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

Formal issue 15#09B 1 October 2015

- Future commuter rail?
  **NEW HAMPSHIRE**
  NHDOT: One response, at least, to the RFP for the Mountain Division and Conway Branch.
  ++**CSRX:** Sale pending to Jon Delli Priscoli?
  Pan Am: Confirms plan for propane in Portsmouth.
  Pan Am: Sea-3 study shows track, terminal safe.*
  Pan Am v MBRX: Mediation on trackage fees.*
  **RHODE ISLAND, VERMONT**
  [No report.]
  **MARITIMES**
  CBNS, Sydney: Rail viable only if container port.
  CN: Halifax commuter not viable.
  **RAIL SHIPPERS/RECEIVERS**
  A cross-reference to companies mentioned here.
  **PEOPLE, POSITIONS, EVENTS**
  [No report.]
  **FROM THE PUBLISHER**
  Propane!
  Given the wipeout of Maine paper mills, Pan Am in particular would want more propane.
  - Chop Hardenbergh (a propane user)
  Next formal issue 21 October

### Common abbreviations:

- **BCLR** - Bay Colony RR, BML - Belfast & Moosehead Lake RR, **CBNS** - Cape Breton and Central Nova Scotia Ry, **CCCR** - Cape Cod Central RR, **CCRR** - Claremont Concord RR, **CMAQ** - congestion-mitigation or air quality (money from the US federal government for these purposes), **CN** - Canadian National Ry, **CNZR** - Central New England RR, **ConnDOT** - Connecticut Department of Transportation, **CP** - Canadian Pacific Ry, **CSO** - Connecticut Southern RR, **CSRX** - Conway Scenic RR, **CSXT** - CSX Transportation (railroad), **EMRY** - see NBSR, **FHWA** - Federal Highway Admin., **FRA** - Federal Rail Admin., **FRTC** - Fore River Transportation Co., **FTA** - Federal Transit Admin., **GU** - Grafton & Upton RR, **GWI** - Genesee & Wyoming Inc, **HRRC** - Houssatonic RR, **MassDOT** - Massachusetts Department of Transportation, **MBCR** - Mass. Bay Commuter RR, **MBRX** - Milford-Bennington RR, **MBTA** - Mass. Bay Transportation Authority, **MC** - Massachusetts Coastal RR, **MCER** - Mass. Central RR, **MDOT** - Maine Department of Transportation, **MERR** - Maine Eastern RR, **MMA** - Montreal, Maine and Atlantic Ry, **MNRY** - see NBSR, **MPO** - Metropolitan Planning Organization, **MTQ** - Québec Ministry of Transportation, **NAUG** - Naugatuck RR, **NBDT** - New Brunswick Department of Transportation, **NBSR** - New Brunswick Southern Ry, parent of **MNRC**, **NHDOT** - NH Department of Transportation, **NHN** - New Hampshire Northcoast RR, **NNEPRA** - Northern New England Passenger Rail Authority, **NS** - Norfolk Southern Ry, **NSDOT** - Nova Scotia Department of Transportation, **NYNJ** - New York New Jersey Railroad (PANYNJ subsidiary, former Cross-Harbor), **PAR** - Pan Am Railways - parent of Maine Central RR, **PORT** - Port Authority of New York and New Jersey, **PW** - Providence & Worcester RR, **QCR** - Quebec Central Ry, **RIDOT** - Rhode Island Department of Transportation, **SEAV** - Seaview Transportation Company, **SLQ** - St.Lawrence & Atlantic Ry (Québec), **SLR** - St.Lawrence & Atlantic RR, **ST** - see **PAR**, **TIRR** - Turner's Island LLC, **TEU** - twenty-foot equivalent unit (measure of container traffic, equal to a 20x8x8 foot box), **VAPT** - Vermont Agency of Transportation, **VRSV** - Vermont Rail System (Green Mt. RR Company **GMRC** + Vermont Ry **VTR** + Clarendon & Pittsford RR **CLP** + Washington County RR **WACR**), **WHRC** - Windsor and Hantsport Ry.
NS - D&H CUTOVER*
14 September. **NS AND D&H WILL CEASE ALL OPERATIONS ON THE D&H SOUTH LINES FOR AT LEAST SEVEN HOURS**, from 18 to 19 September, according to an announcement to customers:

As previously announced, the Surface Transportation Board has granted approval for Norfolk Southern to purchase certain portions of the Delaware & Hudson Railroad. As a result, NS will begin to operate these lines at 12:01am on Saturday, September 19, 2015. In order to prepare for this, D&H will cease all operations on the impacted lines effective 5:00pm Friday, September 18th through 12:00am Saturday, September 19th. All train operations will experience a complete shutdown during this time until rail operations are systematically brought back on line.

As a result of the cutover, we expect NS’ intermodal service to and from Albany and Ayer, MA to incur a 24-hour delay:

- **Eastbound**
  - 22K-18 (Fri) - Chicago/Toledo to Ayer/Taylor
  - 206-18 (Fri) - Chicago/Toledo to Albany
- **Westbound**
  - 23K-18 (Fri) - Ayer to Chicago
  - 205-19 (Sat) - Albany/Taylor to Chicago

Additionally, traffic between the Port of NY/NJ and Montreal/Toronto will also incur a 18-24 hour delay. {NS website}

NYSDOT: MORE TRACK INSPECTIONS*
14 September, Albany. **FEDERAL AND STATE INSPECTORS EXAMINED CP AND CSXT FACILITIES** during the previous week, another in the ongoing effort to ensure the safety of crude by rail [see earlier inspections in 15#03A&03B, 15#07B].

Tank car inspection results
Albany – At the CP Kenwood Rail Yard in Albany, rail equipment inspectors from the NYSDOT and FRA examined 120 crude oil tank cars at the Global Energy facility and found five non-critical defects, including thin brake shoes, missing knuckle pins and a damaged hazardous material placard.

Selkirk – At the CSXT Selkirk Yard in Selkirk, rail equipment inspectors from the NYSDOT examined 118 crude oil tank cars and found three non-critical defects, including damaged hazardous material placards.

Buffalo – At the Frontier Yard in Buffalo, rail equipment inspectors from the FRA examined 102 crude oil tank cars and found seven non-critical defects, including thin brake shoes, an obstructed platform, an inoperative light on a locomotive step, and a missing continuous barrier on a top operating platform. NYSDOT and FRA hazardous material inspectors also examined 105 crude oil tank cars and found two non-critical defects, including loose head shield bolts.

CP main line
NYSDOT inspectors examined approximately 34 miles of track and 11 switches along the Canadian Pacific mainline between Burnt Hills and Fort Edward. The inspectors found 13 non-critical defects, including loose, worn or missing guard rail bolts, rail braces and clamps; loose, worn or missing switch bolts, adjustable rail braces and clip bolts; insecure switch heel; broken switch plates; and fouled ballast.

