Regional Issues

Ports & Railroads: New report argues user fees pay only 51% of the cost of highways.

New York
D&H: Ethanol at Port of Albany.

Connecticut
Public Transportation Commission: Recommends state fund for freight rail.
CSO: Scrap customer dissatisfied with rail.
CSO: Paving stone customer a few years off.
CSO: C&D facility seeking rail permit.
NAUG: New C&D facility hung up in statute. Box on statute directed at HRRC facility.
PW: Sprague still seeks funds for Willi track.
Bridgeport: Barge feeder service off the table.
Connecticut ports: State agency needed to advocate for port infrastructure.

Maine
Amtrak: FRA granted a waiver to use Chinese nuts, but ST already had a work-around.
MMA/MDOT: Closing on track 14 January. Letter to the editor re potential operators.
MMA/MDOT: Final days of the purchase. MDOT will restart RFP process shortly.

Massachusetts
HRRC: New customer moving C&D.
HRRC: No rail traffic on Coltville branch.
HRRC: Serving new mill customer.

MCER: STB rejects ABC&D effort to create tiny railroad. ABC&D wins in local court.

New Hampshire
MBRX v ST: Progress at informal get-together.
MBRX v ST: Disagree on when trial should start.

Rhode Island
ProvPort: Schnitzer avoids Three Flags lease.

Vermont
[No report.]

Maritime/Québec
MMA: St. Guillaume sub customers.
MMA: CTA will not rule on sale of subdivision.
MMA: Bell-Gaz begins receiving LPG.
NBSR: Repairing St. Stephen sub.  % of US traffic.
Bayside: 2010 down. Details on fish, other moves.

Editorial
CSXT reaches out to the public.

People, Positions, Events
David Bernhardt.

No News on: (I check the websites hourly!)

CN v MMA. Judge Woodcock may render a decision any day now on CN’s motion for preliminary injunction to let it serve the Twin Rivers mill in Madawaska.

MDOT. The revised RFP for the new operator. I check the website every day.
- Chop Hardenbergh
- Next formal issue: 7 Feb.
REGIONAL ISSUES

PORT & RAILROADS: USER FEES DON’T PAY FOR HIGHWAYS*

A report issued on 4 January by the U.S. Public Interest Research Group shows that gasoline taxes, registration fees, and tolls covered only 51% of the $193 billion spent on road construction and maintenance in 2007. Over time, increasing amounts of funds have had to be transferred from general funds supported by property and sales taxes and bonding, to pay for highways.

Moreover, “[t]hese figures fail to include the many costs imposed by highway construction on non-users of the system, including damage to the environment and public health and encouragement of sprawling forms of development that impose major costs on the environment and government finances.’” {US PIRG website}

NEW YORK

D&H: ETHANOL IS ARRIVING

December, Albany. AN UPDATE ON THE NEW GLOBAL ETHANOL TERMINAL came from the company and CP, the serving railroad. Global Partners LP, based in Waltham, Massachusetts, completed a $4.1 million expansion and tank refurbishment project at its refined petroleum products terminal in September. Eric Slifka, president and chief executive officer of Global Partners, expected the supply efficiencies gained through the expansion to position Global ‘as a premiere, cost-effective supplier of gasoline and ethanol in the Northeast.’ {Global press release announcing beginning of ethanol delivery from rail 4.Nov.10}

Ethanol first arrived in October, said Thomas J. Hollister, the company’s chief operating officer and chief financial officer. “It seems to be working out as a cost-effective way to get ethanol to markets throughout the Northeast.” {ANR&P discussion with correspondent Noreen Seebacher 20 Dec.10}

Global has the ability to blend gasoline, and sells gasoline blended with ethanol in “markets that require such products.” Gasoline sales accounted for 51%, 50% and 43% of Global’s total sales in 2009, 2008 and 2007, respectively. {Global 10K Report 12.Mar.10}

Statement in November 2010

‘On March 11, 2010, we announced an ethanol and rail expansion project that will add 180,000 barrels of ethanol storage at our refined petroleum product terminal in Albany, NY. The project, which became operational in October 2010, is being jointly developed with Canadian Pacific Railway Limited (“CP”) and includes modifications that enable the terminal to schedule the delivery of 80-car trains of ethanol and allows ethanol to be shipped directly on a single rail line from the Midwest.

‘Beyond supplying our own business, we are further investing in our Albany terminal by installing a marine vapor recovery system for barge-loading of ethanol and gasoline at the dock, and expanding the rack to allow for additional ethanol and gasoline sales. We believe the supply efficiencies gained through this project position us to be a premiere cost effective supplier of gasoline to the Northeast.

‘In a separate and complementary project, we are also converting two distillate storage tanks to gasoline storage at the Albany facility.

‘These initiatives, combined with the return to service of three previously out-of-service tanks, increased the total storage capacity of our Albany terminal to approximately 1.2 million barrels, up from 737,000 barrels when we
Global entered the Albany market in 2007 when it purchased three refined products terminals from ExxonMobil Oil Corporation in Albany and Newburgh, New York, and Burlington, Vermont. {Global press release 19. Mar. 07} [See 07#10B.]

