*Article unchanged from e-bulletin.

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

REGIONAL

PAS: Traffic up.*
PAS/D&H/NS: ST does well on heavy load.
NS: New England rail traffic shrinks more.*
American Marine Highway: New Bedford, Davisville to seek funds. Overview of program.*
PW: Annual Meeting on PW finances and traffic.** Shareholder proposal defeated.*
PW: Annual Report shows conventional carloads down 16.8% in 2009.* Other details.*
PW: Blanchard on operating revenues.*

CONNECTION

[No report.]

MAINE

MMA: Jacobson says MMA should abandon Jackman to Brownville Junction. Burkhardt: No.**
MMA: No mediation date yet.**
MMA: Task Force meeting 12 May in Caribou.**

MASSACHUSETTS

HRRC/Berkshire Scenic: MassDOT renews deal.
CSXT/MC/MassDOT: STB okays transfer without Notice of Exemption. Action date 14 May.*

NEW HAMPSHIRE

ST/NEGS: Adverse discontinuance okay without conditions.*
ST/NEGS: Court okays settlement.**
NHDOT: Firm on state rail plan short list selected.**
ST/MBRX: No operation yet. Granite State

RHODE ISLAND

PW/Providence: Exploring export coal.*

VERMONT

[No report.]

MARITIMES/QUÉBEC

Sydney: Preferred dredger says costs $38 million.
Halifax/CN: Halifax Grain Elevator can load containers of pulse products for export.*
Halifax: Maersk will call Halterm.*
Canso/Sydney: Not a great market for new terminals, says CN official.*

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

Paul Doiron RIP. Gary Landrio.

EDITORIAL

NHDOT should acquire the Milford trackage.

Trackage rights

While Maine proposed trackage rights for a new operator in Aroostook County, ST says it can do better by taking away NEGS trackage rights, and still others say ST should give up its trackage rights on NECR. So—better system with, or without, trackage?
- Chop Hardenbergh

Next formal issue 28 May.

FROM THE PUBLISHER

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

REGIONAL ISSUES

PAS: TRAFFIC UP*

=2 May, Freight Main. ‘THE 2010 PATRIOT CORRIDOR TRAFFIC PICTURE IS MUCH DIFFERENT’ than 2009, according to one seasoned rail observer, whose daytime perch gives him a direct view of the PAS Freight Main. ‘Pigs [intermodal traffic] are hot. 125 east-bound today.

‘Automobiles, non-existent in ‘09 are holding steady at 12 to 25 most days. Omya traffic is up. Grain traffic is up. Scrap is up. Plastics are up. Chemicals all kinds are up, and I see many more NS cars around here. and more trains too.

‘All of which tells me that while 2009 may have been a bummer year [as shown in the graph below], NS-related things seem to be doing very well in 2010. And from what I’ve heard, the customers are happy campers in the faster scheduled PAS world.’ {e-mail to ANR&P}

ST/NS/CP: HEAVY LOAD

late April, Lowell. PAN AM “DID AN AMAZING JOB” in moving out two 245,000-pound transformers in a special train from Lowell to interchange with D&H in New York. D&H moved the cars in haulage for NS; NS made the final delivery to the Port of Baltimore.

According to Jeremy Young, assistant vice-president of sales and marketing for Progressive Rail Specialized Logistics (PRSL), his company handled the inland move for a global logistics firm. A company in Venezuela acquired the two transformers, located at the Montgomery L’ Energia Power plant here. [Apparently the company did not need two additional transformers, and sold them. Editor]

Cars and loading

The transformers were loaded on two eight-axle, heavy duty, depressed-center flat cars next to the Lowell yard tower on Pan Am and adjacent to the power plant. PRSL contracted with Hallamore Corporation of Holbrook, Massachusetts for the loading and securing of the cars for movement.

[The eight-axle car distributes the weight to 51,150 pounds per axle, under the 66,000-pounds per axle for the current 263,000-pound cars the PAS line is now rated for. PAS will increase the line to 286 west of Ayer. See 10#04B Regional. Editor]

Young oversaw the loading. “Pan Am did an amazing job of getting the empty cars spotted as quickly as possible once
received in interchange,” one from NS, the other from CSXT via Worcester. The PAR mechanical team checked in throughout the loading to ensure all loading and bracing met AAR approval, to avoid delays at final inspection.

Engineering stood by to run the final measurements when the pieces were loaded; operations had a locomotive and crew ready go as soon as the final inspection was complete.

Young credited Doug Steward of Pan Am, the contact person for PRSL throughout the project. “Doug did a great job of coordinating all of the groups internally at Pan Am to ensure the project was executed timely, effectively, and safely.”

The trip to Baltimore
The special train left Lowell early 21 April, arriving in Mechanicville later that afternoon. {e-mail to ANR&P from Young 11 May.10 - contact him at jyoung@progressiverail.com}

[After all that prompt work, a communications glitch between NS and D&H meant the cars sat in Mechanicville for four days, according to a source close to the move. Editor]

NS: TRAFFIC SUFFERING*
22 April, Newport. AN OVERVIEW OF NS WORK ON FIVE CORRIDORS was presented during the Class I Panel at the North East Association of Rail Shippers spring meeting this day. John Friedman, NS vice-president strategic planning, said in the Great Recession, NS “lost momentum and had to start from scratch.”

He discussed five corridors NS is developing: the Meridian Speedway, where “we are just about done with capital expenditures” and traffic is up 17% since 2007; Heartland, Mid America, Crescent, and Patriot Corridors.

[NS began the Speedway, a joint venture with Kansas City Southern Railway, in 2005. Some compared the Speedway with NS’ latest joint venture, the Patriot Corridor— see 08#05B]

Facts on the Patriot Corridor
Friedland displayed three charts on New England traffic.

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NEW GAS-FIRED POWER PLANT
In autumn 2008, the first Rolls-Royce Trent 60 gas turbine installed in the United States started up at Montgomery L’Energia’s new-build in Lowell. The unit is capable of running on both gas and liquid fuel, with power output up to 58MW. {Rolls-Royce press release 27 May.09}
Traffic breakdown. In New England since about 2002, intermodal as a fraction of NS traffic has grown from about 10% to 50%.

Traffic totals versus NS total. Friedman displayed a graph [q.v.] showing, on an index basis, how New England traffic has changed over the past several years, versus NS system traffic. New England is off 20% from 2002, whereas NS traffic overall is about level. “The gap is getting wider.”