Operating practices, stored tank cars
NYSDOT inspectors checked that crude oil and ethanol tank cars were properly secured on Canadian Pacific mainline tracks at Green Street in the Port of Albany, in Ballston Spa (Saratoga County) and at the Colonie Rail Yard (Albany County). All unattended equipment was properly secured and the locomotives were locked, as required.
CSXT main line
Inspectors found four critical defects on CSXT main line track west of Albany, which were repaired immediately. {text of press release 14.Sept.15}

QUEBEC

MMA: STILL NO FINAL SETTLEMENT*
24 September, Portland. CP WAS STILL NEGOTIATING THE TERMS OF ITS CONTRIBUTION TO THE LAC MEGANTIC VICTIMS FUNDS, in US bankruptcy court. Canadian Pacific, which contended it bore no responsibility for the disaster, was the sole party with potential liability to decline to contribute to the settlement [see 15#06B].

Bob Keach, trustee for the MMA estate, accused CP of trying to hold up payments to victims to get leverage to negotiate a better settlement deal. But Tim Thornton, CP attorney, denied this day that the railroad was trying to delay payments; it only wanted to be treated fairly.

Keach contends CP failed to properly classify the crude oil; plaintiffs also believe CP bears some responsibility because it managed the shipping documents.

Wrongful death lawsuits are on hold while the settlement is sorted out. {David Sharpe of AP in Portland Press Herald 24.Sept.15}

CONNECTICUT

CONNDOT, FREIGHT RAIL, CENTRAL CONNECTICUT STUDY*
Four different policy issues have become entangled at the ConnDOT headquarters in Newington.
1. Rail freight infrastructure program. 2012 and 2014 bond authorizations
   1.1 Statutory authorization
   1.2 Program of grants.
   1.3 2012 solicitations, 2013 awards, status of projects on CNZR, NECR, PW, HRRC.
   1.4 Why no solicitation for 2014 projects. Pan Am wishes.
2. Let's Go CT
3. Central Connecticut Rail Study
4. Pan Am desire to improve Waterbury Branch for propane.

1. RAIL FREIGHT INFRASTRUCTURE PROGRAM

1.1 Statutory authority
In 2012, the General Assembly passed Connecticut General Statute §13b-236 which provided $7.5 million for the 'Rail Freight Infrastructure Program':

236 (a). For the purposes described in subsection (b) of this section, the State Bond Commission shall have the power, from time to time, to authorize the issuance of bonds of the state in one or more series and in principal amounts not exceeding in the aggregate seven million five hundred thousand dollars.

236 (b). The proceeds of the sale of said bonds, to the extent of the amount stated in subsection (a) of this section, shall be used by the Department of Transportation for a program of competitive grants for commercial rail freight lines operating in the state for improvements and repairs to, and the modernization of, existing rail, rail beds and related facilities. Such program shall include the following:
   (1)(A) grants of [100%] of the amount necessary to improve, repair or modernize state-owned rights of way, and
   (1)(B) grants of [70%] of the amount necessary to improve, repair or modernize privately owned rail lines, provided the commissioner may waive the requirement for a 30% matching grant if such improvement, repair or
modernization demonstrably increases rail freight traffic; and

(2) preference for grants shall be given to (A) proposals that are on the Department of Transportation’s list of freight rail projects eligible to receive funds pursuant to P.L. 111-5, the American Recovery and Reinvestment Act, (B) freight rail projects that improve at-grade rail crossings to eliminate hazards or increase safety, and (C) freight rail projects that provide connection to major freight generators.

1.2 Program of grants
The Department will periodically solicit proposals from commercial freight railroads operating in Connecticut, who can then apply for project funding pursuant to this RFIP. Funding for the RFIP is subject to available funding authorized by the Connecticut General Assembly.

{page 80 of 'Transportation In Connecticut, The Existing System' 2014. This reference document summarizes the roles of [ConnDOT vis-a-vis] airports, bridges, highways, bus systems, rail systems, water transportation services and facilities, and bikeways and multi-use trails. This document is an update of the report originally published in 2007. Prepared by: Office of Strategic Planning & Projects, Bureau of Policy & Planning Rev. 01/12/2015}

Administration. Rich Jankovich, administrator at ConnDOT Office of Rail, said the commissioner had assigned him the responsibility to conduct the RFIP and to award the contracts. He emphasized that as with all public money, the department requires contracts to be competitively bid. If the grantee states that no outside parties are available to do the work or supply the materials, the grantee must demonstrate that. At the end of the project, before ConnDOT closes out the grant, it audits the expenditures. “All files and all billables must be available.”

Project supervision. Day to day oversight of the grants is conducted by Tom Izzo, rail transportation officer II at the Office of Rail.

1.3 2012 grants and their status
The Office of Rail solicited grants and made awards in 2013 to four railroads [see 13#05B – HRRC was added

| 2012 RAIL FREIGHT INFRASTRUCTURE GRANTS |
|------------------|----------------|-----------------|-----------------|-----------------|
| Railroad | Project | Total | Match included in total+ | Expended by 1 September 2015 |
| CNZR | Griffin line track and grade-crossing | 2,464,300 | 0: public track | $84,000 |
| HRRC* | Berkshire Line. State-owned | 1,625,075 | $313,000 though public track: see article | 0 |
| NAUG | Replace ties, Frost Bridge crossing | 1,649,936 | 0: public track | 0 |
| NECR | 286 improvements switches, crossings | 3,579,230 | 1,530,00 match | 0 |
| PW | Rehab 26 miles of Norwich Branch | 759,395 | 325,455 match | 565,000 |
| TOTAL | | 10,077,936** | 0 | |

+ Work on private track requires a 30% match; on state-owned track, no match required. Although the statute permits ConnDOT to waive the match, Jankovich said the department had issued no waivers.

* Awarded after an appeal process.

** The legislation approved a bond for $7.5 million. Subtracting the match money from the total yields nearly that amount. The discrepancy was not explained.

later]. Jankovich said his Office spread the money around “so everyone got money to do projects.”

Pan Am did not submit a request in 2013. Jankovich noted that Roger Bergeron told him that with the Knowledge Corridor project occurring, and another project “up north,” the railroad had enough to do.

While HRRC did not initially win a grant, “through the appeal process” it did receive funds.

Ties are part of the problem. Jankovich in the past few months heard from NECR, PW, and even Pan Am. All said the national demand means a wait of six to nine months, and a 40% increase in price.

While PW was able to acquire ties and get its project underway, the other four railroads are delayed by environmental permitting and by the lead time to acquire ties. Izzo said, “It's been a long process but each railroad finally has a general permit for its work. They all have a notice to proceed, and are going through a bid process at this time.”

