*Article unchanged from e-bulletin.
++Blue type in article: changes from e-bulletin.
Blue header & table of contents: new article
REGIONAL

[No report.]  NEW YORK

Crude by rail: Another round of inspections.*  Box:
What about compressed natural gas by rail?*

[No report.]  QUÉBEC

[No report.]  CONNECTICUT

[No report.]  MAINE

CMQ-MERR: Only four positions needed next year.
MDOT: Wins $20 million TIGER grant for four-
railroad upgrade in northern Maine.*  Map.  Table.
  Box: does Pan Am need signals on its line in
northern Maine?*

Pan Am-Portland: The new intermodal terminal
looks complete.*  Photo.

MASSACHUSETTS

CSXT: Four customers on the Franklin Branch.*
Maps, photos.

GU: More on the First Circuit saying the pellet
bagging operation is not per se pre-empted.*

MC: EPA filter cake rail move will continue in
coming years.*  Map.

Massport: FY2015 saw a new record in TEUs,
eclipsing the 2008 record.*

NEW HAMPSHIRE

Pan Am: A four-ring propane circus.
  - 1: Newington Planning Board, Superior Court.
  - 2: State site evaluation committee.
  - 3: Pan Am propane transload in Portsmouth Yard.
  - 4: Federal lawsuit Pan Am v Portsmouth.

RHODE ISLAND

[No report.]  VERMONT

VAOT: Wins $10 million grant for line Rutland to
Burlington.  Map.  Table.  Box on TIGER.++

MARITIMES

CN-Halifax: CN lists what Halifax needs to do.*
Halifax: TEUS up since April.  Other traffic down.*

SAINT JOHN: TEUs up, tanker traffic up.*

RAIL SHIPPERS/RECEIVERS

Steve Friedland goes to MECR.

EDITORIAL

Editorial: If Pan Am needs more room in Ayer, why
doesn't CSXT end early its lease on 40 acres
there?

FROM THE PUBLISHER

Customers
More articles on CSXT, and also NYA customers to
come.
  - Chop Hardenbergh  Next issue 19 November.

foot box), VAOT - Vermont Agency of Transportation, VRS-Vermont Rail System (Green Mt. RR Company GMRC + Vermont Ry VTR + Clarendon&Pittsford RR CLP + Washington County RR WACR), WHRC - Windsor and Hastingsy Ry.
NEW YORK & ATLANTIC RAILS & PORTS – weekly trade newsletter 15#10B 5 November 2015

NEW YORK

NEW YORK: MORE OIL INSPECTIONS*

26 October, Albany. NYSDOT AND THE FRA CONDUCTED MORE INSPECTIONS in the previous week [see 15#09B; 15#07B; 15#03A&03B]:

CSXT Selkirk
Rail equipment inspectors from NYSDOT and FRA examined 120 crude oil tank cars and found two non-critical defects, including missing vent protectors. NYSDOT hazardous materials inspectors examined 110 crude oil tank cars and found no defects.

Also, NYSDOT inspectors examined approximately three miles of track and 12 switches and found 51 non-critical defects, including loose joint bars, uneven rail ends, vertical split in rail head, loose bolts, insecure heel joint, loose adjustable rail braces on switch plates, insufficient flange depth, and fouled ballast.

And, NYSDOT inspectors checked and confirmed that a southbound crude oil train was properly


Trainmaster-Designated Supervisor of Locomotive Engineers (DSLE) will:

assist the development and implementation of the Company’s transportation plan, and

support the coordination and management of transportation activities, and

train and coach prospective/current locomotive engineers and non-certified engineers, and

monitor current engineers.

Summary of qualifications. NYA seeks applicants qualified as a locomotive engineer or qualified as a DSLE; and qualified or able to qualify as a conductor; They must be qualified or able to qualify on GCOR, CSX, and LIRR rules. Applicants must have a thorough understanding of railroad transportation, and be proficient in RMI, Word, Excel, PowerPoint, and Kronos.

Salary and benefits. Excellent benefits include paid vacation, personal days, 401k retirement plan, group term life insurance, and medical/dental care insurance. Salary will be commensurate with experience - applicants should have four years of relevant railroad experience.

Contact: www.anacostia.com/jobs/trainmaster-dsle
secured at Selkirk Yard.

Global yard Albany
[“Chemical,” NYSDOT named this, but Global Partners is the company in Albany – editor] NYSDOT rail equipment inspectors examined 100 crude oil tank cars and found one non-critical defect, a missing knuckle pin.

CSXT track
NYSDOT track inspectors examined approximately 60 miles of track and 42 switches along the CSXT mainline between Macedon and Memphis and found six critical defects. FRA track inspectors examined approximately 50 miles of track and five switches along the CSXT mainline between Milton and Orangeburg and found two non-critical defects.

Canadian Pacific track
NYSDOT track inspectors examined approximately 18 miles of track and eight switches along the Canadian Pacific mainline between Mechanicville and Albany and found five non-critical defects. FRA track inspectors examined approximately 64 miles of track and five switches along the Canadian Pacific mainline between Willsboro and Whitehall and found four non-critical defects. {Governor Andrew Cuomo announcement}

WHAT ABOUT COMPRESSED NATURAL GAS TRAINS?
In early October, the Alaska Railroad Corporation (ARRC) obtained FRA approval to move liquefied natural gas (LNG) to points in Alaska’s interior, the first U.S. railroad to receive such a federal permit, said Doug Engebretson, AARC chief operating officer.

“Fuel oil prices there are extremely high, and payments sometimes are higher than mortgage payments,” said Engebretson, noting that the price at times has reached $475 per gallon. “The state needs to do something.”

The FRA approval — which remains in effect for two years — includes a number of stipulations, such as that ARRC must:

• operate only up to two trains carrying eight portable tanks of LNG per week;
• perform at least one track geometry car inspection and four internal rail-flaw inspections annually;
• provide initial training to all crews operating LNG-carrying trains and emergency responders along an LNG route;
• prohibit double stacking of the portable tanks; and
• issue a report each month to the FRA on the number of portable tank loads and other data.

Engebretson isn’t sure when ARRC would begin to move LNG since there haven’t been any determinations as to where the gas would originate and exactly how it would be moved. If the gas originated in Anchorage, it would need to travel about 350 miles to reach the interior region.

Shippers would own the portable tanks and ARRC would provide the intermodal service using its own flat cars if the state opts to move the gas via rail. And the energy market will determine whether any LNG moves on rail, says Engebretson.