The Albany facility, located at 50 Church Street on the west side of the Hudson River, provides ‘large and flexible capacity, a deep-water dock, blending opportunities, a water-treatment plant and significant expansion opportunities.’ {Global Partners website}

Before the expansion, CP moved smaller volumes of ethanol to Global in Albany through a transload facility, CP spokesperson Breanne Feigel said. The Dakota, Minnesota, and Eastern (DME, prior to CP purchase) also shipped many gallons of ethanol to Chicago that “ultimately ended up being consumed by Global.” {ANR&P discussion with correspondent Noreen Seebacher 27.Dec.10}

Hollister said Global began planning the expansion in early 2009. Global was “trying to sort out” the best way to bring ethanol from mid-America to the markets it serves. “It just happens CP has a direct rail to the Midwest, and that rail happens to end at our terminal in Albany.” Hollister declined to confirm the number of ethanol trains arriving at the terminal each week, but noted, “They are coming on a regular basis.” Hollister said the 11 March 2010 announcement was made when “the capital improvements began to have a material effect on operations.”

4. Operation
Global receives 80-unit railcar trains of ethanol (the equivalent of 55,000 barrels) from CP, and unloads the train within 24 hours, according to Hollister. {ANR&P discussion with correspondent Noreen Seebacher 20 Dec.10}

The ethanol is blended with gasoline for distribution by truck to local gasoline dealers, or shipped by barge down
the Hudson River to one of Global’s other terminals throughout the Northeast and Mid-Atlantic.

5. Ethanol origination
Mike LoVecchio, a spokesperson for CP, said the project required minimal capital investment by the railroad; it did rebuild two tracks in the yard. “We were basically ready to go. We just had to add additional crews,” he said.

The acquisition in 2009 of the Dakota, Minnesota and Eastern Railroad (DME) and the Iowa, Chicago and Eastern Railroad (ICE) provided CP access to U.S. shippers of agricultural products, coal and ethanol. Ethanol is produced at numerous plants along the former DME/ICE routes, including Charles City, Clinton, Hartley, Lawler, Mona and Muscatine, Iowa; Claremont, Lamberton, Welcome and Winnebago, Minnesota; and Aurora and Huron, South Dakota. {ANR&P discussion with correspondent Noreen Seebacher 20.Dec.10}

6. Other ethanol developments at Port of Albany

Buckeye Terminal. In 2004, CSXT initiated the CSXT Ethanol Express Delivery, or “EthX” moves ethanol on unit trains, which run from Mason City, Iowa via Chicago to a terminal in Albany operated by Buckeye Albany Terminal LLC. This continues. [See 06#02A.]

Ethanol production facility. On 1 April 2008, the Albany Port District Commission awarded Albany Renewable Energy LLC the right to enter a lease to build a $350 million ethanol plant on 20 acres of riverfront property at the port. Albany Renewable Energy estimates the corn-based ethanol plant could produce as much as 110 million gallons of the fuel onsite each year, reducing the need to import the fuel from other states. However, litigation and financial issues have delayed the project. {Letter from Albany Renewable Energy to the Albany Port District Commission 15.Jul.10}

Albany considered a key location
Global describes Albany as “a low-cost, logistically situated asset” that provides “an advantaged distribution point for our network of terminals throughout the Northeast." The Global terminal network extends throughout the Northeast region and into the Mid-Atlantic States. The company has 25 refined petroleum terminals in Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont and Maine. {11.Mar.10 press release}

Most ethanol moves by rail
About 70% of all ethanol produced travels by rail at some point on its trip to the marketplace, according to the Renewable Fuels Association. It moves in standard rail tank cars (DOT 111A or AAR T108) that are approved for flammable liquids. The National Fire Protection Association Flammable and Combustible Liquids Code 29 CFR 1910.106 classifies ethanol as a Class IB flammable product. Class IB designation includes liquids having flash points below 73ºF (22.8ºC) and having a boiling point at or above 100ºF (37.8ºC).

<table>
<thead>
<tr>
<th>ETHANOL TRAINS</th>
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<td>As of January 2011, ethanol arrives from the Midwest via CSXT trains entering the port from the south, and from the north on CP/D&amp;H trains numbered 642 via Rouse’s Point, New York. These move at the rate of roughly one a week. Also D&amp;H trains numbered 666, at the current rate of roughly one a week, come through Rouse’s Point, and reach the Motiva terminal in Providence via the VRS System to Bellows Falls, NECR to New London, and then via PW. {D&amp;H and PE e-lists}</td>
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Maps and aerials. Bing’s ‘bird’s eye’ view of the unloading terminal show, in a longer view, no railcars, but in a closeup three cuts parked on each of the three tracks. The two unloading tracks each have eight cars (white), and the third track also has eight cars (black). Out in the yard, the tracks dedicated to Global have no cars, but the main yard has at least four cuts of 25 or so tank cars each. These could be either Buckeye or Global cars. {editor}
CONNECTICUT

CPTC: FUNDING FOR FREIGHT*
31 December, Newington. THE PUBLIC TRANSPORTATION COMMISSION RECOMMENDED IMPROVEMENTS TO FREIGHT RAIL, in its annual report to Governor Jodi Rell [see 10##01A for 2010 recommendations], among the six measures.