How will the 40% price increase affect the amount of work done? Once NAUG, CNZR (which has acquired some ties), NECR, and HRRC get underway, said Izzo, “we may have to re-scope some work depending on work performance and how efficiently the project progresses.”

He pointed out that the project agreements contain a clause requiring the railroads to complete the work which they submitted in their proposal, at their cost.

**CNZR**

CNZR work will occur on the state-owned Griffins Line; no railroad match is required. CNZR has already acquired some ties for the part of the project in Hartford; they cost less than $50,000, so no bidding was required.

For the rest of track materials, CNZR is getting three bids, as required. The labor CNZR workers will do themselves. Izzo said owner AJ Belliveau “charges reasonable labor rates” - under $15 per hour.

“He's not bound by prevailing wage requirements.” However, because CNZR works on state-owned track, any subcontractor would have to meet those rates. Railroads operating on private track do not need to meet prevailing wage rates.

Like all railroads, CNZR has an incentive to keep its costs low, so it can get as much work done as possible with the grant money.

Izzo said Belliveau plans to start work on weekends, so as not to interfere with his service to Home Depot.

**HRRC**

Although HRRC work, because it is occurring on the state-owned Berkshire Line, required no match, Izzo said the railroad is making two contributions. It will pay $113,000 from its own ‘safety improvement fund’ toward the cost of grade crossings, and contribute $200,000 of relay rail it now possesses.

He planned to meet with railroad officials on 10 September for a progress meeting to schedule work.

**NAUG**

NAUG has not begun work. Izzo noted that the Frost Bridge construction and demolition facility [cars for which will become the only freight customer on the line between Waterbury and the site for Frost Bridge – see box] looks nearly finished. The spur
for the building is apparently the last major step.

Izzo said that Cherry Hill, which has done the work on the building, will build its own spur. NAUG must bid the track work on its line, and the installation of crossing protection at Frost Bridge Road.

He met with NAUG officials “last week. They're going to get bids.” Some will go to businesses in the area to meet the Small Business Enterprise recommended percentage.

While all railroads must pay attention to the requirement that 4% of state contracts go to SBE, if none exists to meet their procurement needs, the railroads can meet their needs without SBE. For example, PW performed crosstie installation and track surfacing; no SBE contractor can supply crossties or ballast. But for NAUG, which must hire contractors to do nearly all of its work, an SBE contractor can do the excavating required for clearing ditch lines and culvert repairs, Izzo explained.

The state Department of Administrative Services maintains a list of approved SBE contractors.

NECR
NECR has completed a bridge engineering study for the bridges on the line. “We are reviewing it now,” Izzo said. NECR will then seek bids for the work.

PW
Unlike the other four railroads, PW in 2014 began work. It halted for the winter. Due to other more urgent construction, it held off restarting the work and will resume “in the next few days.”

1.4 Status of 2014 appropriation
The General Assembly did appropriate another $10 million in 2014. ConnDOT, said Jankovich, is “holding off a couple of months” before seeking proposals from the freight railroads, as they are only getting started on their projects funded by the 2012 appropriation.

Pan Am
Jankovich has met with Mike Bostwick and James Patterson about the next round of Rail Freight Infrastructure grants. “I'm well aware of the propane project.” In 2014, Pan Am called about Waterbury branch improvements as well.

Pan Am cannot go ahead with a project, and expect the state to pay for it afterward, due to the requirements for competitive bidding and for following a procurement process.

“There's no way” to get state assistance at this point. “We are required to conduct a competitive process.” {ANR&P discussion with Jankovich 8.Sept.15 and Izzo 9.Sept.15}

2. Let’s Go CT
In February 2015, Governor Dannell Malloy announced a 30-year, $100-billion transportation program with a five-year $2.8 billion ramp-up. While centered on passenger transportation, it included a freight improvement component: ports would get $711,000,000, other freight $1,250,000,000.

Specifically, the slides of 'Let's Go CT' stated:

2.1 $750 million rail freight network
Establish annual funding program to maintain state of good repair across statewide rail freight network, including rights-of-way, bridges and structures, at-grade rail crossings, culverts and special projects.

Specifics include upgrading the Danbury Metro-North line, and extending Metro-North service to New Milford, both of which should help HRRC.

Other points:

Berlin-Waterbury rail improvements $200 million

Upgrade existing freight rail line (includes track, bridges, and Terryville tunnel). Preserve option for future passenger rail service.
Note: All costs are in 2013 dollars.

**Upgrade PW and NECR lines $200 million**
Includes estimated capital costs to improve the existing NECR and P&W rail freight lines in Eastern Connecticut from New London north to Massachusetts, preserving options for future passenger rail service. Improvements include tracks, bridges, sidings and grade crossings.

[For ports, see other article.]

### 2.2 Rail Freight Improvement Program additional funds
According to Kissane, the Let's Go CT 'program includes an annual commitment of $10 million for freight rail improvements statewide.' The $10 million over 30 years would total $300 million.

A request to Kissane (1) for language in Lets Go CT or elsewhere on the annual commitment, and (2) to clarify whether the $300 million was part of the Lets Go CT $750 million, was not returned by publication time.

### 3. THE CENTRAL CONNECTICUT RAIL STUDY

#### 3.1 History of study
ConnDOT identified the need to study the Pan Am Waterbury Branch for either rail or bus-rapid-transit passenger service. AECOM (which acquired URS-Greiner), was hired as consultant. The first advisory group meeting occurred in February 2013.

AECOM produced several reports, but none dated later than October 2014. The last advisory group meeting occurred on 20 November 2014. At this meeting, Stephen Gazillo of AECOM listed these next steps:

- Infrastructure Assessment Report (Drafted, under review by ConnDOT)
- Freight Market Analysis Report (Drafted, under review by ConnDOT)
- BRT Light Analysis & DMU Assessment
- Draft Final Report – Spring 2015
  - A C Meeting#4
  - Public Meeting

#### 3.2 Change in focus to freight
An update to the project website dated 31 August 2015 stated:

'During the past year, the focus of the Central Connecticut Rail Study (CCRS) shifted to:

- finishing the passenger analyses (rail and bus)
- exploring ways to improve freight rail service on the Pan Am Southern line.

The latter efforts included assessing the existing rail infrastructure, examining the current and future freight rail market and opportunities, and evaluating methods for sustaining and improving freight service on the line. Most recently the Department is working with Pan Am Railroad on potential options for growing the market and improving the rail and related infrastructure in the corridor. The latest discussions are expected to continue through the end of this year, and the results will become part of the study report.' [http://centralctrailstudy.com]

Colleen Kissane, transportation assistant planning director in the ConnDOT Bureau of Policy and Planning, Office of Policy and Strategic Planning, wrote on 19 August about the delay.

