*Article unchanged from e-bulletin.

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

Blue headline: article not in e-bulletin.

REGIONAL ISSUES

PORTS: Halifax, Saint John up, Boston down.

Advocacy: Ad hoc group asks governors to broaden vision for passenger, freight.

PW: Treasurer resigns.

NEW YORK

CSXT/D&H: Sills Road asks for five-year rates.

CSXT/D&H: Quarries withdraw concerns.*

CSXT/D&H: Modification to schedule.*

CSXT/D&H: NYNJ submits a correction.*

CSXT/D&H: Reply contains details on NYA, D&H, and stone moves.

CONNECTICUT

NECR: Town sponsors TIGER grant.

ConnDOT: No TIGER grants for freight.

MAINE

MMA: Patriarch to buy Katahdin Paper?

MMA: STB asks briefs on trackage rights.

Deadline extended. Customer wants trackage.**

MMA: MDOT files Offer of Financial Assisting, willing to pay $18 million for the abandoned line.*

MMA: STB says no effect if trucks haul.*

Eastport: More on cows.

LNG: Down to one terminal proposal.

MASSACHUSETTS

MCER: ABC&D refiles to become railroad.

PAR/CSXT: All CSXT traffic via Barbers.

PW: Wants utility poles off ROW to Barbers.

ST: NS/ST proposal to move ethanol to Revere?*

ST: New plant to draw rail traffic from partner plants.* Box on making a corrugated box.*

NEW HAMPSHIRE

MBRX: Customer shuts down. No state action.

RHODE ISLAND

NECR: Provides two crews per day.

VERMONT

NECR: FRA requirements holding up funds.

VRS: Granite block move on WACR halted.

MARITIMES/QUÉBEC

CBNS: CN not going to purchase.

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

James Quinn to succeed Al Soppitt.

FROM THE PUBLISHER

The state of Montana has the chutzpah to stand up to Buffett-owned BNSF and ask the STB for action on grain elevators.

The state of New Hampshire does not have the chutzpah to stand up to ST and ask the STB for action on the shuttering of Granite State Concrete.

- Chop Hardenbergh Next issue 23 August (after 10 days of vacation in the Hamptons)
REGIONAL ISSUES

PORTS 1H10: BOSTON DOWN

HALIFAX: TEUs up 34%

For the first half of 2010, containerized cargo through Halifax rose 34.4% to 205,178 TEUs and 35.4% in tonnage to 1,639,418 tonnes. The port authority said the start of new vessel strings through Halifax such as the CKYH Alliance (Cosco Container Lines, “K” Line, Yang Ming, Hanjin Shipping) attribute to some of increase.

Breakbulk and ro/ro up, bulk down

Breakbulk cargo increased 13.9% to 69,972 tonnes; bulk dropped 20.5% to 2,751,764 tonnes; ro/ro increased 22.2% to 130,812 tonnes. [Halifax Port Authority release 19.July.10]

SAINT JOHN: TEUs up 3%

An increase in the shipment of potash from the Potash Corporation of Saskatchewan mines in Sussex helped boost overall tonnage through the port in 1H10.

“Potash shipments were very low at this time last year because the market was affected by the economic downturn,” said Saint John Port Authority spokesperson Paula Small. “Potash had been stockpiled at the port then started moving again at the start of this year.” [In discussions with ANR&P’s Tom Peters 28.July.10]

Dry bulk increased 316% to 537,000 tonnes; liquid bulk rose 14.5% to 15.1 million tonnes; breakbulk declined from 130,000 tonnes to 85,000 tonnes mainly from a drop in forest products; containerized cargo saw TEUs increase 3% to 22,400 and container tonnage increase 8% to 135,000 tonnes. [port web site]

BOSTON: TEUs DOWN 16%

Containerized cargo through Boston in 1H10 dropped 16.1% in tonnage to 614,656 tonnes and in TEUs by 15.5% to 74,974, loads and empties. Imports dropped 8% while exports went over a cliff, down to 24,786 from 34,091 a year earlier.

General cargo (cement) declined 55.1% to 34,934 tonnes; automobiles (units) increased 110.6% to 18,572. [Massport press release]

EPA: APU DOLLARS

21 July, Boston THE EPA RECENTLY AWARDED $850,000 TO NESCOAUM TO INSTALL AUXILIARY POWER UNITS (APUs) on 29 regional freight locomotives operating in Connecticut, Massachusetts, New Hampshire and Vermont.

NESCOAUM (Northeast States for Coordinated Air Use Management) will pay for new Tier-3 certified APUs for locomotives of CCCR, CSO, NECR, MC and Cape Cod, MCER, NHH, and VTR.

Charles Hunter, director, State Relations East for RailAmerica, said four CSO and four NECR locomotives would receive APUs. A vendor would be chosen by bidding. [ANR&P discussion 28.July.10; EPA press release]

NEW ENGLAND RAIL

20 July. AN AD HOC GROUP CALLED ON NEW ENGLAND GOVERNORS to become more bold in submitting projects for the second round of High-Speed Rail funding due on 6 August, and the second round of TIGER grants, due on 23 August.

In addition to a true high-speed rail program, the coalition outlined:

Proposed Regional Freight Rail Plan

1. Built/Restore Infrastructure to state of good repair on key lines.
2. ... East/West: New York state line to Boston seaport at Conley (South Boston) and Moran (Charlestown) terminals. North/South from Connecticut seaports to the Canadian border.
3. Upgrade NE freight network to national standards for seamless travel throughout region and country:
   - 286,000 lb weight capacity, Class 5 operational status.
   - Plate I double stack height (20 ft, 9 in) on main lines....
4. Regional collaboration on Public-Private-Partnerships (PPP) for states, federal government, and key railroads on rail infrastructure....Establish land bank of currently unused rail served land/facilities/ROW for the future use....

Compared to other regions

‘As indicated at the beginning of the letter, we are very concerned that New England is not getting a fair share of federal HSR and Tiger grant dollars. Likewise, we are concerned that the projects New England is submitting lack the competitiveness, cohesiveness, and connectivity of projects submitted by competing regions.