Recommendation 3: ‘Freight Railroad Infrastructure’
The Report noted that many freight lines in the state cannot support the 286,000-pound loaded railcar standard, including the state-owned Waterbury and Torrington Branches, and the Terryville Secondary.

The CPTC said ‘[r]einstitution or refunding of the previous ConnDOT Rail Preservation and Improvement Program should...be considered.’

When replacing or removing rail on the state-owned lines, the state should offer the rail to freight railroads. {text of report}

CSO: WASTE PAPER DOWN**
13 January, Berlin. POOR RAIL SERVICE HAS PUSHD AUTOMATED TOWARD TRUCK AND TRANLOAD, said Bill Petrone, an official at the facility here on CSO. It recently completed a switch from just paper processing to single-sort. The change did not affect rail much: the percent by rail was already dropping. Ten years ago, he said, he shipped 60-70% of product by rail. Now, though he handles 30,000 tons a month, only 1% of it moves direct rail.

Some Petrone moves via a transload at Maple Leaf Distribution [our Directory #718] on the Palmer Industrial Track in Massachusetts, served by CSO sister railroad NECR.

Poor rail service
Petrone mentioned these shortfalls in service:

Getting empties. He has a hard time getting empties. A receiver in Canada served by CN wanted to use its own railcars to get the scrap paper. “The railroads could not get them to me.”

[Tres Myer, CSO general manager, wrote: ‘This scrap paper move did not work was because CN, Automated, and their end buyer in Canada could not come to an agreement on who paid car hire on the CN equipment. This had nothing to do with service from the CSO.’ {e-mail to ANR&P 23.Jan.11}]

Shipping time. Many of the mills receiving scrap paper have moved to just-in-time receiving. He once put paper into railcars for delivery to Savannah. The rail network took 12 weeks to move the cars, and the receiver finally had to send trucks to Berlin to pick up the paper it needed.

Switching. He used to get a daily switch, but that has now gone.

Because scrap paper costs so little, “a couple of dollars” per ton in transportation costs makes a big difference. “It's a shame, because the plant here [and Capitol Recycling waste paper facility in Hartford, our Directory #602, also owned by Murphy Road] are both set up for 100% rail.” {ANR&P discussion 13.Jan.11}

CSO: NEW C&D RAIL?**
6 January, Berlin. THE C&D FACILITY HERE WOULD LIKE TO USE RAIL. According to Calin Tanovici, an official at the Connecticut Department of Environmental Protection, Waste Management Bureau, Recycling Program. Connecticut Waste Processing Materials (CWPM), LLC at 475 Christian Lane has applied to modify the existing
CONNECTICUT GENERAL ASSEMBLY
ATTACK ON SHEPAUG**

The legislation
Local legislators dissatisfied with the waste handling at the C&D facility in Shepaug added text to a pending bill on Long Island Sound protection, SB 124. It passed on 4 and 5 May, unanimously, with the text on solid waste added as Amendment B:

Sec. 15. (Effective from passage) The Commissioner of Environmental Protection shall not make a determination of need or approve any permit application that is pending or filed as of the effective date of this section for a new solid waste facility located within one thousand feet of a primary or secondary aquifer, or the expansion of any such existing facility, until there exists a need for such additional capacity, as determined by the Solid Waste Management Plan.

Veto message
In a June 8 letter to Secretary of the State Susan Bysiewicz, Governor Rell explained that she vetoed the legislation because of the section on solid waste facilities. ‘Amendment B appears to have been crafted to apply to a particular facility. However, the practical effect, according to DEP, is that the amendment would impact most permits required for expanding existing facilities as well as those for building new solid waste facilities. Indeed, it is anticipated that this provision will impact 19 non-municipal pending applications before the DEP.

‘As written, this provision negatively impacts only those businesses with pending applications. They could simply withdraw their current application and reapply the next day with the accompanying fee of approximately $15,000 to acquire the individual permit. For most companies unable or unwilling to pay the additional fee, the provision will assuredly add uncertainty and additional costs to the process.’ {text from General Assembly website}

Veto override
On 21 June, both Houses voted unanimously to override the veto, so that all 19 solid waste facilities with permits pending for new or expanded facilities, lying within a thousand feet of an aquifer, had them suspended.

Affected facilities
SB 124 stopped the permit applications of Frost Bridge [see NAUG] and Hawleyville [the HRRC Shepaug application], but not Berlin [see CSO], because that facility, Connecticut Waste Management, does not lie within a thousand feet of an aquifer.

It did also stop an application to change operations and equipment at Transfer Systems [aka Automated Waste Disposal on HRRC] in Danbury and BonCap Recycling, LLC proposed for Plymouth [on ST’s Berlin branch]. {ANR&P discussion and e-mails with Gabrielle Frigon of ConnDEP 11-20.Jan.11}

Building and to build a rail spur into the building.