Carloads per mile. New England has lagged in this measure for some time [q.v.]. Friedland noted that “the gap is getting wider. Much of New England [trackage] is marginal. Intermodal can’t carry it all.” {ANR&P coverage}

NOTE! The graphs are based on quick drawing during the panel. Friedman declined to provide them.

REGIONAL: MARINE HIGHWAY

7 April, Baltimore. AT LEAST TWO NEW ENGLAND PORTS WILL SEEK SHORT SEA FUNDING from a $7 million pot announced by USDOT Secretary Ray LaHood this day. “Under this new program,” explained LaHood, “you’ll be encouraged to apply to officially designate a Marine Highway Project, so you can then compete for our new 7-million-dollar Marine Highway Grant Program, which we’ll announce later this summer.”

The ‘America’s Marine Highway program’ aims to divert containerized and wheeled freight as well as passengers off U.S. highways to help relieve traffic congestion. While $7 million would just about cover the cost of building one mile of paved highway, Lori Irving of the USDOT office of public affairs said, “There will be another round of recovery funding like the TIGER grants in the amount of $600 million.”

As to what kinds of marine highway projects the USDOT is looking to fund, Irving said the department had “no preconceived notions. The Secretary invited creative ideas to help funnel some of this freight off the roads and onto the water. We’re open to suggestions.” {ANR&P’s Ed Beem discussion 12. April. 10}

Statutory mandate
The marine highway initiative fulfills the Congressional mandate in the Energy Independence and Security Act of 2007 whose Subtitle C—Marine Transportation, Section 1121 Short Sea Transportation Initiative requires the USDOT to ‘establish a short sea transportation program and designate short sea transportation projects to be conducted under the program to mitigate surface congestion.’

Deadlines
Marine highway project applications are due by June 11. The DOT must obligate the funds by September 30.

Definitions
‘There are two distinct but interrelated Marine Highway designations – Marine Highway Corridors and Marine Highway Projects,’ explained Irving. ‘Both are designated by the Secretary of Transportation. In addition, the Department of Transportation has been authorized to establish and implement Marine Highway Grants as part of the Marine Highway Program. Recommendations for Marine Highway Corridors are addressed in section 393.3 of the Final Rule. Application for designation as a Marine Highway Project (which benefits one or more Corridors) is addressed in section 393.4 of the Final Rule. Later this year, the Department of Transportation will publish a Notice of Funding Availability soliciting Marine Highway Grants.’ {e-mail to ANR&P 28.April.10}

New Bedford to partner with Port Canaveral
Kristin Decas, executive director of the New Bedford Harbor Development Commission, said that New Bedford has a memorandum of understanding with Port Canaveral, Florida, to partner on a marine highway project, though she said it was
too early to know exactly what project the port pair might submit.

‘Port Canaveral has a major cruise industry and sees great potential for AMH ferry [passenger] alternatives. In parallel track we have been working with Canaveral to see if we can build cargo connections between our two hubs as part of the revitalization of coastal shipping.’ {Decas e-mail to ANR&P, 26 April}

A 2006 study found that 109,936 truckloads moved south from the ports of New Bedford and Fall River to Port Canaveral, and 160,907 truckloads north from Port Canaveral to New Bedford/Fall River. In total, the study, done by Reeves & Associates for the Massachusetts Department of Business and Technology and Seaport Advisory Council [see 07#04A], said 1.9 million truckloads move into New Bedford/Fall River port region annually, 1.4 million truckloads move out [see 06#08B]. {Analysis of the Potential Market for Short Sea Shipping Service in the Ports of Fall River and New Bedford, 2006}

“If you could penetrate 7% of that,” said Decas, to choose a possible percentage, “you could build a viable short sea shipping program.” {ANR&P discussion 14. April.10}

No bulk, break-bulk, or heavy-lift cargoes allowed

Though the USDOT was urged by six commenters during the rulemaking process to include bulk, break-bulk, and heavy-lift cargoes among those eligible for funding to divert traffic from land to sea under the marine highway program, the final rule as reported in the Federal Register noted that “Section 55605 of the Energy Act defines short sea transportation as ‘carriage by vessel of cargo that is contained in intermodal cargo containers and loaded by crane on the vessel or loaded on the vessel by means of wheeled technology.’ The Department of Transportation believes that the addition of bulk, break-bulk or heavy lift cargos would go beyond the scope of the authorizing legislation.” {Federal Register: April 9, 2010 (Volume 75, Number 68)}

“The bulk thing was kind of a surprise,” said Wade Morefield, director of planning and research at the Canaveral Port Authority. “Bulk seems out right now. I think passengers is still viable.”

Morefield said that Port Canaveral might propose some “relatively modest upgrades of existing facilities to handle marine highway traffic, perhaps some sort of ferry operation.” {ANR&P discussion 14. April. 10}

Quonset/Davisville looking to leverage TIGER grant

Port manager Evan Matthews said Quonset/Davisville, with its TIGER money to buy a crane for a barge feeder service [see 09#11A] will apply for marine highway funds. “We’d like to continue to leverage that grant and invest in the port so it can become a marine highway port. We consider ourselves to be pretty strategically located to shift freight from I-95 to the marine highway.” He was not yet certain what sort of project the port would be proposing. {ANR&P discussion, 15.April.10}

I-95 Corridor Coalition upbeat

Marygrace Parker serves as the freight, mobility, safety and security coordinator for the I-95 Corridor Coalition, representing 46 ports from Maine to Florida. “This corridor, more so than others in the country, is certainly ripe to expand a marine highway system. People are saying, ‘It’s only $7 million. What can you do with it?’ My answer is probably not a big capital project.” Parker said she would like to see the DOT’s Maritime Administration (MARAD) “seed services” such as 64 Express, a public/private project in Virginia. {ANR&P discussion 15.April.10}

Beginning in December 2008, 64 Express used $2.3 million in CMAQ funding to operate weekly crane-loaded hopper barge trips between terminals in Hampton Roads and the Port of Richmond. The first year counted 6000 trailer loads, according to Ed Whitmore, president of Norfolk Tug Company and the James River Barge Line which operates the 64 Express. {ANR&P discussion 20.April.10}

Public Comments

MARAD received more than 100 public comments on its America’s Marine Highway rulemaking. The Port of New
Bedford submitted the most extensive comments, urging MARAD ‘not focus on solely large international container ports [but] include smaller niche deep water ports that are less congested as major hubs in the emerging marine highway network.’