‘In addition to the well-reported HSR grants won by Florida and California, significant higher speed rail grants were won by the Midwest (various Chicago-centric projects), the Ohio corridor (Cleveland-Columbus-Cincinnati) and the Southeast corridor (Washington DC-Richmond-Charlotte-Atlanta). The Southeast corridor win is the most disconcerting because this corridor is actually an extension southwest of our own Northeast Corridor. New England has not proposed to extend the NEC northward to New Hampshire, Maine and Montreal Canada, even though the population density would justify it.

‘A similar story can be told for Tiger grant awards for rail freight – part of the CREATE Project in Chicago to realign the inter-connections of six freight railroads, and the National Gateway Corridor to improve rail transportation between the Atlantic seaports to the Midwest.’

Background

The letter was drafted by Richard J. Arena, president of the Association for Public Transportation, and signed by 20 other transportation officials, including Charles Hunter for CSO and NECR. [text]

According to Arena, he was unable to convince the New England Rail Coalition as a whole [see below] to endorse the letter, and wanted to act before the deadline for the HSR grants.

In a discussion on 22 July, Arena conceded that (1) the states cannot in two weeks create or amend their applications to the federal government to encompass the scope his letter refers to, and (2) there is not enough money available to do all the work now.
Nevertheless, he emphatically noted that the Midwest rail coalition, and the Southeast rail coalition, have not only achieved a degree of political consensus on the rail effort in their states, but have also put state funds into the effort. New England has shown no such ability, Arena said.

The New England Rail Coalition
 Asked about his group’s effort toward a New England-wide approach to rail [see 09#06A: ‘It is essential that the New England region as a whole...establish a region-wide rail plan...’], Tom Irwin, coordinator, said that the Coalition is at this point “developing a vision of what will be on the group, and then a priority list.” This will contain many of the projects listed in the Arena letter. [There is considerable overlap between the Coalition membership and the signatories of Arena’s letter.] {ANR&P discussions}

The governors
 The New England governors do have a joint plan, ‘Vision for the New England High-Speed and Intercity Rail Network.’ {web} New England does not directly fund any regionwide effort.

PW: TREASURER GONE
27 July, Worcester. ELIZABETH A. DEFORGE RESIGNED on this day as PW treasurer. The railroad notified the SEC via an 8-K filing on 30 July. {SEC website}
 ‘For personal reasons,’ wrote PW spokesperson Marie Angelini. {e-mail to ANR&P 2.Aug.10]
other comments is due on 23 July. At least according to the schedule, no rebuttal from commenters is permitted [see 10#06A].

A correction from the Cross Harbor
On 20 July, New York New Jersey Rail, the former New York Cross Harbor now owned by the Port Authority of New York and New Jersey, submitted a late comment correcting the NYA comment. NYA does not interchange with NS and CSXT in Greenville, New Jersey. Rather, as the filing stated, it interchanges with the NYNJ in Brooklyn, which in turn interchanges with one of the two Class Is via Conrail in Greenville. [STB website, filings page, Finance Docket No. 35348]

CSXT/D&H: REPLY
23 July, DC. D&H AND CSXT ARGUED THAT THE STB SHOULD NOT CONTROL RATES for crushed stone, as requested by NYA, when the Board decides on their joint use application [see 10#07A].

Verified statements
The substance of the response was contained in verified statements from:

- Jim Stauch, CP/D&H director of network strategy, Northeast US (began as trainman in 1976)
- Peter Deering, D&H account manager, Mines, Metals, & Aggregates since 1994
- Steven Potter, CSXT assistant vice-president, network planning and joint facilities.

EXCERPTS
‘While the volume of crushed stone traffic moving via the D&H/NYA interline route has grown modestly in recent years [figures redacted], a significantly larger volume of crushed stone moves to Long Island by rail’ via PW. [Potter]

‘D&H does not have unfettered discretion to raise rates. If a crushed stone shipper believes that the rates quoted by D&H for its traffic are unreasonably high, it can seek relief from the Board (or simply exercise one of the many competitive options available to it).’ [reply statement]

Not only interchange of crushed stone, but also chemicals (including plastics and liquified petroleum gas) have increased. Overall, D&H/NYA interchange traffic has increased. [Stauch]

The fact that D&H cannot serve local customers along 670.8 miles of its 1,138 miles of rail network ‘reduces the body of traffic potentially available for D&H to handle to and from New York City.’ Without direct service to customers in New York City and Long Island, D&H ‘operates with a virtual 100% empty return ratio. [Stauch]

The vast majority of non-stone traffic that currently moves in D&H’s trackage rights trains [chemicals, apparently–see above] between Albany and Fresh Pond traverses the entire joint-use corridor between Montreal and New York. [Stauch]

Sills Road request for a five-year rate for stone [see above] should be rejected. Sills Road is not, and has never been, a shipper of D&H. It only projects 500,000 tons a year, but has no contract with D&H to move any of that traffic. [Potter]

NYA is asking unreasonable rates
Marketing efforts by D&H ‘have often been stymied by the unreasonable revenue divisions that NYA routinely insists upon.’ D&H noted a move from Chicago was rendered impracticable because of NYA’s insistence on high revenue for a move of four miles from Fresh Pond to the receiver. The customer, a potential “anchor” customer for D&H, eventually elected a rail-barge option.

In May 2009, NYA approached D&H with a potential movement of wheat flour from St.Paul to Hicksville. Again, NYA’s insistence on a completely disproportionate share of the revenue raised the price above what the shipper was prepared to pay.

Most recently, NYA again sought a high share of a rail move from Chicago to Long Island City (CPR 1240 miles, NYA 4 miles). One of the shippers who requested this rate has shipped some cars, the other shipper has not.

The rate sought by NYA to move traffic from Fresh Pond to Bay Ridge [and the New York New Jersey floating bridge--editor] was so high that D&H ‘was unable to develop a sustained volume of profitable traffic to that location.’ [Stauch page 5-7]

D&H started with a below-market rate for stone
The Comstock quarry originates the majority of the crushed stone. ‘At the outset of the [redacted], D&H agreed, for a variety of reasons, to transport Pallette Stone’s crushed stone traffic at what amounted to a “below market” rate. We made a commercial decision to assist Pallette Stone in its effort to establish a commercial presence on Long Island...D&H anticipated that the volume...would grow to a level that enabled D&H to institute more efficient unit train service.’

This has not occurred, ‘due (among other reasons) to the recent economic recession and delays experienced by an affiliate of Pallette Stone’ in building the Brookhaven Rail Terminal. [See Sills Road Materials comment in 10#07A.]

