*Article unchanged from e-bulletin.

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

NS-ST DEAL

Intermodal NS-ST: Domestic traffic increasing.*

OTHER REGIONAL ISSUES

Region: Idle cars at New England railroads.*

PW: Why landed grants to install APUs.*

PW: New autoracks built in Georgia.*

ST: System down 20%. Sunday suspended?**

ST: Railroad cautious on ethanol and pellets.**

Boston-Halifax: New service.*

New York: Containers flat in 2008.*

Montreal: Offers better rail rates via CN than New York via NS and CSXT.*

CONNECTICUT

[No report.]

MAINE

Bond issue: More details on request for MMA, SLR, Searsport, et al.*

ST: Verso Paper wants better service, equipment.*

ST: Wood Structures closes.*

ST: Correct Deck lacks credit to up production.*

Searsport: Tapioca gone with National Starch.**

 MASSACHUSETTS

Bridge fee: State wants $$ to inspect, again.*

CSXI: Chicago-Boston service stopped one day.*

CSXT: Waste at Beacon Park shrinking rapidly.*

Explanation of City of Boston waste disposal.*

CSXT: Wood Structures in Freetown closed.*

GU: New utility pole customer Carolina Pole.**

PW: Southbridge closed, Wiser Avenue open.*

ST: Convicted of environmental crime.*

Boston: Changed COSCO call.*

Boston: Added to rotation for NY, Halifax.*

NEW HAMPSHIRE

[No report.]

RHODE ISLAND

Rhode Island Ports: Commission first meeting.*

VERMONT

VRS: Western corridor rail funding.*

MARITIMES/QUÉBEC

CBNS: Continued subsidy for Cape Breton?*


Halifax: Promotes grain with Churchill.*

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

FROM THE PUBLISHER

THANKS to the folks who put on the Expo
Those there already on 24 April know whom to credit for this boffo event of the New England Railroad Club. I personally want to thank PW for the engine-house exhibit of environmentally-friendly equipment (also saves fuel!) and the free lunch. Yes, stockholders may receive some fewer mills in dividends. The goodwill generated by all of the railroad is well-worth it. I believe that Scott Conti and the rest of the employees are doing it

because they believe, as I do, in encouraging rail and the community of railroaders.

Back at the DCU Center, I want to thank the many suppliers who supported events and the reception. Excellent gnoshing, excellent beer. Also the earlier coffee and snacks were presented by suppliers. Finally, thanks to the Club and especially Dennis Coffey, who, like PW, gives so much to our community.

- Chop Hardenbergh

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**NS-ST DEAL**

*The Norfolk Southern Railway (NS) and the Pan Am Railways (ST) will create the Pan Am Southern Railway (PAS) to hold all of ST’s lines west of Ayer. This section covers that deal, approved by the STB on 10 March. The railroads say they will create PAS in May.*

**NS-ST INTERMODAL: UP**

21 March, Freight Main. **DOMESTIC COFC AND TOFC TRAFFIC HAS RISEN**, according to a rail industry observer [see 09#02A]. ‘No doublestack westbound today...just COFCs and TOFCs of HUB, EMP, and JBH with a few other US brands thrown in. A real domestic train, 82 boxes. [The clearance permits only mixed doubles. The lack of doublestack shows NS-ST has no international boxes to move on this train. Editor]’

‘Last two weeks Guilford power out here an increasingly rare commodity. Mainly leases and NS. NS cars in the manifests increasingly the cars going through.’ {e-mail to ANR&P}

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**REGIONAL ISSUES**

**REGION: STORAGE OF IDLE CARS**

20 March. **AT LEAST THREE RAILROADS ARE PROVIDING STORAGE FOR CAR OWNERS**, during the downturn in rail traffic.

**PVRR**

Mike Rennicke, general manager, reports: ‘We have about 150 cars stored for a variety of customers.’

**CSXT**

At the unused CP yard in Framingham, CSXT has stored roughly 100 coil cars. Maurice O’Connell, who handles governmental affairs for the railroad, disclosed that approximately 20% of CSX locomotives and rail cars are now in storage. {e-mail to ANR&P from Frank Demasi}

**NHCR**

In November 2008, rail observer Fritz Gerhardt reported ‘many GMRC 2-bay covered hoppers and NAHX sodium hydroxide covered hoppers in addition to the usual strings of SLR boxcars stored along the line. That day [the railroad was] pulling 24 ACFX covered hoppers from North Stratford and pushing them north up the mainline, and there was another string on the siding in Island Pond.’ {e-mail to ANR&P 11.08}

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**Letter to the editor:**

You have an excellent publication, and I always look forward to reading it.

*Jan Okolowicz, Parsons Brinckerhoff*

**Prices**

During the last downturn, in 2001, railroad sources said NHCR was earning about one dollar a day a car on the storage. Rennicke reported: ‘Rates have gone up a bit but not much.’
PW: APU GRANTS*
19 March, Boston. WHY DID PW OBTAIN TWO GRANTS TO INSTALL APUs? On 26 February, the EPA announced a grant of $535,250 [see 09#03A]; in October 2008, the Massachusetts Attorney General’s office announced an award of $150,000 [see 08#11A].

PW General Counsel Marie Angelini credited the railroad’s chief mechanical officer, David Rutkowski. He was ‘instrumental in working with NESCAUM in obtaining the EPA funds through a competitive grant process. NESCAUM assisted in identifying our equipment needs and PW provided the labor for the process which took over three years to complete prior to submitting to the EPA.’ {e-mail to ANR&P 16.Mar.09}

But why PW and not other railroads?
Eric Skelton, senior policy analyst for NESCAUM (Northeast States for Coordinated Air Use Management) and coordinator of the Northeast Diesel Collaborative, provided on 19 March the grant application of NEDC to EPA which stated:

‘For over two years the Steering Committee of the Northeast Diesel Collaborative has placed a high priority on reducing emissions from the locomotives owned’ by PW.

‘NESCAUM approached P&W nearly three years ago and, with technical consultant M.J.Bradley & Associates (MJB&A), elicited from the railroad a commitment to upgrade its fleet of thirty locomotives with a suite of emission reduction technologies, provided substantial funding support could be found. NESCAUM, MJB&A, and several state agencies are working together to secure funding for a package that includes auxiliary power units (APUs), low-NOx rebuilds, and diesel oxidation catalysts (DOCs)....