It has also applied to renew its existing permit. Tanovici said the application was “in technical review.” {ANR&P discussion}

According to the ConnDEP website, CWPM’s current license permits 350 tons per day. {website} On 20 January, Gabrielle Frigon [see box] reported that ‘CWPM currently is permitted for up to 700 tpd of C&D wastes and recyclables but does not operate at that capacity. The modification application requests the processing capacity be increased to 1250 tpd for the same materials and additionally ash residue and putrescible municipal solid waste.’ {e-mail to ANR&P}

Existing track
A spur off the Amtrak Springfield line at one point ran along the northern edge of the CWPM site; the track is still visible through the trees on Bing. The proponents must re-align it to reach the building, and must put in a switch, just south of the switch to Automated Material Handling. [See other article.] {editor}

Cost of switch
Installing a switch on an Amtrak line costs $250,000, reportedly, far higher than a switch on a freight line. Malcolm Laughlin, former rail consultant, explained:

- The switch will be custom built. Industrial siding switches using the kind of rail one finds on high-speed track are not an off-the-shelf item with track component manufacturers, especially where there are concrete ties..

- There is a cost for the engineering design of the switch.

- Signal circuits will have to be modified. That incurs a design cost and an installation cost. Fail-safe signal circuits
for high speed lines are not simple circuits. The switch will require an electric lock integrated with the signal system.

- There will be a significant cost of quality control and testing of the signal circuit.

- Railroads do not usually have signal circuit designers on staff. There is a small number of consulting firms in this highly specialized area of design.

- The railroad will incur additional maintenance cost. Every time the diverging route of a switch is used there is a sideways force that affects the alignment of the main line. Eventually the accumulation of these small forces will cause a measurable deviation in track alignment. {e-mail to ANR&P 18.Jan.11}

Does Connecticut need more rail-served C&D disposal?
After a burst of facilities in the early noughts, was the state’s disposal need satisfied? Steve Changaris, Northeast regional manager for the National Solid Waste Management Association, was not surprised. “Connecticut doesn’t have any more room for disposal,” he noted. “And if the product has to move long distances, rail is the way to go.” {ANR&P discussion 6.Jan.11}

CSO: NEW CUSTOMER?*
13 January, North Haven. NICOLOCK PAVING STONES may eventually use rail, said manager Leonel Solorzano, responding to queries generated by the mention in the draft Connecticut State Rail Plan [see 10#12B]. “But not for four to five years.” {ANR&P discussion}

More on Nicolock
Nicolock also has a paving stone facility in Lindenhurst, Long Island. Nicolia's Arriva Redimix in Lindenhurst is served by NYA [see 10#08B]. Websites name Nicolock as ‘a division of 50-year old Nicolia Industries.

NAUG: POSSIBLE CUSTOMER*
6 January, Watertown. THE RAILROAD IS SUPPORTING THE CREATION OF A C&D FACILITY here, according to a letter received from NAUG’s president, Howard Pincus, in 2008.

The proposal
Frost Bridge Associates, principal Robert Sacks of Branford, Connecticut, proposed a truck- and rail-served facility on the Naugatuck River, east of Connecticut Route 8 at exit 37, on Frost Bridge Road. The town’s planning and zoning commission approved an application for a special permit on 17 September 2008 for a facility to handle 2500 tons per day. {minutes of meeting from town website}

   Ruth Mulcahy, land use administrator for the town, said that Frost Bridge had permit applications before the Connecticut Department of Environmental Protect, not only for the facility, but also for an encroachment permit, retroactive.

The site
Mulcahy explained that Frost Bridge would have to do a large amount of site remediation. The former owner, Brian Bailley, bought an old drive-in movie site, excavated the river bank without a permit, and dumped C&D also without a permit. Like most towns, Watertown would resist a C&D facility. It cottoned to this one because Frost Bridge would remediate the site, would deed land for a path along the river, and is located in a remote area with no residential neighbors.

Rail service
Mulcahy added that the facility would have an enclosed rail-loading building. NAUG operates excursion trains past the site on a regular basis, according to its support letter. {ANR&P discussion 6.Jan.11}
ConnDEP action
The Connecticut Department of Environmental Protection (ConnDEP) has received an application for a permit for Frost Bridge, said Gabrielle Frigon, who is in charge of the waste permits at the department. She had no estimate for its completion, in part because it is caught in a statute passed in 2010 which requires special approvals [see box].

Comment from Frost Bridge
Craig Lapinski, project engineer from the Manchester Connecticut firm of Fuss & O'Neill, Inc, said on 14 January that Frost Bridge anticipated two storage tracks and one track into the building, with space for 25 railcars.

It has decided to resubmit the application, despite having to pay the $15,000 fee again, as the “simplest way” to overcome the statutory obstacle. He anticipates operating in 2012.

While it will ship out recyclables by truck, the firm views rail as the “cheapest and most efficient” way to move most of the waste. {ANR&P discussion}

PW: WILLI TRACK*
13 January, Sprague. THE TOWN WILL CONTINUE WITH THE GRANT APPLICATION TO FIX THE WILLI, the track from Willimantic to Plainfield. Although PW came up with borrowed funds to begin working on the track [see 10#12B], the Town of Sprague still has its application for funds to fix the track [see 10#11B]. First Selectman Cathy Osten said, “We are still moving ahead” with the application to upgrade the track. “We are hoping the grant will come through and we can repay” the PW loan. She has no idea how soon she might get a response on the application.

