Pan Am: Massachusetts-NY intermodal traffic.

NEW YORK

CP & CN: NYSDOT, FRA inspections find some critical defects.*

CMQ: Lac Megantic bypass study.*

MASSACHUSETTS

BCLR: Tresca again receiving cement from Dragon Products in Thomaston, Maine. ++

MC: Canal Generating plant, neither existing nor new, will use rail for ash and ammonia.*

Pan Am & CSXT: Everett customers
1. Description of rail service and total loads.
2. Pan Am service to Ciment Quebec.
3. Pan Am and CSXT service to Schnitzer scrap.
4. CSXT service to two produce terminals.

Maps.

MAINE

[No report.]

RHODE ISLAND, VERMONT

[No report.]


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

Formal issue 16#05A 16 May 2016

*Article unchanged from e-bulletin.

++Blue type in article: changes from e-bulletin.

Regional

MARITIMES

CN: National Gypsum traffic steady.* Map ++.

Rail Shippers/Receivers

A cross-reference to companies mentioned here.

FROM THE PUBLISHER

I have never worked for a railroad or been directly involved in the railroad industry and therefore I have no knowledge based on personal experience regarding the efficient operation of a railroad.

I have ongoing concerns with the manner in which Pan Am conducts its operations, but I have no personal basis to determine whether these operations are conducted properly or not.

Nevertheless, this bias is often reflected in my reporting in my newsletter, and as a result of this bias I have often solicited sources who were likely to provide negative information about Pan Am. The majority of my sources have never worked for Pan Am.

In closing, while I seek to provide a balanced view of the railroad industry, I believe it is important for my readers to be aware of my biased view toward Pan Am.

- Chop Hardenbergh  Next issue 1 June
REGIONAL

PAN AM: MASSACHUSETTS INTERMODAL TRAFFIC ++

23 April, Ayer. PAN AM SOUTHERN OPERATES REGULAR INTERMODAL TRAFFIC FOR NS HERE, as it has done since PAS was formed: train 22K runs eastbound through Schenectady and Mechanicville to Ayer, and 23K runs the route in reverse. According to the NS website, 22K/23K runs daily:

<table>
<thead>
<tr>
<th>Times (Ayer schedule)</th>
<th>Times (Mechanicville schedule)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ayer cutoff</td>
<td></td>
</tr>
<tr>
<td>05h00</td>
<td>20h00</td>
</tr>
<tr>
<td>Mechanicville cutoff</td>
<td></td>
</tr>
<tr>
<td>20h00</td>
<td>05h00 third morning</td>
</tr>
<tr>
<td>Chicago available</td>
<td>Chicago available</td>
</tr>
<tr>
<td>05h00 third morning</td>
<td>06h00</td>
</tr>
<tr>
<td><strong>Train 22K eastbound</strong></td>
<td><strong>Train 22K eastbound</strong></td>
</tr>
<tr>
<td>Chicago cutoff</td>
<td>Chicago cutoff</td>
</tr>
<tr>
<td>20h00</td>
<td>20h00</td>
</tr>
<tr>
<td>Mechanicville</td>
<td>Mechanicville</td>
</tr>
<tr>
<td>05h00 third morning</td>
<td>08h00 third morning</td>
</tr>
<tr>
<td>Ayer</td>
<td></td>
</tr>
<tr>
<td>08h00 third morning</td>
<td></td>
</tr>
</tbody>
</table>

Reportedly, NS crews exchange with Pan Am crews at Mechanicville. {Guilford Rail Sightings e-list 25.Apr.16}

Sample trains in Massachusetts

On 23 April, 23K (westbound), led by two NS engines with one CP sandwiched between, pulled 51 intermodal cars with 134 containers (all single-stacked) and 3 trailers in 137 platforms (so none empty).

On 24 April, three NS engines led 23K with 41 intermodal cars (131 containers on 131 platforms). No empty wells.

On 30 April, three NS engines led 22K (eastbound) with 108 platforms: 99 out of 108 were loaded, no double stacks. {Guilford Rail Sightings e-list}
Derailment
On 14 May 2016, NS-PAS train 23K derailed in Charlemon, Massachusetts, blocking the Freight Main Line. By the next day, NS had agreement to detour some trains over CSXT tracks.

