



Rail Freight in the Housatonic Region

July 2011

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OVERVIEW OF RAIL FREIGHT SERVICES

This information is presented to enable all parties to better deal with rail freight issues in the Region. It is intended to assist rail freight providers in marketing their services, assist municipalities in marketing buildings and land with proximity to rail, assist businesses seeking to truck their products to or from rail freight access points outside the region, and government agencies to improve this economic development resource.

RAIL FREIGHT IN CONNECTICUT

It is generally accepted that the freight transportation industry in the United States has undergone dramatic changes in the last twenty years. Developments in "containerization", shifts in the manufacturing industry to "just-in-time" delivery; the deregulation of rail, trucking and aviation industries, and the development of new trading patterns in a global economy have led to consolidation and restructuring of freight transportation modes.

On the national scene many shippers are using more cost-effective rail, air or water transport for the long-haul portion of freight delivery, with trucking firms supplying the pick-up and delivery portion of trips rather than supplying end-to-end service. Thus truck/intermodal traffic has increased dramatically in recent years and should continue to increase.

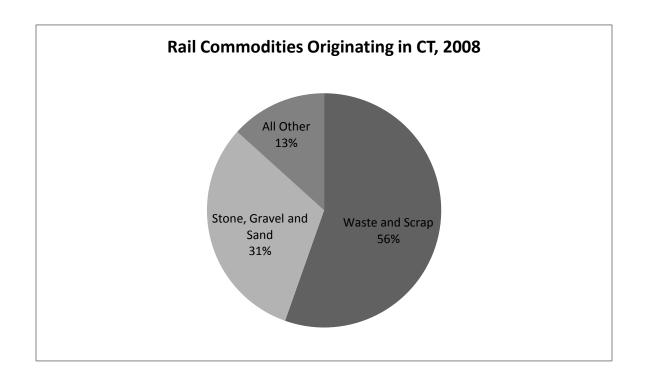
The development of expressways such as I-84 and I-95, the trend toward larger and heavier trucks, more time-sensitive shipping requirements, increasing competition, and railroad branch line reductions have contributed to the trucking industry attracting a large market share of goods movements. But, while the number of truck trips is increasing, the length of such trips is decreasing.

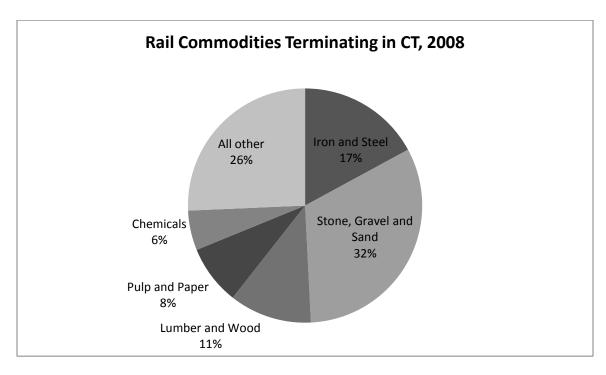
According to Connecticut Department of Transportation (ConnDOT), Connecticut, because of its small geographic area and its close proximity to some of the nation's largest ports, intermodal rail facilities and airports, can expect to continue to see primarily the truck portions of intermodal freight trips. Trucking is, and in the foreseeable future will continue to be, the backbone of goods movement in Connecticut. Currently, almost 75% of goods moved intra and interstate here travel by truck. In contrast, about 2.3% of freight shipments are moved by rail. ConnDOT has a goal articulated in the Connecticut State Rail Plan of 2010 to increase rail freight usage by 25%.

For 2002, it was estimated that 2.9 million tons of freight was shipped to, from, and within Connecticut by rail. It is projected that by 2035 rail freight movements in the state will reach 5.5 million tons.

Rail freight service in Connecticut is provided by CSX Transportation, Providence & Worcester Railroad Company, Housatonic Railroad Company, Springfield Terminal, RailAmerica subsidiaries Connecticut Southern Railroad and New England Central Railroad, Branford Steam Railroad, Central New England Railroad, Naugatuck Railroad, and PanAm Southern Partnership.

According to ConnDOT, most rail shipments entering Connecticut fall within a limited range of bulk commodities such as crushed stone, lumber, rolled paper, steel, chemicals, and waste products. The manufacturing and distribution companies who currently receive these goods by rail accept significantly longer shipment times than would be required for truck shipment of their low-value, non-time-sensitive raw materials and products.





Source: Association of American Railroads

The major commodities moved through the Housatonic Region by rail include municipal solid waste, lumber, crushed stone, construction debris, wood pulp, corn oil, and industrial chemicals.

Factors limiting rail freight in Connecticut and the Housatonic Region

The following factors affect or have affected the volume of freight transported in Connecticut by rail:

- The dearth of Hudson River rail crossings makes through shipping of freight impractical for many commodities and products west of Connecticut;
- Overhead clearances of well under the optimal 22'8" limit the size of freight cars that can be used;
- Freight railroads in Connecticut often operate at low speeds, between 10 and 25 mph, due to rail weight and age;
- Car weight restrictions of below 268,000 pounds per car on many lines do not meet the industry standard and limit the amount of commodities carried per car;
- High track fees for freight railroads operating over Amtrak right of way;
- The strong competitive position of the trucking industry due to the short distances involved in movement into and through our small state; and
- The state increasingly is oriented to business and service activities which do not generate large volumes of freight.

The weakening and dilution of the State's industrial base, and the shortening and tightening of the product stream, have lead to fundamental changes in the way goods are manufactured, shipped and received. Rarely do plants receive rail cars full of materials to be converted into finished products, with all phases of manufacturing and assembly taking place under one roof.

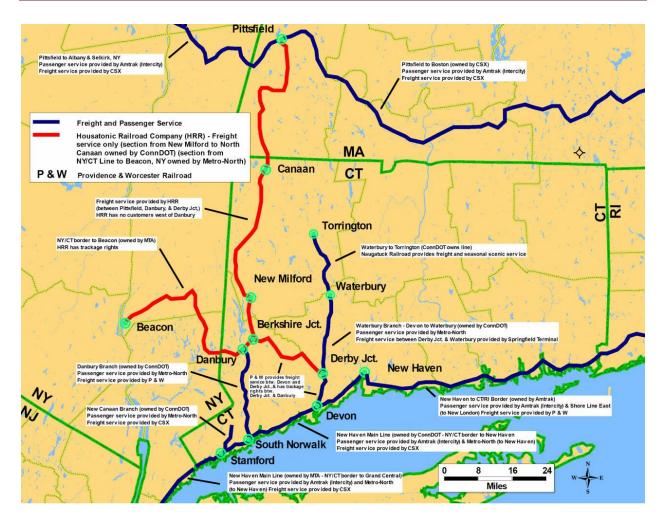
Rather, manufacturing is dispersed over several locations with any one plant having a limited role. And the changes in materials management, specifically, just-in-time delivery, mean that sites are getting smaller, more frequent deliveries of materials, and are doing the same with their outbound shipments.