‘Finally, while the low rates offered to Pallette Stone rendered the business only marginally profitable for D&H, D&H was anxious to secure a consistent source of traffic to augment the very low volumes moving in D&H train service’ in the Albany-Fresh Pond corridor.

Pallette Stone and D&H have satisfactorily renegotiated the rate each year, with a gradual increase. [Deering]

D&H has not achieved a better balance in the rate division with NYA. ‘NYA’s status as the sole freight rail service provider to Long Island, and the availability of crushed stone from alternate sources served by P&W, gives NYA leverage to extract a disproportionate share of the revenue on crushed stone...NYA exercises similar leverage in negotiating revenue divisions for other commodities as well. [Stauch]
NECR: TIGER GRANT

26 July, Mansfield. RAIL AMERICA REQUESTED SPONSORSHIP OF ITS TIGER APPLICATION from the town here. The town manager wrote to the residents:

‘Earlier today I was contacted by Charles Hunter of RailAmerica with a request to sponsor his company's pre-application seeking approximately $12.3 million from the Transportation Investment Generating Economic Recovery (TIGER) program, to increase the existing line's capacity to handle freight service.

‘(This would be a first step towards the restoration of passenger rail for the line.) The main portion of the project would cover the NECR from New London to the MA/VT border and some small routes around Hartford [so CSO would benefit too—editor] as well. The grant does require a match of $3 million which would be funded in its entirety by RailAmerica. The pre-application was due today and RailAmerica was unable to secure another sponsor for the application.

‘With Mansfield’s interest in this project and its importance to regional transportation, sustainability and economic development goals, I agreed to serve as a sponsor for the pre-application with the understanding that RailAmerica would need to seek endorsement from the Town Council in order to submit the more formal grant application, which is due August 23, 2010.’ {CT railroads e-list}

CONNDOT: NO TIGER

18 July, Hartford. CONNDOT IS SUBMITTING NO REQUESTS FOR TIGER GRANTS. Kevin Nursick, a department spokesperson, said that after consulting with federal officials [when it received zero TIGER funds in the first round, see ], the DOT decided on an entirely new strategy with this second round of funding. It is endorsing applications from five cities — Hartford, New Haven, Waterbury, Stamford, and Bridgeport — for local highway and transit projects, and submitting no requests of its own.

A tightly-focused approach gives Connecticut the best chance of landing the TIGER grants. That required removing the requests by seven freight railroads, said Nursick.

“The shotgun approach isn’t going to work. We’re taking what we learned and applying it,” said Nursick, who maintained that the DOT is committed to freight rail improvements.

Freight railroad response

“It’s ridiculous, in my book,” said A.J. Belliveau, CNZR owner. “Wasn’t the whole idea of TIGER to bolster private-sector jobs? Freight rail does that. There are no long-term jobs from just endlessly paving roads.”

Belliveau said he’s already spent significantly to upgrade the state-owned tracks he uses.

“We’re serving Home Depot in Bloomfield on rail that was rolled in 1896. And these are state tracks that we resurrected from abandoned with trees growing [in the tracks]. Come on, we take 25,000 trucks a year off Connecticut highways and we can’t get any help?”

Hunt of NECR called the DOT decision “disappointing.” NECR has a $5 million overhaul of its 56-mile-long New London to Massachusetts tracks, which could reduce train traffic on the New Haven-to-Springfield main line, where Connecticut hopes to create commuter and high-speed passenger service in the next few years.

McCluskey response

State Representative David McCluskey, D-West Hartford, one of the chief freight rail advocates in the General Assembly [and signatory to the Rail New England letter in Regional earlier in July was concerned that the DOT appears to have no comprehensive plan for freight rail. That makes no sense, he said, because New York, Massachusetts, Vermont, and Pennsylvania are all modernizing their tracks to modern industry standards: 286,000-pound cars, full double-stack clearance. {Don Stacom in Hartford Courant 18.July.10}
MMA: HAULAGE OR TRACKAGE**

20 July, DC. THE STB ASKED PARTICIPANTS TO BRIEF THE QUESTION OF TRACKAGE AND HAULAGE, in a decision issued this day.

Comments at the 7 July hearing

‘The Board held a public hearing on the proposed abandonment in Presque Isle, Me., on July 7, 2010. The speakers included public officials and their representatives, shippers, business and community interests, and the BLET. The railroad noted that it and the State had agreed on a purchase price for the line, but that they were still discussing what access a new operator would have over the remaining portion of MMA’s system to reach other carriers. The issue looms large because the line connects with the MMA system, and only the MMA system, at both ends.

‘The railroad stated at the hearing that it would agree to enter into a haulage agreement with a new operator on the line. The State argued, and a number of other speakers agreed, that the Board should grant trackage rights to the new operator at a reasonable cost. The railroad agreed that mediation should resume on this question.

The Board wants to know

‘Although access was mentioned repeatedly at the hearing by a number of parties, the prior written record contains very little about the issue of access. The only reference to this point arises from a request by the Joint Protestants. The Joint Protestants ask that, should the Board approve MMA’s abandonment application, the agency impose trackage rights for an OFA purchaser. [The State order to discuss purchase includes a requirement of trackage rights. See 10#04B.]....

‘In its May 26 rebuttal, MMA opposes the request that the Board impose trackage rights. The railroad cites cases which, it claims, hold that the Board and the agency’s predecessor, the Interstate Commerce Commission (ICC), lack authority to impose trackage rights as part of the OFA process.

‘Aside from these limited references, the record before the Board on the issue of access that the State claims it needs if it is to provide adequate rail service over the line is not well developed. It is the agency’s hope that the parties will resolve this issue by a mutually satisfactory agreement. However, this issue may need to be resolved by the Board if the proposed abandonment is granted and the line is to remain in service through an OFA.’

Authority to impose trackage rights? To Canada?
The STB stated: §10903(e)(1)(B) expressly authorizes the Board to “approve the application with modifications and require compliance with conditions that the Board finds are required by public convenience and necessity.” Thus, the statute grants the Board discretion to impose appropriate conditions in proceedings on abandonment applications.