According to news reports, the mile-long train derailed 18 containers, three of which had hazmat material. {postings to GuilfordRailSightings}

Expansion in Chicago
At the other end of the 22K/23K route, in Chicago at the NS 47th Street Yard, NS plans to add 85 acres to its current 140 acres. From 2009 to 2014, volume rose 23%, to more than 528,000 lifts for all trains there.

The effort to acquire the parcels has gone on for years. NS is now in court to acquire the last few parcels by eminent domain. NS has named as defendant in two of the cases Steve Rogers, whose family has owned a house in Englewood, the neighborhood, since his grandfather bought it.

Rogers, a lecturer at the Harvard Business School, lives in Cambridge. He started the Englewood Railway Coalition to push against the freight yard, and once had more than 60 members. Most of them are gone.

{Lolly Bowean in Chicago Tribune 2.Mar.16; Micah Maidenberg in Crain’s Chicago Business 15.Aug.15}

NEW YORK

CP & CSXT: MORE NEW YORK INSPECTIONS*
9 May, Albany. THE GOVERNOR’S OFFICE RELEASED THE REPORT OF RECENT INSPECTIONS OF CARS AND TRACK. [See the results of previous inspections at 16#03B.]

Tank Car Inspection Results
Selkirk – At the Selkirk Rail Yard, NYSDOT rail equipment inspectors examined 108 crude oil tank cars and found no defects.

Track Inspection Results
CSX Mainline Track Inspection – Milton to Tappan – NYSDOT track inspectors examined approximately 51 miles of track and eight switches along the CSX mainline between Milton and Tappan. They found one critical defect – having a less than allowable guard rail check gauge – which required a temporary speed reduction. They also found five non-critical defects, including loose switch rod bolts, guard rail bolts and switch transition device bolts; fouled ballast; and a missing adjustable rail brace at a switch.

CSX Mainline Track Inspection – Kingston to Ravena – FRA track inspectors examined approximately 30 miles of track and two switches along the CSX mainline between Kingston and Ravena, as well as one mile of track at the Kingston Railroad Yard. They found eight non-critical defects, including loose switch rod bolts, switch rods, and guard rail bolts; missing cotter pins; fouled ballast; and switch position indicators that were not clearly visible.

CSX Mainline Track Inspection – Buffalo to Alden – NYSDOT inspectors examined approximately 19 miles of track and 31 switches along the CSX mainline between Buffalo and Alden. They found 10 non-critical defects, including loose guard rail bolts, switch transition device bolts, adjustable rail braces and switch rod bolts, an insecure heel of switch, and missing cotter pins.

CP Mainline Track Inspection – Plattsburgh to Crown Point – NYSDOT track inspectors examined approximately 42 miles of track and seven switches along the Canadian Pacific mainline track between Plattsburgh and Crown Point. They found one critical defect – a missing bolt at a rail joint – which was repaired. They also found five non-critical defects, including missing rail anchors, an incorrectly installed joint bar and loose rail joints, adjustable braces at a switch, and guard separator blocks at a switch.
CP Mainline Track Inspection – Albany to Mechanicville – NYSDOT track inspectors examined approximately 20 miles of track and seven switches along the Canadian Pacific mainline track between Albany and Mechanicville. They found one critical defect – an insufficient number of support ties at a rail joint – which was repaired the next day. They also found five non-critical defects, including fouled ballast, missing cotter pins and loose guard rail bolts, bolts on a switch transition device, and adjustable rail brace at a switch. {governor’s office website}

QUEBEC

CMQ: BYPASS STUDY*
10 May, Lac Megantic. CONSULTANT AECOM PRESENTED THREE POSSIBLE ROUTES FOR A RAIL BYPASS OF THE CITY. It recommended one of three [see map]: this route begins west of the roundabout located in Nantes, continues its path along Route 161 before crossing the Chaudière River, Route 204, and ending in the municipality of Frontenac. Cost $115 million; completion 2021.