And importantly, one of the major container ports in the world, and one of the largest intermodal rail yards in the country are located in northeastern New Jersey, within one hundred miles of central Connecticut. A major intermodal yard with connections to the west is located just over the state line in West Springfield, MA.

The close proximity of these rail facilities to business and industries in the Housatonic Region and Connecticut and the fact that Connecticut does not have a direct freight connection to the western and southern United States (the main rail line for New England is the Boston to Albany Line that runs through southern Massachusetts) results in a significant percentage of goods originating in or destined for Connecticut being handled by truck.

HOUSATONIC REGION'S FREIGHT RAILROADS

HVCEO seeks to promote realistic growth of rail freight usage in the Housatonic Region. The first step is for the public to become familiar with the several active rail lines in the Region today and providers of regional rail freight service. With many parts of the state without any rail service, the Housatonic Region is blessed with multiple rail lines with active freight service.



Rail freight in western Connecticut and connections to the broader regional rail freight network.

The first rail line in the area was built during the 1840's, connecting Bridgeport with New Milford via Newtown and Brookfield. It was intended to tap the agricultural and mineral wealth of Litchfield County.

The second rail link was the north-south Danbury to Norwalk connection of 1852. Had Danbury remained without this rail link with the coast, where goods could be transferred to trains or boats headed to nearby New York City, its early industrial development would have been much less intense.

A third rail line began operating east-west in 1881. Entering Danbury from New York State, the Maybrook Line was constructed easterly into Brookfield, and then overlapped with a segment of the older Bridgeport-New Milford Line until southern Newtown, where it left that line and proceeded east into Monroe and on across the Housatonic River to Derby, CT.

These rail routes were the interstate expressways for freight and passenger service in their day. While in modern times their early influence over growth has been largely superseded by motorized trucking, rail access is still vital for some manufacturing and warehousing here.

Today, there are four recognized rail lines in the Region. The regional rail network centers on Danbury, with all four lines serving the city. In the Housatonic Region, the Housatonic Railroad (HRRC) and Providence and Worcester Railroads (P&W) are the freight operators.

Although the railroad does not operate in this region, CSX Transportation (CSX) provides a link in Pittsfield, MA, to national and international markets for rail freight originating or arriving in the Housatonic Valley.

Rail Line	Municipalities	Owner(s)	Freight Railroad	Termini
	Served		Operator(s)	
Beacon	Danbury	HRRC	HRRC	Beacon, NY
		MTA		Danbury
Berkshire	Danbury	HRRC	HRRC	Danbury
	Brookfield	ConnDOT		Pittsfield, MA
	New Milford			
Danbury Branch	Danbury	ConnDOT	P&W	Danbury
	Bethel			Norwalk
	Redding			
	Ridgefield			
Maybrook	Danbury	HRRC	HRRC	Danbury
	Brookfield		P&W	Derby
	Newtown			

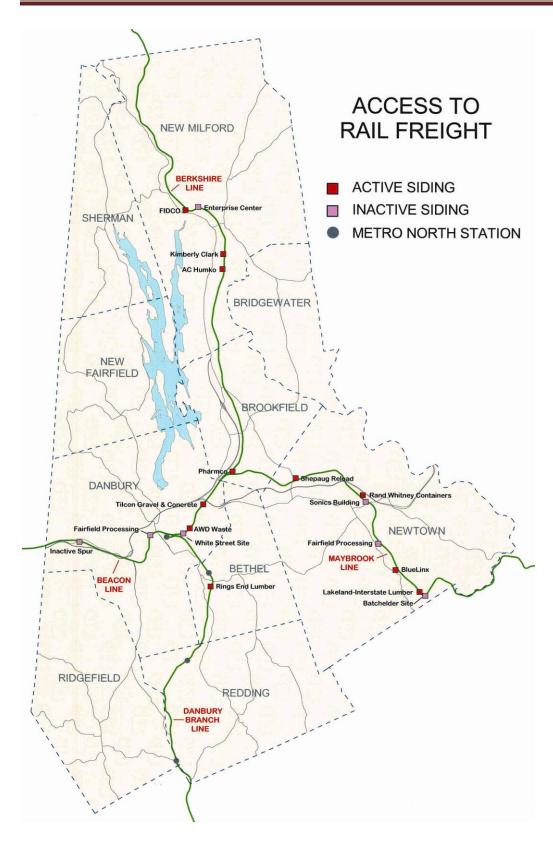
The **BEACON RAIL LINE** originates in Connecticut at Danbury Station at its junction with the Danbury Branch Line. The line was historically two railroads; the Beacon Secondary which comprises the segment between Beacon and Hopewell Junction, NY and the Maybrook Line from Hopewell Junction, NY to Danbury.

In New York, the line is owned by MTA Metro-North Railroad (MTA). MTA purchased the Rail Line in 1995 to avoid its being abandoned. HRRC owns the portion of the line in Connecticut. Housatonic has freight rights from owner MTA westerly on the Beacon Line to Beacon, NY.

The Beacon Line connects the Hudson, Harlem and Danbury Branch Lines of MTA Metro-North Railroad.

The **BERKSHIRE RAIL LINE** runs north-south through New Milford, Brookfield and Danbury. It originates at Berkshire Junction, where it meets the Maybrook Line, on the Danbury-Brookfield border near the intersection of Route 7 and I-84 and the entrance to Berkshire Corporate Park.

The Berkshire Line is owned by HRRC between Danbury and central New Milford for 13.6 miles, and by ConnDOT northward for another 36.4 miles to the Massachusetts State Line. The Housatonic Railroad then owns the line from the Massachusetts border north to Pittsfield, MA, to its interchange with the Berkshire Subdivision of CSX's Boston and Albany Route. CSX's route is the main connection for the broader region to the North American rail freight network.



Freight rail lines in the Housatonic Region. Locations of freight sidings and MTA Metro-North Railroad stations are shown.