[centralctrailstudy.com/](http://centralctrailstudy.com/)
'It had been anticipated that this study would be wrapped up by now, however, additional analyses (mentioned above) and the developments brought about by the Governor’s transportation initiative have extended this study. While I understand your frustration regarding the release of documents, this is an important study that needs to be thoroughly reviewed by various offices in the Department, prior to publication.'

{e-mail to ANR&P}

On 20 August, Kissane reported that the discussions with Pan Am were occurring “at the Commissioner level.” {ANR&P discussion}

4. PAN AM AND PROPANE
New Pan Am customer Inland Fuels has received its first propane in tank cars. Pan Am already had a propane terminal on the line: Amerigas. Now it would like to build its own propane terminal in Waterbury [see 15#09A].

As reported in section #1 by Jankovich, the department is “well aware of the propane.” Pan Am has sought financial assistance to improve the Branch but cannot find it within the Rail Freight Infrastructure Program.

CONNECTICUT PORTS
In February 2015, Governor Dannell Malloy announced a 30-year, $100-billion transportation program\(^5\) with a five-year $2.8 billion ramp-up. While centered on passenger transportation, it included a freight improvement component: ports would get $711,000,000, other freight $1,250,000,000.

The ports component allocated $231 million to 'preservation' and $480 million for 'enhancement'. Line items for the three deepwater ports:

**New London Thames River Dredging $11,000,000**
Authorized depth of Thames River Federal Navigation Project (FNP) is 35 feet though United States Navy (USN) maintains most of channel at 40 feet. Project will provide consistent FNP leading into State Pier Facility of 40+ feet.

**Port of New London/State Pier repairs $40,000,000**
State Pier repairs and minor improvements such as dock levelers, LED lighting, etc.

**Port of New London/State Pier improvements $130,000,000**
Port of New London/State Pier infrastructure improvements including relocation of access roads, renovation to the piers, improvements to the bulkheads, paving of storage areas, and the construction of a new warehouse. State Pier Strategic Infrastructure Improvement project deepens all berths, realigns entrance gate, removes hillock, improves rail access to piers. East and West wharves repaired/replaced at Phase 4 and 6 respectfully.

**Port of Bridgeport Dredging $54,000,000**
Project would remove shoaling and thus return the authorized depth of the Federal Navigation Project (FNP) to 35 feet.

**Port of New Haven improvements $300,000,000**
Includes completion of rail link to terminals, additional trackage and sidings, and deepening of channel.

{ConnDOT website}

September 23, 2015

Dear Valued Customer,

Good Day!

I wanted to take this opportunity to update you on the many actions and real progress we’ve been introducing at the Central Maine & Quebec Railway in order to handle your goods and products more efficiently and effectively. But, before I do so, I must first thank all of you on behalf of our 100 plus (and growing) employees for your support, understanding and your patience as we work through difficulties not effectively addressed in the past.

It’s now been a little over 15 months since we took over the property and began a new life as CMQ. In that time, we’ve taken on significant challenges, acquitted ourselves well and have near-term plans to make additional improvements that we anticipate you will value.

Here are a few:

a) Since June of 2014, we’ve invested roughly $22,000,000 in track, infrastructure, bridges and signals. The net effect of that investment is that we’ve removed virtually all of our inherited “slow orders” (10mph speed restrictions), we’ve fixed or repaired all of the “excepted” track we inherited, and we now have a solid 25mph railway capable of operating safely and carrying your goods efficiently and reliably.

b) We’ve invested a great amount of time and effort into our people; the CMQ team. We have taken them off of trains and out of their daily work environment for days at a time while bringing in professional safety & operating leaders and industry experts to communicate and share industry knowledge as well as best practices. We’ve recruited and welcomed accomplished leaders and managers to our staff who coach, teach and model the high-level performance that we need and is required to serve you properly.

c) We’ve developed and staffed a Customer Service group, led by Lynne Labonté, and challenged them to create “world-class” customer care and we’ve further challenged them to create the capability to act, in part, as an extension of your own logistics & traffic oversight & monitoring efforts.

While much needs to be done to fully achieve this ambitious goal, we are committed to this
14 September, Northern Maine Junction. **THE RAILWAY ANNOUNCED IT WAS MOVING TO FIVE DAYS A WEEK SERVICE ON ITS LINES.** [See boxes.]

**Traffic levels**

In an e-mail 28 September, Giles wrote that NB&M traffic at Millinocket can go east to New Brunswick, move south to LMS or other local customers, move in haulage going south, or go west from Brownville Junction.

‘I intentionally didn't mention traffic levels, but each successive month brings higher levels of traffic thus far. That's why we ramped up the service frequency. That change will yield more traffic and improve reliability and fleet velocity.’ {e-mail to ANR&P}

**Also Vermont and Searsport**

Giles confirmed that CMQ service for Vermont will also become five times a week, as for Searsport.

---

```
objective and we ask for your participation and active engagement to achieve this collaboratively.

d) On September 14, 2015, we launched 5 day per week through service plan (in both directions) between Millinocket and Brownville Junction, Maine as well as Brownville Jct. and Farnham, Quebec. This added service will be a big improvement to our recent 3 day per week service across the railway and will immediately reduce transit time over CMQ by approximately 2 days in each direction. We are also working closely with our connecting partners to align our service plans so that the dwell time of cars awaiting interchange is reduced. We’re very excited about these changes and are in direct response to the many conversations we’ve been privileged to have with many of our great shippers/customers over recent months.

e) We’ve recently learned that the State of Maine awarded CMQ the rights to operate, on their behalf, the 60 mile freight/passenger line between Brunswick and Rockland, Maine for the next 10 years. We’re extremely proud of this and are excited about our prospects.

We grow when our customers grow and we want to help support your business initiatives by opening up new gateways for your products and making your inbound/outbound logistics more efficient. As I said earlier in this letter, we’ve invested a fair amount of money on internally focused improvements and now want to pursue growth-oriented opportunities with our capital.

Finally, I want to close by committing to you that we are and will remain continuous “improvement zealots". At CMQ, we have no delusions about the historically poor level of customer care and reliability you’ve endured over the years and we are dedicated to ending that once and for all!

Thank you for your time and attention in this matter, and most of all; thank you for your business.

I look forward to and welcome any and all feedback.

Best regards,

[Signature]
```

**CMQ: 5 x WEEK**
Response from NB&M
Ian Simpson, NB&M general manager, wrote: 'Our Maine Northern Railway interchanges with the CMQ in Millinocket.'

Anything eastbound out of Millinocket normally operates on NB&M trains which have trackage rights to Brownville Junction and often bypass the Junction on the new bypass.