This first step toward the bypass found the spokesperson for the Coalition of Citizens and Organizations Committed to Rail Safety, Robert Bellefleur, satisfied with the preferred route, but not the completion date.

“It makes no sense to have a bypass in six years, while the train still traverses downtown Lac-Mégantic with hazardous materials. They take us for idiots or what?” {radiocanada.ca}

MAINE

PAN AM: ORRINGTON DIRTY DIRT*
8 May, Orrington. MALLINCKRODT’S CONTRACTORS CONTINUE TO SHIP OUT CONTAMINATED SOIL, still from the Landfill Ridge site. According to the report covering April, the excavation of that site is
now complete. {text of March and April reports via MDEP}

<table>
<thead>
<tr>
<th>Month</th>
<th># cars loaded</th>
<th># cars shipped</th>
<th>Destination</th>
<th>Tons</th>
</tr>
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<tbody>
<tr>
<td>December</td>
<td>63</td>
<td>57</td>
<td>Niagara Falls</td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>83</td>
<td>89</td>
<td>Niagara Falls</td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>*</td>
<td>61*</td>
<td>Niagara Falls</td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>*</td>
<td>83</td>
<td>Falls+Stablex</td>
<td>8140</td>
</tr>
<tr>
<td>April</td>
<td>65</td>
<td>5500</td>
<td>Falls+Stablex</td>
<td>5500</td>
</tr>
<tr>
<td><strong>Running total</strong></td>
<td>*</td>
<td>355*</td>
<td><strong>34000</strong></td>
<td></td>
</tr>
</tbody>
</table>

*Figure not provided.

{Monthly reports from Environmental Quality, the contractor handling the cleanup, provided through Maine Department of Environmental Protection}

**MASSACHUSETTS**

**BCLR: CEMENT TO TRESPA ++**

12 May, Millis. **CEMENT FROM DRAGON PRODUCTS IN MAINE IS AGAIN ARRIVING HERE BY RAIL.** Ten cars were spotted 29 April by BCLR on the Millis branch for Tresca to transload to truck. {BCLR e-list}

**Why rail?**

Ray DeGrass, Dragon general manager, reiterated the reasons he gave in August 2014 for a similar move [see 14#08B]: the barge needs supplementing (though it does 40+ moves per year to the Coastal Cement terminal in South Boston), and since Tresca can accept by rail, Dragon rails the product.

As before, he noted the problematic rail logistics: Loads are lifted by CMQ, interchanged in Brunswick to Pan Am, which moves them to Rigby in South Portland. Train POSE runs them to Barbers in Worcester for interchange to CSXT on the same train, which runs to Selkirk.
CSXT then brings them back from Selkirk to Framingham, whence a CSXT local moves them to Medfield Junction. BCLR then spots the cars in Millis.

DeGrass said, “[CMQ] is not the bottleneck.” The problem comes from dealing with four railroads and a trip to Selkirk. \{ANR&P discussion\}

One of the cars in Millis, NAHX 93844, was traced leaving Medfield Junction on 6 May, arriving in Framingham on 8 May, reaching Selkirk on 10 May, then going immediately back to Barbers in Worcester on the 11\textsuperscript{th}, and reaching Portland that same day [presumably on train POSE – \textit{editor}], eventual destination back to Thomaston. \{trace by colleague\} \textsuperscript{1}

\textbf{MC: CANAL ELECTRIC*}  

\textbf{10 May, Sandwich.} \textit{NEITHER THE EXISTING PLANT, NOR A NEW GAS-AND OIL-FIRED PLANT HERE WILL USE RAIL}, said David Gaier, spokesperson for NRG East Region and NRG Energy Centers. ‘NRG’s Canal station operates on natural gas or #6 oil – there is no coal so therefore no ash. We receive our oil by barge and ammonia by truck.’