New Bedford also suggested that MARAD support the marine highway by ‘supporting Title XI and shipbuilding; finding mechanisms to facilitate the construction of US Jones Act vessels; implementing incentives (tax credits) to support an intermodal shift; eliminating the Harbor Maintenance Tax; and providing funding mechanisms to support the national infrastructure as currently done for surface transportation.’ {Port of New Bedford MARAD submission, 2. Feb. 09}

Both the Maine Port Authority and Massachusetts Port Authority submitted comments seeking a designated marine highway between New England and the Canadian Maritime Provinces.

Both the Connecticut Maritime Commission and Cross Sound Ferry Services submitted comments seeking a designated marine highway across Long Island Sound.

All public comments on the America’s Marine Highway program can be found at 1.

**PW: ANNUAL MEETING**

28 April, Worcester. **TOP OFFICIALS ANSWERED QUESTIONS ABOUT THE RAILROAD** during the open session following the business part of the Annual Meeting, held for the first time in Union Station. The location, next to the track, permitted us to watch not only MBTA trains, but also a consist of autoracks moving to PW’s yard.

**Age limits for board members?**

A shareholder proposal from John V. Frank would set mandatory retirement for board members at age 75. It failed 30% yes, 70% no. Frank and at least one other shareholder marveled that the proposal, opposed by the PW board (chair Robert Eder is over 75), received such a high yes vote.

**Address by the chair**

Chair Bob Eder spoke at the beginning of the shareholder question and answer session, to “discuss what the Providence & Worcester stands for.” In 1966 he began the effort to end the 99-year lease held by the New York, New Haven, and Hartford Railroad. The New Haven became part of the Penn Central on 1 January 1969. In 1969, Eder filed papers with the Interstate Commerce Commission [STB predecessor] to win PW’s independence from the Penn Central, prior to both the Penn Central’s bankruptcy and the formation of Conrail.

This occurred, Eder noted, with the support of states, municipalities, and railway unions, after a fight at the Interstate Commerce Commission and a lawsuit which reached the US Supreme Court. PennCentral had proposed retaining only the stub ends in the eponymous cities, abandoning the track in between.

**Real estate a fundamental part of the finances.** When discussing the PW financial situation with an outside consultant in the late 1960s, Eder concluded that the “property excess to the railroad” would provide funds to get the operation going, and to help it survive in the future, through the “bad years.”

Eder set up PW as a “gold-plated operation,” to give the industries along the right-of-way good service.

And the railroad gave the unions a profit-sharing deal. They agreed to move from five-man crews to three-man crews, and then to two-man crews. Union members get the profit-sharing “if the railroad makes money from operating revenues,” he said.

“We do not separate the real estate operation from the railroad.” All real estate expenses are listed in the operating costs. “I spend more than 50% of my time on real estate.” General Counsel Marie Angelini and Bernie Cartier, director...
of engineering, also spend much of their time on real estate matters. “We’ve hired an outside law firm” to assist in clearing title to property in East Providence. [These remarks directly address Roy Blanchard’s point—see other article.]

Derailment on the Willimantic branch. “We let the public down” when the first 80-car ethanol train moving from NECR to the PW at Willimantic derailed [see 10#03A]. Most of the PW track structure is excellent. The Willimantic is owned by ConnDOT [the section from Versailles to Willimantic {ConnDOT map}], and it thought it would get federal money to rehab the branch, but got none [see 09#10B, 10#02A].

“We are in the process of upgrading it now.” In the meantime ethanol trains are moving on the NECR to New London, along Amtrak, and then up PW’s Norwich line to Worcester and then Providence.

Cash flow: traffic up to record level
Your editor asked Eder about the decline in available cash, from $876,000 at the end of 2008 to $157,000 at the end of 2009. {page II-18} “Cash ebbs and flows,” he said, depending on railroad revenues, property leases, and sales. The cash “can go in the other direction.”

Eder reported that in March 2010, the railroad moved “the most cars we’ve had since the beginning of operations” [as pertains March revenues, for the past 15 years].

Cash is not a worry. PW can borrow against the real property it holds. Answering the question of dissident stockholder Frank, Eder said, “In the past year we did get behind on paying bills, and collecting funds, again because of the economy.”

Accounts receivable dropped from $3,526,000 in 2008 to $2,862,000 in 2009. Accounts payable rose a similar amount, from $2,418,000 to $3,317,000. {page II-15}
Traffic increasing

PW President Scott Conti noted that coal dropped off when natural gas prices were low in 2009. He saw increases for Worcester customers in plastics, chemicals, and salt; in Rhode Island in scrap and steel (particularly Dean Warehouse); cement in ProVport; and in Davisville autos and plastics. “We are gaining market share.”

But in the existing customer base, of the smaller customers, these were essentially flat from 2008.

Aggregate. Conti said carloads of aggregates increased by 1000 in 2009, “the first increase since 2003.” Aggregates had been declining for the past six years, at around 7,000 carloads. Frank Rogers, vice-president of marketing, told the meeting that the New York aggregate market has grown, “but we are not seeing this in Connecticut” which has cancelled projects. Conti said he expected that new projects, boosted by the federal stimulus spending, will begin to generate spending “later this summer.”

Rogers noted that New York presents a 10-million ton aggregates market. “It was traditionally dominated by a few large players using truck or barge [Tilcon–see future article] into Port Jefferson.” Rawson’s offering [see future article], much of which is responsible for the traffic rise, has “upset the apple cart.” Rogers sees the possibility of serving customers in Massachusetts, New Jersey, and Pennsylvania.

Intermodal. Conti pointed out that “the business produced great revenue. We started with 300 containers the first year and it grew to 70,000, but it’s now 10,000. It took us years to get down to that level” and it will take years to build up again.

PW opened the intermodal lane over NECR to connect with CP and CN, in part to get “better pricing.”

When CSXT gets full doublestack clearance to Worcester, Conti anticipated that the new ramp in Worcester would have a “domestic footprint” because CSXI will have a gantry crane and ground the boxes.

New York intermodal. Rogers said that 14 years ago, PW’s lane from Worcester to the New Jersey docks, the ‘Dockside’ service, used Conrail’s UPS train. At that point, PW was doing 70% mini-landbridge traffic from the West coast, and 30% from New Jersey. After several years, the percentage switched: New York became 70%.