She related that this day she was surveying the rail line with a potential “major manufacturer” which might locate in Sprague. {ANR&P discussion 13.Jan.11}

BRIDGEPORT: FEEDER LINE*
16 March 2010. THE CITY IS NO LONGER PURSUING A CONTAINER FEEDER LINE, according to Don Eversley, director of Economic Development and Planning for the city [see 09#12A]. He told a meeting here of the Connecticut Public Transportation Commission that the barge would not reduce local traffic volumes on I-95. The concept may work in New Haven, or Quonset Point, or even Providence, but not Bridgeport.

However, the city wanted to remain a deepwater port, and needed dredging to compete with other cities. {text of CPTC annual report 31.Dec.10}

CONNECTICUT PORTS*
10 January, Hartford. SOME WOULD LIKE A STATEWIDE PORT AUTHORITY, including Judi Sheiffele, director of the New Haven Port Authority. New Governor Dan Malloy during his campaign proposed a statewide agency to coordinate the efforts of the state’s deepwater ports: Bridgeport, New Haven, and New London. [Apparently the Connecticut Maritime Commission is not the agency? Editor]

The Connecticut Maritime Coalition [not ‘Commission’, a different animal] (CMC) has argued that with the right infrastructure improvements, the industry could capture some of the tsunami of sea-borne traffic many predict, increasing business by 50%. One step: dredging. Bridgeport hasn’t been dredged since 1964; and New Haven wants to dredge to 42 feet. US DoD keeps the New London channel open for submarine access.

Bill Gash, executive director of the CMC, said: “We have a lot of issues to work through, and a state authority is certainly needed. Each of our ports has its own strengths, and they can be marketed in that way.” CMC estimates the state will lose $1.5 billion in business output if the ports are not dredged.

In 2009, New Haven handled 10.1 million tons, third in New England after Portland and Boston. Bridgeport did 4.6 million tons. Close to 80% consists of petroleum products [most Boston and Portland traffic is also petroleum –editor]. CMC views small container ships, feeder barges, and larger tankers, as the future for the ports.
The bigger picture
Sheiffele said the state needs more than three local port authorities lobbying for attention and seeking grants. “Having a statewide organization looking out for our ports” will help the bigger picture. {Brad Kane in Hartford Business 10-Jan.11}

MAINE

AMTRAK: NUTS WAIVER*
18 January, Portland. **THE FRA GRANTED A WAIVER FROM THE BUY AMERICA REQUIREMENT.** NNEPRA Executive Director Patricia Quinn confirmed, enabling Pan Am Railways to use track nuts made in China as it reconstructs the line from Portland to Brunswick for passenger service [see 10#08B]. {ANR&P discussion}

The FRA waiver was posted in the Federal Register on November 30 and became final on December 15. The FRA granted the Buy America waiver, which was triggered by the $35 million American Recovery and Reinvestment Act grant NNEPRA received to extend Downeaster service to Brunswick. ‘The FRA agrees with NNEPRA in that custom made fabricated track nuts that cannot be delivered for 10-16 weeks are not “reasonably available” under 49 U.S.C. 24405 (a) (2) (B), especially given that NNEPRA has mobilized for construction, prompt project implementation is consistent with ARRA’s economic recovery goals, and Maine has a short construction season.’ {Federal Register, 30.Nov.10}

Though Pan Am Railways crew began laying continuously welded rail in August and the track nut waiver was not effective until December, waiting for the waiver did not slow the track work, which is still expected to be completed by fall, 2012. Quinn said Pan Am crews “re-used” existing track nuts, all but 80 of which were removed after the track was welded. “We worked around it,” said Quinn. “The project is not delayed.” {ANR&P discussion, 18.Jan.11}

The FRA received five responses to its August 2, 2010 public notice that NNEPRA had asked for a waiver. Representatives of Alliance for American Manufacturing, Brotherhood of Locomotive Engineers and Trainmen, United Transportation Union, Brotherhood of Railroad Signalmen, and Brotherhood of Maintenance of Way Employees Division of the Teamsters Rail Conference all opposed the waiver, arguing that the track nuts needed were available from American manufacturers. {Federal Register, 30.Nov.10}

“We tried all of these place before we even filed for a waiver,” said Quinn. “We did a thorough search and they weren’t available.” NNEPRA found that Dyson Corp. could manufacture the required 3,340 AREMA Specified Carbon Steel Standard nominal diagonal nuts for $16, 432.80 ($4.92 each) and that Chicago Track Nut & Bolt could supply them for $59,518.80 ($17.82 each). With the waiver, NNEPRA was able to purchase Chinese nuts from Harmer Steel of Portland, Oregon, for $2,104.20, (63 cents each).

“I wasn’t going to let eighty 63-cent nuts stop this project,” said Quinn. {ANR&P correspondent Ed Beem discussion with Quinn; Federal Register, 30.Nov.10}

MMA/MDOT: CLOSING*
14 January, Augusta. **MDOT WILL CLOSE ON THE PURCHASE OF THE 233 MILES OF MMA TRACK** this day, according to Mark Latti, MDOT spokesperson, when the recording of deeds was completed.

On 13 January U.S. Senator Susan Collins announced that the FRA had cleared all legal hurdles to allow the sale.