'Five-day per week service is essential for our customers. We interchange five days per week in Brownville and have the ability to provide six- or seven-day service as required depending on volumes or if it is needed in the future.' {e-mail to ANR&P 28.Sept.15}

Response from GAC Chemical
John Wolanski, vice-president sales and marketing for GAC Chemical in Searsport, said CMQ would move to 5 x week service for the port as well. He characterized the existing service as “fine,” noting that GAC's business is growing, so he welcomes the increased frequency. He is meeting with Ed Foley of Genesee and Wyoming to talk about rail connections with him. {ANR&P discussion 29.Sept.15}

PAN AM: ANOTHER PROPANE TERMINAL EFFORT*
21 September, South Portland. NGL SUBMITTED A NEW, DOWNSIZED SITE PLAN TO THE CITY OF SOUTH PORTLAND to build a liquid propane depot at Rigby Yard. Kevin Fitzgerald, regional operations manager of NGL Energy Partners, the parent of NGL Supply Terminal, said in a 24 September statement “[we have] listened carefully to residents and officials in South Portland and have submitted a revised proposal that we believe conforms to all existing city ordinances.”

The proposed $3 million facility (land acquisition and construction) is “designed to safely meet the high demand for clean-burning propane at over 50,000 homes and businesses throughout the greater Portland region. Our relocation is motivated by and in direct support of the state’s redevelopment of the Portland waterfront and we’ve worked closely with the federal, state and local officials to carefully select the Rigby Yard location. ...

“While the storage volumes in our proposed project are less than our existing Portland facility, design changes will allow us to drive greater operational efficiencies.”

NGL intends to lease approximately 10 acres from Pan Am Railways, which owns the property. NGL wants to begin construction as soon as possible, if approved by the Planning Board, with completion by May 2016.

New operation
NGL plans a single, above-ground 24,000-gallon storage tank, versus the spring 2015 proposal of six 60,000-gallon above-ground storage containers, thus falling below the city prohibition of above-ground tanks of more than 25,000 gallons.

In August, NGL asked the city to permit one 24,000-gallon vessel, and to grant a waiver for a second vessel of the same size, viewing the second vessel as an ‘accessory use.’ Code Enforcement Officer Pat Doucette, in a response letter 11 September, wrote that while it would 'be possible for NGL to seek site plan review and approval to install one above-ground storage vessel,' the waiver for a second vessel would not be granted. The second vessel is a 'principal use' and adding it would effectively exceed the city’s allowed threshold of 10,000 cubic feet of gas.

If Doucette determines the new application aligns with city code, the Planning Board may get the application in November.

Pre-emption?
City Manager Bob Gailey told the City Council on 14 September: “We’re also working [on] seeing what type of language we can possibly insert into our fire code that may protect the city if NGL and Pan Am want to look at some type of federal preemption.” {Alex Acquisto in Southern Forecaster 24.Sept.15; Whit Richardson inn Portland Press Herald 24.Sept.15}
PAN AM: MORE BAD NEWS ON PAPER MILLS

On top of the Verso cutback [see 15#09A], Lincoln Paper and Tissue, Expera, and Verso supply more bad news:

LINCOLN PAPER AND TISSUE
29 September, Bangor. LINCOLN FILED FOR BANKRUPTCY PROTECTION. Co-owner Keith Van Scotter wrote in the filing that the November 2013 pulp boiler explosion led to about 185 layoffs. 'Lincoln did not believe that insurance proceeds were sufficient to rebuild the boiler and maintain its customer base.'

The company then shut down the boiler, associated electricity generation equipment and two uncoated freesheet paper machines. The loss of its own pulp production took away a market edge; Lincoln tried anew, competing on price in the tissue market.

By in early 2014 that the market was showing signs of weakness. Increased energy costs and labor commitments caused cash flow problems.

Lincoln extended its line of credit with Siena Lending Group of Stamford, Connecticut. By 29 September, it owed $4.3 million on that credit line. Still, Lincoln got a default notice from Siena 28 August and had liens placed against it by two creditors for more than $1.4 million.

Also, it faced a lawsuit from the Federal Energy Regulatory Commission alleging electricity market manipulation.

Lincoln proposes auction procedures in place by 13 October, approval of a sale by 12 November, and closing by 27 November. {Darren Fishell in Bangor Daily News 30.Oct.15}
Rail service
Pan Am's line through the mill site is hardly used. One wonders whether a buyer would like to resume rail service. Editor

EXPERA SPECIALTY SOLUTIONS
29 September, Old Town. EXPERA ANNOUNCED IT WILL SHUT THE MILL HERE BY THE END OF 2015, which it purchased less than 12 months ago and which sent out its first pulp in January [see 15#01B].

'Expera successfully restarted the mill,' Russ Wanke, Expera's president and CEO, wrote in a statement. 'However, since the restart, the decline of the Canadian dollar exchange rate combined with a significant increase of new pulp capacity has led to a material drop in market pulp prices. In addition, wood costs have not moderated in Maine commensurate with demand decline. The combination of these forces does not allow sustainable operations even with a dedicated and talented team of employees.'

Expera will investigate the possibility of selling the mill, which was founded more than a century ago, but “those details are just in the beginning stages and so we have no details about a sale process at this time,” Addie Teeters, a company spokeswoman, said on the 29th.

The Old Town mill has the capacity to produce more than 200,000 tons of pulp annually. {Whit Richardson in Portland Press Herald 30.Sept.15}

VERSO CORPORATION
22 September, New York City. THE NEW YORK STOCK EXCHANGE, FACED WITH A STOCK PRICE OF 15 CENTS, DELISTED VERSO.

The NYSE was also concerned about average market capitalization, which must be $50 million. In August, the market capitalization came to approximately $44.2 million.

Verso said its suspension and delisting from the NYSE are unrelated to Verso’s business operations and do not constitute a default under any of Verso’s credit agreements and debt securities. {Whit Richardson in Portland Press Herald 23.Sept.15}

On 24 September, Verso’s stock opened at 6 cents a share on the OTCQX market. On 29 September it closed at 12 cents. {OTCQX website}

EASTPORT: WOOD CHIP PROGRESS*
31 August. THE EASTPORT PORT AUTHORITY IN THE END APPROVED A $112,000 LOAN FOR PHYTO-CHARTER, by a vote of 4-1, at a board meeting this day. Phyto has hired Nyle Systems of Brewer to build a ship-board treatment system [see 14#08B and box], to meet European requirements which will heat woodchips.

Payments were due to Nyle; Phyto did not want to miss a payment and set the project back.

The votes
At its 17 August meeting, the board voted 2-3 against providing a $112,000 loan through the end of the year. Director Chris Gardner said before the next vote, the proposal underwent significant change, and Phyto agreed to aggressively seek another source of funds.