The FRA is considering other LNG-by-rail applications in United States, yet those proposals are different because the gas would need to be transported through or around many cities, says Engebretson. “We are in very, very rural territory,” he says, adding that if LNG was moved from Anchorage to Fairbanks, it would only travel through three small towns. {Jeff Stagl in Progressive Railroading 25.Oct.15}

MAINE

MERR-CMQ: TRANSITION
30 October, Rockland. CMQ WILL OPERATE THE ROCKLAND BRANCH WITH FOUR WORKERS: track foreman, signal maintainer, engineer, and conductor. In a filing at the STB reciting the required notice to the employees of MERR, CMQ said it would seek to hire the current MERR workers, but fewer of them. {STB website, filings page, Finance Docket No. 35975}

‘The right thing’
A long-time railway man with knowledge of MERR operation wrote:

‘I think they are doing the right thing. Suspect they will contract out the dispatching to RailTerm and all the billing can be done out of Bangor.

‘[T]he Dispatcher - Agent did not have] … much to do. All accounting was done out of Morristown. [The agent only] got involved … when a vendor called complaining about not be paid. [The agent] actually paid
an outstanding invoice of $300.00 and was later paid for it.

‘[CMQ] will likely do cross training on both roads so vacations and extra should be covered. Remember 3 of the 4 [current MERR employees likely to be retained] are qualified engineers and all are qualified conductors.

‘General Manager and Asst GM bring no value to the CMQ or any other railroad. No passenger train means you can operate with fewer people and perhaps even make some money.’ {e-mail to ANR&P 2.Nov.15}

**MDOT: WINS FREIGHT SERVICE $$**

26 October, DC. **USDOT HAS AWARDED MAINE RAILROADS $20 MILLION IN A TIGER GRANT,**

<table>
<thead>
<tr>
<th>MAINE REGIONAL RAILWAYS PROJECTS {from 15#06A}</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad/section (project in II)</td>
</tr>
<tr>
<td>EMRY(2) Vanceboro-Brownville Junction</td>
</tr>
<tr>
<td>EMRY (4) Van Buren-CN interchg.</td>
</tr>
<tr>
<td>MNR (8) Madawaska yard</td>
</tr>
<tr>
<td>MNR (9) Oakfield yard</td>
</tr>
<tr>
<td>NB&amp;M</td>
</tr>
<tr>
<td>CMQ(1) Millinocket-Searsport</td>
</tr>
<tr>
<td>CMQ/Pan Am (6) N.Me. J. interchge</td>
</tr>
<tr>
<td>CMQ (7) Searsport yard</td>
</tr>
<tr>
<td>CMQ (5) Brownv. EMRY-NMR interc.</td>
</tr>
<tr>
<td>CMQ</td>
</tr>
<tr>
<td>Pan Am (3) NMJ-Waterville</td>
</tr>
<tr>
<td>MDOT</td>
</tr>
<tr>
<td>TOTAL</td>
</tr>
</tbody>
</table>

*Over 90% originate or terminate in Canada (page 12). Thus close to 10% consist of carloads to or from the Woodland Pulp mill, or consist of Twin Rivers traffic moving south over MNR.
** Over 60% originate or terminate in Canada (page 12).
# Per table in narrative.
## These figures come from the narrative, page 12, and are not correct. {e-mail to ANR&P from Moulton 11.June.15}
However, they can probably be viewed as providing a rough proportion between the two projects.

according to an announcement from US Senator Susan Collins.

**$22.4 million requested**

In June, Pan Am, NB&M, CMQ, and MDOT submitted a proposal for $22.4 million [see table].
DOES PAN AM NEED SIGNALS ON THE LINE?
In July Pan Am applied to the FRA to remove the signals from its line from Benton to Northern Maine Junction, stating that '[t]raffic volumes do not warrant a traffic control system.' [See 15#08A.]
Can this be reconciled with the grant of $$ for improving the line? Yes, wrote a railroader experienced with Maine track. 'I would not be surprised if the dispatcher will be able to give the train a Form D to run from Waterville all the way to NMJ, especially if [with the new money Pan Am] can get the speed up to 25 on a consistent basis.

'Hard for me to believe that back when Guilford, which already owned the MEC, bought the B&M, I rode from Portland to Bangor and back on the East Wind* (piggyback train) with one crew!
'There are a lot of non-signalled lines being successfully dispatched today with more traffic/trains than Pan Am well ever again see east of Waterville.' {e-mail to ANR&P 26.Oct.15}

*The East Wind, as planned by Guilford in 1983, would depart Bangor at noon, and deliver its train to New Haven by 05h00 the next morning. It would drop and lift cars (easier since the union agreed to operate without a caboose) at Waterville, Rigby, Lowell, East Deerfield, and Springfield enroute. {Herb Cleaves in Bangor Daily News 24.Jan.83 with photo by Bruce Nett – both subsequently contributors to this newsletter}

PAN AM-PORTLAND: NEARLY READY*
27 October. **PAN AM HAS TWO FIVE-PLATFORM WELL CARS AT THE NEWLY-CONSTRUCTED INTERMODAL TERMINAL**, to be used by Eimskip. The near one in the photo, per a trace, left Indiana on 21 September and reached Barbers, where it was interchanged to Pan Am, on 30 September. HNTB’s Craig Morin wrote on 28 October that he had not heard about a formal opening of the terminal 'this month'. Your editor could not spot a packer to load containers.

Morin also noted that Shaw Brothers, the general contractor, was planning to finish 6 November. However, delays in some material deliveries will result in an extension of three to four weeks. {e-mail to ANR&P 29.Oct.15}  

Note propane tank cars beyond the well cars at the NGL terminal; NGL still has no permitted site at Rigby Yard to which to move.

---

**MASSACHUSETTS**

**CSXT: FRANKLIN TO MILFORD CUSTOMERS**

**THE FRANKLIN BRANCH**

CSXT operates out to Milford by using MBTA trackage from Walpole to Forge Park [see map]. The line from Walpole to Franklin Junction was part of the Norfolk County Railroad, built in 1849. Later, under the New Haven Railroad, passenger and freight service was offered between Boston, Hartford, and Waterbury. The stub serving Franklin Paint and J&J Corrugated remains of that offering.

In 1883, the line between Franklin Junction and Milford opened as the Milford & Woonsocket Railroad, which also became part of the New Haven; this is now owned by CSXT. {Ronald Dale Karr, *The Rail Lines of...*}
RAIL SERVICE
CSXT operates local B735 five days a week out of the Walpole Yard. B731 departs from Readville daily, picks up and drops cars in Framingham, and returns. Cars for the Franklin Branch are left at Walpole for B735.