NRG is proposing to build, next to the existing plant, a ‘new Canal 3 [350MW] unit, [which] when built, will use ULSD [ultra-

\textsuperscript{1} While the trip to Selkirk and back may look inefficient, in terms of time it adds only one day, assuming CSXT can accomplish the one-day transfer in Selkirk it did for this car. That day could well be consumed in moving the car from Framingham to Worcester to Barbers for a pickup by SEPO as it passes through Worcester, an interchange CSXT and Pan Am have not opened. The extra time then may not even be “extra”. \textit{Editor}
low sulfur distillate] fuel that will also be brought in by barge, as we do today with #6 oil for the existing two units. We have no plans to use rail for operations for the current plant or the new unit.’ {e-mails to ANR&P 9&10.May.16; public announcement of Canal Electric addition hearing Feb 2016.pdf}

**Past use of rail**
The plant did use rail for ash. Sagamore Truck and Rail handled it from the Canal Generating Plant – when and if it burned oil. The resulting ash was trucked to Sagamore and loaded into the gondola kept there. That happened only once a year. [See 15#11B.]

In 2008, MassCoastal was railing in aqueous ammonia [see08#12A].

**PAN AM & CSXT: EVERETT CUSTOMERS**

**Introduction and contents**

![Map of Everett showing customers served by Pan Am (Schnitzer and Ciment Quebec) and CSXT (Schnitzer and the produce terminals). GDF Suez ships, and salt ships for Champion, call at the Schnitzer pier. Preferred Freezer did use CSXT [09#06B], and served Eimskip before it consolidated to Portland [see 13#02B].](image)

This marks the fifth article describing Pan Am’s Boston-area customers – those served by locals out of Lawrence. See the map below for areas around Boston covered by previous articles.
Location of Pan Am Boston-area customers. For description of customers in the Somerville area, see 16#04B. W-W-W, 16#04A. Billerica Shops, 16#03B. Fletcher, 16#04A. Everett, this issue.

Contents
1. Pan Am and CSXT service to Everett.
2. Pan Am service to Ciment Quebec.
3. Pan Am service to Schnitzer.
4. CSXT service to Everett produce terminals and to Schnitzer.

1. PAN AM & CSXT RAIL SERVICE TO EVERETT

1.1 History of the Grand Junction Everett branch track
The Grand Junction Industrial Track (formerly the Grand Junction Railway) runs from the former CSXT Beacon Park terminal in Allston, over the Charles River, through Cambridge to Somerville and then over the Mystic River into Everett. It formerly ran to the East Boston docks. The MBTA owns the track currently in existence, from Allston to Everett, which it purchased as part of a deal which included the Boston to Worcester line, and Taunton to Fall River and New Bedford [see 12#09B].

Briefly, the portion from Allston to Somerville passed through the hands of the Boston & Albany, Conrail, and then CSXT. The portion from Chelsea to Somerville was once owned by the B&M.

As a consequence of this history, both Pan Am and CSXT have access to the Everett trackage, and may

---

use the MBTA Rockport/Newburyport line to reach the trackage. The T calls the trackage ‘Grand Junction Industrial Track’.

1.2 Status of Everett trackage: dispatching

According to a source close to one of the railroads, the Keolis Boston East dispatcher controls the use of the MBTA Rockport/Newburyport line, and thus handles getting the Pan Am and CSXT trains to and from Everett. Once the freight gets to Everett Junction (a switch off the MBTA line to the lead to Everett) the freight enters yard track, not controlled by a T/Keolis dispatcher.

Reportedly, the locals operate in the yard track on their own, often calling the T dispatchers to ask where the other is.

1.3 The trains: why not combine?

**CSXT B721.** This local operates out of Framingham, and serves not only Everett but also Houghton Chemical in Allston [see 13#03B]. It operates during the afternoon and evening Sunday to Thursday as needed.

For example, from 8 May (Sunday) to 11 May (Wednesday):

Sunday - Did not run.
Monday - 6 loads to Everett, 6 empties back
Tuesday - 1 load to Everett, 1 load/6 empties back
Wednesday - Did not run.

**Pan Am locals LA-2, LA-3, LA-4 etc.** Pan Am operates locals out of its Somerville yard [see 16#04B] to serve Everett customers and often the same train will continue to Salem to serve Univar and to Peabody to serve Rousselot – though not on the same 12-hour shift. Like CSXT, these trains operate during the day, wending their way among the T commuter trains.