At this point, CSXI is providing “on-again, off-again” service, taking three to five days to move a box. “Customers don’t like that,” and use truck or barge instead. When the Syracuse filing operation ends [see 10#04B Regional], and CSXI can run full doubles, “we’ll look at the product again.”

CN intermodal. Rogers noted that the clearances on NECR were improved, initially for autos. However, with CN, PW is looking at both international and domestic container moves. PW has moved containers westbound to Manitoba for Connecticut manufacturers.

Internationally, containers get to Prince Rupert in British Columbia from Asia two days faster than to Long Beach. Rail mileage is the same from either port to Worcester.

The mini-landbridges moves will not grow, though, Rogers said, until the all-water route to the East coast fills up and customers increase their West coast landings again.

Autos. While the NORAD terminal in Davisville handles mostly inbound autoracks, Rogers said that it had done some outbound, “a stock shift of Audis from the East coast to the West coast” and similarly a shift of Volkswagens from the west to the east. He reported that “importers are asking for rates” so more outbound moves may occur.

Fuel hedging. Page II-12 noted that the railroad did not do fuel hedging of its million gallons of diesel fuel in 2009. Conti explained that “It’s difficult to hedge, in my view” because PW could not predict the direction of the price.
Ayer competition. Conti noted that the Leominster plastics industry, served by ST, presents competition to PW customers. The PAS distribution facility in Ayer competes with PW’s Worcester facility on plastics, intermodal, and autos, in addition to plastics. {ANR&P coverage}

PW: 2009 RESULTS**
26 March, Worcester. **PW CONVENTIONAL CARLOADS DROPPED 18.6% FOR 2009**, according to the annual report.

Operating revenues down
‘Operating Revenues decreased $6.5 million, or 21.8%, to $23.3 million in 2009 from $29.8 million in 2008. This decrease is the net result of a $6.1 million (22.4%) decrease in conventional freight revenues, a $632 thousand (47.1%) decrease in container freight revenues and a $120 thousand (14.3%) decrease in other freight-related revenues partially offset by a $385 thousand (86.5%) increase in other operating revenues.

Convention carload drop includes ethanol, coal
‘The decrease in conventional freight revenues is attributable to an 18.6% decrease in traffic volume and an 4.6% decrease in the average revenue received per carloading. The Company's conventional carloadings decreased by 6,321 to 27,632 in 2009 from 33,953 in 2008.
‘Shipments of most commodities handled by the Company decreased during the year-ended December 31, 2009. Of particular note are declines in shipments of coal and ethanol. This is primarily attributable to the continuing state of the United States and world economies and is consistent with the experience of other railroads in North America..... The modest decrease in the average revenue received per conventional carloading is largely attributable to a reduction in diesel fuel surcharges due to the significant reduction in the cost of diesel fuel experienced this year.

Intermodal continues to decline
‘The decrease in container freight revenues is the result of a 50.0% decline in traffic volume somewhat offset by a 5.8% increase in the average revenue received per container. Container traffic volume decreased by 10,473 containers to 10,465 in 2009 from 20,938 in 2008. This significant decline in traffic volume continues a trend which began in 2007 in which cross-country container traffic to the East Coast has shifted from rail to all-water routes.

Other income increased
‘Other income increased by $657 thousand to $1.7 million in 2009 from $1.1 million in 2008. The Company received $950 thousand during the second quarter of 2009 for the settlement of certain legal proceedings and the granting of a permanent easement which accounted for the increase.

Operating expenses
‘Operating expenses decreased by $4.1 million, or 13.4%, to $26.4 million in 2009 from $30.5 million in 2008. Reductions in diesel fuel expense due to lower prices for petroleum products, as well as decreased usage due to reduced traffic volume, accounted for $2.1 million of this decrease. Also contributing to the decrease in operating costs is the fact that the Company's Maintenance of Way personnel were engaged in more projects covered by state grants in 2009 than in 2008, resulting in an increase in material, labor and overhead cost recoveries in the amount of $311 thousand.
‘Proceeds from the railroad track maintenance agreement with an unrelated third-party shipping customer [see box] accounted for $975 thousand of the decrease in operating expenses.
‘Decreases in other operating expenses were partially offset by increased costs incurred for the repair and maintenance of locomotives and freight cars.’
Customers

Autoracks
‘Shipment of automobiles by rail commenced in the fall of 2007 with the Company handling 167 autoracks in 2007, 1043 autoracks in 2008 and 1,022 autoracks in 2009.’

PW ‘entered into a 7-year "per-diem" lease of 200 auto-carrying railcars [with GATX–see 09#11A], for which the Company is obligated to remit car-hire revenues only. In 2009, the car-hire earned from other railroads and remitted to GATX was approximately $744 thousand.’

How Tilcon Connecticut fits in
‘One of the Company’s customers [not identified by the Annual Report, but clearly Tilcon], which ships construction aggregates from three separate quarries on the Company’s rail system to asphalt production plants in Connecticut and New York, accounted for 11.1%, 10.0% and 13.8% of its operating revenues in 2009, 2008 and 2007, respectively. The Company does not believe that this customer will cease to be a rail shipper or will substantially decrease its freight volume in the foreseeable future. In the event that this customer should cease or substantially reduce its rail freight operations, management believes that the Company could restructure its operations to reduce operating costs by an amount sufficient to largely offset the decrease in operating revenues. {page II-4}

PW: ANOTHER VIEW*
2 April, Philadelphia. RAIL ANALYST ROY BLANCHARD HAD SOME CONCERNS about the railroad operation, after reading the annual report, which he called ‘a good news, bad news story.

The good news
‘The commodity mix is changing. Over 2007, 2008, and 2009, chemical commodity revenues have become 38% of operating revenues, up 34% probably due to ethanol. ‘Other’ including autos has become 13% of revenues versus 5% in 2007.

‘Intermodal–basically a low-RPU ($68 per container) local switching service for containers–has dropped to 3% of the total from 5% in the same time frame.’

Bad news: operating revenues slide, operating ratio
FY09 operating revenues closed at $23.2 million, down 22% from 2008. Blanchard pointed out that PW includes, each year, property sales and other income as operating revenue, then subtracts operating expense ‘from this inflated number and calculates the operating ratio from it.