The local operates over MBTA track nine miles to Franklin Junction to the first customer Franklin Paint – once a year. All other trips go up the track through the Forge Park MBTA station and eight miles to the last customer, Ardagh.

If CSXT has responsibility only for the track past Forge Park for a total of at the most six miles, then the total of 911 cars per year exceeds the rule of thumb of 100 carloads per mile per year. But that ignores the cost of a crew and locomotive to run from Walpole to Forge Park.

THE RAIL FREIGHT FACILITIES ON THE FRANKLIN BRANCH
Of the six freight facilities on the branch, four remain. Of the two now gone, one was used temporarily this year.

Franklin Paint (one car per year)
259 Cottage Street, Franklin
This paint manufacturer receives one tank car per year in the warmer weather, according to Steve Schultz, a principal. {ANR&P in-person interview 23.Sept.15}
Foxboro Terminals (gone)
176 Grove Street, Franklin.
Foxboro operated a satellite facility here, now occupied by Spirit Delivery not using rail.

J&J Corrugated Box (gone)
210 Grove Street, Franklin.
This was once a subsidiary of Georgia-Pacific. The space was used temporarily by Foxboro after the roof in Foxboro collapsed earlier in 2015.

Garelick/Consolidated Container/Franklin Plastics – ~50 carloads a year
1199 West Central Street, Franklin
The Garelick compound receives plastics cars on a regular basis. According to contacts inside CSXT, Garelick receives about 4 cars a month.†

The plastic pellets, used by co-located Consolidated Container Corporation (CCC), become plastic milk bottles for Garelick. As CCC states on its website, ‘At our nearly 20 thru-the-wall manufacturing facilities, we manufacture the containers on the same site where our customers fill

† A trace of the car in the photo, SHPX 464469, showed it moved empty toward Orange, Texas on 28 September and arrived 16 October. {e-mail from knowledgable source 26.Oct.15} At least four companies operate chemical plants in Orange. {web search} Tib Holland, CCC manager of communications, wrote on 29 October that ‘time constraints’ prevented his providing information on rail use. {e-mail to ANR&P}
The history of CCC, Garelick, and Franklin Plastics. Garelick was founded as a dairy in 1931, and began selling to supermarkets in the 1960s. By 1997, Suiza purchased Garelick, which at that point had its own plastic container business, Franklin Plastics. In 1999, Suiza formed CCC with other partners, and folded Franklin Plastics into CCC, which became independent.

In 2001, Suiza purchased Dean Foods, and took the name Dean Foods. Per Dean Foods' website: “The Company is one of the nation's largest processors and direct-to-store distributors of fluid milk marketed under more than 50 local and regional dairy brands and private labels. We distribute ice cream, cultured products, juices, teas, bottled water and other products.

Garelick Farms, one of Dean Foods brands, 'operates four production facilities and employs 1,600 people. Our facilities in Franklin and Lynn, Massachusetts, Bangor, Maine, and Rensselaer, New York manufacture a wide variety of fresh, delicious dairy products.' {Garelick website}

BlueLinx (500 cars per year)
419 Maple Street, Bellingham

This building products distribution center on Maple Street in Bellingham receives, according to contacts inside CSXT, nearly ten cars a week, both centerbeams and boxcars.2

Milford. The Ardagh bottle-making plant and the spur off CSXT main line. {ANR&P} Of the three cars on the spur, one returned to Alchem in Wyoming for more soda ash; one went to Millville NJ possibly to load cullet. {car trace by colleague}

Milford. The bottles manufactured at the Ardagh Group plant here, in a glass case at the entrance. The labels include Bud, Bud Lite, Michelob, Moosehead, Harpoon, and Guinness. {ANR&P}

2 Only two of eight aerial photos in the past ten years show a car, and then only a centerbeam in a 2014 photo, and a boxcar in a 2011 photo. The visit on 23 September revealed a centerbeam at the end of track; that track runs through each of the two warehouses, so other cars could stand inside the warehouses. Efforts to reach the plant manager were unsuccessful.
Bellingham Co-gen (not a rail user, but)
This natural gas power plant (it can also burn oil) has a beautiful rail yard unused, with tracks in better shape than the main line, according to CSXT sources. {e-mail from source}

Ardagh (was Saint-Gobain) 500 cars per year.
The Ardagh Group plant in Milford manufactures glass bottles for beers [see photo].

History. The plant was built by Foster-Forbes in 1973 with one glassmaking furnace to supply the food and carbonated beverage markets. In 1976, a second furnace was added to the site. In 1995, Ball and Saint-Gobain formed Ball-Foster Glass Container Corp. (including Foster Forbes) as a joint venture.

In 1996, Saint-Gobain purchased Ball’s interest in the joint venture, making Ball-Foster a wholly-owned subsidiary of Saint-Gobain. In 2001, the name was changed to Saint-Gobain Containers, Inc. In 2010, the brand name was changed to Verallia. In 2014, Ardagh Group purchased Verallia North America, changing the name to Ardagh Glass Inc.

The Milford plant has reinvented itself twice in its history, first, in 1987, when the site began producing beer bottles, and a second time in 2006, when the facility was converted to manufacture all amber-colored glass, enabling the post-consumer recycling rate to be increased from 50% to 75%.

Today, the Milford plant has two furnaces that use 570 tons of raw and recycled materials in its continuous operations, seven days a week, 365 days a year. The Milford facility has approximately 225 hourly-represented and salaried employees that manufacture approximately 2.4 million glass bottles each day for the
beer market.

Ardagh Group’s Milford plant was certified as EnergyStar-compliant for the first time in 2010. Milford took the following actions to improve its energy efficiency: utilization of approximately more than 85% cullet (crushed, recycled glass) in its operations; energy optimization in both furnaces; retrofitting of old lighting with energy efficient LED fixtures; and reduction of water usage in manufacturing process. {energystar.gov}\(^3\)

### Use of rail

Gina Behrman, director of Ardagh marketing & communications, glass - North America, declined on 5 October to provide either an annual car count or what products move inbound. {e-mail to ANR&P}

Fortunately, one can do a rough estimate from the figure of 570 tons per day. From a car trace [see photo], soda ash arrives by rail from Wyoming.\(^4\) Soda ash forms about 16% of amber-glass bottles; that percentage of the 570 tons would require about a railcar a day, if the car could hold 100 tons.

Most of the other 570 tons consists of silica, from cullet per the above. At least one of the cars present went back empty to Millville, New Jersey, home of the Nipro glass plant which may have sent cullet to Ardagh.