The loan
The Port Authority, Gardner said, is providing a bridge loan only. “We're giving them time to seek third-party financing. We have no reason to believe they won't get it.” The equipment, reportedly valued at $500,000, will serve as security.

“It’s a very, very low-risk agreement between us and Phyto-Charter. It was a cash-flow problem, not an equity problem.” The Authority may need to co-sign on the third-party loan, but “we're hoping we won't have to.” [The Authority refused to co-sign a loan with Key Bank – see 15#02B.]
The chips
Costigan Chip, a firm related to E.J.Carrier, which wants to supply the chips, has paid a total of $407,000 to the Port Authority to preserve the option on the bulk storage yard and conveyor system [see 14#08B].

First load of woodchips in November?
Chute said that formerly, the chips were headed to Killybegs in Ireland. Now, exchange rates will determine which port in Europe finally accepts the chips. “It's to validate the equipment, and to validate the port authority as an export facility. And it's a validation of the marketplace.” {Edward French in Quoddy Tides 11.Sept.15}

MASSACHUSETTS

THE FITCHBURG SUBDIVISION
Because this line formerly began in Fitchburg until CSXT abandoned the Fitchburg mileage and some of the Leominster mileage, the CSXT 2004 Timetable begins at milepost QBU 4.3 in the Leominster Yard and extends to milepost 35.0 in Framingham Center.

At milepost QBU 13.2 in Clinton, the CSXT Fitchburg subdivision crosses above the Pan Am Worcester Main [see photo]. At one time wye tracks in the southeast and northwest quadrants existed, permitting interchange, but nothing remains.

CSXT SERVICE
The local out of Framingham, B724 {CSXT e-list}, operates five days a week making two runs to Leominster. Total annual carloads come to about 2600 [see below], so the 30-mile line falls short of the rule of thumb of 100 carloads per mile per year.

Monday. The train drops new cars and lifts empties enroute to Leominster. It operates to Leominster where the crew usually runs out of hours and parks the train.

Tuesday. Returning to Framingham, the crew will lift the empties outside Ken's (and possibly other facilities).

According to Rail Lines of Southern New England, the line from Fitchburg to Pratts Junction was part of the Fitchburg-Worcester line. After the bankruptcy of the PennCentral in 1970, USDOT recommended abandoning the line south of Leominster, but the US Rail Administration found that most Leominster traffic moved southward, so the line was included in Conrail. Trains did not operate to Fitchburg after the mid-1970s, nor beyond the Leominster Yard since the 1980s. {page 192-193} The 28 miles from Framingham to Pratts Junction came into existence as the Agriculture Branch; it too was transferred to Conrail in 1976. {page 286}
Wednesday. Starting out of Framingham, the same routine as Monday.

Thursday. Starting out of Leominster, the same routine as Tuesday.

Friday. Starting out of Framingham, the crew will come up to switch Ken's but not go beyond. They get there about 14h30. (ANR&P visit with Fran Paney, corporate scheduling manager for Ken's Foods 21.Sept.15)

**THE RAIL FREIGHT FACILITIES ON THE FITCHBURG SUBDIVISION**

Of 14 freight facilities listed in 2006, half were closed per this ANR&P survey in September 2015. Of the three transportation companies, two were closed, and the third (O'Leary) barely open. Both distribution facilities (Suburban and Delta Bulk), closed.

---

The two waste facilities (Reisner and Safety-Kleen) were not only open, but thriving. Five manufacturers remained (Safety-Kleen, Mass Container, Ken's Foods, Teknor Apex, Bestway), while only International Paper had closed.

One warehouse facility, Allied Cold Storage, closed.

**International Paper CLOSED**
125 Pennsylvania Avenue, Framingham.

**Allied Cold Storage CLOSED. Now Harvey Building Products. No rail.**
1 Willow Street, Southboro.

**Safety-Kleen – 60?**
50 Brigham Street, Marlborough
Efforts to reach Safety-Kleen's corporate parent, Clean Harbors, were not successful by publication time. The estimate of 60 your editor bases on (1) eight cars shown on the Google aerial, with three in the loading area, and (2) on 21 September 2015 ten, with at least two in loading area.

However, a trace of four cars (all empties nearest the main line switch to the spur) shows one there since 28 August, two since 18 September, and one since 10 September. If translates as roughly five loads outbound per month, the annual total would be 60.

**Suburban Propane. CLOSED. Spur lifted.**
100 Cedar Hill Street, Marlborough.

**Ken's Foods – 1000 cars a year.**
1 D'Angelo Drive, Marlborough
Fran Paney, corporate scheduling manager for Ken's Foods, said for the past five months, service has been great. He attributed that to “lower traffic on the system, less frac sand etc. The operation is smoother, better than I have ever seen it. This past winter was rough.”

**Product.** Paney schedules in soybean oil from Minnesota or Iowa, high-fructose corn syrup from Chicago, and canola oil from Canada.

---

9 Thus belying the notion that New England is losing manufacturing. However, all manufacturers only received by rail. Two freight facilities had outbound traffic – waste.

10 Yes, that Ken's, whose logo you see on your steak sauce and your salad dressing.

11 Canola stands for CANadian OLA (oil); it was modified by University of Manitoba scientists from a rapeseed to taste better, and renamed to
Traffic. Ken's has seven outside spots and seven inside spots, and averages 22 cars a week. “The two guys are terrific,” said Paney. “We invite them to our monthly employee luncheon.

“Our fate is in their hands. If we don't get the cars, we have to stop production and send 600 people home.” They go above and beyond their duties - “they will actually, if we have not requested cars, remind us, or try to get them.”

Ken's gets switched five days a week [see above].

Other facilities. Paney also schedules for the other two Ken's facilities: Las Vegas, served by UP; and McDonough, Georgia, served by NS. {ANR&P visit with Fran Paney, corporate scheduling manager for Ken's Foods 21.Sept.15}

Massachusetts Container – 100 cars a year.
300 Cedar Hill Street, Marlborough.
Doug Galbreth said the facility receives about two cars a week, containing rolls of paper. He rated the service “pretty good” and on-time. {ANR&P visit and discussion 23.Sept.15}

Unicorr Packaging Group.
MassContainer is one of six divisions of Unicorr. The other five: Nutmeg Container in Putnam (100 Canal Street, no rail), Connecticut Container Corporation in North Haven (455 Sackett Point Road, five cars there June 201412), K&H Container in Walden NY, Vermont Container in Bennington (no rail), and Technology Container in Shrewsbury (no rail) and in Denton, Texas. {listing on side of Unicorr trailer}

Reisner Scrap – 240 cars per year.
33 Elm Street, Clinton.
Tracy McAvoy, operations manager, said the facility sends out about 20 cars per month. The majority of scrap is moving by rail, to domestic locations. If it moves overseas, she uses truck to reach ports.