‘Operating expenses in 2009 were $26.4 million, down 13%, producing an operating ratio of 113.5 vs. 102.5 a year ago. Operating loss was $3.1 million against last year’s $0.7 million loss. As usual, the comp and benefits line was the major culprit at [in 2009] 68% of operating revenues, up 15 percentage points from 2008.

‘Comp and benefits for regional railroads of this size average 30-40% of revenues; cutting the P&W comp line to 40% would have yielded $3.3 million operating income. {Week in Review 2.Apr.10}

Opposing view
Tom Farley, the correspondent who publicly questioned the railroad’s cash flow [see 09#12B], wrote this about the real estate as above the line: ‘The PW’s “other income” line is reliable enough over the years to be seen as an integral part of their business.’ {e-mail to ANR&P 5.Apr.10} [Eder said as much–see other article.]

MAINE

MMA: NO MORE MONEY??

22 April, Newport. MATT JACOBSON SAID THE MMA LINE HAS BEEN IN FINANCIAL TROUBLE THREE TIMES SINCE 1994, in a luncheon speech at the spring semi-annual meeting of the North East Association of Rail Shippers. Jacobson, once SLR president, is now running for the Republican nomination for Maine governor with the primary on 8 June.

In 1994 CP sold the line to Iron Road Railways. In 2003, after IRR went broke, MMA assumed the property. In 2010, MMA is abandoning the line between Madawaska and Millinocket, because it is losing money.

“All three times, the state gave them money,” noted Jacobson. “We ran this experiment three times. It failed each time.”

Little is moving on the line. Potatoes last moved by rail out of the County in 1960s; they stopped when the Pennsylvania Railroad failed and growers lost a whole season.

Instead of investing $20 million in a losing rail line, the state should concentrate its efforts on getting the customers to move more by rail. {ANR&P coverage}

Abandon the Brownville-Jackman segment

In an earlier statement, Jacobson suggested: ‘A disturbing aspect of the latest bail-out plan (funded by Maine taxpayers borrowing some $16 million and paying it back later, with interest) is that there are practical cost-saving ideas that the MM&A Railroad could pursue instead. For example, the MM&A runs from Brownville Junction (near Bangor) to Lennoxville, PQ. There are no Maine customers on this line. If there was a serious move to reduce costs, start by abandoning this line - about 200 miles worth - and continue to operate the line in Aroostook.’ {statement from Jacobson campaign 14.April.10}

Another view

Another conference attender with direct knowledge of the Maine shipping situation pointed the finger at MMA management. In an interview, she voiced the opinion, shared by others, that MMA chief Ed Burkhardt had hired too many people from the old boy network at Wisconsin Central [now a part of CN], and some of these were more interested in selling the line to the state than in growing the traffic. {ANR&P interview}

MMA view of the Jackman line

Ed Burkhardt, MMA chair and majority owner, responded thus: ‘Matt Jacobson is a smart man, and has rail management experience. But I am surprised that he would go public with an “imaginary economic analysis” of the MMA network by inferring that we should be abandoning the Brownville Jct – Jackman line instead of the lines included in our application. In fact, MMA has concluded that the Jackman line is viable, and will remain so if economic conditions don’t worsen, while the “red lines” in Aroostook County don’t even come close to a reasonable definition of viability. We would be happy to sit down with him at a future date to explain these basic railway economics.

‘I do agree that Mr. Jacobson is well within his rights to question whether Maine should invest in the loss-making lines we want to shed. This is an important public policy matter for Maine, but isn’t for us to decide. We are entirely neutral on whether an abandonment or sale to the State for continued operation is the best option for us.

‘We are very pleased that the Jackman line passed muster at this time, as has the balance of our network in Maine.
If we can stop the hemorrhaging of cash on the “red lines” we should have solid profitability going forward.’  {e-mail to ANR&P 13.May.10

**MMA: NEW OPERATOR?**
14 April, Augusta. **WHICH PARTIES MIGHT OPERATE THE ABANDONED SECTION?** Besides MMA, NBSR (technically EMRY–see 10#04A], MERR, ST, and SLR are based or operate in Maine. Nate Moulton, MDOT rail administrator, and Mark Latti, MDOT spokesperson, declined to comment on whether any of these were among the three or four railroads that have offered to replace MMA if state officials wish. “These are smart guys,” Moulton said. “They are going to want to know exactly what the business deal will look like before they agree to anything.  {Nick Sambides in Bangor Daily News 14.Apr.10

**MMA: MEDIATION**
12 May, Augusta. **NO DATE HAS YET BEEN SET FOR A SECOND MEDIATION SESSION**, reported MDOT spokesperson Mark Latti. MDOT and MMA have agreed to talk under STB auspices [see 10#04B] about the proposed abandonment. {ANR&P discussion 12.May.10

**MMA: TASK FORCE**
12 May, Caribou. **THE AROOSTOOK RAIL TASK FORCE HELD ITS FIRST SESSION** here [see 10#04B]. Officials announced at the four-hour meeting that 20 private entities have expressed interest in operating the railroad, but little else new was revealed, as the bulk of the session took place in executive session.

MDOT Commissioner David Cole, the chair, said that during the executive session, the group would discuss the condition of the existing track, potential third-party operators and other matters, but could give no details. He said discussion also would center on finding money to improve track conditions, so that rail service would be faster and more

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**Industrial Port Development Opportunity**

**Mid-Coast Maine Location**

- 26 acre site with 32 foot depth of water (9.75m) alongside at low tide; 11 foot range of tide.
- 16 miles from Bangor/Brewer & I-95.
- Borders Pam-Am/ST rail system.
- Adjacent to Commercial Maritime District.
- Suitable for bulk, break-bulk, and project cargo; ship repair, terminal storage/distribution, and industrial fabrication.
- Recent marine survey available for review.
- Contact David Milan, Bucksport Economic Development Director, at (207)-469-7368.

Highway Savings by Keeping Off Heavy Trucks

In Madison, Maine, Backyard Farms located a commercial greenhouse to grow tomatoes on a town way. The road was not built for a lot of heavy trucks. “What had typically been a cost of $150,000 a mile to rehab became $200,000 to $250,000 per mile to get that road back up to the capacity to carry those trucks.”