The **DANBURY BRANCH RAIL LINE** is single track and operates south to north from the City of Norwalk, into Wilton, then crosses into the Housatonic Region where it passes thru Ridgefield, Redding, Bethel and Danbury. This line provides the Region's only passenger service via stations in Danbury, Bethel, Redding and Ridgefield, the schedules for which preclude much freight activity.

The entire Danbury Branch Line between Norwalk and Danbury is owned by the Connecticut Department of Transportation. The line meets the New Haven Main Line in Norwalk and at the junction of the Beacon and Maybrook lines in Danbury.

The **MAYBROOK RAIL LINE** originates at Danbury Station and runs southeast to Derby. The line is double tracked from Danbury to Berkshire Junction at the Danbury-Brookfield Line. The Maybrook was once the major east west freight corridor across the Hudson River to New England. There is still significant local rail freight activity on this line, as will be outlined in detail later in this report.

The Maybrook Line is owned by the Housatonic Railroad Company (HRRC) from Danbury Station to Derby Junction. Proceeding east from Brookfield, the Maybrook Line continues single tracked through the Botsford section of southern Newtown, then southeast through the descent down the Housatonic River Valley through Monroe and Shelton, and to Derby Junction on the Waterbury Branch Line. From here, a connection to the New Haven Mainline can be made at Devon, Milford CT.

NORTH OF DANBURY VIA THE BERKSHIRE LINE

OVERVIEW OF RAIL LINE

The point of origin for the Berkshire Line in Danbury is close to the Brookfield town line, near the entrance to the Berkshire Corporate Park off the White Turkey Road Extension. This is Berkshire Junction, where the Maybrook Line turns east and the Berkshire Line proceeds north into Brookfield and then New Milford.

From there, the Berkshire Line continues northward to the Massachusetts border in North Canaan. The line was double tracked from Danbury to New Milford in 1913. By 1938, however, one track was removed and it was returned to a single track line.

The Berkshire Line is maintained at Federal Railroad Administration (FRA) class 1 and class 2 standards, which means that maximum speeds for freight trains are from 10 to 25 mph. Although the rail on the state-owned portion of the Berkshire is 70 to 100 years old, the entire line is compliant with the 286,000 pound car weight standard. Rail lines that do not operate at this standard are at a competitive disadvantage, since cars cannot be fully loaded with freight. Clearance on the line is 17 feet, 10 inches.

The Berkshire Line is owned by the Housatonic Railroad Company from Berkshire Junction to central New Milford, and by ConnDOT from there north along the Housatonic River to the Massachusetts State Line.

FREIGHT SERVICE BY THE HOUSATONIC RAILROAD

The Berkshire Line in Brookfield, Danbury and New Milford is operated by the Housatonic Railroad (HRRC). The original Housatonic Railroad was chartered in 1836 and was acquired by the New York, New Haven & Hartford Railroad in 1892. At that time, the railroad was 175 miles long, with 60 passenger depots. The last passenger train on the line ran on April 30, 1971. The railroad was then land-banked until 1983 when the line from Canaan to New Milford, CT, was reopened and the Housatonic Railroad name was used again.

There are three sizes of railroads categorized by the Surface Transportation Board by annual revenue; Class I Railroads, Class II lesser regional railroads, and Class III, local railroads. HRRC, with less than \$23.6 Million in gross annual revenues, is designated as Class III. HRRC is based in Canaan, CT, near the Massachusetts border. It operates over 160 miles of track.

HRRC operates north-south between Danbury and Pittsfield, MA, on the Berkshire Line. East and west, the railroad operates between Danbury and Derby, CT, on the Maybrook Line, and the Beacon Line between Danbury and the New York State Line. The railroad has freight rights west of the Connecticut border on the Beacon Line to Beacon, NY, but currently no active customers on that portion of their service area.

The Railroad provides local freight service in the Housatonic Valley and through interchange with CSX in Pittsfield, MA, freight transportation links to the national rail system. The company carries approximately 6,000 carloads of freight each year and is the most significant rail freight provider in the

Housatonic Region. Commodities moved by HRRC in the region include lumber, municipal solid waste, paper products, construction debris, and industrial chemicals.



Housatonic Railroad GP35 number 3602 with boxcars near the BlueLinx facility in Newtown, CT (photo by Robert Pisani, used with permission).

FREIGHT SIDING AND SERVICE INVENTORY

Berkshire Line Freight in Danbury, CT

There are no freight customers, in part due to the fact that the origin point for the Berkshire Line in Danbury is very close to the Brookfield Town Line. This location is one potential site of the proposed Danbury North Railroad Station.

Berkshire Line Freight in Brookfield, CT

Entering from Danbury, the Berkshire Line parallels the Route 7 Expressway to its west. Throughout Brookfield the track remains within the gentle downgrade of the Still River Valley.

HRRC via the Berkshire Line in Brookfield serves the freight needs of Pharmco Products, a 50,000 square foot facility located at 58 Vale Road. This company is a leading manufacturer of alcohol based solvents and chemicals. There are no other rail freight customers along the Berkshire Line in Brookfield.

The Berkshire Line then proceeds north, crossing over Side Cut Road and under Grays Bridge Road. Continuing north on the east side of the Route 7 Expressway, the Line crosses over Route 133, then to the north under Silvermine Road, and under Route 25 near Brookfield Center, location for the proposed Brookfield Railroad Station. The line then continues to follow the Still River north into the Town of New Milford, CT.

Berkshire Line Freight in New Milford, CT

Entering from Brookfield, the Berkshire Line once in New Milford parallels the Still River while running along its east bank, passing over Old Middle Road, then under Old Pumpkin Hill Road, under Erickson Road, and having an at grade crossing with Still River Road.

The Berkshire Line then continues to proceed north, sandwiched in between the Housatonic River to its east and Pickett District Road to its west. Along Pickett District Road, service is provided to AC Humko Food Companies, Inc., located at 87 Pickett District Road, a manufacturer and packager of oil based food products. ACH Food has a 70,000 square foot plant with about 50 employees. Rail freight for this company is provided by HRRC.

HRRC via the Berkshire Line next serves the massive Kimberly Clark Corporation, a very large facility with about 1,200 employees located at 58 Pickett District Road, which manufactures sanitary personal paper products.



Kimberly Clarke Facility in New Milford, CT.