For example, the Boston Report noted these moves from 27 April to 6 May:

27 April: 5 loads out of Somerville to Everett, returning lite engines to Somerville.
29 April: 10 loads out of Somerville to Everett, returning with 11 empties to Somerville.
3 May: 10 loads out of Somerville to Everett, returning with 8 empties to Somerville.
4 May: 3 loads out of Somerville to Everett, returning with 5 empties to Somerville.
6 May: 2 loads out of Somerville to Everett, returning with 9 empties to Somerville.

Combine Pan Am and CSXT service? In 2012, when CSXT was beginning the closing of Beacon Park, the CSXT vice-president for network, Steve Potter, described the effect on service to Everett. Locals would run out of Framingham. Traffic to Everett was “dropping. It would make sense to serve it from the north. … We have had informal talks” with Pan Am , which could provide haulage of CSXT traffic via Worcester and Ayer to Everett. [See 12#03B.] [Apparently the talks never arrived at an agreement – editor.]

To add more light, or perhaps confusion: In 1909 the New England Gas and Coke Company, located roughly where Schnitzer is now, petitioned the Massachusetts Board of Railroad Commissioners for a crossing over the Grand Junction in Everett so that the gas plant could receive trains via the Boston & Maine. The Board granted the petition. [https://books.google.com/books?id=DUQ0AQAAMAAJ&pg=PA147&dq=grand+junction+railroad+Everett+branch&source=bl&ots=9oa35rXTrG&sig=0AQe2dSRqCeql9f0v0XbS-9mg&hl=en&sa=X&ved=0ahUKEwjBhL3y79TMAhUC6vYKIXxhDgQ6AEWjA`v=onepage&q=grand+junction+railroad%20Everett%20branch&f=false] Even after the turn of the 21st century, the line to Schnitzer is referred to as the ‘the Coke Works’. [http://www.railroad.net/forums/viewtopic.php?t=3145&p=526142]
1.4 Traffic and customers on the Grand Junction
See below for derivation of these numbers.

2. PAN AM SERVICE TO CIMENT QUEBEC

2.1 About Ciment Quebec
In 2015, CQ purchased a former Holcim (earlier St.Lawrence, earlier Independent) cement terminal in Everett on the Boston waterfront.

It chose to use Pan Am rather than CSXT, given its previous experience with Pan Am at its Bow, New Hampshire, plant as well as promised service and rates from Pan Am.

<table>
<thead>
<tr>
<th>EVERETT CUSTOMER LOADS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer</td>
</tr>
<tr>
<td>BMT</td>
</tr>
<tr>
<td>NEP</td>
</tr>
<tr>
<td>Ciment Quebec</td>
</tr>
<tr>
<td>Schnitzer</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

*Assuming rough total of 300 split between BMP and NEP.
**Assuming Schnitzer does receive some CSXT cars, this is an educated guess.

Everett. Ciment Quebec facility look east. On 9 May, the left-hand string, three pressure discharge cars, will eventually move through the “tunnel” for unloading. The three cars on the right are hopper cars, not pressure discharge; at least one has been there since February. These probably await the completion of the new unloading pit [see article]. {ANR&P}
2.2 Car spots, switching, loads per week
Tom O’Neill, CQ manager of both the Bow and Everett terminals, wrote that CQ can do ‘six cars a day as fast as they can feed them to us’ once the undercar pit is operating [see location on aerial]. {e-mail to ANR&P 24.Feb.16} Currently, Pan Am provides switching once or twice a week.

CQ moves the cars with a trackmobile, and relies on Pan Am to move the cars between its spurs, either when Pan Am is spotting or lifting CQ cars, or when Pan Am is enroute to switching Schnitzer.

2.3 May CQ move cars onto the branch?
CQ wants to be able to move its cars from one of its spurs to another [see aerial], but cannot without getting permission from the MBTA dispatcher who supervises the line. O’Neill wrote on 10 May:

‘The track access issue is still unresolved. The general impression that I have gotten from all parties is that no one wants to directly deal with it. In broad terms:

‘Upon purchase of the facility, CQ paid CSXT to have a preexisting lease reassigned to us from Holcim (prior owners). The lease originated in 1994 between Conrail and Independent Cement, allowing access to the 'main line' (aka New England Produce Feeder Track) for the sole purpose of moving cement cars between our two sidings.