The state has issued a request for proposals to find a company to operate the lines, with a deadline of the end of the month, and so far has received "numerous inquiries,” Latti said. {Bangor Daily News 14.Jan.11}

Letter to the editor re RFP
Roy Blanchard, short line consultant and publisher of Railroad Week in Review, wrote on 8 January:
Chop,

[The list of names on] the document subcommittee [to review the proposals] does not have one member who ever worked for, or invested in, a railroad and, moreover, four of the members work for the government or non-profit entities.

The only way I would bid on this line would be if the shippers entered into take-or-pay contracts that provided adequate returns on capital (see STB re “revenue adequate”) and there were total tax relief at all levels.

Is MMA a union shop? Maine is not a right-to-work state thus adding further disincentives to ownership or even an operating lease. Having fended off a unionization threat on a short line I can tell you the stakes.

Being dependent on federal funding for track is not a guarantor of success. The feds are broke and with the GOP holding the purse strings they will probably opt for "meds for grandma" over light-density freight railroad rehabs.

MMA/MDOT: NEXT STEP*
18 January, Augusta. WHEN WILL THE RFP PROCESS FOR A NEW OPERATOR RESUME? Nate Moulton, MDOT rail administrator, wrote this day: ‘Working on it in coordination with others, hope to have update shortly.’
{e-mail to ANR&P}

The MDOT website as of noon on 24 January shows no update. {editor}

Some background on the state purchase
Denis Berube, director of planning and transportation at the Northern Maine Community Development Agency and the coordinator for the Aroostook Rail Task Force, wrote on 14 January: ‘It took a little more time than expected but the purchase and sale of the tracks has been completed. The state is now the owner of the line.

‘Last minute discussions during the last week in December, which resulted in no changes to the deal, pushed the closing too close to the change in administration and it was judged that this should be done by the new Government. Therefore the new administration had to be briefed on the issue prior to authorizing it to go through. The briefing process lasted Monday through Tuesday of this week.

‘The signing process started Wednesday morning, but the big downstate storm delayed the arrival of necessary legal documents from the Federal Railway Administration. Evidently this stuff has to be worked out with all original documents and none of it can be faxed.

‘Final legalities were completed yesterday, and today the deeds were all delivered to, and recorded in, Bangor, Houlton and Fort Kent, which then allowed for the money to be released.

‘There may be adjustments made accordingly to the RFP timetable to adjust for the delay. If so, new dates/deadlines will be put out in short order but the changes won’t be that significant in the grand scheme. The goal is still to have a new operator around the end of March. As I’ve mentioned before, MM&A will continue running trains until such time as the new operator is ready to take over.’ {e-mail to Task Force and others}

STB filing
On 3 January, MMA sent the Board a copy of the trackage rights agreement, under which MMA will continue to operate the trackage until a new operator appears. It tracks the terms contained in the filing [see 10#12A].

It adds that “© Notwithstanding any other provision of this Agreement, this Agreement shall terminate if the Transition Date has not occurred by the date that is five (5) months after the closing under the Purchase and Sale Agreement.” {STB website, filings page, Docket No. AB 1043(Sub-No.1)}

The closing occurred on 14 January, so MMA may cease operating on 15 June. {editor}

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**MASSACHUSETTS**

**HRRC: NEW C&D CUSTOMER**
December, Lenox Dale. THE FIRST OUTBOUND CARLOADS MOVED FROM A NEW FACILITY HERE, according to Rian Nemerooff, HRRC marketing honcho. {e-mail to ANR&P 6.Jan.11}
The new facility and rail
In March 2009, Lenox Valley WTF [waste transfer facility - editor] LLC (LV) sought to amend the permit of the facility on Willow Creek Road in the Lenox Dale area of Lenox. An October 2010 list of MassDEP-permitted transfer stations for under 50 tons showed Thomas Garrity as the manager of the Lenox Trucking Transfer (LTT) station. LTT, formerly owned and operated by Waste Management of Massachusetts, had not operated for the previous few years, though it retained a valid Authorization to Operate (ATO). LV acquired the facility and applied for a change in its permit.

It will accept municipal solid waste, construction and demolition debris, scrap paper, metal, cardboard, plastics, and white goods.

LV has demolished the former 1960SF sorting building and built a new 5900SF tipping/sorting/loading building to handle C&D. HRRC built a spur into the new building, so that the entire process is contained.

LV is now permitted to accept up to 100 tons per day. {text of provisional permit granted in 2009 by MassDEP from MassDEP}

Pittsfield history
Garrity spent some time in 2003 [see 03#12B] trying to site a C&D facility on Industrial Drive in Pittsfield [where Filkins owner Joel Cooper–see other article–owns a rail yard]. That effort ran into too much resistance, and Garrity began again in Lenox. {Nemeroff e-mail to ANR&P 6.Jan.11}

HRRC: PITTSFIELD STUB*
25 December, Pittsfield. THE RAILROAD HAS NOT RUN NORTH OF THE CSXT LINE IN MORE THAN A YEAR. It formerly served the Filkins warehouse [our Directory #662] and had other potential customers [see 03#02B] on this remnant of the line which formerly ran to North Adams [see photo 03#12B].