According to Don Lejeune, a local blogger with contacts inside CSXT, Ardagh receives fewer than 10 cars per week, which comports with the soda ash count, or annually about 500 loads. {e-mail to ANR&P}

### JUNCTION WITH GU

GU owns the line from Upton to Milford [see 04#01A]. However, the track is missing about 200 yards to make the physical connection.

The cross ties for new track are in place [see photo].

**GU: MORE ON UPTON LOSS**

17 October, Upton. *TWO OF THE PETITIONERS IN THE CHALLENGE TO THE STB RULING* commented on the case, in which the First Circuit wrote: 'A remand [to the STB] is required to determine whether the vacuuming, screening, bagging, and palletizing facilitated the transloading of the pellets from the rail cars to the trucks or was done for solely another, unrelated purpose.'

Lead Petitioner Diana Del Grosso issued this statement: 'The Federal Court’s ruling is a welcome decision. We are pleased that the decision stated in part that the Surface Transportation Board’s (STB) rationale used in determining the Upton wood pellet facility’s preemptive status was questionable, beside the point, and sweeps too far beyond the statute. We also concur with the Federal Court’s conclusion that the STB’s interpretation of rail transportation as applied to the wood pellet facility was defective and relied on an erroneous standard.

'We look forward to the STB’s reconsideration of this case and are optimistic that when they properly review the facts, they will determine that the Upton wood pellet facility is not preempted and is therefore subject to local and state regulations.'

Another petitioner Verna Kosiba wrote: 'Validation is important. For years our fight has not been with or over the railroad. The fight has been about sham and illegal operations that were being done in the name of the railroad.

'From the beginning, our case has been that the pellet plant in Upton was not a transloading facility but that it was a manufacturing facility and as such should be subject to the laws and rules that govern manufacturing operations.

'We were not asking for money or damages, we were asking only to be able to sleep in our own beds at night without the noise and pollution that the pellet plant was and is causing our neighborhood. We were asking

---

\(^3\) http://www.energystar.gov/index.cfm?fuseaction=labeled_buildings.showplantProfile&plantprofile_id=p_522

\(^4\) The car in Milford on 23 September was enroute to Green River, Wyoming on 28 September. In Green River is located General Chemical’s Alchem trona mine. Trona is a sodium carbonate compound that is processed into soda ash or bicarbonate of soda, or baking soda, as it is commonly known. Wyoming has the world’s largest deposit of trona, supplying about 90% of the nation’s soda ash. This mineral is Wyoming’s top export and is shipped to markets around the globe. Wyoming mines produced over 17 million tons of trona and employed 2,313 people in 2014...

\(^5\) Glasses begin as mixtures of oxides. Modern soda-lime-silica glass (used to make bottles and windows) has about 16% soda ash. http://www.cmog.org/article/chemistry-glass corning museum.
that the pellet plant be licensed, inspected, and subjected to the electrical, plumbing, safety, noise, and other requirements of all non-railroad facilities.

'Our hope and expectation is that, now with the court’s support of that argument, state and local officials will quickly and aggressively start enforcement proceedings.'

GU comment
Spokesperson for GU Doug Pizzi said: 'The G&U continues to believe that the pellet transloading activities do in fact constitute transportation by rail that is exempt from state and local permitting and preclearance regulation. The G&U will continue to take all required steps to give the STB the necessary information that is required in clarifying this issue to the Court’s satisfaction.' {Jennifer Doyle in Upton Daily 17.Oct.15}

MC: OUTBOUND FILTER CAKE 2015*
28 September, New Bedford. MC PULLED THE LAST OF THE CARS CONTAINING DREDGE SPOILS this day. According to Kelsey O’Neil, EPA Congressional Liaison, Community Involvement coordinator:

- Total number of rail cars transported out of New Bedford from the site through September 28, 2015 carrying mostly filter cake and a smaller amount of sand and debris is 120 rail cars.
- The total tonnage of waste material transported in these rail cars is 11,825 tons.
- The direct rail shipments from the site went to Wayne Disposal, Inc. disposal facility in Belleville, Michigan.
- The transportation logistics are managed by H&S Environmental, Inc. and US Ecology, Inc.

Truck continues
Rail has ended because the Wamsutta Bridge is removed for replacement [see map]. The filtercake moves by truck to the PW yard in Worcester, where it is loaded into railcars.

History
In 2004, the US Army Corps of Engineers, under an interagency agreement with EPA, issued an RFP for remedial activities to support the cleanup of the New Bedford Harbor Superfund Project. [See 04#05A.]

In August 2004, the Corps awarded a 10-year overall Total Environmental Restoration Contract (TERC) to Jacobs Engineering. Jacobs subcontracted the T&D coordination and T&D (both rail and truck-to-rail) to
H&S Engineering. H&S subcontracted the T&D to EQ Environmental [see 04#08A].

In 2005, the Corps contracted to First American for truck disposal to augment the T&D provided by H&S Environmental.

Since 2004, Jacobs with its project team has provided the bulk of the T&D for the filter cake, sand and debris generated by the New Bedford Harbor Superfund Project using an “indefinite delivery-indefinite quantity” (IDIQ) contract.

In 2014, the Corps issued an RFP for a new Remedial Action Contract (RAC). The TERC expired in May 2014 and an interim no-bid contract was awarded to Jacobs to bridge the gap between TERC and the new RAC.

Current status
Ellen Iorio, project manager with the Corps, said that in December 2014, the Corps awarded the $350 million RAC to Jacobs Field Services. The contract was protested by an unsuccessful offeror.

In April 2015, as a result of the protest, the Corps issued an amendment to the original solicitation, and in that month solicited bids for the new RAC from the companies whose 2014 offer fell into “the competitive range”. Iorio said no names of unsuccessful offerors are disclosed due to source selection confidentiality.

The RAC award is scheduled for early 2016. The Corps will still “award a 10-year, $350M contact. Whether that much time and money will be needed, we cannot say,” Iorio noted.

No separate T&D contract
The Corps would have liked to break the contract into smaller parts, as it then can get more competitive bids. In this case, though, because the system has only capacity for a small amount of filtercake, a breakdown in the T&D part of the system would leave the dredging and drying segments at idle, though still needing to be paid. By giving one contractor the entire system, the Corps eliminates the risk of paying for idle hands.