‘The project intends to produce EPA-approved locomotive-grade APUs through a competitive process and install them on 22 locomotives in the P&W fleet.’

As for the October settlement award, Skelton speculated that, since Massachusetts is part of the NEDC steering committee, it was aware of the high priority placed on PW diesel emission reduction. {ANR&P discussion 19.Mar.09}

PW AUTORACKS*
16 March, Worcester. THE FIRST OF THE 200 NEW BILEVEL AUTORACKS TO BE LEASED BY PW HAVE BEEN RELEASED from the manufacturer, Trinity Industries, in Cartersville, Georgia, and are on the road. All this equipment will be contributed to the Multilevel Reload Pool by PW for use by members of the Pool, comprised of Class I carriers in North America and PW. PW’s participation in the Pool was authorized by the STB in January 2007 [see 06#12B Rhode Island]. These developments are consistent with longstanding plans formulated in the early 1990s when PW decided that obtaining enhanced clearances from Davisville to all its connections was key to the Company's future. Contributing autoracks to the Pool is the natural next step in these plans and is important to realizing the full potential of Davisville and associated investments. While current economic conditions are obviously not optimal, PW is confident that this new equipment will be deployed and utilized by the Pool.’ {e-mail to ANR&P from General Counsel Marie Angelini}

The production of these cars was planned in January 2008 [see 08#01A] when GATX invested in the company. GATX is leasing the autoracks to PW.

ST: TRAFFIC SITUATION**
24 March, Worcester. ST TRAFFIC HAS DROPPED 20%. Mike Bostwick, senior vice-president for marketing and sales, told a panel at the New England Railroad Club Expo here that the severe decline began in December.

For example, one of his largest customers was still predicting in autumn 2008 it would have growth of 1% in
2009. Now “it’s down 30%. It happened very fast.”

**ST response**
Like other railroads [see MMA cutbacks in 09#02A], ST has changed to cut costs. It has laid off hourly workers, and cut service, “though we still have strong service.” Management has “put our own foot forward” by taking salary cuts of 15 to 20%. {ANR&P coverage}

**No Sunday operations?**
The head of The Committee to Improve Rail Service in Maine, Tom Hall, reports: ‘Pan Am has stopped operations on Sundays, a practice which began just this week. The paper mills are still working on Sunday, they are just not receiving rail service on this day....Pan Am is abolishing all job assignments as of 2359 hours on Saturday evening, to get around having to pay the assigned crews for their jobs being cancelled on Sunday.

‘When [the job assignments are cancelled], the collective bargaining agreements allow for the employees to take as long as 48 hours before “bidding” a new job. For many train crewmen, this is an opportunity to get a couple of days off in a row – an event that does not happen that often. The net result? At least one train is delayed two days because of a lack of crews.’ {e-mail to ANR&P}

Contrary to Hall’s report, a rail observer in western Massachusetts reported on Sunday 29 March at least a coal train and a train with cars for Omya. {e-mail to ANR&P} And in Maine, another observer reported ST crews switching rail yards on the 29th. {NERails e-list}

**ST: ALTERNATIVE FUELS**
24 March, Worcester. **ST HAS REACTED CAUTIOUSLY TO WOOD PELLETS AND ETHANOL**, said Bostwick on the same panel. In the past year “we have had 10 calls to develop pellet terminals. Maybe two or three will come to fruition. There’s no demand for 10 terminals in all of New England, let alone on Pan Am. We need to figure out who will be the real players.” He noted that his railroad does “have sites on the line available.”

On ethanol, “we have let others explore the markets. We prefer mature markets.” Bostwick said “our principals saw” that the ethanol market would fall.

**Ethanol market**
Tom Young of HDR told the audience of the same panel that he saw a “complete collapse” of ethanol at origin points in the Midwest. But because of government mandates to use ethanol in the Northeast, the region is still “pulling in ethanol” by rail and “lots by barge.” The competing cellulosic ethanol, Young said citing experts, remains “three to five years out.” {ANR&P coverage}

For Gulf coast destinations served directly by the Union Pacific Railroad, it is giving ethanol shippers who can move unit train quantities a larger discount relative to single-car rates. Beginning 1 April, the discount to Dallas will increase to $1400/car; on 1 May the discount to Texas City will become $1400/car for a 100-car train, while for an 80-car train the discount will come to $1100 car. In contrast, the single-car rate will increase by $300. {Rail Business 30.Mar.09}

**NEW YORK: TRAFFIC FLAT**
20 March. **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY EXPERIENCED THE FIRST DECLINE SINCE 1993.** Total 2008 container traffic slightly declined to 5.27 million loaded and empty TEUs (loaded 4.2 million), versus 5.3 million TEUs in 2007; the decline will continue into 2009.

Loaded imports were 2.5 million TEU down 2.7% from 2007, and loaded exports were 1.6 million TEU, up 9.4%.

**Other traffic**
The port’s total general cargo volume, according to data from the U.S. Bureau of Census, increased to 33.6 million metric tons in 2008, compared to 32.8 million metric tons in 2007. General cargo imports totaled 22.1 million metric
tons, an increase of 0.2%. General cargo exports increased by 7.2%, from 10.8 million metric tons in 2007 to 11.5 million metric tons in 2008.

Total bulk cargo was up 1.6% to 55.3 million metric tons in 2008, compared to 54.4 million metric tons in 2007. Total bulk cargo imports, led by decreases in mineral fuel/oil, salt and sulfur, and beverages, declined from 47.1 million metric tons in 2007 to 45.3 million metric tons in 2008. {PANYNJ press release}

BOSTON-HALIFAX: NEW SERVICE*
23 March, Boston. **CMA CGM WILL ADD BOSTON TO THE ‘BLACK PEARL’ SERVICE** which provides a Boston-Halifax lane for the first time since 2007, when Eimskip suspended the Halifax-Portland-Boston feeder service [see 07#12B]. The 1100-TEU Stadt Berlin will sail Boston-Halifax-Kingston-New York-Boston. Kingston serves as a hub for transfer to global destinations.

CMA CGM's service is designed to cater to oversize cargo and perishable shipments such as produce and seafood.

Halifax
The service began, *sans* Boston, in February [see 09#02A] calling Halifax-Kingston-New York-Kingston. On 6 March, the line announced adding Boston.