- Phil Curtis, MDOT ‘road ranger’ advisor to municipalities on highway maintenance, cited by Carol Coultas in MaineBiz 19.Apr.10

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reliable.
Cole expected the group would continue to meet through the summer. {Jen Lynds in Bangor Daily News 13.May.10}

MASSACHUSETTS

CSXT/MC/MADOT: OK TO PROCEED*
3 May, DC. THE STB DECIDED THE PARTIES DID NOT NEED A NOTICE OF EXEMPTION. ‘We find that 49 U.S.C. § 10901 does not apply to this sale of the physical assets in rail lines to a state agency, because the selling rail carrier retains an exclusive, perpetual rail freight easement in the rail lines together with the common carrier obligation, and the purchaser cannot unduly interfere with the provision of freight rail service on the lines.’
Railway unions objected to the lawfulness of the precedent for this ruling, Me.—Dep’t of Transp.—Acquis. & Operation Exemption—Me. Cent. R.R., 8 I.C.C.2d 835 (1991) (State of Maine). The Board declined to overturn this precedent.

Next step
As the Board noted, on 14 May CSXT will sell four lines (Boston Terminal Running Track, Grand Junction, and the lines to New Bedford and Fall River, the South Coast lines) to the state. At the same time, it will sell the freight rights on the South Coast lines to MC. The Board approved the MC transaction earlier [see 10#04A]. {STB decisions page, Docket No. FD 35312}

HRRC/MADOT/BERKSHIRE SCENIC
11 May, Boston. THE AGREEMENT PERMITTING THE EXCURSION TO OPERATE on 11 miles of HRRC was extended another two years.
Tim Doherty, MassDOT rail administrator, explained that under the 2002 agreement, the state paid for track improvements on the HRRC, and in exchange HRRC granted an easement to the Berkshire Scenic Railway. [See 02#06B.]
No money changed hands at the renewal. The railroad and the Department will look for opportunities and funds to make other investments to continue the public-private partnership. {ANR&P discussion}

NEW HAMPSHIRE

NHDOT: STATE RAIL PLAN**
13 May, Concord. AN NHDOT COMMITTEE SELECTED ONE CONSULTANT FROM THE THREE SHORT LIST FIRMS [see 10#03B], to do the state rail plan.
Kit Morgan, rail administrator, wrote that ‘a recommended selection will be going to our front office within the next several days.’ {e-mail to ANR&P 13.May.10}

NEGS/ST: ST MAY KICK OUT NEGS*
29 April, DC. THE BOARD GRANTED ST’S ADVERSE DISCONTINUANCE WITHOUT CONDITIONS. ST filed on 19 June 2009 [see 09#07B]; NEGS said it would not oppose the filing but asked for a condition; NHDOT did the same [see 09#09A].

Pan Am promises
The Board’s decision noted: ‘Pan Am claims that it is committed to working with NES to achieve a smooth transition of operations once the Lease is terminated, and that it is intent on providing service on a consistent basis that will meet and exceed the service needs and demands of this growing region of New Hampshire. To this end, Pan Am states that: (1) it will operate one crew on a 5-day-a-week basis; (2) the crew will be headquartered in Concord, where approximately 1,700 cars were interchanged with NES in 2006; (3) it will serve customers between Concord and Manchester as well as remaining customers in Manchester; (4) the crew’s workday will be coordinated around customer needs; and (5) it will coordinate inbound and outbound traffic with main line trains to provide seamless movement of traffic from connections to customers.’

NEGS request for condition
Peter Dearness’ railroad asserted that once ST begins to operate its line, the Board said, it will not provide adequate service. The current exchange has declined from five days a week to ‘two days a week or less’ [in fact, sources familiar with the operation said ST interchanges at most once a week {ANR&P discussions}] and is needed at least three times a week.

NEGS wanted ST to agree to a new interchange point [currently they interchange in Manchester—editor] in ST’s Concord Yard ‘before there is a change in operators’. NEGS will continue to serve customers on the NHDOT-owned, NEGS-operated White Mountain branch which runs north of Concord to Plymouth.

‘NES notes that discussions on an interchange have yet to take place and asks the Board to watch over the execution of Pan Am’s plan to remove NES and install ST in NES’s place, and to be mindful of Pan Am’s service level representations.’

NHDOT request for condition
The department requested the Board to condition the discontinuance ‘on requiring Pan Am to provide regular interchange at...Concord Yard.’

Pan Am (ST) argued that since only two cars a month were interchanged for the White Mountain branch in 2008, concerns of NEGS and NHDOT were unfounded. It should be permitted to negotiate with NEGS about the interchange.

Board decision
The STB declined to condition the discontinuance. Instead, it said: ‘We will hold Pan Am to its assurances. In the event it fails to live up to its statutory obligation to provide adequate service, we will promptly consider requests for appropriate corrective action.’ {STB website, decisions page, Docket No. AB 32 (Sub-No. 100)}

Next step
As the Board noted, the decision permits ST to pursue eviction of NEGS from the property. Since the parties appear to have reached a settlement on the revenue ST owes NEGS [see below], one would assume that the parties will negotiate a date for turnover. {editor}

The attorney for NEGS, Martin Honigberg, wrote on 30 April that the railroad is not ‘ready to issue any statement on the situation with Pan Am just yet.’ {e-mail to ANR&P}

ST/NEGS: NEXT STEP?**
3 May, Concord. THE COURT HAS ACCEPTED THE SETTLEMENT OF THE CASE, explained a clerk at Superior Court.

However, the case is not yet closed. {ANR&P discussion}

Next step?
A call to Peter Dearness, NEGS principal, was not returned by press time. Major questions: when will he vacate the
property? How much did he settle for?

**ST/MBRX: STB ACT?**

28 April, Milford. *CUSTOMER GRANITE STATE CONCRETE WANTS THE STATE TO ACT.* In a letter this day to NHDOT Commissioner George Campbell, John G McClellan III, one of the principals, wrote:

‘At this point our investment in rail equipment and rail infrastructure\(^2\) is useless and diminished in value. The Department’s investment in the Wilton rail line is producing no income or benefit. Moreover, the Department’s rationale for investing in the rail line and its intended results are now being frustrated.

‘Because the lack of rail service directly impacts the Department, as well as our operations, we request that the Department take an active interest in this situation. We also suggest that the Department review any possible ways that it can gain access to the few miles of track in Milford which connects to the NHDOT line so that rail service can continue as it has for seventeen years.’ {text of letter from NHDOT}

4 May, Milford. *THE RAILROAD IS STILL NOT OPERATING,* according to owner Peter Leishman. In his mediation with ST via the STB, ST has offered to hire out a crew member to him, who would accompany the train on the ST track for a “fifteen-minute trip” to the processing plant. For this, ST wants “$522 a day. That’s ridiculous.”