Rail will continue
EPA will utilize a CAD (confined aquatic disposal) for the lowest-contaminated sludge, and will rail out the more contaminated sludge. Thus, Iorio said, rail will be used at least for the next few years. {ANR&P discussion 26.Oct.15}

Cost of the current move confidential
O'Neil explained that neither EPA nor the Corps as the agency who actually conducted the contracting for the disposal could disclose the cost of the 2015 rail move. 'The specific rail cost you are interested in is in [the extended Jacobs Field] contract that was not an invitation to bid, therefore the line item costs are considered confidential business information. In addition, the cost data is considered sensitive due to [the current] Corps procurement [for a new contract].' {e-mail to ANR&P 21.Oct.15}

MASSPORT: RECORD CONTAINER THROUGHPUT*
2 October. CONLEY CONTAINER TERMINAL SET A NEW FISCAL YEAR RECORD FOR CONTAINER VOLUME WITH JUST OVER 221,000 TEUs, an increase of about 4,500 over the previous record of FY2008 (July 1 – June 30). FY2015 also saw record import volume and export volume.

Conley serves eight of the world’s top 20 container lines: Mediterranean Shipping Company (MSC), COSCO, “K” Line, Yang Ming, Hanjin, Evergreen, Maersk Line, and Hapag-Lloyd.

Massport Deputy Port Director for Sales and Marketing Michael Vanderbeek said: “We also have minimal congestion, strong import-export balance, industry-leading truck turnaround times of just over 30 minutes, and crane productivity above 30 moves per hour thanks to our partners at the ILA.”

In the past year and a half, Conley Terminal has attracted three of the world’s top 10 container lines – Evergreen, Maersk Line, and Hapag-Lloyd, resulting in the traffic increase, especially exports.
International Forest Products record
International Forest Products, a member of the Kraft Group, exports scrap paper. “We have grown our shipments out of the Port of Boston by 30% over the past year which equates to almost 50 containers per week,” said Daniel Kraft, president and CEO of International Forest Products.

Rob Shepard, who handles transportation and logistics for IFP, said on 28 October that the company’s traffic over Boston is all drawn from suppliers close to the port. It grew in part because Massport could offer more services through the new carriers added.

IFP still does traffic to the Port of New York via intermodal over Worcester [see 12#10A] “at the same pace” of three years ago.

Large container ships call
Conley Terminal was called by MSC Judith and COSCO Napoli – each with capacities above 8,000 TEUs, the largest container ships ever to call Conley Terminal.

Boston Harbor was included in the 2014 Water Resources Reform and Development Act (WRRDA), which will provide the federal share of funding for the dredging project, scheduled to be completed by 2018.

The deeper water will permit the terminal to accept larger ships. {Massport press release; ANR&P discussion with Shepard}

NEW HAMPSHIRE

PAN AM: MORE ON PORTSMOUTH & SEA-3 PROPANE
Note: How to get more propane into southern New Hampshire has become a four-ring circus:  
- Ring 1. Expand the Sea-3 facility in the Town of Newington. Local planning board approval was granted, but the City of Portsmouth appealed. The State Superior Court found Newington had acted appropriately but for one item, and the Planning Board rectified that.  
- Ring 2. Require the New Hampshire State Site Evaluation Committee (SEC) to rule on the Sea-3 expansion. The SEC must first decide whether the expansion requires a full-blown environmental assessment. A hearing on that question will occur 5-6 November.  
- Ring 3. Create a new propane terminal in Pan Am’s Portsmouth yard. The City of Portsmouth is upset, and considering how to block it.  
- Ring 4. Affirm that neither state nor municipality can block the Portsmouth yard terminal because of federal pre-emption. Pan Am has filed in federal court in New Hampshire to affirm this.

RING ONE: THE NEWINGTON PLANNING BOARD ACTION.  
26 October, Newington. THE PLANNING BOARD FULFILLED THE COURT’S REMAND. Superior Court Judge Marguerite Wageling on 8 October upheld most of the Board’s approval of Sea-3’s proposed expansion [see 15#10A]. She vacated part of the approval concerning “the updating of existing safety plans as a condition of the Planning Board’s approval” and remanded it back to the Planning Board.

She ordered the Planning Board to “review the existing plans” but stated it might not be necessary for it to hold a public hearing. She added, “If the Planning Board determines that the plans call for discretionary judgment on matters that should have been discussed during the public hearings, further hearings must be held to allow input from the public, including Portsmouth.”

Denis Hebert, Planning Board chair, stated at the start of 26 October meeting that after reviewing all the safety studies done, he believed the updating of the plans was administrative in nature. He examined whether more public hearings would help: “I could not see that.”

The Board voted quickly and unanimously that the updating of existing safety plans as a condition of its May 2014 approval of Sea-3, Inc.’s expansion was administrative in nature.
Alec McEachern, Sea-3 counsel, noted the board’s decision will now go back to Wageling, who will likely issue a final ruling in Sea-3’s favor. {Jeff McMenemy in seacoastonline.com 26.Oct.15}

RING TWO: THE SITE EVALUATION COMMITTEE
The state Site Evaluation Committee is scheduled to hold an adjudicative hearing on Sea-3’s request for an exemption (from a full hearing) on 5-6 November at the Public Utilities Commission Hearing Room in Concord.

The Committee has received numerous motions, memoranda, and testimony in advance of the hearing – which this newsletter will not follow in any detail. All texts are available on the website.⁶

RING THREE: PAN AM WILL CREATE A TERMINAL IN PORTSMOUTH YARD.
22 October, Portsmouth. SCARANO AND CULLIFORD VISITED THE PORTSMOUTH YARD. Cynthia Scarano, executive vice president of Pan Am, said that the railroad chose the yard to operate the facility because of its central location. “If you look at propane as far as where it’s delivered in New England, this is a very central position,” Scarano said standing in the rail yard before meeting with city officials. Pan Am has “transloaded propane as well as other products throughout our system.” [Compare similar remark by Scarano about Waterbury – see 15#09A.]

Culliford letter
In a letter 6 October, Rob Culliford, Pan Am general counsel, outlined Pan Am’s position. ‘Unfortunately, despite the fact that the study found Pan Am to be safety compliant, Portsmouth’s legally and factually unjustified opposition to expanded rail service continues as evidenced by recent statements by city officials opposing Pan Am’s transload initiative.’

Establishing the transload facility in the Portsmouth yard would allow Pan Am to unload tank cars carrying propane and loading trucks, by using a portable transloader. ‘Operations are expected to commence in time for the winter heating season and will be conducted daily during normal business hours subject to changes in demand that may require longer operating hours.’

Resisting propane because it has natural gas.

Culliford also charged that Portsmouth, which has ‘sufficient infrastructure to utilize natural gas,’ does not have “a vested interest in adequate propane supply for the balance of New Hampshire.