Adjacent to Kimberly Clark and parallel to the Housatonic River, HRRC maintains a small freight switching area for sorting loads and making up new ones for local delivery or northbound trains. Cargo transfers are all internal: no materials are loaded to or unloaded from freight cars to trucks in this yard.

The Berkshire Railroad Line next crosses the Housatonic River and proceeds up the river's east bank. In so doing it has at grade crossings with South Avenue, then Mill Street, then Bridge Street (Route 67), the major artery in downtown New Milford.

At Milepost 11.3 there is a freight siding just north of the New Milford Railroad Station, now surrounded by the Clifford C. Chapin Railroad Plaza. This siding is not currently in use.

The Berkshire Line then crosses over Pleasant Street and the Aspetuck River. After the at grade crossing of Aspetuck Ridge Road, rail spurs extend out to the large vacant industrial building known as the Century Brass Mill/DAVKO property. The Town of New Milford is the current owner and is seeking a developer to purchase this 72 acre site.

Proceeding on over Boardman Road, the Berkshire Line next serves FIDCO Inc. (formerly Nestle), located at 201 Housatonic Avenue, a food flavoring and products manufacturer with 154 employees. The freight needs of this facility are served by the HRRC.

CURRENT FREIGHT ACCESS FURTHER NORTH

The Berkshire Line then continues north, past the at grade crossing on Boardman Road, along the Housatonic River into the Town of Kent, CT. ConnDOT ownership of the line begins in New Milford at Milepost 13.6.

HRRC pays ConnDOT a fee based on gross revenue for freight that originates or terminates on the State owned segment of the Berkshire Line and a per car round trip fee for cars that run through the segment.

The Line then continues along the east bank of the Housatonic River, crosses into Massachusetts, and reaches Pittsfield, MA where a transfer of freight to CSX is made by the HRRC. The movement of rail freight from Pittsfield is generally westward to the Selkirk Yards in Selkirk, NY. The Selkirk facility is the major hub of rail freight activity in the northeast; connecting traffic from New York, New Jersey, Chicago and New England.

While not a local provider of freight in the Housatonic Region, CSX thus provides an important rail freight link to the national rail freight network west of the Hudson River.

Freight Service by CSX Transportation

CSX Transportation was created in 1978 through the merger of the Chessie System, Inc. and Seaboard Coast Line Industries.

Of the three sizes of railroads defined by the Surface Transportation Board, Class I Railroads, lesser Regional Railroads, and the smallest class of Local Railroads, CSX Transportation (CSX) is classified as Class I. It is one of only seven such railroads in this top class size currently operating in the United States.

CSX serves 22,700 miles of track in 23 states and two Canadian Provinces. For consumers in the

Housatonic Region, interchanges between our local railroads and CSX in Pittsfield, Springfield and Worcester, MA, allow for movement of our freight westward.

A major barrier to southern New England's freight operations, the nearby Hudson River, is crossed by CSX at the Selkirk Yards near Albany, NY. This is a roundabout routing for our freight, but more direct freight service to our area via the Poughkeepsie Bridge crossing ended in 1974 and is not at all likely to be reestablished.



CSX locomotives working the Selkirk Yards, Selkirk, NY (Photo by Pat Schmidt, used by permission).

CSX is developing the freight yard at Cedar Hill in New Haven as a bulk loading facility, where raw materials such as lumber, flour and cement are loaded and unloaded between trucks and railcars.

Trailer on Flatcar Terminals (TOFC or "piggyback terminals") are facilities where tractor trailer bodies or shipping containers are loaded and unloaded from flatcars.

CSX trucks some TOFC material to its TOFC facility in West Springfield, MA, thereby eliminating some rail movement on the Springfield-New Haven Line operated by the Connecticut Southern Railroad. This saves a day in transit time, since Amtrak passenger rail traffic on the New Haven-Springfield Line allowed Connecticut Southern only certain times in which to use the line. Connection by rail is made with the route from Boston and thence westerly through Massachusetts to the Selkirk Yards south of Albany, NY.

POTENTIAL SERVICE FURTHER NORTH

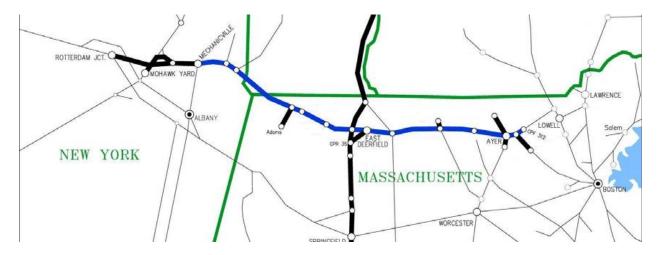
Pan Am Southern is beginning rail freight operations across West and Central Massachusetts with a cross-Hudson connection to Mechanicville north of Albany along a route called the Patriot Corridor. This route is primarily east-west

Pan Am Southern is a joint venture between Pan Am Railways, a regional class II carrier, and Norfolk Southern, a class I carrier based in Norfolk, Virginia.

The railroad is rehabilitating 138 miles of track and adding more than 356 miles of new rail. Intermodal facilities in Ayer, MA, will be expanded and a new intermodal terminal is under construction in Mechanicville, north of Albany, NY. The 207 acre Mechanicville yard, constructed on a former rail classification yard, is a \$40 million expansion.

The Patriot Corridor will be compliant with the 286,000 pound weight standard and improved track condition will permit speeds of 40 mph. Clearance improvements will allow for operation of enclosed multilevel rail cars.

A north-south connection will be made between White River Junction, VT, and New Haven, CT, via Amtrak's Hartford-Springfield Line.



The Patriot Corridor in Massachusetts, Vermont and New York.

EAST OF DANBURY VIA THE MAYBROOK LINE

OVERVIEW OF RAIL LINE

All of the Maybrook Line is owned by the Housatonic Railroad Company. The line begins at Derby Junction in Derby, CT, and ends at Danbury Station, where it connects with the Beacon Line and the Danbury Branch Line. The line connects with the Berkshire Line in Brookfield and the Waterbury Branch Line in Derby.

It once began in Maybrook, NY, and thus received its name and was a major east-west freight corridor until the early 1970's. One positive result was that long, slow freight trains no longer temporarily closed Main Street in Danbury.

The line is maintained at FRA as class 1, limiting freight speeds to a maximum of 10 mph. The line is complaint with the 286,000 lb. car weight standard and minimum clearance is 19'.

