&M, PAN AM: OIL TRAIN FALLOUT
late February-early March. RAIL OBSERVERS REPORT THE TWO BNSF LOCOMOTIVES REMAIN ON NB&M which were used to bring the oil train [see 15#02A] east over Pan Am, CMQ, and NB&M hauling various trains [see photo for one example]. {rail observer reports on RailsNB e-list}

Crude oil cars emptied quickly
A source close to the railroads reported that Irving Oil emptied the 60 cars in well under 24 hours, starting on 23 February. The train arrived in Saint John on 21 February, reportedly [see 15#02A]. {e-mail to ANR&P}
VRS-CMQ: HANDLING NEWPORT
28 February, Newport. **VRS'S WACR IS SWITCHING THE THREE CMQ CUSTOMERS IN NEWPORT UNDER A FORMAL AGREEMENT**, both David Wulfson of VRS and John Giles of CMQ reported. 'We are working well together,” wrote Wulfson, but WACR will not operate farther north. [Some had suggested that WACR could assume operation of the entire Newport subdivision to Farnham. *Editor*]

**Canadian crews?**
'We formalized our arrangement and WACR is now performing the switching role in Newport on a contract basis. It's a win-win for both,' wrote Giles. 'We are free to use Canadian crews to switch in US, but this arrangement is superior.' {e-mails to *ANR&P*}

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**CRUDE THROUGH MAINE: NO RAIL FOR JANUARY***

**Pipeline**
The pipeline moved its highest total since January 2014 (excluding the month of August 2014). [This may reflect the fact that with a drop in crude oil prices, the continental fracking and tar sands sources cannot compete as well on the world market. *Editor*]
VERMONT: GOVERNOR'S PROPOSED BUDGET

24 February, Montpelier. *THE GOVERNOR's BUDGET CALLS FOR A 5.9% DECLINE IN RAIL SPENDING*, against a background of an overall 8.1% decline in total transportation spending.

Of the total $35 million on rail, VAOT estimates $24 million for construction, $1.5 million on engineering, $7.7 million for the Amtrak subsidy, and the balance of $800,000 on bridge inspection, administration and other projects.

Of the last, $200,000 will be spent on administration for the property management office. This office annually generates considerably more than this amount in revenue for the state as it provides oversight on leases and rentals of the state rail network (utility easements, rentals to abutting properties and the like).

**Western corridor**

Governor Shumlin promised passenger service to downtown Burlington by 2017. Track improvements between Bennington and Rutland and also between Rutland and Burlington will consume $19 million, including $5.8 million from the last TIGER grant and the final $7.7 million of the Jeffords Earmark.

The largest single project, the “Middlebury Tunnel,” will expend $11 million in federal highway funds plus a state match).

**GMRC to receive LVRR rail**

A half a million dollars will be spent on a very high-priority project to replace old rail on the Green Mountain with 105-pound relay jointed rail off the Lamoille Valley Railroad.

**Industrial sidings**

The three-way industrial siding program will receive up to $200,000, matched by equal contributions from the railroads and from potential shippers.

**Federal role**

Rail funding gets $35 million out of a total transportation budget of $630 million, heavily driven by federal transportation priorities. Not only is the majority of the anticipated budget (both rail funding and total transportation funding) derived from federal fund allocations; the state matching funds require the rest of the money to be spent according to federal formulas. {Chris Parker in *Vermont Rail Action Network bulletin*}
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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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