‘Nevertheless, Portsmouth Yard is the only location in the area with sufficient capacity to support a railroad transload facility,’ and for that reason this location was chosen by Pan Am. Please be assured however,

⁷ Pan Am interchanges propane cars with Eastern Propane in nearby Rochester. The company also has a terminal in Wells on Pan Am, though the terminal does not currently use rail. One knowledgeable executive in a major propane company said terminals
that Pan Am will operate the transload facility in the safest manner possible and will work in good faith to communicate with all stakeholders as operations begin.’ {Jeff McMenemy in seacoastonline.com 20.Oct.15}

Grafton v STB precedent
Alec McEachern, who has represented Sea-3 for the past two years, said Portsmouth cannot block the proposed terminal. He pointed to the First Circuit decision upholding the STB’s finding that federal law preempted state and local efforts to regulate GU’s proposed propane terminal [see Massachusetts]. “It’s hard to see how [the City of Portsmouth] would have a better position than the Town of Grafton.” Portsmouth can required Pan Am to comply with “basic state and local building and fire codes.”

Railyard versus Sea-3 terminal
Comparing a railroad yard terminal with Sea-3’s in Newington, he said that “Sea-3 has always taken the position it has the best solution for unloading and storing propane in the state. There’s 77,000 homes in the state that rely on propane to heat their homes. The propane is going to come here. The only question is how does it get here and how it is stored when it’s here.”

Sea-3’s facility has “multiple fixed safety systems in place,” that have allowed it to operate safely for years. But a transloading system is more temporary and “probably doesn’t have all the safety systems that Sea-3 does.”

He said if Sea-3’s expansion continues to get delayed, Pan Am and perhaps other rail lines will set up and operate transloading facilities because demand for propane continues to grow while the supply increases and price continues to drop. “I’m not an economist, but if it’s a low price alternative to oil, people are going to adopt it and it’s going to find its way here. Knowing what we do know of federal preemption, the railroads are going to bring the propane here.”

City of Portsmouth comment
City Attorney Robert Sullivan said the Pan Am terminal creates “a serious preemption issue.” As for the lawsuit Pan Am filed in federal court to prevent Portsmouth from interfering with its operations, “We’ve only recently received the suit and begun to look into the law, which needs to be fully explored as do the facts of the case.”

City Councilor Eric Spear said it was not a mistake for councilors to “assert our rights in a matter of safety, especially safety downtown and all along the tracks. I don’t think their move by putting in this facility changes my mind about the Council’s vote to appeal Newington’s approval of the Sea-3 expansion. “We made the right move and I’d do it again, but at some point the process will play itself out.”

Asked if he thought it would be safer to offload the cars at Sea-3’s facility, Spear said, “The safest would be to do neither.” But, “I understand they’re part of the energy network.” {Jeff McMenemy in seacoastonline.com 25.Oct.15}

Newspaper editorial comment
‘[T]he expansion … has been approved by the town of Newington, and largely upheld by Rockingham Superior Court. The state’s Site Evaluation Committee, tasked with reviewing this project, is scheduled to hear Sea-3’s request for an exemption from a year-long review Nov. 5-6 in Concord.

‘The [City of Portsmouth] finds itself in a difficult spot regarding Sea-3’s bid for exemption. Tacking another year onto the process may mean an extended period of transloading downtown. However safe Pan Am says this may be, it is not as safe as doing so in a facility designed for such.

‘The city was right to use every tool to fight the expansion and will not be wrong to continue the fight, especially against the transloading plan. The recent court case from Massachusetts, as well as federal regulations, which pre-empt state and local measures, casts doubt on the ability to stop the transloading.

‘However, continuing to fight will potentially bring further safety improvements, which at this point can reach out 50-75 miles if necessary. This allows two truck trips a day; trucks are precious in the three months of peak demand. {e-mail to ANR&P 2.Nov.15}
must focus on upgrading all crossings to make sure they are as safe and modern as possible. This point has been made previously not in support of Sea-3’s expansion, but as a measure of pragmatism beyond propane shipments by rail.

‘Industrial rail commerce is not new to Portsmouth, but part of the problem is the Rockingham Junction-Portsmouth branch has been somewhat dormant for years. Dormant, but not inactive, and not abandoned. Pan Am Railways is in the process of selling its abandoned Portsmouth-Hampton branch to the state, which will allow its conversion to a trail.

‘Pan Am did not abandon the branch from Rockingham Junction to Newington because it has tremendous value in freight given the industrial waterfront in Newington and Portsmouth, the Port of New Hampshire, and Portsmouth Naval Shipyard. The latter sends out spent nuclear fuel by rail. So, it’s safe to say this branch is going to remain in use.

‘The fight against Sea-3’s expansion and increased shipping of propane by rail has faced many defeats already. The likelihood of blocking it diminished with each one. But gains can still be made to increase safety and the fight should not be second-guessed even considering the transloading plan.’ {editorial 26 October seacoastonline.com}

RING FOUR: PAN AM SUIT IN FEDERAL COURT TO STOP PORTSMOUTH
Pan Am filed the suit on 30 September. As of 30 October, the court docket does not show that the City of Portsmouth was served. After service, the City will have 21 days to file an answer. {Federal Rule 12}

VERMONT

VAOT: TIGER GRANT $$ ENOUGH? ++
7 October, DC. **USDOT HAS AWARDED VAOT $10 MILLION IN A TIGER GRANT**, according to a joint announcement from its Congressional delegation. The funding will continue improving the state-owned line [see 14#03A] between Rutland and Burlington by welding 11 miles of stick rail, rehabbing another section, adding new gates for public crossings, building a new passing siding in Pittsford, and adding a crossover in Leicester for operational flexibility. The project will also include new passenger platforms.

The line was granted about $9 million from a previous TIGER period. In the past decade, Vermont has spent $65 million upgrading the 65-mile line.

Agency of Transportation Secretary Chris Cole said the changes will allow 59 miles per hour passenger service, getting Vermonters from Burlington through Rutland (last passenger traffic in 1953) and on to New York City in eight hours.

**Freight benefits**
“Right now about 25 miles an hour is our freight train speed. By having this completed should allow us to run at 40,” said David Wulfson, VRS president. {Kyle

---

**5% CHANCE FOR TIGER $$**
USDOT received $10.1 billion in requests for the seventh round of Transportation Investment Generating Economic Recovery (TIGER) grants for transportation infrastructure projects. The amount is almost 20 times the $500 million set aside for the latest round of TIGER funding.

Of the 625 applications received this year, 60% are road projects, 18% transit projects, and 8% rail projects. Port and bicycle-pedestrian applications each represented 6% of the total, according to a USDOT press release.