CURRENT FREIGHT SERVICE PROVIDER

Service on the Maybrook is provided by the Housatonic Railroad and the Providence and Worcester Railroad.

Freight service by the Providence and Worcester Railroad

Of the three sizes of railroads defined by the Surface Transportation Board, Class I Railroads, lesser Regional Railroads, and the smallest class of Local Railroads, the Providence and Worcester Railroad is classified as Regional or Class II.

The Providence and Worcester Railroad, founded in 1844, ran as an independent company until 1892 when it was leased for 99 years by the New York, New Haven and Hartford Railroad. After the New Haven merged with Penn Central in 1969, P&W withdrew from the merger and resumed independent operations four years later.

P&W operates in Massachusetts, Rhode Island, Connecticut and New York. The P&W is a major freight provider in the state of Connecticut and interchanges with CSX in Worcester, MA; the Springfield Terminal Railroad and Norfolk Southern in Gardner, MA; New England Central Railroad, Canadian Pacific, Canadian National and New England Central Railroads in New London; the New York and Atlantic Railway in Queens, NY; the Housatonic Railroad in Danbury, and the Connecticut Southern Railroad in New Haven.

P&W serves customers within Connecticut along the entire coast, The Danbury Branch Line, The Maybrook Line, The Waterbury Branch Line to Derby Junction, from New Haven to Middletown and in the eastern portion of the state between the cities of Groton, Norwich, Plainfield, Willimantic and north to Worcester, MA. They have a newly activated interchange with New England Central on the recently reconstructed Willimantic Branch Line.



Providence and Worcester (left) and CSX Freight Trains in Cedar Hill Yards, New Haven, CT (Photo by Doug Kroll, used by permission).

P&W operates over more than 238 miles of track in Connecticut and runs the largest double stack intermodal facility in New England in Worcester, MA. According to the *Connecticut State Rail Plan*, P&W transported nearly 30,000 carloads of freight in 2009 comprised of 1.85 million tons of chemicals, plastics, and minerals and nearly 24,000 intermodal shipments.

In our region, P&W serves only Ring's End in Bethel on the north-south Danbury Branch Line and Tilcon Connecticut in Danbury on the east-west Maybrook Line. P&W has trackage rights on HRRC's Maybrook Line from Danbury to Derby.

P&W's use on the Maybrook line to serve Tilcon in Danbury is not in competition with the Housatonic Railroad, as Housatonic does not have trackage rights east of Derby Junction where this shipper sends its material. In exchange, P&W pays a mileage fee per car to Housatonic to help with upkeep of the line. P&W has a similar agreement with Metro-North and ConnDOT, where a per-car mileage fee and maintenance fee is paid for use of the Danbury Branch Line.

At this point in time (spring 2011), HRRC and P&W are engaged in a dispute through the Surface Transportation Board over P&W's use of the Maybrook. P&W alleges that HRRC is failing to properly maintain the Maybrook, of which approximately 12 miles is currently out of service at its eastern end. This impacts P&W's movement of stone from the Tilcon facility, which now must make a less efficient and more costly move north and south via the Danbury Branch Line and over the New Haven main line

to reach its destination.

FREIGHT SIDING AND SERVICE INVENTORY

Beginning a detailed description of its passage through our planning region, the Maybrook Line originates at Danbury Station in Danbury. The railroad station function was relocated in 1996, such that today's Danbury Railroad Station is on the south side of the rail yard, and the historic Union Station is operated by the Danbury Railway Museum. At the Union Station, the Danbury Branch and Beacon Lines terminate as they join the Maybrook Line.

The Maybrook Line proceeds east to an at-grade crossing at Wildman Street, then turns northeasterly just before it passes under busy White Street. Midway between Wildman and White Street at the location of the former McLachlan Hat Factory is the White Street siding. This siding is currently inactive.

There is then a spur to serve the rear of the AWD/Danbury Mom and Pop Recycling Center, located at 307 White Street, a transfer station for commercial and residential waste disposal. Rail freight service to AWD is provided by HRRC. About 600 tons of construction debris and 950 tons of municipal solid waste are moved from this location by rail on a daily basis.

The Maybrook Line now closely parallels Federal Road (State Route 805) as it proceeds northeasterly along the Still River Valley. The next freight user is Tilcon Connecticut, located in the Commerce Park section of Danbury at 49 Eagle Road.

Tilcon is a sand, gravel and concrete supplier. Although this track is owned by the HRRC, this company is served by the Providence and Worcester (P&W) Railroad. P&W has much gravel and sand hauling work in Connecticut. As it ships this material to a location where HRRC does not have trackage rights, it is not in direct competition with HRRC for this account.

The Maybrook Line is now closely sandwiched between Federal Road to the northwest and Eagle Road to the southeast, as it passes the edge of the busy Commerce Park business area. The Line then passes under I-84 to meet Eagle Road Extension at an at-grade crossing.

Crossing the Still River, then closely paralleling White Turkey Road Extension on its northeast side, the Line passes the site of the proposed Danbury North Railroad Station (at the existing park and ride location), then proceeds into Brookfield.

Maybrook Line Freight in Brookfield, CT

Just north of the Danbury-Brookfield Line, near the entrance to Berkshire Corporate Park, the Berkshire Rail Line begins. This takes the form of a fork in the tracks, with the Maybrook Line turning from northeast to east and the Berkshire Line continuing north along the Still River Valley. The site of the Proposed Danbury North Railroad Station is nearby.

The Maybrook Line now runs east thru Brookfield, passing into Newtown, CT. There are no rail freight customers on the Maybrook Line in Brookfield.

Maybrook Line Freight in Newtown, CT

Just after its at-grade crossing with Route 25, the Maybrook Line has a spur to the Shepaug Reload and Distribution Center, with an address of 30 Hawleyville Road/Route 25. This facility is operated by HRRC. It allows regional lumberyards to take local delivery of building materials sent by rail. The facility has approximately 30 car spots and is managed by Newtown Transload, LLC.

The site is also used as a demolition debris transfer location with a limit of 450 tons per day. The railroad recently filed a request to expand the debris transfer business to as much as 2,000 tons per day, which has generated significant controversy in Newtown.



HRRC's Shepaug reload facility in Newtown, CT. Route 25 is visible at the top of this photo. (Source: HRRC website).

Continuing on and after a southwesterly turn, the Maybrook Line passes under I-84. It then serves Rand-Whitney Containers Newtown L.L.C., located at 1 Edmond Road, a firm dedicated to high tech, high quality corrugated printing and converting. This company is served by the HRRC.