Boston
The service will call the Conley container terminal in South two weeks. “The addition of the new trading destinations port more competitive, which will benefit New England looking to engage in global commerce,” said Thomas executive of the Massachusetts Port Authority, which signed {Casey Ross in *Boston Globe* 20.Mar.09; CMA CGM

MONTREAL WINS v NEW YORK*
10 March, Nice France. **AN IMPORTER FINDS L TO GARY INDIANA A ‘REALLY GREAT COST’** New York to Gary. ‘CSX and NS from Port of NY & NJ a $$$.’

The logistics person, Ken Kinlock, works for JWH Respond Temporary Housing, headquartered in Gary, located in France, near Montecarlo. He was voicing an ‘some railroads...might not make small deals. CP Hudson) and CN (Illinois Central and now EJ&E) offer pricing.’

JWH product is manufactured in Italy and Turkey, hence the use of Montreal. ‘We ship a bundle of four separate units’ the size of a 20-foot container, which can be fork-lifted or hooked.

Production has moved to China. ‘China is changing our shipping pattern as their weekly boat goes to Long Beach. That means we ship East with "Uncle Pete".’ {e-mail to ANR&P 22.Mar.09}

MAINE

MORE ON MAINE TRANSPORTATION BOND ISSUE
On 4 March, Governor Baldacci outlined his bond issue [see 0#03A]. Information was later provided to the Joint Transportation Committee of the Legislature:
GOVERNOR’S FREIGHT INITIATIVE $30.5 MILLION

Rail Investments — Total $20 million

New Critical Rail Corridors Program $16 million
MaineDOT is undertaking a statewide rail study required and funded by the federal government, which will also serve to identify critical rail corridors in our statewide passenger and freight rail system. This study will help MaineDOT establish priority investments for these rail corridors. These funds will capitalize the new Critical Rail Corridors Program modeled after the successful IRAP Program. Projects will be selected that score the highest public benefit such as:

- Enhancing freight and passenger rail service providing dual transportation system benefit
- Servicing of key manufacturing industries
- Providing a net reduction in overall greenhouse gas emissions from the transportation sector
- Helping facilitate the shift of rail appropriate freight from road to rail
- Promoting the leveraging of private or other funds for every state dollar invested.

The State Rail Study will determine which rail corridors will be eligible for Critical Rail Corridor funding and will be completed by December of 2009.

Maine Montreal & Atlantic. The Critical Rail Corridor Program...includes $2.3 million to fulfill the commitment made to [MMA] by the State to fund capital improvements to the old B&A system when they purchased it out of bankruptcy in 2002. This system is critical to our natural-resource-based industries serving Maine communities from Madawaska, to Millinocket, to Searsport. Funding to date has helped bring much of the system to modern standards along with the mainline track to all FRA class 2 for the first time in more than 20 years. This is helping shippers that use the system by cutting transit times, improving safety, and extending the reach of the Port of Searsport to the West coast.

Industrial Rail Access Program- Statewide, $2 million
This successful program increases freight rail use which reduces deterioration to Maine’s highway system. Since 1997, the State of Maine has funded $6.8 million for the Industrial Rail Access Program (IRAP). This investment has been matched by private sector investments in excess of $9.6 million in two dozen locations around the State. IRAP provides matching grants to private businesses looking to upgrade rail infrastructure to move product via rail. It is the best economic development tool available for businesses wanting to move from truck to rail service or that are solely dependent on rail service. It also helps to ensure the health of the State’s railroads by providing new customers.

State-Owned Track Capital Improvements, $2 million
Funding will allow continuation of the capital tie replacement program on the Rockland Branch to maintain the tie, surface, and bridge conditions at FRA class 3 standards. This funding will also enable further capital improvements to the state-owned Lewiston Lower Road line and further extend freight service to the Lisbon Industrial Park.

Port investments — Total $10.5 million

Port of Eastport $1.5 million
In order to increase business through the Port of Eastport, a trans-load facility on the Calais Branch [see 09#01A] will be a valuable tool. Such a facility will enable cargo to be trucked from the port to the railroad where freight would be trans-loaded on to rail cars. Freight could also be exported utilizing this freight investment.

Eastport Downtown Breakwater (Composite Initiative). The downtown breakwater in Eastport is in serious need of repair and these funds will provide the necessary engineering evaluation to address the need. The Eastport Port Authority will work with MaineDOT and the University of Maine’s Advance Engineering Wood Composites Center to utilize composite technology to address the needs of the breakwater.

Portland International Marine Terminal (IMT) $3.5 million
Freight operations at the International Marine Terminal (IMT) in Portland have been recently expanded into the area within the terminal formerly used for ferry operations. MaineDOT and the Maine Port Authority are entering into an agreement with the City of Portland to operate the IMT. These funds will be used to reconstruct the lay-down area, upgrade lighting, and widen the pier access area to accommodate equipment [see 08#07A]. The objective is to improve services that provide enhanced shipping options for Maine’s paper industry and other sectors of the economy.
Searsport Channel Dredge — Army Corp of Engineers (ACOE) $4.5 million
These funds will provide the state share for the Searsport Harbor channel deepening project. The ACOE is co-sponsor of the project and will fund the federal share of the estimated $16.5 million investment. The project will deepen the channel from 35 feet to 40 feet at low water. Newer vessels require deeper drafts and under keel clearance...[F]or Searsport to achieve its potential as a competitive international cargo port, this important investment is required.

Small Harbor Improvement Program  $1 million
This successful program protects Maine’s working waterfronts through a combination of pier and bulkhead construction and reconstruction projects. The program also funds floats, landside improvements, public access, and other activities to assure the viability of Maine’s working harbors. In addition to improving public access to coastal waters, this program enhances opportunities for those engaged in commercial fishing activities. The funding will allow continuation of the program through the biennium. Funds are competitively matched by towns up to a 50% level. {text from MDOT}

Commissioner Cole on critical rail corridors
MDOT Commissioner David Cole told the Committee: “The investment approved by the Legislature last session to extend the Amtrak Downeaster service on the Pan Am line from Portland to Brunswick is a prime example. That corridor includes one of our busiest freight corridors [Portland to Royal Junction—editor] and this investment will provide increased freight efficiency as well as connecting passenger rail service to Mid-Coast Maine. Rail corridors like the state-owned Mountain Division from Portland to Fryeburg offer this potential as well as do others.” {prepared testimony}

Passenger Rail
The $2 million will cover the purchase of the SLR from Yarmouth to Auburn. MDOT bought the portion from Yarmouth to Portland in 2007 [see 07#05B].