Reisner owns 12 cars; some customers use their own cars. Scrap is loaded both the high track, and on the low track [see photo]. The yard master, who has been there 25 years, moves the cars with a loader.

Service. McAvoy rated service highly. The same two guys have operated the train for the four years she has worked at Reisner; they are “amazing.” {ANR&P visit 21.Sept.15}

Bestway Lumber – 1000 cars per year.
840 Sterling Road, Lancaster
Lynn Williamson said the facility receives more than 1000 carloads a year. She views BB&S, in Davisville

avoid the negative connotations. {wikipedia}

12 http://mvxel.dev.openstreetmap.org/bing/#

Clinton. View of Reisner Scrap from Elm Street north 21 September. On the left, a Reisner car (letters in red at top left). The high track runs ahead, while the low track (with a gondola on it) runs down to the left. {ANR&P}
The spur was part of the Lancaster Mills Branch, 1.6 miles entirely within Clinton. {Rail Lines of Southern New England page 286}
served by Seaview, and Northeast Treaters in Belchertown served by NECR as her competition: “Not so much the facilities in Maine.” {ANR&P visit 21. Sept.15}

In 1989, Bestway of New England was established in South Lancaster, Massachusetts to provide treating, kiln-drying, and reloading services to the New England market. In 2013, after an expansion, the facility became the newest distribution point joining Cortland and Cresco. From this location, we serve customers throughout New England.

In addition to building-product distribution, our New England facility also offers custom-treating and kiln-drying services to wholesalers.* Our convenient rail siding on the CSXT allows for direct shipment to and from our yard from anywhere in the country. This location also features warehouse storage for non-treated and reload materials and offers shipping services throughout the Northeast, New York, and Pennsylvania, at our customers request and direction. {company website}

*The visit 21 September revealed that all lumber on-site was treated.

Agway. CLOSED
154 Clinton Road, Sterling.

Casey Transportation. CLOSED.
241 Willard Street, Leominster.

Innovative Logistics. CLOSED.
Litchfield Road, Leominster.

Delta Bulk. CLOSED.
Litchfield Road, Leominster.

Teknor Apex (was DSM) - 100 cars per year
31 Fuller Street, Leominster.
Clark Sylvester, plant manager, said the facility receives about two loads a week, two switches per week. He can unload the cars as they sit along the spur [see photo]. He is extremely familiar with rail scheduling; he worked at Huntsman in Deerfield, served by Pan Am, from 1997 to 2014.13

The Leominster facility has had some sporadic issues with service, some related to last winter. “Sometimes we need a particular car and don’t know where the car is.” {ANR&P discussion 23.Sept.15}

O’Leary Transportation – 100 cars per year.
100 Lancaster Street, Leominster.
Dave Johnson, who co-owns the yard with his brother, said plastics traffic was low now. He is anticipating handling

---

13 In South Deerfield, Huntsman Packaging bought Deerfield Plastics in 1996. Huntsman Packaging became Pliant in 2000. In 2009 Pliant was bought out of bankruptcy by Berry Plastics. Berry sometime thereafter closed the South Deerfield plant, at 10 Greenfield Road. The building still has a spur off Pan Am's ConnRiver line. {websites, personal observation}
lumber and building materials. “We used to do many more cars, 50 at a time in the yard. Now 100 or so would be about right.” {ANR&P visit 21.Sept.15}

THE FUTURE?
Frank Demasi, a freight rail advocate, proposes commuter rail service to provide funding to keep the rail intact for freight service. {e-mail to ANR&P}

NEW HAMPSHIRE

NHDOT: RFP FOR MOUNTAIN DIVISION, CONWAY ++
18 September. **GOLDEN EAGLE RAILWAY HAS RESPONDED TO THE RFP ON BOTH LINES** the RFP offered: the Mountain Division, and the Conway Branch. David Schwanke, the principal, said, “All we can do now is wait.” {ANR&P discussion}

Proposals were due on 19 August.

No further information
A request to NHDOT about whether any proposals were received, and who might have gone on a hi-rail visit in July [see 15#07A and 15#08A] received this response from Shelley Winters, administrator of the Bureau of Rail and Transit:

'This is an ongoing procurement process and as such, until the State's procurement process concludes (with either a negotiated contract being submitted for approval to the NH Governor & Executive Council or with the Department making the determination that it will not move forward with contract negotiations), we are unable to release details, including information on the hi-rail site visit.' {e-mail to ANR&P 16.Sept.15}
Jon Delli?
A second request about whether NHDOT had awarded the Mountain Division to Jon Delli [see below] received the same response. {e-mail to ANR&P 30.Sept.15}

CSRX: SALE PENDING
29 September, North Conway. OWNER RUSS SEYBOLD IS NEGOTIATING A SALE OF THE RAILROAD, according to three different sources. Dwight Smith, former owner, said Seybold related that Seybold is working on a draft purchase agreement.

GU owner Jon Delli Priscoli?
Two sources indicated that the current owner of GU is buying the railroad. Seybold did not return requests for comment.

Jon Delli spokesperson Doug Pizzi responded that he could “neither confirm nor deny” whether the owner was buying CSRX, or whether he had won the NHDOT RFP process for operating the Mountain Division. {ANR&P discussions}

NHDOT rail honcho Shelley Winters, in an e-mail 30 September, recommended 'contacting Russ Seybold, owner of the Conway Scenic Railroad relative to this inquiry.' {to ANR&P}

MBRX v PAN AM: PROGRESS?*
18 September, Nashua. BOTH SIDES AGREED TO MEDIATION ON THE TRACKAGE FEES ALLEGEDLY DUE PAN AM, according to a document filed with Superior Court. However, they have not agreed on a mediator, nor on a date to begin.

May one hope that the mediation will result not only in a settlement of the trackage rights fee, but also a new trackage rights agreement? Neither side has budged from positions taken years ago on the terms. [See 15#09A.] {Boston & Maine Corporation et. al v. Milford Bennington Railroad Co.,Inc. 226-2015-CV-00348, case structuring and ADR order}

PAN AM: CONFIRMS PROPANE PLANS
28 September, Portsmouth. PAN AM IS CONSIDERING CREATING AN IMPERMANENT PROPANE FACILITY HERE, in the Portsmouth yard [see 15#08B], said Executive Vice-president Cyndi Scarano. “Because of its location, we’re looking at [it] for potentially transloading propane” - pumping directly from tank cars into trucks from different propane companies.

“Safety is our No. 1 priority and we’ll make sure we follow all the regulations,” Scarano said. The downtown site is a “primary” spot because “it’s a central location of where we need to get this propane delivered to.”