Just before the crossing over Route 6, the Maybrook Line has a siding to serve the building housing the Sonics Company. While no freight service is currently provided, a future tenant of this building will have a rail option available from HRRC.

Crossing over busy Route 6 (Newtown's Church Hill Road), the Maybrook Line proceeds thru much of Newtown, skirting the west side of the old Fairfield Hills State Hospital and then paralleling Route 25 on that major artery's east side.

Off of 101 South Main Street is a Fairfield Processing Company facility that has a rail spur to the Maybrook Line, not now currently in use for freight shipments via HRRC.

At 201 South Main Street are the BlueLinx warehouses. BlueLinx is a distributor of tissue, pulp, paper, packaging, building products and related chemicals. This location is served by HRRC.

Lakeland-Interstate Lumber Company, at 46 Swamp Road, not far off Botsford Hill Road now occupies the former Wickes Lumber Company location, and is served by the HRRC.

The Line then swings in an easterly direction to the now vacant Charles Batchelder Company Property. This is a former aluminum smelting plant vacant since 1987 with an existing siding. The Town of Newtown is seeking to clean up the location and market it for light industrial use. HRRC, and through them, CSX, has expressed interest in serving this location.

The Maybrook Line then leaves Newtown and enters Monroe. Proceeding east, it reaches the Housatonic River where it travels along the west bank of that watercourse for some miles.

There are no remaining active customers between Lakeland-Interstate Lumber Company in Newtown and Derby Junction. The section of track from Botsford to Derby was placed out of service in 2010 and is not in use; therefore, HRRC freight service is provided to and from the north.

Crossing the Housatonic from Shelton, CT, to Derby, CT, the Maybrook Line terminates at its junction with the Waterbury Branch Line. If the line is reactivated east of Newtown, rail freight service can proceed on the Waterbury Branch Line south (where P&W has freight rights) along the east bank of the Housatonic River, to meet the main line in Devon (near Milford, CT,) where a connection northeast to New Haven may be made.

CURRENT RAIL FREIGHT ACCESS FURTHER EAST

Cedar Hill Yards in New Haven is a principal point of arrival or departure for through trains connecting with national markets. Shipments with destinations west of the Hudson River interchange here with the Connecticut Southern Railroad and travel north to Springfield, MA, then west across the Hudson to the Selkirk Yards.

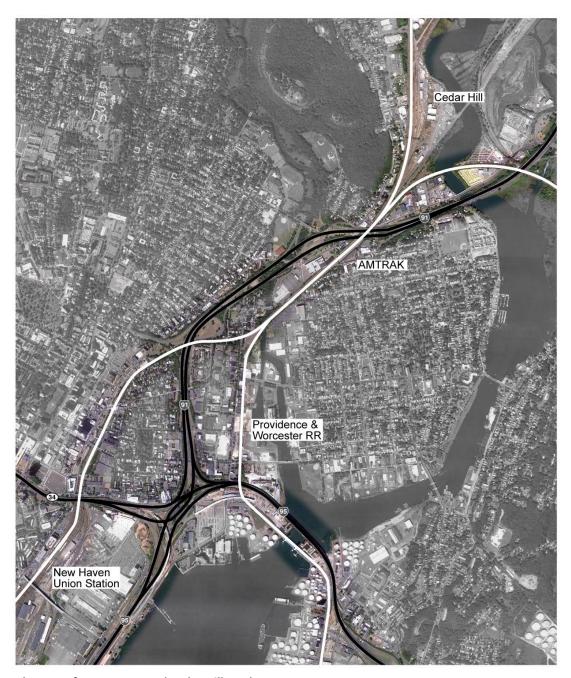
Cedar Hill was built in the 1920's and was once a major freight hub for southern New England, originally with 14 yards and a capacity for 15,000 cars. The facility is still in use by CSX, Amtrak and P&W, but activity is far below its heyday when the Maybrook Line ran all the way across the Hudson. Clearance restrictions limit the size of freight cars that can be brought into the facility.

A recently constructed rail line runs along the eastern side of Waterfront Street to the Port of New Haven, about 1.5 miles south of and with a connection to Cedar Hill. The Port handles primarily petroleum products, chemicals, scrap metal, metallic products, cement, sand and stone, and general break bulk cargo.

P&W has connections from Cedar Hill further east to Middletown, New London and Rhode Island.

POTENTIAL ACCESS FURTHER EAST

Studies are underway that would revive car float service to New Haven Harbor out of New Jersey. Jersey Harborside Railroad is considering use of a 5 acre parcel in the north yard of New Haven Port where goods could be shipped and broken down for local delivery and storage.



The Port of New Haven and Cedar Hill Yards.

At one time, the Connecticut Transportation Strategy Board recommended car float service from the south via Bridgeport Harbor. The City of Bridgeport recently indicated no interest in this, citing the need

for dredging of the harbor and lack of suitable rail connections. This places New Haven in the position of the most appropriate location for potential car float service from points south.

Further rail construction in the Port of New Haven is anticipated with the reconstruction of Waterfront Street in New Haven. Reconstruction of the rail service here is being completed through the federal CMAQ program in the amount of \$5.6 million. The new rail will provide more connections to the terminals in the Port.

SOUTH OF DANBURY VIA THE DANBURY BRANCH LINE

OVERVIEW OF THE RAIL LINE

The Danbury Branch Line is owned by the State of Connecticut. The line is maintained to FRA class 3 standards, which means that freight speeds of up to 40 miles per hour are permitted.

The Danbury Branch Line is not compliant with the 286,000 pound standard for freight and has a weight limit of 263,000 pounds. Clearance on the line is 16 feet, precluding the use of modern doublestack freight cars.

The line is currently undergoing the installation of a modern Centralized Traffic Control (CTC) system which will allow for centralized signaling of trains.

CURRENT FREIGHT SERVICE PROVIDER

P&W is the local freight provider on the Danbury Branch Line, serving just one client in Bethel. There are no active freight customers on the line to the south of Bethel in Redding or Ridgefield. P&W also uses the line for north and south access to the Maybrook Line and the Danbury Tilcon facility.

FREIGHT SIDING AND SERVICE INVENTORY

Danbury Branch Line Freight in Redding, CT

As noted above there are no rail freight customers along the Danbury Branch Line in Redding.

The Branch Line enters Redding from Wilton, CT, passes under Route 107, then skirts on its western edge the old Gilbert and Bennett Factory Building complex, a former significant rail freight user.