‘This is a very similar lease to what Schnitzer Steel has, allowing it access to the sidings at the very end of NEP, which they currently exercise [see general Everett aerial].

‘For us, the devil is in the details. Mid-February, I contacted Keolis and then was redirected to the MBTA in an attempt to open up dialog about the lease, of which they may not have been aware of, and see what needed to be done on our part to be able to move between sidings as the ability do do so is going to be key to us being successful in supplying the terminal solely by rail.

‘Shortly after contacting Keolis, the sign posted at the end of the Schnitzer-leased section indicating 'Beginning of Commuter Rail Territory', was removed and relocated to just before the Beacham Street crossing.

‘An attempt was made with both companies. Keolis said quite simply that it wasn't going to happen.
There was too much concern about our prime mover (trackmobile or loader) getting away from us and crashing into a commuter train. A subsequent email to MBTA about a proposed solution was unanswered.

‘I have since contacted CSXT and according to them, when they sold the NEP feeder to MBTA last year, the lease [between Conrail-CSXT and Holcim-CQ] was not assigned to the MBTA and they retained ownership of the lease (yet Keolis holds the switch stand key).

‘So, to sum it up. The stretch of ROW that we are looking to access lies on Preferred Freezer and Boston Sand & Gravel property, with rails owned by MBTA (according to the sale of the NEP Feeder), controlled by Keolis, and generally operated by Pan Am and CSXT.’

2.4 Discharging cars – new method
O’Neill wrote: ‘CQ has a small fleet of pneumatic-discharge cars that we are currently utilizing to supply the Everett Terminal during construction. Once fully operational we will switch over to primarily gravity discharge hoppers.’

CQ has over 240 cement cars now, of which 30 are used in the Everett service because they employ pneumatic discharge. Some 90 hopper cars are assigned to Bow.

CQ is constructing an unloading pit [see aerial] to discharge cement hoppers by gravity. ‘This project has been a challenge to say the least. Progress has been slow as we have had to work around existing operations, at or below sea level in a very confined area. I am happy to say that the unloading pit is complete, and all machinery has been installed. Currently we are waiting on electricians to finish their portion of the project. I expect that by the middle of next week we can start testing equipment.’

2.6 More cars wanted
O’Neill continued: ‘We are gearing up for substantial volume based on the sales potential of the Boston area market. The [gravity] unloading track will hold 6 cars and depending on how the track-access situation works out, and sales go, we will be looking for up to 5-day/week service.

‘Additionally, we have leased one of the old Ossipee Aggregates sidings from Boston Sand & Gravel for additional car storage capacity. As an alternative, we also can receive cement by barge or ship if necessary.’ {e-mails to ANR&P 9-14.May.16}

3. PAN AM & CSXT SERVICE TO SCHNITZER

3.1 About Schnitzer
A scrap yard in Everett on the Boston waterfront, served by rail, has existed for many years. In 2005, Schnitzer Steel Industries and Hugo Neu, who had a joint partnership owning Prolerized New England the operator of the scrap yard at that time, separated their common businesses and Schnitzer became sole owner of the yard. {2005 10-K Annual Report of Schnitzer}

The yard is held by Prolerized New England LLC, but does business as Schnitzer Northeast. {Consent Decree of October 2015}

Most of the scrap is loaded into ships for export.

3.2 2012 volumes
A presentation to the North East Association of Rail Shippers in October 2012 listed the Everett yard as the top processing facility for Schnitzer, and one of the top two or three in the country. It received about 75 carloads of scrap a month, and sent out as waste about 10 per month [see 12#10A].

3.3 2016 volumes
The Boston Report, published in the GuilfordRailSightings yahoo group, shows that Pan Am is handling most of the Schnitzer traffic this year, and that the volume is roughly the same, 75 carloads inbound a month.
3.4 Which railroad serves Schnitzer?