Loss of mill traffic
Rian Nemeroff, HRRC marketing chief, explained that Filkins served the paper mills that closed in Lee and South Lee. [See below.]

Filkins still open for rail
Joel Cooper, who handles the warehouse, said he could see some product coming in from California by rail. “I’d like to see it all come by rail.” He owns (another) rail yard on Industrial Drive [served by HRRC, this lost a C&D facility-see Lenox Valley article-editor], and is waiting for the economy to turn around before investing in it. {ANR&P discussion 14.Jan.11}

HRRC: NEW MILL CUSTOMER
14 January, South Lee. HRRC IS STILL SERVING A PAPER MILL HERE. MeadWestvaco closed its Laurel mill in 2007. It kept the other two operating.

Onyx Specialty Paper bought all three mills from MeadWestvaco in 2009. It is currently operating one, the Willow mill.

HRRC brings inbound material to the Willow mill; the mill has no outbound rail traffic currently.

Lee mills
The Schweitzer-Mauduit mills in Lee are for sale [see 07#09B], noted Nemeroff. Two have active rail and a third abuts the rail. A fourth mill was sold and likely will not require/establish rail. {e-mail to ANR&P 28.Dec.10}

MCER: STB SAYS NO
20 January, DC. THE BOARD SAID ABC&D RECYCLING COULD NOT USE ‘NOTICE OF EXEMPTION’ TO CREATE A TINY RAILROAD. In its decision this day, the Board referred to the proposal [see 10#09A],
opposed by the Town of Ware:

**Not appropriate for notice of exemption**

‘This proceeding involves numerous complex questions that cannot be addressed through the class exemption procedure. Ware has raised significant questions regarding ABC & D’s ability and intent to act as a common carrier, and ABC & D has not adequately responded to Ware’s concerns. In addition, the structure of the underlying transaction remains unclear, notwithstanding the parties’ extensive filings.’

**Misleading filing**

‘In its Notice, ABC & D also stated that it is engaged “primarily in the business of handling construction and demolition debris,” (Notice at 2) and that, in connection with those activities, it had “obtained” all required state and local permits. Notice at 5. However, while ABC & D may have obtained certain permits, it failed to disclose that the validity of its Special Permit has been called into question and is the subject of litigation, and that its proposal to transfer MSW [municipal solid waste] has been rejected and is also the subject of litigation. ABC & D does not dispute these facts. Rather, it states: “None of the omitted facts are necessary to render anything contained in the Notice of Exemption not misleading.”....

‘As a result of the Notice’s misleading nature, which renders it void *ab initio*, see, e.g., *US Rail* at 3-4, and because of the unresolved issues and questions the Notice raises that require considerable scrutiny, the Board will reject it.’

**What ABC&D must do**

‘If ABC & D wishes to seek lease and acquisition authority from the Board with respect to the trackage, the more extensive record afforded in an application or petition for exemption proceeding is needed. Unlike a notice of exemption, a petition or application would provide for responsive pleadings, allow the Board ample time to consider the issues before it, and require payment of higher filing fees that reflect the Board resources required for consideration of the matter. If ABC & D chooses to pursue this matter through either a petition for exemption or an application, it must file it under a new docket number and submit the appropriate filing fees.’

{STB website, decisions page, Finance Docket #35397}

**Court battle**

In the Massachusetts Superior Court, the Town of Ware recently lost its effort to revoke the operating permit of the facility [see 10#08A], and the Town on 19 January has appealed. {ANR&P discussions with MCER and town officials 20.Jan.11}
NEW HAMPSHIRE

MBRX v ST: PROGRESS?*
13 January, North Billerica. PETER LEISHMAN ‘MET FOR OVER AN HOUR WITH PAR SENIOR MANAGEMENT’ including Cindy Scarano, executive vice-president [Scarano, formerly vice president for human relations, took over from Syd Culliford more than a year ago. Apologies for missing this. Editor]. I felt the meeting was productive as both sides discussed ways of ending the litigation, improving the strained relationship, and returning to a time similar to the days we provided PAR with trackage rights on the MBRX to move stone from Wilton to Portland for the Downeaster project.’ {e-mail to ANR&P}

The judge on the federal court case has required a joint report by 14 January [see 10#12B].

MBRX v ST: JOINT REPORT*
18 January, Concord. THE JOINT REPORT SHOWED THE TWO SIDES DID NOT AGREE ON A TRIAL DATE. The report noted that alternative dispute resolution may be appropriate, that the two sides did conduct an informal meeting without resolution, that they request trial by jury, but that MBRX wants the trial to begin on 15 May 2011, and ST wants it on 30 January 2012 [see 10#12B]. {text of filing}

On 20 January Judge Barbadaro ordered the magistrate judge to ‘to resolve remaining disputes concerning the proposed discovery plan.’ {court website} [A magistrate judge works under the judge to handle minor legal areas. Editor]

Why not settle?
Leishman has counted eight attorneys working for ST not in-house counsel. The latest is Kevin Verge, of the same Concord law firm which ST retained. {e-mail to ANR&P}

RHODE ISLAND

PROVPORT: CUSTOMER COMBINING
18 January. SCHNITZER WILL NOT ASSUME THE THREE FLAGS LEASE AT PROVPORT, reported Colin Kelly, spokesperson for Schnitzer Northeast, because it already has its own terminal there. Schnitzer in 2005 acquired the Everett and Providence facilities when it split with Hugo-Neu{Recycling Today 1.Nov.05}; the Providence terminal was acquired from Metals Recycling [see map 07#04B and article 09#01B]

Waterson Stevedoring, which operates Provport, is reviewing the situation and declined to comment at this time. {ANR&P discussions} [See 10#12B.]