The Line then reenters Wilton, paralleling Route 7 on its eastern side, for a total distance in Redding of 0.52 miles and then back into Wilton for 0.37 miles.

Danbury Branch Line Freight in Ridgefield, CT

There are no rail freight customers along the Danbury Branch Line in Ridgefield.

Entering from Wilton, the Danbury Branch Line continues into Ridgefield, for a total distance of 0.75 miles. There is an at-grade crossing at Portland Avenue, followed by the Branchville Railroad Station, then an at-grade crossing at Depot Road. The Danbury Branch Line parallels Route 7 on its eastern side through Ridgefield, continues north and re-enters Redding, CT.

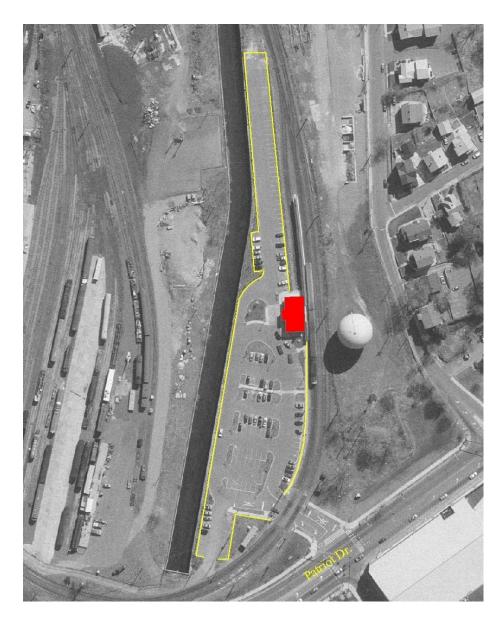
Danbury Branch Line Freight in Redding, CT

The Branch Line when passing thru Redding for a second time, crosses over Old Mountain Road, then over Sympaug Turnpike, then proceeds to an at-grade crossing with Topstone Road. After passing Umpawaug Pond to its east, the Branch Line turns from north to northeast.

Paralleling the route of Sympaug Turnpike to its west, the Line passes under that road and follows it on its west side until the West Redding Railroad Station, located just before the at-grade crossing with Long Ridge Road. The Branch Line then parallels Route 53 on its east as it passes from Redding into Bethel, CT.

Danbury Branch Line Freight in Bethel, CT

Entering from Redding, the Danbury Branch Line proceeds in a northerly direction, west of and parallel to Route 53. It then crosses over Route 53 and proceeds towards Bethel Center. Total length of the line in Bethel is 4.5 miles.



Aerial view of Danbury Station with the Danbury railyard at left and the MTA station highlighted. The yard is not active for freight operations and used by the Danbury Railway Museum (Danbury Branch Line Electrification Study).

There is an at-grade crossing at Taylor Avenue. Ring's End, located at 9 Taylor Avenue, is a retail outlet providing lumber, hardware and building materials. The freight needs of this company are served by the P&W Railroad.

The Branch Line then proceeds to an at-grade crossing at Bethel's South Street, followed by an at grade crossing of Bethel's major traffic artery, Greenwood Avenue (Route 302), then north to the Bethel Railroad Station. The line then turns northwest and enters Danbury, CT.

Danbury Branch Line Freight in Danbury, CT

There are no rail freight customers along the 2.1 mile length of the Danbury Branch Line in the City of Danbury. The yards around Danbury Station are used by MTA Metro-North Railroad for passenger rail needs and the Danbury Railway Museum, but no freight operations take place here.

CURRENT RAIL FREIGHT ACCESS FURTHER SOUTH

P&W and CSX have rights to move freight on the New Haven mainline. P&W has an interchange with the New York and Atlantic Railroad at Fresh Pond Junction in Queens, NY, which they use for their sand and gravel hauling business.

As stated previously, the Hudson River is a significant barrier to access south of New England. Prospective freight service in a southwesterly direction through New York City is technically feasible but highly restricted. As a result, most rail freight to New England ends in Northern New Jersey where shipments are transferred to truck.

CSX does have a connection to the west of the Hudson through the two Pennsylvania Station Tunnels in New York City, but clearance restrictions, 15'4" on the New Haven Line, and heavy passenger rail traffic, make this route less than ideal for freight. Roadrailers and trailer on flat cars can, however, fit through Penn Station and could potentially operate at night.

At the time of the breakup of Conrail in 1999, rail advocates in New York and Connecticut pressed the Surface Transportation Board (STB) for the creation of a shared access area from New York City to New Haven. This shared access area would have promoted competition for freight business in Southwestern CT and allowed direct access to Connecticut by Norfolk Southern, which is more proficient at operating Roadrailer service than CSX.

A congressional intervention petition signed by 24 members of the US House of Representatives, asking for the creation of the shared access area, was denied. The STB did allow for access to New York City by Canadian Pacific via the Hudson Line. An East of Hudson Rail Freight Operations Task Force was created at that time and continues to meet to try and find ways to improve rail freight connections between New England and points south.

Currently, no through freight trains operate from south of New York City to New Haven.

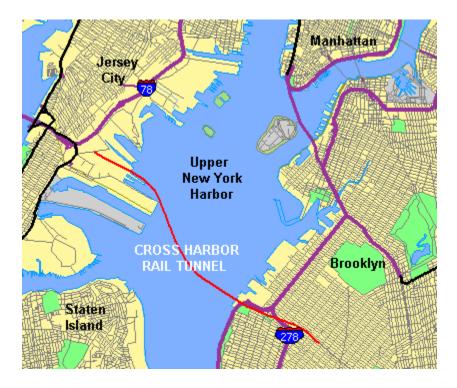
POTENTIAL RAIL FREIGHT ACCESS FURTHER SOUTH

The lack of connections across the Hudson is a concern for the State of New York as well as New England. In its 2009 State Rail Plan, NYSDOT documents that an all-rail freight connection to Long Island from the south would require a 280 mile trip up and down the Hudson River.

The report further notes that the River Line, the main connection between Selkirk Yard in Albany and the northern New Jersey Terminal, is at or near capacity. This impacts the timeliness of freight shipments on the existing corridor.

The New York City Economic Development Corporation completed a Cross Harbor Freight Movement Major Investment Study in 2000, which focused on rail traffic across New York Harbor.