‘The Board seeks briefing from interested parties as to whether provisions of 49 U.S.C. § 10903 and 49 U.S.C. § 10904 would support the imposition of conditions in this case requiring access of any sort, including trackage rights and haulage rights, and the specific terms and conditions thereof (including cost and duration). Finally, because the terminus of the MMA line to the north over which the State seeks access is located in Canada, the Board seeks comment on its authority to order access over a carrier’s lines into a foreign country.’

What kind of access?

‘The Board also requests further briefing on both the location and type of access that could be ordered, as well as the appropriate role of the Board should an access condition be imposed.

‘First, should the Board impose access on both the south and north ends of the lines. Second, would a haulage agreement be sufficient to satisfy the State’s need for reasonable access? If not, why not?’

New deadline

‘Comments from interested parties to this proceeding are requested by July 27, 2010. Cross-replies are due August 3, 2010.’ {STB website, decisions page, Docket No. AB 1043(Sub-No.1)}

23 July, DC. THE BOARD EXTENDED THE DATE FOR COMMENTS ONE WEEK, in a decision issued this day:

‘On July 22, 2010, the State filed a motion for an extension of these due dates. The State explains that it and the railroad believe that it would be preferable if they were able to reach a negotiated settlement of these issues. They believe that there is a better likelihood of success if they could spend their immediate efforts on seeking resolution of these issues. They request a 1-week extension of the due dates so that supplemental filings are due on August 3, 2010, and replies are due on August 10, 2010.’ {STB website, decisions page, Docket No. AB 1043(Sub-No.1)}

30 July, DC. COMMENTS ON TRACKAGE RIGHTS were submitted by Seven Islands Land Company:

‘Seven Islands Land Company is a forest management company, located at Bangor, Maine. We manage approximately 1.1 million acres in northern Maine and own two hardwood production facilities in Portage Lake, Maine that rely on the rail system to move products to market. Portage Wood Products uses rail extensively for chips for pulp and paper mills in the region. Maine Woods Company, our hardwood sawmill, uses the rail to a more limited extent but usage could increase significantly if a cost-efficient intermodal facility was located in Northern Maine.’

The company, in a letter submitted by President John McNulty, supported trackage rights versus haulage rights:

- ‘MMA has not demonstrated that it can be a cost efficient and reliable service provider on rail...
- ‘Nominal costs associated with carload interchange amongst carriers are usually $60/car. Assuming MMA is allowed to keep the haulage rights on the bookends, we can assume our freight costs to market will increase as another interchange will be added...
- ‘The new carrier on the line will have little if any leverage to negotiate favorable rates. Shippers and the new carrier will essentially be held hostage by MMA if haulage rights are maintained...
- ‘Trackage rights will encourage an expansion of use of the rail as shippers will maintain control of their shipments and benefit from the increased efficiencies of rail as use of the rail grows.’ {STB website, filings page, Docket No. AB 1043(Sub-No.1)}
MMA: MDOT OFFER*
19 July, DC.  **THE STATE OFFERED TO PURCHASE THE LINE MMA WOULD ABANDON** for $18,109,129: the land for $1,690,000, the rail and other track materials $16,419,129.

‘The negotiations which are taking place are confidential. The purchase price and the other terms and conditions requested in this OFA do not necessarily reflect the current status of the negotiations. The State does not intend this OFA to represent a change in its position on terms that have been agreed to in negotiations, but rather to represent terms requested if negotiations are ultimately unsuccessful.’

Setoff
From that total, ‘The State is entitled to a repayment in the amount of $4,956,122 under a series of Rail Funding Agreements between the parties, as a result of MMA filing for abandonment.

Three trackage rights part of deal
‘As designed by MMA, the Abandonment Lines are isolated from all other carriers in the region, and connect only with MMA. For operations of the Abandonment Lines to be economically feasible, the State believes that the operator must be able to provide direct connections to carriers other than MMA.

‘The State proposes that MMA be required to grant its operator overhead trackage rights (1) between Madawaska, MP 260 and an interchange with Canadian National at St. Leonard; (2) between Millinocket, MP 109 and an interchange with Eastern Maine Railway/New Brunswick Southern Railways at Brownville Junction; and (3) between Millinocket, MP 109 and an interchange with Pan Am Railways at Northern Maine Junction.

‘The State or its operator would be responsible for the costs of any additional infrastructure determined to be reasonably required at the interchange locations to accommodate the addition of trackage rights operations. The trackage rights would be at a reasonable commercial rate to be agreed to by the parties or as established by the Board in setting the terms and conditions of the OFA purchase.’

Operator
‘As soon as terms and conditions are either agreed upon by the parties or established by the Board and accepted by the State, the State will issue a request for qualifications and a request for proposals in order to select a rail operator. The State requests 120 days as a reasonable period of time to select the operator and negotiate an agreement, as well as for MMA to obtain necessary releases of liens.’

FRA liens
‘FRA has a first lien on all of the assets that comprise the Abandonment Lines, including a mortgage on the real estate. The State is not aware of any agreement between MMA and FRA to
release its liens.’

Negotiations continue
‘The negotiations which are taking place are confidential. The purchase price and the other terms and conditions requested in this OFA do not necessarily reflect the current status of the negotiations. The State does not intend this OFA to represent a change in its position on terms that have been agreed to in negotiations, but rather to represent terms requested if negotiations are ultimately unsuccessful.’

Financial responsibility
‘Further, the State, based on the approval of a bond package by the voters of the State in June which included $7,000,000 that could be used for the purchase of the Abandonment Lines, together with other funds that are available, will have sufficient funds available at closing. The State, in selecting an operator will ensure that the term of the lease will be for at least two years and that the operator will have sufficient funds to operate during such period.

Don’t use a corridor valuation
‘Applicant’s estimate of the minimum purchase price as set forth in its Rebuttal filed with the Board on May 25, 2010, was $26,279,876 if the land was valued as a corridor, and $23,789,876 if just ‘across the fence.’ The difference comes from the land valuation: land as a corridor is $4,180,000; across the fence $1,690,000.

‘A senior appraiser from the State’s Department of Transportation Property Office noted that (1) the corridor contains at least 66 miles of right-of-way for which MMA acknowledges it is without fee title, (2) in determining “highest and best use,” public interest, and thus sales to the State of Maine for the public interest, should not be considered as they do not represent an economic use, (3) the comparable corridor sales were for much shorter distances than the 233 miles being abandoned here, and (4) the assumption that the corridor could be broken up and sold in pieces does not account for segments that might not sell. All of these factors further mitigate against the use of a corridor valuation. Since MMA has provided no specific evidence of interest in the purchase of the Abandonment Lines as corridor, or any evidence that it would, upon abandonment, have a corridor to market, the extraordinary use of a corridor methodology is not appropriate.’