His customer, Granite State Concrete, continues to truck and may do so even if the situation is temporarily relieved. {ANR&P discussion}

7 May, Wilton. *ST's 'HIGHER MANAGEMENT' AIMS TO 'PUT OUR OPERATION OUT OF BUSINESS'* as a result of personal enmity between myself and David Fink,’ according to a letter from MBRX owner Peter Leishman to ST attorneys. Leishman concluded this from the notice he received on 6 May asking him to attend a 7 May 'supplemental hearing' on a 2009 accident.

A hearing subsequent to the accident led to ST 'banning him for life' from the few miles of ST line he operates, as well as ST's behavior at the initial hearing in 2009.

For the 2010 ‘supplemental’ hearing, Leishman received the notice only a day before the date of the hearing; it was sent to his home not his office, failed to state the violation of which he is accused, is based on the lease agreement which has expired [see proposed new lease terms 10#03B], and extends the 'kangaroo court' of 2009.

The 2009 accident resulted from a low-bed tractor trailer driving across the rail line. Employees of ST stated at the first hearing that the railroad was not at fault, yet the hearing officer found MBRX at fault. Unusually, David Andrew Fink, the head of Pan Am Systems, the ST holding company, himself showed up at the accident site and took charge of the accident cleanup. [He has not been seen at several other recent derailments on ST property. *Editor*]

The first hearing proceeded without the presence of Leishman or his attorney; the results were not communicated to Leishman until spring of 2010, when he was advised he could not enter ST property [see 10#03B].

The supplemental hearing 'constituted a thinly disguised sham, the object of which is to carry out the desire of your senior management to see my small railroad operation put out of business. For this reasons we will not dignify this charade.'

Leishman concluded his letter by stating that ST’s 'illegal and improper action' caused MBRX, its shipper, and the state to lose revenue....The foregoing is only an account of the most recent events and we will be pursuing our remedies in other forums that will recognize our legal rights and hold you accountable for all damages to all affected parties.’ {text of letter}

**ST cancels conference call with STB**

Leishman did go to the May 2010 hearing, only to deliver the letter. On 10 May, ST lawyer Rob Culliford cancelled a

\(^2\)Leishman put this as “millions of dollars”. {ANR&P discussion 4.May.10}
conference call, hosted by the STB, during which MBRX hoped to make progress and eventually get the railroad operating. Culliford blamed Leishman’s behaviour at the 7 May hearing. {ANR&P discussion 11.May.10}

RHODE ISLAND

PW/PROVPORT: EXPORT COAL?*
30 April, Providence. **COAL FOR EXPORT COULD MOVE THROUGH PROVIDENCE.** Chris Waterson, who handles marketing for the port, wrote: ‘We have received an inquiry regarding export coal but we are only in the very early stages of discussions. We don't have anything substantial enough to report at this time.’ {e-mail to ANR&P} He was confirming a reference to this possibility from PW chair Bob Eder. {e-mail to ANR&P from source at PW annual meeting}

QUEBEC/MARITIMES

SYDNEY: PROGRESS DREDGING
6 May. **THE SYDNEY MARINE GROUP HAS A PREFERRED DREDGING FIRM**, which has pegged the amount at $38 million. SMG is keeping mum on the name, which would dredge an eight-kilometer channel at the mouth of Sydney Harbour. The new depth, approximately 17 metres, would accommodate potential opportunities with bulk carriers, offshore/fabrication services and container ships.

The preferred bidder is a Netherlands-based company with a distinguished 100-year history, a presence in 65 countries, and one of the world’s largest fleets of advanced suction hopper dredging vessels. {SMG releases 8.Apr.10, 6.May.10}

[A review of web sites shows that the company that best fits this description is Royal Boskalis Westminster. *Tom Peters*]

‘We aren't telling anyone the name of the contractor until the bid period lapses [on 14 May]. It is still a competitive process and nothing useful would be accomplished in putting the name out there,’ Wooder wrote. {e-mail to *ANR&P*’s Tom Peters 9.May.10}

Preparatory work begins
Sydney Marine Group said work will begin immediately on an access road to a disposal site for materials dredged from a project to deepen the channel to Sydney Harbour. The proposed road will be in Edenville on land owned by Laurentian Energy Corporation.
Road essential for work this season

“Port development hinges on dredging that is tied into a tight construction schedule,” said group chair Jim Wooder. “If the schedule is to be met, this tree clearing and access road construction planning is essential. Assuming funding becomes available later this month we have to immediately move into the project execution phase and tackle the items that are on the critical path. The access road is now the priority and without it the entire project will be at risk.” {SGM release 6.May.10}

Funding talks

Wooder said talks are continuing with the federal and provincial governments on funding. “There is no confirmation from the feds or the province and discussions are ongoing. We need to award the contract as soon as possible due to the work schedule and the contractor’s desire to complete the project by year’s end.” {e-mail to ANR&P’s Peters 9.May.10}

SGM has requested a combined 90% funding from the two levels of government. The local municipality has approved $2 million and Nova Scotia Power will contribute $1 million. (SGM release 6.May.10)

HALIFAX/CN: GRAIN ELEVATOR*

5 April, Halifax. HALIFAX GRAIN ELEVATOR LTD. IS WORKING TOWARD EXPANDING ITS BUSINESS AS A TRANSSHIPMENT FACILITY FOR PULSE PRODUCTS through the Port of Halifax. The word ‘pulses’ describes leguminous plants collectively as peas, beans etc. or their edible seeds. They are high in protein and essential amino acid. {Funk & Wagnalls Standard Dictionary}

The Halifax Grain Elevator has been serving the region with feed for livestock, grain for local mills and export, wood pellets for export [see 09#10A, Enligna Canada delivers pellets from its facility in Upper Musquodoboit], and now pulse products for export. The facilities include 365 silos or bins and three “workhouses” with 10 bucket elevators, 20 dust collector units and 55 conveyer belts. It is the only operating elevator of its kind in Atlantic Canada. {Halifax Port Authority release 15 April10}

Jeff Brownlie, the company’s manager of finance and administration, said the facility recently loaded a bulk vessel with Maritime-grown soybeans for export, but the long term plan is to attract other pulse products such as beans, chickpeas and lentils from Western Canada for export through the port.