The construction of a tunnel under New York Harbor was suggested as a potential solution to facilitate rail freight movement to points east of the Hudson. An environmental assessment of the proposal was commissioned by the New York City Industrial Development Agency shortly thereafter.



Representation of the proposed Cross-Harbor Rail Tunnel

The proposed 5.5 mile tunnel would be large enough to take double-stacked freight cars. The preferred alignment is from the Greenville Yard in Jersey City, NJ to the Long Island Railroad's Bay Ridge Branch at 65th Street in Brooklyn, NY.

Cost estimates for the project, including required upgrades to lines accessing the tunnels are between \$4.8 and \$7.5 billion. Federal transportation funds have been allocated in the pending transportation reauthorization bill under "Projects of National Significance."

Advocates for the project in Connecticut suggest that Cedar Hill Yard in North Haven is well positioned to provide intermodal services to take advantage of this new connection, as intermodal sites in New Jersey are operating at capacity, and there are limited sites in New York available for new facilities.

Also, the replacement of the Tappan Zee Bridge over the Hudson River between Nyack and Tarrytown New York is underway. This project may include a commuter rail component, but rail freight is not contemplated here.

WEST OF DANBURY VIA THE BEACON LINE

OVERVIEW OF THE RAIL LINE

The Beacon Line is owned by HRRC from the CT State Line to Danbury Station and by MTA Metro-North Railroad for its entire length in New York. The Beacon Line was completed in 1848 between Beacon, NY and Danbury to link the Hudson River and western Connecticut.

In the early 20th century, the Beacon Line became part of the Maybrook Line, which was once a significant rail freight line into New England. The last regularly scheduled passenger trains ran on the line in 1927.

Freight service west of Beacon, NY, ended when the Poughkeepsie Highland Railroad Bridge over the Hudson River at Poughkeepsie, NY, burned in 1974. Since that time, the Selkirk Yard to the north near Albany, NY, has been the main funnel for freight from the west entering New England and then south to our sub state area.

The section of the old Maybrook line from Hopewell Junction to Maybrook was placed out of service after the fire. Dutchess County, NY, is developing the abandoned segment of the line on the east side of the river into a multiuse trail.

After the connection to Maybrook, NY, was lost, the historic name was reinstated on the Beacon Line, although the remainder of the Line from Danbury to Derby retains the "Maybrook" name.



Pedestrians on the Walkway over the Hudson State Historic Park (Walkway over the Hudson Website).

The old Poughkeepsie Railroad Bridge is now the Walkway over the Hudson State Historic Park. The 1.28 mile walkway, opened on October 3, 2009, is the longest elevated pedestrian park in the world.

Maintenance of the bridge is the responsibility of the New York State Bridge Authority. The New York State Office of Parks, Recreation and Historic Preservation maintains the deck and associated trail system. The park saw over 750,000 visitors in 2010. These details are provided due to occasional questions as to rail freight restoration through Poughkeepsie, which the above conversion demonstrates is not now possible.

The portion of the line in Connecticut is maintained at FRA class 1 standards, limiting speeds to 10 mph for freight. The line is single tracked for the majority of its length, but was double tracked between Hopewell Junction, NY, and Danbury at one time.

The New York segment of the Beacon Line is currently out of service but intact. An agreement with Putnam and Dutchess Counties requires MTA to notify the two counties 14 days in advance of a train movement. The line was used in the spring of 2011 by MTA to move equipment after a washout of the Danbury Branch Line at Bethel. In 2007, MTA added fiber optics along the line and signal bungalows at several grade crossings.

The line between Beacon and Brewster, NY, is characterized by long steep grades and tight curves. According to MTA, the grade and curves on the line are more typical of that seen in mountain railroading.

CURRENT FREIGHT SERVICE PROVIDER

HRRC is the current rail service provider on the Beacon Line. The company owns and operates the line in Connecticut and has freight rights on the New York portion. However, there are currently no active rail freight customers on the line.

FREIGHT SIDING AND SERVICE INVENTORY

Beginning at New York State's Putnam County and proceeding in an easterly direction, the Beacon Line enters Danbury on the north side of and paralleling I-84. Just east of I-84 Exit 2, and before the Line passes under Route 6 (Mill Plain Road), there is an unused spur line at 1 Prindle Lane.

The Beacon Line then proceeds east, sandwiched tightly between and paralleled by Route 6 to its north and on the south by I-84. The rail route passes under Kenosia Avenue and continues on the north side of the Danbury Fair Mall as it follows the Still River Valley into central Danbury.

The next rail freight siding is at the Fairfield Processing Corporation, located at 88 Rose Hill Avenue. This firm does not currently receive rail freight shipments.

The Beacon Line then crosses Route 53, Main Street in Danbury, at grade. Just after the at-grade crossing at White Street is Danbury's historic Union Station, now the home of the Danbury Railway Museum. The railroad station function was relocated in 1996, such that today's Danbury Railroad Station is on the south side of the rail yard.

At the Union Station, the Beacon Line officially terminates as that line joins the Maybrook and Danbury Branch Lines.

CURRENT RAIL FREIGHT ACCESS FURTHER WEST

The Beacon Line in New York was purchased by MTA to keep the line intact for future service. The line provides an alternative to MTA for running all the way to New York City to move equipment between its intersecting North-South mainlines for service or maintenance. At this point, however, the Beacon Line is not often used.

Although the Beacon Line intersects with the Harlem Line, there are no freight rights on the Harlem Line from Mount Vernon to the south to the northern terminus of the Line at Wassaic.

The Beacon Line's western terminus is just South of the Beacon, NY, Station on the MTA Metro-North Railroad's Hudson Line, where CSX and Canadian Pacific have freight rights. HRRC has moved freight from CSX here eastward on the Beacon Line on at least one occasion.

POTENTIAL RAIL FREIGHT ACCESS FURTHER WEST

The pedestrian use of the Poughkeepsie Highlands Bridge is highly successful and the abandoned bridge approaches are being converted to multi-use trails. It is unlikely that this corridor will ever return to its role as a link to the rail network west of the Hudson River.

Both MTA and HRRC have explored the potential for connecting passenger rail service between the Danbury Branch Line and the Harlem Line. MTA briefly studied this issue in the early 1990's and concluded that investment in rail infrastructure necessary for passenger service on the Beacon Line would be cost prohibitive.

HRRC, however, is currently working on a proposal for an alternate passenger rail service from points north that would utilize the Beacon Line for a connection to the Harlem Line at Southeast. The proposed project would be completed with a combination of private and public funds.