Like the other customers on the Everett branch, Schnitzer can choose between CSXT and Pan Am. In December 2014, when Schnitzer was sending out many more loads by rail than bringing in, presumably due to high domestic demand, CSXT’s train B721 brought 65 loads in and 177 empties, while it railed out 157 loads and 59 empties. Pan Am, in contrast, had but a handful of cars during that time. [See 14#12B.]

The situation in spring 2016 has reversed. According to the Boston Report, Pan Am is averaging roughly 10 cars a trip to Everett (some for Ciment Quebec), and making that trip 2-3 times a week.\(^5\) CSXT’s B721, on the other hand, is only averaging about two cars a trip each way [most for the produce terminals – see section 4], and only running 3-4 times a week.

So Pan Am is moving around 70 cars a month to Schnitzer, and 50 per month to Ciment Quebec. {Boston Report and ANR&P calculations} Given eight months of a construction season, figure 400 carloads a year for CQ.

3.5 Switching of Schnitzer

The serving railroad spots Schnitzer loads on the track outside the Schnitzer property [see Ciment Quebec map]. Schnitzer switches its yard itself. [Unlike Ciment Quebec, Schnitzer may use the main line under its lease CSXT 663805, according to O’Neill.]

Currently, DeAngelas Railroad Contractors is rehabbing the Schnitzer tracks.

3.6 Schnitzer residue; Consent Agreement

Out of automobiles and other scrap processed by its giant shredder, Schnitzer produces shredder residue (SR). Approximately 75% by volume is 3/4-inch plus coarse SR; 25% by volume is 3/4-inch minus fine SR mixed with cement kiln dust or Portland cement. These fractions are combined in a mixing bin to create a material called Propat® that is shipped as daily landfill cover.

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\(^5\) If the train takes 10 cars three times week, that comes to, \(10 \times 3 \times 4 = 120\) cars/month. If twice a week the consist includes six cars for CQ, \(6 \times 2 \times 4 = 48\) cement cars per month, and \(120 - 48 = 72\) scrap cars/month.
Under a Consent Judgement with the EPA to control airborne particulates, approved by Massachusetts Superior Court 25 September 2015, Schnitzer agreed to send Propat only to landfills in Massachusetts. {pages 13 and 45}

4. CSXT SERVICE TO EVERETT

4.1 CSXT train B721
Most nights, B721 operates out of Framingham to serve four customers: Houghton Chemical in Allston, and in Everett the New England Produce Terminal, Boston Market Terminal, and Schnitzer scrap.

This article covers only the moves to Everett as part of the Pan Am customer article, because Schnitzer is one of the few customers in the Atlantic Northeast enjoying access to two different railroads.

4.2 Produce Terminals
In Everett, the Boston area has two terminals handling produce which serve restaurants, supermarkets such as Whole Foods, and open-air food markets.

The New England Produce Market (NEP) was formed around 1965 when Boston began to ‘demolish and renew an area [Faneuil Hall and Quincy Market] in Boston in which a number of wholesale fruit and produce dealers have been located. … An organization of these dealers was formed, under the name of the New England Produce Center, Inc., for the purpose of exerting a group effort to provide a new market area for themselves, and this group, in turn, has received the assistance and aid of the Boston Redevelopment Authority in providing the present feasibility.

‘The dealer group specified that within a site there were to be provided a total of 115 modular units and team track facilities for 60 rail cars. … It was further specified that each occupancy unit should be provided with both truck and railroad loading and unloading facilities, and that a double rail track should serve the structures.’

The eventual site consisted of land in both Everett and Chelsea; the city line [see Everett map] follows

9 May 2016. On this day BMT had only an NYC flat. NEP had two reefers [see photos; aerial shows locations].

{ANR&P coverage and photos}
the path of former stream bed, now filled in. ‘Rail service will be provided over the New York Central System branch line … We understand that the Boston and Maine Railroad may also provide rail service to it.’ {Boston Redevelopment Authority, ‘Report on New England Produce Center, Inc, Chelsea-Everett, Massachusetts’ Nov.65}

Boston Market Terminal (BMT), like NEP, was moved out of Boston, specifically South Boston. ‘In 1969, the BMT was opened across a city and fence line from the New England Produce Center in Chelsea, MA, which was built in 1967. Today [2005], the fence between the two markets is open, and there is regular trade between the two facilities.