Rail value. Current steel prices are in flux. Morever, the price now should be discounted, since any salvager would require two to three years. Since MMA has not produced convincing evidence that the signal boxes have value over and above their cost of removal, the State has further reduced its calculation of net liquidation value by $728,000 (91 crossings at $8,000 per crossing).

Tolling of OFA process
‘Procedurally, this proceeding is not running in accordance with the usual schedule. [Including the Board’s requesting further briefing on the trackage rights! See above. Editor] In abandonment proceedings, OFA’s would generally not be due until 10 days after the Board determines to grant the abandonment, and the parties would then have 30 days to negotiate or request Board to set terms and conditions. 49 CFR 1152.27(c)(1)(i)(B); 1152.27(g). When a request is made for the Board to set terms and conditions, the requesting party must simultaneously present its full case on the merits. 49 CFR 1152.27(h)(3). Since an OFA cannot be effective until and unless the Board approves the abandonment, the State requests that the Board review and accept its OFA, but that the balance of the OFA process be tolled until the Board issues its decision on whether abandonment should be granted. [See STB mention of this in 10#06B.]

‘If the Board grants the abandonment, then the State requests that it be given the full 40 days from the date of the Board’s decision to try and finalize an agreement with MMA before requests for the Board to set terms and conditions are required to be filed.’ {STB website, filings page, Docket No. AB-1043 (Sub-No. 1)}

MMA: STB ENVIRONMENTAL
19 July, DC. THE STB ISSUED THE FINAL ENVIRONMENTAL ASSESSMENT of the proposed abandonment of the 233 miles between Madawaska and Millinocket. The Board’s Section on Environmental Analysis stated therein:

- ‘The proposed discontinuance of service ... would not significantly affect the quality of the human or natural environment if the board imposes recommended mitigation measures.’

- ‘When considering the average size of the shipments of all shippers on the rail segments proposed for abandonment, the majority of freight (more than 90%) transported by these shippers already moves by truck. Although some shippers have questioned that conclusion, statewide data shows that freight rail in Maine carries approximately 10% of total tonnage in the state ... This statistic does not necessarily reflect the situation of individual shippers ... But this does not mean that truck transportation is not—or could not be—available to transport the vast majority of shipments at issue in this case.’

- ‘The increased truck traffic for the worst case scenario ... would have minimal impact on overall highway safety in the region.’ {STB website, decisions page, Docket No. AB 1043(Sub-No. 1)}

EASTPORT: MORE ON COWS
Additional details on the livestock move [see 10#07A]

- The cows, were quarantined 12 hours at the USDA-approved Roebuck Livestock Sales in Turner. Jay Roebuck is preparing some of his own cows for the next shipment.

- U.S.-registered Holsteins are in demand around the world because they produce milk with the highest fat and protein content, said Lindsay Worden, spokesperson for the Holstein Association USA in Brattleboro.

- Sexing Technologies has a contract with Turkey for another 7,500 dairy cows, which it wants to ship from Eastport, said Juan
Moreno, co-chief executive officer of the company.

- Chris Gardner, head of the Eastport Port Authority, is working to get a permanent permit in time for the next shipment, in 45 to 60 days. {Beth Quimby in Portland Press Herald 24 July.10}

MAINE LNG TERMINALS
26 July. NOW THE STATE HAS ONLY ONE APPLICATION to build an LNG terminal on Passamaquoddy Bay. One prospect, Quoody LNG, withdrew its application and a second, Calais LNG, last week lost its sole financial backer. Downeast LNG, with plans to build in Robbinston, still remains of the three [see 10#03B]. {Portland Press Herald editorial 26 July.10}

MASSACHUSETTS

MCER: ABC&D REFILES
28 July, DC. THE C&D TRANSLOAD SEEKS TO OPERATE A RAILROAD in Ware at 198 East Street, again. As the filing this day noted, a filing earlier this year was withdrawn, with the Board’s permission [see 10#04A]. As also stated in the earlier filing, ‘ABC & D has obtained new financing and is implementing a new business plan and business strategy.’

Proposed operation
The trackage is currently served by MCER as an industrial spur. The property, including the 773 feet of trackage, is being leased to ABC & D by the O’Riley Family Trust. ABC&D proposes to operate it.

What about solid waste?
The Town of Ware, in the earlier proceeding, expressed concern about solid waste. ABC&D in this filing stated:

‘ABC & D Recycling, Inc. has and intends to continue to handle construction and demolition debris. It obtained all state and local permits necessary in order to handle construction and demolition debris.

‘It understands that if it wishes to handle solid waste, as that term is defined in the Clean Railroads Act of 2008, it must (1) obtain all state and local permits necessary in order to handle such solid waste or (2) obtain a land-use exemption from the Board for any permits that it is unable to obtain from state or local government.’

The manager
The notice was signed by ‘Patrick J. Hannon, Valley Management Services, Inc pursuant to Management Agreement with ABC & D Recycling, Inc. and O’Riley Family Trust dated February 18 2010.’ {STB website, filings page, Docket No. FD 35397}

PAR/CSXT: INTERCHANGE LIMITED
20 July, DC. PAR AND CSXT NOW INTERCHANGE ONLY AT BARBER’S, a point in Worcester, according to a PW filing. [See below.]

‘P&W anticipates a substantial increase in freight movements along the Gardner Branch line, particularly along a portion of the Gardner Branch running from Worcester (MP 0.0) to Barber’s Crossing (MP 2.9) (the “Corridor”). A number of recent developments contribute to the anticipated increase in freight movements over the Gardner Branch, including the STB’s March 2009 approval of a joint venture between Pan Am Railways, Inc. (“Pan Am”) and Norfolk Southern Railway Company (“Norfolk Southern”). Traffic that Class 1 carrier CSX Transportation, Inc. (“CSX”) previously interchanged with Pan Am at other points on its system may be shifted to move over the Corridor to the Barber’s Crossing interchange. Prior to the above-referenced joint venture, CSX interchanged with Pan Am at Rotterdam Junction and Springfield in addition to Barber’s Crossing, but now interchanges only at Barber’s Crossing.’