Asked if the delays in Sea-3’s expansion prompted Pan Am’s plan, Scarano responded, “What’s behind it is the fact that propane use as far as rail shipment is up 35% and that’s just because it’s considered a clean fuel now.” She confirmed that Pan Am officials were asked to meet with the governor’s office and others about the plan, including energy directors around New England.

The plan depends on demand, but if the area sees an early cold snap and demand spikes while supply is low, Scarano said the off-loading plan would be needed sooner rather than later.

Pan Am said Portsmouth is just one location it’s considering if it chooses to step into distribution [Pan Am is also looking at Waterbury, Connecticut – see 15#09A], and it plans to make the decision in the next few weeks.It can use federal pre-emption to start without conforming to state or local regulation.

City reaction
City officials have received no formal propane plan for the proposal. “If this were to occur, certainly there would be concerns and the city would take every action possible to protect residents. We plan on opposing this,” Deputy City Manager David Allen said on 28 September.
Jane Ferrini, a city staff attorney, said Pan Am would have to meet various local, state and federal regulations to move ahead with any off-loading plan in Portsmouth. The offices of the state fire marshal and Gov. Maggie Hassan have also been made aware of the possibility.

While plans are still preliminary, Ferrini said the city “has explored various legal avenues” in the event Pan Am moves ahead. {Jason Schreiber in Manchester Union-Leader 29.Sept.15; Jennifer Crompton in WMUR tv 29.Sept.15}

PAN AM: SEA-3 PROPANE SAFE*

18 September, Newington. A 60-PAGE SAFETY STUDY FOUND THE SEA-3 SITE AND THE RAIL LINE FROM SEA-3 TO ROCKINGHAM JUNCTION MEET 'ALL APPLICABLE SAFETY STANDARDS.'

Paul Bogan, Sea-3 vice-president, wrote a Letter to the Editor noting that the study, by Sebago Technics\textsuperscript{14}, showed inspectors viewed 'all railroad tracks and public highway-rail grade crossings, and reviewed all bridge inspections (including underwater). They found “no structural deficiencies” or “any conditions which would render them out of compliance” with Federal Track Safety Standards.

'They found no reportable train accidents on those tracks in the last 15 years and no propane railcar incidents in New Hampshire during the past five years. Because trains on those tracks are limited to a maximum speed of 10 mph, the risk of any serious accident or derailment is minimal.

'Opponents now claim the safety study they demanded wasn’t comprehensive enough. They should blame their Public Counsel Peter Roth who designed the study, or admit the study’s results only prove that their allegations were wrong.

'The study’s authors did recommend that Sea-3 initiate an annual on-site rail inspection program. We’ve done that.

'Finally, they suggested local emergency responders obtain additional training how to respond to propane incidents.

'For 40 years, Sea-3 has offered free training and exercises at its Newington terminal to familiarize responders with rail car, tanker truck, and storage tank operations. Three-day Emergency Response Training is also available at fire academies in New Hampshire and Massachusetts.

'All first responders are invited to attend this free training. We welcome a debate about our proposal that is rooted in facts and the law instead of unfounded fears.' {letter in Foster's Daily Democrat 21.Sept.15}

MARITIMES

CBNS & SYDNEY: SAVE THE RAIL?

26 September, Halifax. ONLY THE DEVELOPMENT OF A MARINE CONTAINER TERMINAL could sustain CBNS's Sydney Subdivision, said Nova Scotia Transportation Minister Geoff MacLellan. {Halifax Herald 26.Sept.15} [And the likelihood of that is questionable. See 15#09A for discussion.]

MacLellan commented after releasing three studies\textsuperscript{15}, commissioned by his rail advisory committee: rail costs compared to using trucks; an assessment of the rail line itself; and an assessment of several potential projects in and around the Port of Sydney that could boost rail cargo.

CBNS stopped service on the line between St. Peter’s Junction and Sydney in December 2014 due to a lack of business [see 15#08B], but cannot apply to abandon service on the subdivision until April 2016 because of late 2014 provincial legislation. {Cape Breton Post 28.Sept.15}


\textsuperscript{15}http://novascotia.ca/tran/rail/
What projects could save the line?
The study on potential projects stated the line needed 10,000 carloads annually. Among projects considered were the development of the Donkin Mine, Provincial Energy Ventures’ plans to build a coal transshipment facility, an increase in intermodal traffic, and a container terminal. Only the last had real potential to increase traffic.

The track study determined that $31 million was need to restore the track to Class 3. The consultant, CANARAIL, suggested upgrading bridges might cost an additional $5 million.

CBRM comments
“The report indicates the line is in relatively good condition,” said Michael Merritt, Cape Breton Regional Municipality’s chief administrative officer. “The line is in good shape for the future if new business can be attracted. … We are focused on developing the Port of Sydney and the rail line is part of that goal. From our perspective, it’s critical that no action is taken on the rail line until the future commercialization trend for the Port of Sydney is determined one way or another,” said Merritt. {CBRM release 25.Sept. 15}

Rail group comments
Scotia Rail Development Society, focused on saving the rail, saw a geographic and strategic case for the line, but time, resources, plus a commitment from three levels of government and the community were needed. {Cape Breton Post 28.Sept.15}

CN: NO COMMUTER SERVICE IN HALIFAX?
21 September, Halifax. THE CITY RELEASED A REPORT SAYING COMMUTER RAIL WAS NOT ECONOMICALLY FEASIBLE. In January 2012, the city engaged consulting firm CPCS to do a feasibility study for a commuter rail system. The study looked at routes from Halifax to Elmsdale, Halifax to Cobequid (Windsor Junction), and Halifax to Beaver Bank.

While technically feasible, factors such as 'high initial capital costs, high annual operating costs and relatively low fare revenue' would make the project too costly.

The study also noted the downtown Halifax station location would be 'unfavourably located in terms of the major employment centres in the downtown.' {CBC 21.Sept.15}

RAIL FREIGHT FACILITIES

Described in this issue.
Bestway O'Leary (CSXT, Massachusetts) 1000 carloads per year.
Expera (Pan Am, Old Town) Shutting mill.
Ken's (CSXT, Massachusetts) 1000 carloads per year.
Lincoln (Pan Am, Maine) In bankruptcy.
Mass Container (CSXT, Massachusetts) 100 carloads per year.
NGL (Pan Am, Maine) New site proposal.
O'Leary (CSXT, Massachusetts) 100 carloads per year.
Pan Am (Pan Am, New Hampshire) Propane facility?
Reisner (CSXT, Massachusetts) 240 carloads per year.
Safety-Kleen (CSXT, Massachusetts) 60 carloads per year.
Sea-3 (Pan Am, New Hampshire) Safe rail.
Teknor Apex (CSXT, Massachusetts) 100 carloads per year.
Verso (Pan Am, Maine) Stock worth pennies.

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 is open to all.

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 at least weekly between issues, is free of charge to all subscribers.