ST supports bond bill
David Fink of Pan Am Railways testified in support of the freight rail investments. He spoke of the need to improve Maine’s freight rail network, particularly as the region and nation looks to more energy-efficient and greener ways to move freight.

At the Joint Appropriations Committee, several other transportation leaders spoke, including David Gelinas, Penobscot Bay & River Pilots Association, and Richard Trahey, on behalf of the SLR. {Maine Better Transportation Association bulletin 11.Mar.09}

ST: VERSO PAPER STATEMENT
18 March, Augusta. THE MAINE PAPER INDUSTRY NEEDS BETTER RAIL SERVICE, among other improvements, according to a report issued by Verso Paper, which has a mill in Jay [our Directory #877] and Bucksport [#857]. The introduction stated: ‘While Maine’s pulp and paper industry is very much alive and is still the engine of Maine’s manufacturing economy, the industry has never faced greater challenges. Some are based on the new realities of the global economy, but many of the most difficult challenges facing the industry are found right here in Maine, such as high energy costs, inefficient transportation, and an inconsistent and unpredictable regulatory environment.’

Inefficient transportation: ST service
The report’s section on transportation contained this language:

‘Transportation is another key factor in the competitiveness of Verso and Maine’s paper industry. We need a regular supply of bulk raw materials coming into our mills and a steady stream of finished paper leaving our mills. Because of the massive volumes of material coming into and going out of our mills, dependable rail service is essential.

‘Most customers for Verso’s paper products are in the South and Midwest. With a roll of our paper weighing more than 5 tons, the fewer times that we or our customers have to handle the product the better. That is why the ideal situation is to load paper onto a rail car right at the plant and ship it directly to the customers, most of whom have their own rail sidings. It is very expensive and impractical to store paper in our warehouses or to transfer it between carriers en route to customers.

‘From an environmental standpoint as well, rail is a far more efficient way to move paper. A rail car can haul close to
80 tons of paper, while a truck can haul only about 20 tons. Considering that our Bucksport mill produces about 50 tons of paper per hour, relying heavily on trucking is simply not a viable alternative for shipping large amounts of paper.

‘Unfortunately, while we are heavily dependent on rail service for receiving raw materials and shipping product, we have only one choice when it comes to rail service. We have a critical need for more modern equipment and more reliable service from this carrier. [Verso is referring to ST, which serves both its mills. Editor]

‘While rail is by far the most efficient way to move products in and out of the mill, Verso also relies heavily on trucking companies. Raw wood comes to the mill almost exclusively by truck and around 20% of our paper is shipped by truck. We enjoy a good working relationship with the trucking companies that we use. We have worked with them on scheduling deliveries and pick-ups and other logistical issues designed to avoid idling times and unnecessary fuel use, all of which helps to reduce costs and greenhouse gas emissions.

How Maine can help rail service

‘Maine must realize that good rail service is critical to the success of its paper industry and other large manufacturers, especially as the cost of gasoline and diesel continue to rise. The adequacy of rail service is not just an issue between the railroad owner and its customers; it is a major economic development and public policy issue for Maine.

‘The state must use its authority and resources to ensure that Maine businesses have access to adequate and dependable rail service. This might include establishing a revolving loan fund for railroads to upgrade or acquire locomotives and boxcars, and/or a state purchase and lease-back program for new equipment.

‘In addition, because weight limits on federal highways like I-95 are lower than on state roads, the trucks we use cannot be filled to capacity, raising transportation costs and energy consumption. The members of Maine’s Congressional Delegation have been trying to pass legislation to make the weight limits the same on both federal and state roads in Maine, but they need continued support from state officials, businesses and the public.’

ST: ANOTHER CUSTOMER GONE*

16 March, Biddeford. WOOD STRUCTURES CLOSED ITS DOORS and laid off all workers. It had filed for Chapter 11 bankruptcy protection on 3 March. Roark Capital Group, the Atlanta-based parent company of Wood Structures, had no comment on the closure. Attempts to reach local management were unsuccessful. {Dina Mendros in Biddeford Journal-Tribune 17.Mar.09}

ST served two facilities of the company, which made wood trusses, in Saco [our Directory #30] and Biddeford [our Directory #31–see 99#05].

CSXT served a Wood Structures facility in Massachusetts [q.v.].

ST: CUSTOMER NEEDS LOAN*

18 March, Biddeford. CORRECT BUILDING PRODUCTS NEEDS TO EXPAND, but can’t get a sufficient line of credit. ST is serving this customer with inbound pellets and outbound transport of plastic decking [see 06#05B–our Directory #33].

Currently only four out of the seven extrusion lines are operating. Marty Grohman, president, said the inability to run at full capacity has led to 20 workers being laid off, but not because of a falloff in demand. “You hear lending is available and funds are available for growing businesses, and that's true for equipment and buildings and so forth. But the area where the banks have really pulled back are in the lines of credit that all of us that are in seasonal businesses use to build up inventory or stock of goods in the off-season.”

Not much decking is sold in winter months for obvious reasons, but Grohman says the company needs to produce year-round to keep up with demand in the spring and summer. “Our product sells like hot cakes for about four months of the year, and we cook hot cakes all year. And if we're not going to be able to make our big stacks of hot cakes all winter long, we're going to run out.” {Tom Porter in Maine Public Broadcasting Network 18.Mar.09}

SEARSPORT: NATIONAL STARCH**

March, Island Falls. NATIONAL STARCH AND CHEMICAL WILL CLOSE ITS PROCESSING FACILITY HERE in June, laying off 37 workers. Because of its location, the Island Falls facility, which makes food-grade starch for processed foods and industrial products, has higher logistical costs than National Starch's larger facilities in North America. Ron McCrimmond, the company’s senior director of North America manufacturing, said in a 24 March statement, “In an economic period when demand is reduced, we have to take difficult steps to streamline our
supply chain where possible."

National Starch is a multinational corporation based in Bridgewater, New Jersey. It is owned by AkzoNobel Corporation. {Nick Sambides in *Bangor Daily News* 25.Mar.09}

National Starch imports Thai tapioca over Searsport, and drays it to Island Falls. [See 05#08B.]