[More in a future issue as to why this has occurred.]

PW: WANTS ROW BACK
20 July, DC. PW HAD A CONFLICT WITH NATIONAL GRID in Massachusetts about constructing a second track from Worcester to Barbers and sought a declaratory order in a filing this day.

History

The lease agreement, per PW, permits termination on 30 days notice, and removal of National Grid materials 10 days thereafter.

More traffic
PW is planning to build a second track ‘on portions of the Gardner Branch right-of-way running from Worcester, Massachusetts (MP 0.0) to Barber’s Crossing (MP 2.9) (the “Corridor”), in order to handle an anticipated increase in traffic along this Corridor...Prior to [the formation of PAS], CSX interchanged with Pan Am at Rotterdam Junction and Springfield in addition to Barber’s Crossing, but now interchanges only at Barber’s Crossing.’ [See above.]

Furthermore, MBTA might begin passenger service Worcester-Ayer [see 10 #06B]arising from the NS-ST joint venture. Traffic could also increase as the PW interchange with NS at Gardner provides more, and from the pullback of CSXT from Beacon Park.

PW wants power poles out
PW plans to construct a second track on the right-of-way to handle anticipated traffic, but National Grid now has a transmission line support by poles in the right of way.

In March 2010, after negotiations beginning in March 2009, PW issued the 30-day notice. National Grid did not act, arguing that state law requires the state Department of Public Utilities approval before it can move the power line.
‘Should proceedings be instituted at the MassDPU, P&W’s expansion plans would be delayed indefinitely, and P&W unnecessarily would be caught up in expensive and time-consuming legal proceedings regarding its right to use its right-of-way for railroad purposes - a matter that is within the exclusive jurisdiction of the Board.’

**PW filing**

In its application, PW requested ‘a declaratory order that (1) the Board has exclusive jurisdiction over P&W’s use of its railroad right-of-way for rail transportation, and (2) regulation of P&W’s use of its railroad right-of-way under state law by the Massachusetts Department of Public Utilities is preempted pursuant to 49 U.S.C. § 10501(b).’

**National Grid wants extension**

In a 30 July filing, the utility requested an extension to 30 August for its reply. [STB website, filings page, Docket No. FD 35393]

**ST: MORE ETHANOL INTEREST***

28 June, Ayer-Somerville. **HIGH OFFICIALS VIEWED A POSSIBLE ROUTE FOR ETHANOL** when they rode a two-locomotive light consist from Ayer to Somerville over the T-owned tracks via the Littleton, Concord, Waltham route.

The consist did not move as far as Revere; if it had, it would have found that the frog in the mainline switch to the Revere branch was removed. {e-mail from source close to the move to ANR&P 29 June.10}

**Why the inspection trip?**

Bernie Kelly of Global Partners said on 22 July that his company was not planning ethanol deliveries by rail. He surmised that NS, which “has been pretty active in the area,” and ST were investigating the route, preparing to submit a proposal. [See 09#11B and 10#03B.] {ANR&P discussion}

**The branch itself**

The right of way of the Revere branch north (railroad east) of Railroad Avenue, as seen on Google aerial photography is overwhelmed by with construction machinery, truck, parts, trees and so forth. The crossing is paved over with rails cut completely at both ends. Farther west the double track remains in place and clear of any obstruction, as is the spur into the Global Partners tank farm, reaching the tank car stands. The spur can accept about six tank cars. {Google and Bing websites}

**ST: NEW BOX PLANT***

June, Ayer. **NEW ENGLAND SHEETS WILL OPEN THIS AUTUMN**, agreeing to lease the entire 162,000SF of 36 Saratoga Boulevard within Devens Industrial Park.

“There were three key elements that enabled this transaction to happen,” Peter Polt of building owner, J.G. Petrucci Company noted. “The first was our ability to secure approvals for the construction of a 1,600-foot rail spur, with 300-foot platform with canopy and two dock doors. The second was facilitating the installation by NES of unique and costly processing/conveyor equipment. And the third was NES’ ability to secure a variety of state and federal incentives.” {Citybizlist Boston undated}

**Schwarz Partners**

Schwarz Partners, based in Indianapolis, will manage NES. Schwarz manages consortia of independent converters which pool their investments in high-volume corrugated sheet feeder plants to supply sheets to their box plants. The managing partner operates the sheet-feeders and provides central purchasing, making it one of the largest US containerboard buyers.

**THE FIRST SHEET FEED PLANT**

NewCorr Packaging, a high tech sheet feeder, was founded in 1991 to service its six joint owners which are New England-based corrugated sheet plants. NewCorr operates two ISOWA state of the art corrugators in a 165,000SF facility. These machines specialize not only in high-speed, but also the ability to have rapid order changes. As a result, NewCorr is able to run orders with a quantity of as little as 15 off the corrugator. {Valley Container website}

The six partners: Valley Container, Inc, Romanow Container, Abbott Action, R&R Corrugated Packaging, Volk Packaging, and Smurfit-Stone. {websites, Smurfit-Stone 10-K}

NewCorr has a rail spur at 66 Lyman Street, Northborough, on CSXT’s branch to Leominster. {Google aerial}

Consortia managed by Schwarz Partners include Freedom Corrugated (Hazleton, PA), Independence Corrugated (Oak Creek, WI, near Milwaukee), Pinnacle Corrugated (Landis, NC), SPP Miami Sheets (Hialeah, FL), and most recently Northern Sheets (near Sacramento, CA). Northern Sheets, the first operation in the West, began operation in October 2009. {Will Mies of RISI (RISI is the leading information provider for the global forest products industry) 13 July.10}

**The partners and the history**

New England Sheets has five partners: New England Wooden Ware (a local corrugator served by ST in Gardner, our Directory #146), Norampac (a Canadian company with a facility in Leominster served by ST, #135), Rand-Whitney (a regional company with five facilities [see below]), Interstate Resources, an international company with facilities in Lowell (maybe on rail) and Westminster (not on rail), and Horn Packaging (a local box plant without a corrugator, reliant on the sheet production of NEWW and others) in Ayer at 11 Westford [not on rail, though Google aerial shows spurs into two massive buildings disconnected from the Freight Main].