Grants went to 39 projects in 34 different states. {Progressive Railroading 31 July,15 & 30 Oct.15}

Thus each dollar requested has about a 5% chance of getting funded.

Consider that Maine’s $20 million and Vermont’s $10 million (even though both fell $2 million short of the request) amounts to 6% of the $500 million while the two states’ two million combined population is only 0.6% of the US total.

Remarkable, and congrats to both state DOTs.

**OTHER NEW ENGLAND AWARDS**
Connecticut won $10 million for a commuter rail station in Bridgeport.
Massachusetts won $13.4 million for bridges over Lowell’s power canals.
Rhode Island won $9 million for a rest plaza in Hopkinton on I-95.
Future improvements to the Western Corridor to bring the Ethan Allen Express to downtown Burlington.

**VAOT requested $12 million**

Costa Pappis, a planner in the VAOT Policy, Planning & Intermodal Development section, wrote on 28 October: ‘We requested $12 million, but received $10 million. The state match was a little over $11 million [see box] but that may change given that we did not get the full $12 million. “Other federal” consists primarily of federal Highway Administration Section 130 Grade Crossing Funds to rehab and gate five crossings along the corridor. ‘[We need $26.4 million.] We are in the process of examining the impact of a $10 vs $12 million TIGER award.

As the map shows, welding of the track is needed in several different short sections. {e-mail to ANR&P}

<table>
<thead>
<tr>
<th></th>
<th>TIGER</th>
<th>Other Federal</th>
<th>State</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welded Rail</td>
<td>$11,300,000</td>
<td>$0</td>
<td>$2,005,000</td>
<td>$13,305,000</td>
</tr>
<tr>
<td>Track Upgrades</td>
<td>$700,000</td>
<td>$0</td>
<td>$2,005,000</td>
<td>$2,705,000</td>
</tr>
<tr>
<td>Crossing Upgrades</td>
<td>$0</td>
<td>$3,375,000</td>
<td>$375,000</td>
<td>$3,750,000</td>
</tr>
<tr>
<td>Bridge Repairs</td>
<td>$0</td>
<td>$0</td>
<td>$1,200,000</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Station Platforms</td>
<td>$0</td>
<td>$0</td>
<td>$5,500,000</td>
<td>$5,500,000</td>
</tr>
<tr>
<td>Total</td>
<td>$12,000,000</td>
<td>$3,375,000</td>
<td>$11,085,000</td>
<td>$26,460,000</td>
</tr>
</tbody>
</table>

**PROPOSED FUNDING FOR RUTLAND-BURLINGTON PROJECT**

The state's draft Vermont Rail Plan 2015 notes:

VTrans continues to advance improvements to the Vermont Railway, which enters Vermont near North Bennington and then roughly parallels Route 7 to Burlington. Improvements to this corridor benefit both freight operations and planned passenger rail service. The State has started work on an $18.5 million project to rehabilitate and upgrade track between Rutland and Leicester. The project is funded in part by a $9 million grant through the TIGER V Discretionary Grant Program, as well as $3 million in State funding. The remainder of the project is funded by a portion of the $25 million in federal appropriations secured by Senator Jeffords before he retired from the U.S. Senate in 2007. The project will replace jointed rail with continuously welded rail, install new ties and turnouts, replace farm crossings, and surface the line. A major bridge is also being replaced. The upgrades will allow shippers on this segment, including Vermont’s largest shipper, Omya, to access the broader North American rail network using 286,000 pound railcars.

[The upgrades are occurring – see 13#09A for earlier TIGER grant.] It also prepares the segment for future passenger rail service, upgrading maximum allowable passenger train speeds from 40 to 59 miles per hour. {page 8-9}

In Middlebury two overpasses must be replaced and the current design for that work involves creating a short tunnel section through the center of town.

VTrans estimates the cost of completing the remaining infrastructure work needed to extend the Ethan Allen Express to Burlington to be around $26.4 million. (page 93)

---

**MARITIMES**

**HALIFAX: SUGGESTIONS FOR IMPROVEMENT**

17 September. **THE ENTIRE LOGISTICS LAND CHAIN TO CHICAGO MUST BE OPTIMIZED FOR SPEED**, said CN Executive Vice-President and Chief Marketing Officer J.J. Ruest to Halifax Port Days. He described the issues in an interview:

**On-dock dwell time**

Dwell times for containers on the dock in Halifax are two to three days and that is “competitive if you do it on a consistent basis.” New York dwell times, he said, are about five days.

“If you come to Halifax as the first port of call, and you have a dwell time of two or three days before you leave for the Midwest and the second call is New York and the New York dwell time is about five days, if
we don’t waste time at the dock in Halifax, then we will be in the Midwest before them.”

Train speed suffices
CN suffices – if the other factors are improved – to make Halifax competitive and play in the “big league” with ports like New York and Norfolk.

Speed competition, not price
Ruest said Halifax must also be “price competitive” but suggested the price is usually already set, and competitive with other ports. “So how do we create something where we can make money at that price?” His answer was that the entire process chain needed to be optimized for speed. “If we have that, then we should be able to have better service than New York. We all depend on one another. The terminal can’t evacuate containers if it doesn’t receive a steady stream of cars, and visa versa. If the terminal does not work the ship in a reasonable time, then providing rail cars when the ship comes in is not a good use of assets.”

Ship calls
Ruest said Halifax is also positioned to be the export port for the hinterland markets as well, and has improved that position with the addition of two new services and larger vessels calling the port [see other article]. The G6 Alliance has added an outbound call from Halifax to its Asia Suez Express service and CMA CGM line, part of the O3 Alliance, is now calling Halifax as a first port of call on its Columbus loop.

These alliances “have taken a risk” to start calling Halifax. “We have to help get more import and export cargo and get more into the hinterland,” he said. For Halifax cargo to grow and to keep the bigger ships coming, there must a strong effort as a team to gain more business from hinterland markets like Ohio, Indiana and Chicago. {Tom Peters in Canadian Sailings 19.Oct.15}

HALIFAX: TEUs UP*

23 October. LARGER SHIPS AND NEW SERVICES TRANSLATED INTO A 6.9% INCREASE FROM 3Q14 TO 3Q15. ‘The numbers show the upward trend which started in April [see 15#07B] is continuing,’ wrote Halifax Port Authority spokesperson Lane Farguson. Vessels over 8,000TEU started calling Halifax in Q3, noted Farguson.