**No lost rail**

The plant formerly had a rail spur off the MMA line to Madawaska. According to MMA President Bob Grindrod, the spur ‘was removed some years ago (before MMA) due to lack of activity....We had discussed the possibility of reinstalling the spur and making deliveries direct to the plant by rail in 2006, but permission could not be obtained from higher levels of National Starch.

‘We also looked at a rail to truck transload from a site in Island Falls to the plant (about 1 mile), but that approach was not accepted by higher levels either. No lost business, only lost opportunities.’ {e-mail to ANR&P 27.Mar.09}

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**MASSACHUSETTS**

**PROPOSED BRIDGE FEE**

24 February, Boston. *THE ADMINISTRATION AGAIN ASKED THE STATE’S RAILROADS TO PAY FOR A BRIDGE INSPECTION* proportional to their ‘intra-state revenue’, in the proposed transportation bill:

**SECTION 13** (of the bill). Section 12F of chapter 25 of the General Laws, as so appearing, is hereby amended by inserting after the second paragraph the following paragraph:

The commission [the Massachusetts Public Utilities Commission] is hereby authorized to make an assessment against each railroad corporation or railway company, based upon the intrastate operating revenues, as shown in the annual report of each

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1 The bill proposes to consolidate all transportation agencies into a Massachusetts Department of Transportation (MassDOT), under the authority of the Secretary of Transportation, with four divisions: Highway, Rail and Transit, Aviation and Port, and the Registry of Motor Vehicles. The bill abolishes the Massachusetts Turnpike Authority, the Massachusetts Aeronautics Commission, and the Outdoor Advertising Board, replaces the board at the MBTA, and puts the Massachusetts Port Authority under the division of Aviation and Port, though it retains its independence. {Governor Deval Patrick letter to General Court 24-Feb.09}

2 *In its entirety: CHAPTER 25. DEPARTMENT OF PUBLIC UTILITIES: Section 12F.*

Transportation division

Section 12F. There shall be in the department, and under the general supervision and control of the commission, a transportation division which shall be under the charge of a director, who shall be subject to chapter thirty-one and the rules and regulations made under authority thereof. The commission shall appoint said director. Said division, subject to such supervision and control, shall perform such functions in relation to the administration and enforcement of chapter one hundred and fifty-nine B imposed upon the department by said chapter as the commission may from time to time determine by order duly recorded in the office of the commission and open to public inspection. Such an order may also provide for appeals to the commission from rulings and decisions of said director. The commission may employ such assistants and employees to serve in said division as it may deem necessary, and may assign for service in said division such number, not exceeding twenty-five, of investigators and examiners as it may deem necessary.

The railway and bus division and all the powers, duties and responsibilities assigned to said railway and bus division shall be transferred to said transportation division.
of said companies to the transportation division.

Each railroad corporation and railway company shall annually report by March 31 its intrastate operating revenues for the previous calendar year to the transportation division. The assessments shall be apportioned according to railroad corporation intrastate operating revenues, to produce an annual amount not greater than $750,000, as shall be determined and certified annually by the commission as sufficient to reimburse the Commonwealth for funds appropriated by the general court for the operation of the transportation division related to railroad bridge inspections pursuant to section 83 of chapter 159.

The funds may be used to compensate consultants for the purpose of railroad bridge inspections. Each company shall pay the amount assessed against it within 30 days after the date of the notice of assessment from the department. Such assessments shall be collected by the department and credited to the General Fund. Any funds unexpended in any fiscal year for the purposes for which such assessments were made shall be credited against the assessment to be made in the following fiscal year and the assessment in the following fiscal year shall be reduced by any such unexpended amount.

Such assessment shall be made at a rate as shall be determined and certified annually by the commission as sufficient to produce an annual amount of not less than $750,000 commencing in fiscal year 2010 and in each fiscal year thereafter, plus the costs of fringe benefits and indirect costs as established by the commission. {text of bill}

Administration reasoning
Massachusetts freight advocate Frank Demasi reported: ‘Currently the state Public Utilities Commission has statutory authority for bridge inspections (Chapter 159 Section 83), but lacks the funding to pay personnel to spot check bridge inspection data provided by rail companies. The Commission does not believe that the federal government checks the reports submitted by the railroads to the FRA. The MBTA enters into interagency agreements with the PUC to satisfy the state's concern for annual rail bridge inspections through hired consultants.’ {e-mail to ANR&P 17.Mar.09}

2008 line item killed
A similar effort in 2008 was removed from a bill because of intensive advocacy on the part of the Massachusetts Railroad Association, led by PVRR’s Mike Rennicke. [See 08#06A.]

2009 killed again?
On 11 March 2009, Rennicke wrote: ‘I'm quite involved in getting this killed again. I do know that my bridges are inspected on a regular basis and that we will be compliant with potential new Federal Regs that will be out concerning the whole process. Sucking $750,000 out of the freight rail industry in Massachusetts [the price tag to do the inspections] could be fatal to some lines. At a time when we should be looking for ways to fund this more environmentally and economically friendly business we are instead looking to feed a group of consultants.’

Within two days of the appearance of the language, MRA officials contacted Secretary of Transportation Jim Aloisi. In speaking with Rennicke, Aloisi ‘assured me he had heard about it from more than enough people at that point.’ Lieutenant Governor Tim Murray’s office let ‘me know that they were looking into it. We’ll fight our battle once again and I feel reasonable certain that we can prevail. We have also taken the position that we will support the Governors proposed tax increases on gas and campaign for it if they remove this little thorn from our paw.’ {e-mail to ANR&P 11.Mar.09}

What is ‘intra-state revenue’
Rennicke reported on behalf of the Massachusetts railroads: ‘We do not record this information as our reporting is on interstate or all freight for the Feds. The state feels it can only address intrastate so they wrote it this way. We are not sure but there is a chance that a small line like mine or a regional like P&W could have a high proportion of intra and be hit with a high percentage of the $750,000. CSX may have very little. I’m sure the author of the bill has no idea how this works at all.