Knowing that he wanted to share a sheet feed plant, Dave Urquhart, principal in New England Wooden Ware (NEWW) went to Rand-Whitney who agreed on the project. Urquhart then approached Norampac, Interstate, and Horn, so that they had a range of users.

With Schwarz Partners, who had created similar consortia in other regions of the United States, NESF chose the Ayer location as central to its members’ box plants; Urquhart hopes that rail service to that point will be excellent.

“I’m the farthest away, and I am only 24 miles away,” said
Urquhart provided this description:

**HOW TO MAKE A CORRUGATED BOX**

**General production method**
A box made from corrugated containerboard starts as unbleached* “rollstock” of two or perhaps three different generic types of paper. The fluted stock in the middle of the containerboard, the “medium,” is made from paper which has good rigidity characteristics. A quarter century ago, most medium originated as virgin hardwood, using the density of the short-fiber paper. Now, said Urquhart, most medium is recycled boxboard, OCC (old corrugated cardboard).

The top and bottom of the containerboard is made from paper called “linerboard” with characteristics needed for the surface of the box: flexibility to fold, puncture resistance, printability, and so forth. Linerboard employs the strength of long-fiber paper, made from pine trees out of the US South (fast-growing, so less costly than northern pine). Linerboard too is shifting to recycled feedstock, according to Urquhart.

A corrugating machine or “corrugator,” starting with the rollstock, folds the medium into the fluted shape, and then brings linerboard and the medium together to glue, with cornstarch, the corrugated board in “sheet.” The machine also cuts the sheet into the required shape, and makes the first way scores for folding.

The sheet is then run through secondary and sometimes tertiary machines, which have metal rolls which cut the tab slots into the sheet, and also add the second way scores for the folds. Any required printing for the outside of the box is added, and two sheets are glued together on a ‘glue joint’ to make the final product, called a “carton” or RSC (rectangular or square carton). Stacks of flat RSCs are then sent to the end user who by folding creates the “box.” (ANR&P discussion)

**Three kinds of plants**
A “sheet feeder plant” is a plant that operates a corrugator to run sheets exclusively for box plants to convert into boxes. A “corrugator plant” has a corrugator and converting equipment and makes both sheets and boxes. A “sheet plant” does not have a corrugator but does have converting equipment. Sheet plants purchase sheets from a corrugator or sheet feeder. (Association of Independent Corrugated Converters website)

*Some rollstock does come bleached. More commonly, it has a “whitetop”, a thin layer of bleached paper on top which permits printing.

Urquhart. Other sheet feed plants supply partners hundreds of miles away.

**Three reasons to build the plant**
Urquhart at New England Wooden Ware has three reasons to become a partner in NESF.

Flexibility. In 1992, several small sheet plants jointly built a sheet feed plant, NewCorr [see box] for themselves just as New England Wooden Ware and its partners are doing. Urquhart contrasted the flexibility of this now 18-year-old machine to his corrugator, much of which is “50 to 60 years old.”

His machine typically runs at 400 feet per minute, producing sheets between up to 87 inches wide, making one to two million square feet per day, much less capable than the NESF machine.

Unlike Newcorr, he cannot respond quickly to some production requests. “When customers call me up with an uncommon combination on paper, I have to tell them it will take a week and a half. They want it faster. With a modern corrugator, I can do less-common jobs in 24 hours.”

Shrinking volume. Manufacturing plants, which use most of New England Wooden Ware’s production, continue to leave New England. One major manufacturer is moving the majority of its formerly Massachusetts production to Mexico, and with it NEWW’s portion of the business. Urquhart foresees his volume will continue to shrink. “It’s difficult to run a corrugator at reduced volume efficiently.”

Economies of scale. By combining the purchasing of five box plants, NESF can get better prices on paper and starch.

**The result for rail traffic**
Urquhart anticipated that perhaps eventually all partners will shut down their corrugators. At this time, he will probably just shut down one shift, so he will continue to receive rollstock by rail.

The NESF partners decided on Devens, and continued service by ST, “maybe because we are stupid.” However, they did approach PW as well, said Urquhart.

All sheet will move by truck, he thought, but the rollstock which arrives by rail will continue to move by rail. Rand-Whitney will deliver its rollstock from Montville by truck, and the Solvay plant rollstock, which Urquhart uses, will arrive by truck [though some Solvay rollstock is now moving by rail to Newtown–see 10#06B New York].

In fact, if the partners can gain greater market share with the new efficiencies, more rollstock would move by rail. [ANR&P discussion 16.July.10]

**The Rand-Whitney existing production**
The Montville paper mill produces recycled linerboard rollstock. This moves to Newtown [on HRRC–see 10#06B New York] and Worcester [on PW, our #451] by truck (Montville does not have a rail siding.)

The two plants, which do receive medium rollstock by rail, make sheet on their corrugator machines. The sheet is then cut and scored. The resulting corrugated boxboard is then trucked to the end user.

When NESF opens, Montville will supply the linerboard. {ANR&P discussion with official close to the company 16.July.10}
NEW HAMPSHIRE

MBRX: PLANT DOWN
30 July, Milford-Wilton. **GRANITE STATE CONCRETE HAS SHUTTERED ITS TWO PLANTS HERE.** ‘Because of modifications made nearly twenty years ago, the Milford plant can't process the Wilton quarry stone unless the quarry stone is processed (6 inch minus) and the Wilton plant can't process the quarry stone as the material from Wilton can only be processed if it moves by rail. As a result of this action a number of employees have been displaced.’

[Leishman earlier noted that under current licensing, Granite State may only use truck until 9 July. See 10#07A.]

Leishman wrote on 25 July: ‘[T]he losses to the railroad and the increased costs to Granite State have now exceeded $300,000. The State is also a big loser as they are receiving no user fees from the rail corridor and Granite State is trucking most of their required stone from one of their quarries in Massachusetts.

‘As a result, New Hampshire receives no gravel/stone tax money from the Wilton operation. Further, the economy is so much better than last year, that this latest action against the MBRX and Granite State Concrete by Pan Am is even more troubling and damaging.’ {e-mails to ANR&P 25&30.July.10}

NHDOT or court action?
Despite Granite State’s request to NHDOT to act to re-open the line [see 10#05A], the Department has done nothing. The department said at press time its attorneys had asked it not to comment.

ST’s tactic of removing the MBRX request for an injunction to federal court, and then requesting a postponement, has delayed a hearing on the injunction.