For 3Q15, TEUs rose to 108,420 TEUs from 101,454. Year-to-date TEUs decreased 0.7% from 307,579 in 2014 to 305,292 in 2015. [Compare 15#07B.]

Imports: up, export: down
Imports rose 13% in Q3 to 415,449 tonnes; exports dipped 4% in 3Q15 over 3Q14 to 466,195 tonnes.

Non-container cargo
Import non-containerized cargo dropped 6.6% (49,711 tonnes), export 46% (25,734 tonnes) in Q3. Year-to-date, non-containerized cargo dropped 2.4% versus 2014.

Wood pellets: the export difference
Farguson wrote: ‘In 3Q14, 25,000 tonnes of wood pellets [see 14#01B] moved [via Halifax Grain Elevator] through Ocean Terminals’ but not in 3Q15. He expected the 25,000 tonnes to move in 4Q15. {e-mail to ANR&P correspondent Tom Peters 23.Oct.15}

Totals
Year-to-date at both HPA facilities and non-HPA facilities, import cargo is down 7.8% (2,881,723 tonnes) and export cargo is down 8.9% (2,505,972 tonnes). {HPA website}

West coast congestion?
At Halifax Port Days in September, Matt Davison, senior vice-president Loblaw’s Canada, said Loblaw’s moves approximately 21,000 TEUs annually through West Coast ports but labour issues have caused issues. The company has started to move about 1,000 TEUs a year through Halifax and the long term plan is to get up to 10% to 12% of their overall 21,000 TEUs coming through Halifax. {Tom Peters coverage}

SAINT JOHN: TEUs UP
27 October. THE FIRST NINE MONTHS SHOWED IMPROVEMENT IN ALL NUMBERS:

<table>
<thead>
<tr>
<th>Item</th>
<th>1st 3Q 2015</th>
<th>1st 3Q 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container TEUs</td>
<td>74,961</td>
<td>68,687</td>
</tr>
<tr>
<td>Container tonnes</td>
<td>461,426</td>
<td>436,881</td>
</tr>
<tr>
<td>Dry bulk tonnes</td>
<td>1,102,575</td>
<td>1,026,873</td>
</tr>
<tr>
<td>Liquid bulk tonnes</td>
<td>19,882,773</td>
<td>16,692,757</td>
</tr>
<tr>
<td>Break-bulk tonnes</td>
<td>8,013</td>
<td>13,622</td>
</tr>
<tr>
<td>Total tonnage</td>
<td>21,464,786</td>
<td>18,170,134</td>
</tr>
</tbody>
</table>

Comment
Paula Copeland of the Authority wrote that, with lines Tropical and MSC now calling Saint John: ‘We’ve experienced a 114% increase in container TEUs since September 2012 and dry bulk is higher due to a new potash mine now online. This commodity sector is expected to double its traditional capacity with the new mine.’

Petroleum products
Petroleum products over private facilities were up 20%. She declined to provide imports versus exports on petroleum products, and added that the Authority system no longer provides quarter statistics. {e-mail to ANR&P correspondent Tom Peters 27.Oct. 2015}

RAIL FREIGHT FACILITIES

Described in this issue.
Ardagh (CSXT Massachusetts) 360 cars/year.
BlueLinx (CSXT Massachusetts) 500 cars/year.
Consolidated Container (CSXT Massachusetts) 50 cars/year.
EPA (MC, Massachusetts) 120 cars this year.
Franklin Paint (CSXT Massachusetts) 1 car/year.
Global (CP, New York) Passed inspections.
GU Railcare (GU, Massachusetts) Not pre-empted?
Sea-3 (Pan Am, New Hampshire) Pan Am rival?

PEOPLE, EVENTS

STEVE FRIEDLAND AND MCER

On Monday, 2 November, Steve Friedland became vice-president and general manager of Massachusetts Central Railroad, succeeding Bob Bentley.

Since he left the Morristown & Erie Railroad in June, Friedland has devoted himself to his own company, Short Line Data Systems, based in Morristown, New Jersey. SDS was formed in 1999 to address the growing need for small railroads to have a cost-effective way to do their data transmissions and event reporting. ROCS is the tool used by SDS, which has evolved from ‘just a traffic management system provider to a company that produces tools that make running a small railroad easier.’ HRRC and NAUG are among railroads using SDS.

Friedland expects to move back and forth between SDS and MCER until the first of the year, when he

8 Irving’s refinery is receiving more crude by sea, having stopped most crude by rail. Editor
becomes full-time at MCER. He also writes a weekly blog for the Rail Resource newsletter.

**EDITORIAL**

**WHY NOT LET PAN AM IN NOW? ++**

Reports indicate that NS intermodal trains are getting longer, and that the Hill Yard in Ayer, Massachusetts is getting very crowded [see aerial photo].

Pan Am Southern owns a 40-acre parcel in the Town of Ayer [see assessor's record,] which it acquired when the NS-ST joint venture acquired all Pan Am property from Ayer westward. CSXT has leased the terminal until 2017; CSXT delivered Ford vehicles here via Pan Am, until Ford moved to East Brookfield in 2009 [see 09#02A].

In 2008, CSXT refused to relinquish the lease, which would have permitted PAS to serve vehicles there, rather than build a new terminal at the former San Vel facility. Ayer asked the STB, when it was entertaining comments on the NS-ST creation of PAS, to review why the existing, unused auto facility, leased by CSXT, should not be opened. ‘The STB would be strongly encouraged to encourage a program that would allow use of this existing facility in lieu of the major construction over the Town’s aquifer.’ {submission by Shaun Suhoski, town administrator, in STB filings page FD No. 35147}

The STB did not act, and CSXT

---

**LATEST SALE**

Sale Price: 19,596,760  Sale Date: 04/26/2009

Arms Length Sale Code: B-NO-INTRACORP Grantor: GUILFORD TRANSPORTATION

Cert Doc: 52648 Page: 1

The assessment record of the former Ford facility in Ayer, leased by CSXT until 2017. {Ayer website}
retains the lease to the now completely empty facility. Pan Am did build the San Vel facility, and Ford uses it.

On 13 October, CSXT announced revenues declined 9%. Why not decrease expenses by ending payments to PAS for the facility and turn it back?

As long as PAS promised not to use it as an auto facility, that is. And as long as PAS wanted to pay the taxes on the property and forego the lease revenue.

Ayer. Showing the location of the CSXT-leased ‘former Ford terminal’, the existing San-Vel terminal, and the NS intermodal site. {websites} Minor note: the can of Schweppes seltzer with pomegranate juice I was drinking today was filled at Epic ‘under the authority of Dr.Pepper/Seven-Up’.