‘Intra would strictly apply to loads that originated and terminated within Mass. Most of this is the world of truckers. We occasionally see a re-routed car or a consignment change on plastics but little else. This is what happens when the Sec of Environmental uses the PUC people to try and regulate a transportation issue without coordinating with the EOT and people who might have an idea how this works.’ {e-mail to ANR&P 19.Mar.09}
CSXI: SMALL SERVICE CUT*

20 March, Jacksonville. THE INTERMODAL PROVIDER ANNOUNCED IT WOULD CUT ONE DAY out of the week’s service. The Q114 Chicago to Boston (which also moves Lathrop to Springfield traffic) run from Chicago Bedford Park to Boston will not go on Mondays, but it will run the other six days of the week. {CSXI Fast Facts; CSXI website}

CSXT: LOSS OF WASTE TRAFFIC*

26 March, Phoenix. REPUBLIC'S USE OF BEACON PARK IS SHRINKING RAPIDLY, according to several officials connected with the company’s movement of waste by rail to South Carolina [see 09#03A]. The reason: the shrinking economy. “As volumes came down, so did prices,” said one official, making local disposal options less expensive than the long move by rail.

Move from Peabody ended

Republic was stuffing rail containers with waste in Roxbury (part of Boston) and Peabody, Massachusetts [see box]. An official in Peabody reported this day that the transfer station had stopped stuffing containers “a month ago.” All waste out of Peabody is now moving to either Fall River, or Haverhill.

Move from Roxbury slowed

Republic is still stuffing some waste into containers at its Howard transfer station in Roxbury, said Republic’s Schneider [see box]. But some of it is also moving to other nearby destinations.

A deal with Waste Management

Because the traffic at Beacon Park has declined, Republic has transferred some equipment leases to Waste Management, and relocated other equipment to other rail-served waste transfer stations such as the “substantial movement” in New York City [see box]. As part of the deal, Republic has access to the Waste Management landfill in Rochester, New Hampshire.

The future

Whether all waste moves through Beacon Park will cease “is up to CSX,” said Schneider, as well as other factors. Republic would like to preserve the option, and has a long-term contract with the railroad which is not take or pay, that is, does not have a guaranteed amount through Beacon Park.

But CSXT would have to continue to service the yard “as it has in the past” [which it may not do, see 08#11A].

REPUBLIC AT BEACON PARK

At the end of 2008, Republic Services (which bought Allied), was moving 1200 to 1400 tons a day through Beacon Park, in 15 or 16 cars, from two transfer stations. Will Flower, Republic executive vice-president of communications, and Terry Schneider, rail specialist with Republic, explained that in Peabody at its Vining Disposal Service Inc, Republic collects waste from 3,000 to 4,000 commercial accounts in the region. It also receives some Boston waste there.

In Roxbury at the Howard Transfer station, Republic handles the waste collected under the contract for the waste of Boston Department of Public Works Districts 2 and 4.

CSXT contract

Under the contract between Republic and CSXT, the railroad is required to notify the waste hauler of any change. Flower estimated the contract ran for three to three and a half years more. If CSXT intended to terminate the Beacon Park service, it should notify Republic.

Flower has experience in waste to rail: he managed the Oak Point transfer yard in New York City for five years. {ANR&P discussion 28 Jan.09}

USE OF WASTE EQUIPMENT IN NYC

When Republic acquired Allied Waste, it acquired the 2007 contract to dispose of waste by rail from the Staten Island transfer station (750 tons per day). Waste Management has the contract for the Bronx, using its Oak Point transfer station (2100 tons per day).

New York City’s 2006 Solid Waste Management Plan is designed to fundamentally change the way the city transports waste. Truck share will drop from 84% to 13%; rail and barge will move 87%. Sanitation trucks are forecasted to travel about 2.7 million fewer miles per year, and travel by tractor-trailer trucks will be reduced by 3 million miles per year, according to the mayor's office. {Nancy Mann Jackson in Waste Age 1 Oct.08}

In Brooklyn, the New York and Atlantic Railroad has started serving Waste Management’s Varick Avenue transfer station in East Williamsburg. Ten to 12 89-foot flat cars each accept four 22-foot containers; each box has 18-20 tons of refuse, collected from homes and businesses in North Brooklyn. NY&A began test movements in late January and handled its first regular shipment on 16 February.

NYA pulls the 10-12 cars each day and interchanges then with CSXT at Fresh Pond. The Class I forms a unit train with cars from the Bronx and Staten Island stations. {ANR&P discussion with NYA President Paul Victor 31 Mar.09; NYA press release 26 Mar.09}
And CSXT would have to continue to lease Republic the yard space to handle the waste move. Schneider did not
know how much time remained on the current lease for the track segment. {ANR&P discussions}

**BOSTON COLLECTION & DISPOSAL**

The Department of Public Works has ten districts covering the entire city. For each district (or sometimes a
combination of two districts), the city requests separate bids for collection and for disposal. It awards the bids on
the cheapest combination of the two. A disposal bidder cannot bid a district for which it does not have capacity to
handle the entire bid. ‘The Department intends to assign entire collection districts to specific disposal sites.’

Through June 2009, Republic (Allied), holds the disposal contract for districts 2 (Allston) and 4 (Jamaica Plain).
Until recently [see story above], Allied was railing the waste for the two districts, along with commercial waste, out
of transfer stations in Peabody and Roxbury, using containers.

**Where to dispose of the waste**
The disposal company must operate the transfer station, and decide how to get rid of the waste. It can send it to
waste-to-energy plants. These provide the cheapest disposal, but until recently were at capacity. The company can
landfill it in Massachusetts, but the existing landfills are controlled by particular companies, which charge sizeable
tipping fees.