‘The current Boston Market Terminal facility is 1,140 feet long, and was built with a huge center display room. There is a railroad siding on BMT property in the direction of the NEPC. Preliminary blueprints call for a new, high warehouse facility to be an extension from the existing building, with two new rail lines running adjacent to and accessing the new refrigerated warehousing.

‘The style of the building would then be converted to individual units. The overall design of the market would be very similar to the existing
Philadelphia Regional Produce Market, with an open loading dock, backed by sales rooms, which would in turn back up to high racks of refrigerated space. Rail cars would be unloaded on the refrigerated side of the units.’

*The Produce News 27.Sept.05* [The addition was apparently not built. Editor]

**Rail service.** Aerial pictures of 2015 and earlier show all cars on the spurs in BMT. However, a visit on 9 May turned up two reefers on the NEP spur and only a New York Central flat in BMT [see photos and map for further detail about the cars].

**Estimated traffic.** When asked on 6 May about rail traffic, NEP officials said, “No comment.” The ‘Boston Report’ provides traffic numbers for B721. In the period from February to date, numbers fell off and the train ran less frequently. The Report noted that refrigerated cars were appearing more often.

Assuming that none of the trains contained scrap, one might estimate loads for the produce terminal, including reefers, as 6 loads a week, or about 300 per year.

### 4.3 Schnitzer scrap

Until 2015, CSXT handled most of the inbound loads of scrap and a brief surge of outbound scrap loads. At this point, Pan Am is handling nearly all of Schnitzer. [See PAR section 3.4]

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**MARITIMES**

**CN: NATIONAL GYPSUM STEADY***

12 May, Milford Nova Scotia. **THE QUARRY CONTINUES TO SEND OUT ONE TRAIN A DAY,** said Jeff Newton, the plant manager, to the pier in Wright’s Cove.

The plant is trucking to Prince Edward Island ‘with agricultural gypsum. ... And yes we do ship to the wallboard plants by rail in New Brunswick.’

The quarry got the permit to expand in 2015 [see 15#02A]. It has not yet started digging in the new area.

{e-mail to ANR&P}

**Production**

The Registration Statement for the expansion contained this:

At current production, the site ships one train load made up of 66 rail cars per day, five days per week. The site has shipped two train loads per day in the past. The site ships by rail to two wallboard plants in New Brunswick on average 15 cars per day. The site also ships some material via dump tri-axle trailer mainly during the spring and summer months, with approximately 20 to 30 trucks per day. Operations for the proposed Project will be consistent with current rail and truck volume at the existing mine and could increase, for a short period, depending on market demand.

**Ship call in Portsmouth**

On 8 May, the Canadian Steamship Line’s *Metis* called the National Gypsum wallboard plant on the Piscataway River in Portsmouth. [Presumably it was unloading gypsum it had loaded in Wright’s Cove.]

*National Gypsum Milford location. Red shows rail route to McAdam, black rail to Wright’s Cove. {from 15#02A}*
RAIL FREIGHT FACILITIES

Described in this issue.
Boston Market Terminal (CSXT, Massachusetts) Some cars.
Canal Generating (MC, Massachusetts) No rail.
Ciment Quebec (Pan Am, Massachusetts) Traffic should climb.
Mallinckrodt (Pan Am, Maine) Traffic continues.
National Gypsum (CN, Nova Scotia) Steady traffic.
New England Produce Terminal (CSXT, Massachusetts) Some cars.
Schnitzer (Pan Am and CSXT, Massachusetts) Steady traffic.
Tresca (BCLR, Massachusetts) Dragon cement arriving.

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.

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Purpose
Atlantic Northeast Rails & Ports, née Maine RailWatch (1994-1997) and later Atlantic RailWatch (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. ‘No railroad is an island, entire onto itself.’

FORMAL E-ISSUE