Competition with Montreal

Brownlie said the plan is to get a piece of that Western business that now moves through the Port of Montreal. “We want to develop a business similar to Montreal. Bring the product in by rail and transload it directly into 20-foot containers. We have the ability to take it from our storage facilities and put it into containers but if we could transload directly into the containers from rail cars it would be a better system.” The technology for that kind of move is under consideration.

The grain elevator has moved grain mainly in bulk but Brownlie said expanding to use containers as well would allow products to be shipped to smaller markets. “You can sell into a smaller market that perhaps doesn’t have the infrastructure to handle perhaps a 12,000 ton shot of soybeans. So in that respect it logistically becomes more possible to send these specialty products to smaller markets by container,” Brownlie said.

Working with the port

Halifax Grain Elevator is working with the Halifax Port Authority to suggest to exporters in the West “we have some better direct links than Montreal and maybe some better transit times. The port has been working with CN to try and get some competitive rates to bring the product to Halifax,” Brownlie said. The specialty crops would arrive in hopper cars, be stored in the elevator, and then loaded into containers and moved to the container terminal by truck.

Western motherload

Patrick Bohan, Halifax Port Authority’s business development manager, said the initial step into the business is to work with
product grown in the Maritime provinces. “But the real motherload of products is on the Canadian Prairies.” A major issue, however, is getting 20-foot containers to the western growers.

“That is not easily accomplished since they aren’t normally sent there in the first place and to move empty containers from either coast to the Prairies is expensive. A shipping line has a preference to get its containers loaded and unloaded as close to the port of call as possible. This is something that is starting to tilt to our advantage because we have the range of carriers here that can draw a surplus of 20s [20-foot containers] out of the U.S. East Coast and make them available to a place like the elevator where this type of loading can take place. They can have them loaded and back on their ship in a couple of days,” Bohan said.

**Halifax advantage**

Halifax’s unrestricted draft for vessels is also seen as an advantage. “Because the product is so heavy when loaded into containers and they (Montreal) do have some draft restrictions, they could quickly weigh out the capacity of their ship in the St. Lawrence. With the 5,000-plus TEU ships we have and Halifax usually being their last port of call outbound to the Med or through the Suez, we think we have an advantage. We can provide another choice for the exporter,” Bohan said.

**Halifax elevator accessible**

The Halifax elevator is also very accessible and product can be delivered by rail, truck or laker boat. The Halifax Gateway Council and Churchill Gateway Development Corporation signed a memorandum of understanding that in part discusses the movement of western grain for export from the Port of Churchill, Manitoba to the Port of Halifax where it would be handled by the grain elevator and shipped to international markets. {Halifax Gateway Council release 10.March.09}

“They have plenty of space to store the product and they are at a port with a range of carriers to get the product everywhere. Because this market is growing the way it is, the existing options for shipping are getting taxed so we have an opportunity to open up some more choices for the shipper,” Bohan said.

**Halifax boost to Churchill**

The Halifax Port Authority is examining a shuttle concept between Halifax and Churchill, said Bohan. When the short shipping season is open in Churchill, “we may be able to load a bulker with three or four types of grain or special crops, bring it to Halifax and store those crops at the grain elevator. Then they could be containerized and sent out to multiple markets,” long after the Port of Churchill has closed for the winter. {ANR&P’s Tom Peters’ discussions with Brownlie and with Bohan 15 & 16.April.10}

**HALIFAX: MAERSK AT HALTERM**

30 April. **MAERSK CONFIRMED ITS TA4 SERVICE WILL CALL HALTERM**, in a press release this day, with live shellfish among its first container cargoes [see 10#04B]. {Maersk press release}

**SYDNEY/CANSO: CONTAINERS?**

23 April, Newport. **NOT A GREAT OUTLOOK FOR NEW NOVA SCOTIA Terminals**, said Doug MacDonald, vice-president corporate marketing for CN, during the Intermodal Panel at NEARS. He responded to my question about the outlook for Halifax and the proposed competing container terminals.

“Halifax has no local market. It serves Montreal (another port), Toronto, and Chicago and the US Midwest, the real market.” New York and other ports also serve the Midwest.

“It’s a tough sell to justify spending $50 to $100 million for more capacity.” The problem in Halifax is not capacity, it’s a market problem.

That said, if anyone does spend the money to build a new terminal in Canso or Sydney, “we’d be happy to serve them,” MacDonald concluded. {ANR&P coverage}
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.

Granite State Concrete (MBRX, New Hampshire) Wants NHDOT to take over ST track.
Halifax Grain Elevator (CN, Halifax) Possible grain by container.

PEOPLE

At the end of March in Saint John, Paul Doiron died aged 60, unexpectedly. He had recently retired from Logistec, where I had known him since I started covering the port. Requiescat in pace.

Gary Landrio, consultant to the New Hampshire 'high speed' rail effort, has rebranded himself. His former firm, TranSystems, sold his Warren Pennsylvania branch office back to its former owners, Stone Consulting

For Stone, Landrio is working with New Hampshire, with Lowell on extending its trolley system, and with other clients. In addition, Landrio is now working for Norfolk Southern Railway as an ‘authorized sales agent’, covering Pennsylvania west of Harrisburg, New York west of Binghamton, and Ohio.

The sales agents are a new concept for NS, which is adding nine of these new sales positions, including one to be based in the Boston area.

EDITORIAL

Time for New Hampshire DOT to act
MBRX is not operating because of ST intransigence, despite the best efforts of the mediation boys at the Surface Transportation Board. Everyone is suffering: customer Granite State is forced to truck stone. MBRX is making no money. NHDOT is collecting no fees from MBRX. Even ST is not getting paid. Worse for the citizens of New Hampshire, their air is getting fouler, and their highways are getting pounded to bits.

The best solution? The state should buy the few miles of track from ST. We know ST won’t sell, so the stakeholders in this effort, particularly NHDOT, should come out of their defensive posture and initiate adverse discontinuance proceedings covering the few miles.

The state would then act not only on the side of justice, but more important to its taxpayers, to reduce the beating its highways are now taking because of ST intransigence.

The time is long past for studies, queries, and attempts to bring the two sides together. As long as Pan Am Group’s chief is fixated on punishing Peter Leishman, MBRX owner, its subsidiary ST cannot act in the best interest of itself, the railroad network, or the citizens of New Hampshire.

Time for NHDOT to lead, to take this thorn out of the chief’s paw by acquiring the few miles.
Atlantic Northeast Rails & Ports

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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