<table>
<thead>
<tr>
<th>District</th>
<th>Collection contract</th>
<th>End collection contract</th>
<th>Disposal contract</th>
<th>End disposal contract</th>
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<tr>
<td>District 1a/1b - Boston Proper/Charlestown</td>
<td>Capitol Waste</td>
<td>2014</td>
<td>Covanta Braintree</td>
<td>June 30th 2014</td>
</tr>
<tr>
<td>District 2 - Jamaica Plain (total w District 4 37,000 tons)</td>
<td>Capitol Waste*</td>
<td>2014</td>
<td>Republic (to bid)</td>
<td>30.June 2009</td>
</tr>
<tr>
<td>District 3 - North Dorchester (total w District 7 105,000 tons)</td>
<td>Waste Mgt (to bid)</td>
<td>30.June 2009</td>
<td>Waste Mgmt (to bid)</td>
<td>30.June 2009</td>
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<tr>
<td>District 4 - Brighton (total w District 4 37,000 tons)</td>
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<td>2014</td>
<td>Republic (to bid)</td>
<td>30.June 2009</td>
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<td>District 5 - South Boston</td>
<td>Capitol Waste</td>
<td>2014</td>
<td>Covanta Lynn</td>
<td>June 30th 2014</td>
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<tr>
<td>District 6 - West Roxbury</td>
<td>Capitol Waste</td>
<td>2014</td>
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<td>June 30th 2014</td>
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<tr>
<td>District 7 - South Dorchester (total w District 7 105,000 tons)</td>
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<td>30.June 2009</td>
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<td>30.June 2009</td>
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<td>District 9 - East Boston</td>
<td>Capitol Waste</td>
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<td>Covanta Lynn</td>
<td>June 30th 2014</td>
</tr>
</tbody>
</table>

{Data from Rob Derosa, superintendent sanitation, City of Boston - PWD}


**Disposal has not been awarded, however Capitol has agreed to haul waste to the following facilities at no extra charge to the City: Lynn Transfer Station, Wheelabrator Energy Systems - Saugus Ma, Allied Waste Transfer - Roxbury Ma, Waste Mgt Transfer - Somerville Ma.

***Waste Management trucks the MSW directly to a waste-to-energy plant in Saugus.
Current contracts
Boston annually disposes of 230,000 tons of waste, down from 265,000 tons five years ago. {ANR&P discussion with Rob Derosa, superintendent sanitation, City of Boston - PWD}

CSXT: CUSTOMER CLOSING*
CSXT ALSO LOST A CUSTOMER WHEN WOOD STRUCTURES CLOSED in Biddeford [see Maine]. Wood Structures bought the Weyerhaeuser facility in Assonet [part of Freetown, Massachusetts our Directory #287–see 08#01A]. Wood Assonet also filed for bankruptcy.

GU: NEW BUSINESS**
22 March, North Grafton. CSXT SPOTTED A CAR OF UTILITY POLES this day. Later the poles were offloaded here, and drayed to a yard in West Upton. {NERAIL e-list} A GU official said the grounding and draying will eventually change to direct rail to West Upton. This traffic marks the first new business; GU continues to move cars for Washington Mills [our Directory #350], and to operate the transload here for Weetabix [# 351]. A potential peanut move for Teddie peanut butter in Everett has not materialized.

Brush clearing
Workers have cleared a large area at the yard in North Grafton, and “will clear all the way to Milford,” according to the official. Another photo shows that workers had cleared the former west wye right-of-way at the CSXT main line; it lacks track at this time. {ANR&P discussion 18.Mar.09}

The pole shipper
Up to this point, Koppers and For-Tek have supplied all known New England pole yards. An official with Carolina Pole, a division of Cox Industries in Eutawville, South Carolina, confirmed that it is opening the pole relay yard. She reported that Gary Dudek, who formerly worked for For-Tek, is handling this region. {ANR&P discussion 19.Mar.09}

PW INTERMODAL*
18 March, Worcester. INTRANSIT CONTAINER HAS MOVED ALL “LIVE” OPERATIONS TO THE WISER AVENUE TERMINAL, said Steve Cotrone, company president. The second intermodal terminal, next to the PW engine house on Southbridge [our Directory #443], is used only on a “limited basis,” because business is so slow.

“We’re still using it, doing other things with it, we loaded railcars there the other day.” {ANR&P discussion}

ST: CONVICTION**
23 March, Woburn. A MIDDLESEX COUNTY JURY CONVICTED PAN AM, ST, MEC, AND B&M OF ENVIRONMENTAL CRIMES, violating the Massachusetts Oil and Hazardous Material Release Prevention Act. Each of the four companies were found guilty of two counts: parent company Pan Am Railways Inc, the Maine Central Railroad Company, which owns the locomotive from which the spill occurred, the Boston & Maine Corporation, which owns the Ayer rail yard; and the Springfield Terminal Railway Company, which is the operator of both the locomotive and the rail yard. Sentencing is set for 30 March.
The trial
The railroads pled not guilty in May 2008. The trial began on 13 March 2009 and lasted seven days. The jury deliberated for one hour and a half before reaching a verdict. Assistant Attorney General Andrew Rainer, chief of the Environmental Crimes Strike Force, and Assistant Attorney General Wendoly Ortiz Langlois of Attorney General Coakley’s Criminal Bureau prosecuted the case. The investigation was conducted by MassDEP Investigators Robert Dunne and Dino DelleChiaie and Environmental Police assigned to the Attorney General’s Office. {Attorney General press release}

Why no settlement?
Nearly every criminal case is settled by plea agreement. An environmental case which goes to a jury is extremely rare. For example, the Zinsser environmental crime case was settled in 2008, with the company paying a fine including $150,000 for PW to buy APUs [see 08#11A].

Why then was this not settled? Jill Butterworth, spokesperson for Attorney General Martha Coakley, said her office would have no reply to that question. {ANR&P discussion}

The punishment
Reportedly the railroads were fined a total of $400,000. [More in a future issue.]

BOSTON: COSCO CALL CHANGE*
23 March. THE CKYH ALLIANCE WILL CHANGE ITS BOSTON CALL, as part of its rationalization of the Far East-East coast services from April 2009. The Alliance (COSCO, "K" LINE, Yang Ming, Hanjin Shipping) rationalization will provide customers with more comprehensive service coverage of the target areas. [See Maritimes for new Halifax call.]

New Cosco rotation
The string AWE-2 will call this rotation: Qingdao - Shanghai - Ningbo - Yokohama - Savannah - New York - Boston - Qingdao. Cosco will use eight 3600 TEU vessels in the string. {press release}

RHODE ISLAND

RHODE ISLAND PORTS
19 March, Providence. THE RHODE ISLAND PORTS COMMISSION HELD ITS FIRST MEETING. The University of Rhode Island’s Coastal Resource Center and its Rhode Island Sea Grant College Program provided preliminary results of its ongoing study. Don Robadue of the Center told the commission its digital mapping database showed that the state had only 756 acres of vacant land on or near the waterfront, and 272 of those acres lie in Quonset Point/Davisville.

Earlier in March, State Representative David Caprio, D-Narragansett, filed legislation to preserve existing working waterfronts for water-dependent industries, such as boat building, commercial shipping, and fishing.