VERMONT

NECR: NO FED FUNDS YET
27 July, Montpelier. **FRA REQUIREMENTS ABOUT ON-TIME PERFORMANCE ARE HOLDING UP** the spending of federal stimulus funds.

In January, Vermont was awarded $50 million to improve NECR track for better **Vermonter** service [see 10#01B]. Most of the paperwork is complete. An FRA insistence that freight host railroads agree to on-time standards has bogged down the release of funds, not only for NECR but for projects across the county.

The requirement was not part of the discussions before the grant was made, according to Trini Brassard, VAOT official managing the project.

Amtrak ridership up nevertheless
**Vermonter** ridership, climbing for several years, showed a sharp 35% increase from June of 2009, continuing into July. Conductors are reporting trains full to holiday peak levels on Fridays and Sundays even when it isn't a holiday.

A marketing campaign in Vermont now entering its second year, is apparently bringing results. Not only has ridership gone up by 35%, but revenue has increased even further, by 44%, reflecting increased pricing power in the markets served.

The state of Vermont pays Amtrak to operate the train and because of the increased ticket revenue, it has saved $750,000, about three times the cost of the marketing. {e-mails to ANR&P from Christopher Parker, executive director, Vermont Rail Action Network 27&28.July.10}

NECR comment
Charles Hunter, director, State Relations East for RailAmerica, said “in general, FRA guidance published in June gave us more things to negotiate or cover.” A tri-party agreement among the host railroad, the state, and Amtrak is “making progress.”

Once the funds are okayed, NECR will put the work out to

NORAD's rail yard crew is ready to work, we'll have the cars ready for them. We'll start earlier in the morning and even work on weekends to accomplish this goal, and we've done so.

Optimistic about auto traffic
‘For now, and because of the increased auto-rack business, I'm hiring one more person. I am optimistic about the future of auto traffic in Davisville and intend to do everything in my power to make and keep Davisville attractive for the current users, Volkswagen, Subaru, and Ford, and for any who might look at us in the future.

‘The power we have now is adequate for our current needs. And, my policy now is to withhold comment on future possibilities until I am reasonably sure they will happen.’ {e-mail to ANR&P 28.July.10}

RHODE ISLAND

SVRT
28 July, West Davisville. **THE RAILROAD IS RUNNING A SECOND CREW, AS NEEDED,** and has done so ‘for many months,’ wrote Bruce Hamilton, SVRT principal, who serves as half of the second crew.

Goal: best service possible
‘It's not always efficient because, time-wise, one crew could often handle all the work by getting into a little overtime. And, quite often, by mid-afternoon or so, there's not enough work left for even one crew.

‘The second crew is the result of, and in keeping with, our goal of providing the best possible service to all our customers, big and small. On days that we switch Toray, and also have a lot of racks, we'll run a second crew to switch the racks and, occasionally, serve other customers. With the racks, our goal is simple: move them in and out as quickly as possible. When
bid. Rail America’s new track company, Atlas Materials, will be able to bid on the work, Hunter said. {ANR&P discussion 26 July.10}

Parker comment
‘We have to remember that this is the first time the FRA has done this and they are inexperienced. They have made a decision not to be slap-dash, but to try to set up procedures that will set precedent and a good foundation for continuing federal investment in high-speed rail. The underlying motivation to protect the taxpayers investment is a good one, but this needs to be resolved.’

VRS: STONE Halted
31 July, Barre. THE GRANITE MOVING TO FLORIDA IS STOPPED. Apparently the customer was receiving something different from what it expected. More in a future issue.

QUEBEC/MARITIMES

CBNS: NO PURCHASE BY CN
29 July, Hamilton, Ontario. THERE ARE NO TALKS TO SELL CBNS TO CN, said Peter Touesnard, vice-president, Northeast Region of RailAmerica. Some had speculated that CN, the former owner of the shortline, would return to Port Hawkesbury and the Strait of Canso region to serve the proposed container terminal [see 10#07A].

“We have been discussing with CN the service pattern that would be put in place if and when the Maher Melford Terminal opens up. That could involve...trackage rights and that is only one option we are looking at,” he said.

Construction of new branch
CN might operate over the CBNS line to Linwood Junction where it would connect to a new 25-30 mile branch serving the container terminal. CBNS officials have discussed the spur with Maher Melford officials.

“I think it would be fair to say they are looking at constructing that section of rail line themselves. For our part, we would probably not consider constructing or being involved in the construction of that line without having a clearer understanding of what the traffic guarantees would be. That is a very major investment for a small rail line like CBNS to take on,” adding a mile of track costs in excess of a million dollars to build. {Discussions with ANR&P’s Tom Peters 29 July.10}

New to the region? This helps:

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<th>RAIL FREIGHT FACILITIES IN NEW ENGLAND</th>
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A directory of the 760+ shippers, receivers, transload facilities, and intermodal terminals on the rail lines.

NEW ENGLAND RAIL DIRECTORIES
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Vox: 617-489-4383        Fax: 617-507-0472

Sills Road (NYA, New York) wants rate from CSXT
Described in this issue.
Our Directory of Rail Freight Facilities in New England has more information on the companies denoted with their directory number.

PEOPLE

James Quinn will succeed Al Soppitt as president and chief executive officer of the Saint John Port Authority. Quinn began his career on ships out of the Port of Saint John in the mid 1970s, and later worked for the Canadian Coast Guard. Change in command will occur 20 September.

RAIL SHIPPERS

ABC&D (MCER, Massachusetts) wants own RR
Global Partners (ST, Massachusetts) ethanol spur?
Jointa Galush (D&H, New York) ok with CSXT
Katahdin Paper (MMA, Maine) Possible sale

New England Sheets (ST, Massachusetts) Open soon.
Palettes stone (D&H, New York) ok with CSXT
Rock of Ages (WACR, Vermont) Shipping stopped.
Seven Islands (MMA, Maine) wants trackage rights
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).

Readers building a personal archive of the newsletter should discard the e-bulletins. All subscribers have access to the newsletter archive on the web, via password, at www.atlanticnortheast.com. If you do not have a password, merely request one from me.

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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.’
Last year, the DOT applied for more than $41 million in TIGER funds to replace the tracks, calling the work a critical piece of the repair needed for the statewide freight rail network. ??