No particular development
“We come here with no preconceived notions,” Co-chair Senator William A. Walaska, D-Warwick, said. “There is no particular port that we’re going to decide to develop or not develop.” Co-chair Peter F. Kilmartin, D-Pawtucket, noted: “There is no agenda except gathering information and seeing what is best for the state going forward.”

But Governor Carcieri in recent weeks has reiterated his opposition to a deepwater container port. {Alex Kuffner of the Providence Journal 20.Mar.09}
**VERMONT**

**VERMONT: WESTERN CORRIDOR**

16 March, Rutland. **STATE LEGISLATORS DISCUSSED THE WESTERN CORRIDOR RAIL SERVICE** during a breakfast meeting here, sponsored by the Rutland Region Chamber of Commerce and Rutland Economic Development Corporation and held at the Franklin Conference Center.

**Upcoming VRS projects**

David Wulfson, VRS president, described three track projects: $1.25 million for track replacement this summer south of Rutland; $500,000 of tie work north of Rutland to prepare for welded rail installation; and $4 million of welded rail between Rutland and Burlington.

He also described the proposed Middlebury spur [see 08#11B]. In total, the improvement of track between Rutland and Burlington will cost about $35 million over the next five years, said Wulfson, and some of that money has already been allocated in upcoming budgets, much of it expected to come from the $13 million secured by former US Senator James Jeffords in an earmark [see 08#09B] for the western rail corridor.

**Ethan Allen service**

Wulfson told the meeting that, though it has yet to be officially announced, the state “fully supports the Ethan Allen” and he believed it would “definitely stay.” State Representative David Potter, D-Clarendon, vice-chair of the House Transportation Committee, later reminded the group that the General Assembly still needs to vote the funds to continue the state subsidy for the service [see 09#02A]. “While I think all of us in the Rutland delegation support Amtrak, it isn't a done deal yet ... the transportation funds continue to bleed red ink....I can tell you having sat on the committee that we haven't found the money (to sustain the train) yet. You need to know that and you need to keep attention on this before the legislature.”

Christopher Parker, executive director of the Vermont Rail Action Network and one of the three guest speakers at the breakfast, has been one of the most visible rallying to preserve the train and extend its service to Burlington. He outlined economic lessons pertaining to passenger trains, including how important it is for a city to be on the train map, the need to increase the speed to reduce the cost of operating a train and how citizen volunteers could provide leadership and support in several areas. {Stephanie M. Peters in Rutland Herald 17.Mar.09}

**QUEBEC/MARITIMES**

**CBNS: GOVERNMENT SUBSIDY**

18 March, Halifax. **RAILROAD OFFICIALS HAVE MET WITH THE DEPARTMENT OF ECONOMIC AND RURAL DEVELOPMENT.** The director of investment for the department, Marvyn Robar wrote: ‘I believe they will present a proposal to the government to consider extending the provincial subsidy. [It was begun in 2005 at up to $2 million a year for five years, to continue rail service to Sydney. See 05#09B.] However, nothing has been received as yet.’

As asked whether the provincial government’s proposed stimulus package of $1.9 billion contained anything for rail or ports, he responded: ‘I don't know anything about the federal government's plan as transportation is not the area I normally work in.’ {e-mail to ANR&P}

**Other request to continue subsidy**

On 21 January in New Waterford, Cape Breton New Democratic Party MLAs Frank Corbett and Gordie Gosse announced they had called on Premier Rodney MacDonald to utilize for CBNS part of any Gateway funding that
may be made available. “This railway line is an integral part of the infrastructure that will be needed to support the progression of the Port of Sydney,” said Corbett.

“To aid in the planned port improvements, businesses need a longer term commitment on rail service,” said Gosse. “Too many areas of Nova Scotia have seen their rail lines disappear and it would be a sign of good faith to the people of Cape Breton for the Conservative government to commit to a longer term support for this rail line. Committing to this rail line now would also allow the port and other local businesses the necessary time to grow to a level where the rail line would no longer require such a subsidy.” {New Democratic Party caucus press release 21.Jan.09}

No money for rails or ports
On 11 March, Premier Rodney MacDonald announced a $1.9 billion ‘Building for Growth’ plan, which would include $1 billion for projects to create ‘a modern road and highway system, as part of our Atlantic Gateway plan to transport goods efficiently and people safely from all corners of our province’ but included no funds for rails or ports. {text of plan on government website}

HALIFAX: CHURCHILL DEAL *
10 March, Halifax. THE PORT OF CHURCHILL GATEWAY AGREED WITH HALIFAX GATEWAY to jointly explore trade-related opportunities for companies in Nova Scotia and Atlantic Canada, according to a statement from the two entities. Furthermore, the MOU was created to provide a framework for the organizations to build a reliable and cost-effective grain bridge between the two ports. The first ever transfer of wheat between Churchill and Halifax occurred in 2007. {CIFFA 12.Mar.09}

HALIFAX: NEW K-LINE CALL *
23 March. THE CKYH ALLIANCE WILL ADD A HALIFAX CALL, as part of its rationalization of the Far East-East coast services from April 2009. The Alliance (COSCO, "K" LINE, Yang Ming, Hanjin Shipping) rationalization will provide customers with more comprehensive service coverage of the target areas. [See Massachusetts for Boston change.] {press release}

New Halifax rotation
The AWE-4 string, with eight to nine 3850TEU vessels, will have the following rotation: Singapore - Shekou - Hong Kong - Yantian - Norfolk - New York - Halifax - Singapore.

A “K Line” official in the US said the line is “negotiating which terminal to call” in Halifax, and the first call there will not happen until May. “Previously we did not have service. This will be the first ‘K Line” call from Asia” though the ocean carrier did have transatlantic service some years ago. {ANR&P discussion 27.Mar.09}

RAIL SHIPPERS

Described in this issue. Our Directory of Rail Freight Facilities in New England has more information on the companies denoted with their directory number.

Carolina Pole (GU, Massachusetts) New customer.
Correct Building (ST, Maine #33) Needs credit.
Intransit Container (PW, Massachusetts #443) Closed.
Republic Waste (CSXT Massachusetts #225) Down.
Wood Structures (ST, Maine #30, 31) Closed.
Wood Structures (CSXT, Massachusetts #287) Closed.
**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).

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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.’

**E-ISSUE**