QUEBEC/MARITIMES

MMA: ST.GUILLAUME SUB
THE CUSTOMERS ON THE SUBDIVISION
See table for complete list. Notes on two below.

Bunge (formerly Leblanc & Lafrance)
In 2000, when the dispute between CP and CN began over the diamonds in Sainte-Rosalie, the Bunge facility was
owned by an independent company, Leblanc et Lafrance. That year, L&L was bought by CanAmera; also that year L&L planned an expansion to a total capacity of 13,000 tonnes. [See 00#23.]

Bunge acquired CanAmera Foods in 2002 as part of its purchase of Cereol, which processes oilseed ingredients for food. In 2004, Bunge North America, the North American operating arm of Bunge Limited, changed the name of its Canadian operation, CanAmera Foods, to Bunge Canada. {grainnet 23.Mar.04}

**Bunge operation in Sainte-Rosalie**

Jamie Marks, the manager of the facility, wrote that current annual carloads came to 2500, and that the current capacity is now 20,000 tonnes.

MMA is now serving the facility [MMA plans to set up a subsidiary to continue to serve Bunge when it sells the rest of the Saint-Guillaume sub to CFL–see 10#12B]. ‘Not sure if a subsidiary would affect us. Service is good right now.’

The fertilizer company which was served across from Bunge is no longer there. {e-mail to ANR&P 20.Jan.11}

**Comax and CFQ**

MMA also serves two cooperatives in Sainte-Rosalie which have spurs off CN [see map in 10#12B]. Louis Gauvin, conseiller technique to La Coop COMAX, wrote on 18 January that MMA delivers roughly 500 carloads a year to the two cooperatives.

The spur E200 on the map belongs to MMA and is leased by COMAX, and is used to serve both La Coop Federee Quebec (CFQ) and COMAX, Gauvin said. The spur E204 belongs to COMAX. CFQ does not have its own spur. {e-mail to ANR&P (my translation) 18.Jan.11}

**MMA: SELLING SUBDIVISION**

6 January, Ottawa. **THE CANADIAN TRANSPORTATION AGENCY WOULD NOT RULE ON THE SALE OF THE ST.GUILLAUME SUBDIVISION**, said Nina Frid, director general of the agency’s dispute resolution branch, unlike the United States, where a transfer of an active rail operation requires an application to the STB. Federal law requires certain actions in abandonments, but if the line remains active, no federal steps are required.

**Federal or provincial railway**

MMA plans to sell the line from Farnham to the CN line to Bell-Gaz, and to operate the stub north of CN via a subsidiary [see 10#12B]. The resulting two parts of the St.Guillaume subdivision will both become provincial railways.

Frid explained that one cannot chose, in most cases, whether to become a provincially-regulated or federally-regulated railway. A railway line becomes federal only if it is an integral part of federal railway, or incorporated by an act of Parliament, or crosses a provincial boundary. Otherwise, it is provincial. {ANR&P discussion}
MMA: NEW CUSTOMER

20 January, Saint-Hyacinthe. **BELL-GAZ HAS BEGUN RECEIVING LPG CARS HERE**, at its new receiving terminal for LPG (liquified propane gas). Joe McGonigle, MMA vice-president marketing, explained that the August 2010 embargo [see 10#12B] is lifted for Bell-Gaz: ‘Only the northern section between Sainte-Rosalie to Bell-Gaz's unloading site at Saint-Hyacinthe is cleared for hazardous. Any station south of that is still embargoed for hazmat only. The Bell-Gaz unloading site is new and it has started to move.’

**Work on the subdivision**
The subdivision has not been re-built, he wrote, ‘but some work was done on the northern piece to allow LPG for Bell-Gaz to move into Saint-Hyacinthe via CN at Sainte-Rosalie.’ {e-mail to ANR&P 20.Jan.11}

NBSR: ST.STEPHEN TRAFFIC**

11 January, McAdam-St.Stephen. **NBSR CREWS CONTINUE REPAIRS TO THE ST. STEPHEN SUBDIVISION** heavily damaged by heavy rains and flooding on 13 December.

‘St. Stephen to McAdam Branch sustained the most damage with 32 washouts. Repairs have been ongoing and we expect to be running trains again on that line by 17 January. The immediate switch to freezing temperatures, the snow and the remoteness of some of the washouts have slowed the process,’ wrote NBSR spokesperson Mary Keith. ‘Our 189-mile mainline operation from Saint John through McAdam and on to Brownville Junction Maine experienced 19 washouts. We were successful in getting this stretch of rail line back in business in less than 72 hours.’

NBSR got assistance with the repairs from MMA which provided crews and ballast cars to aid with repairs on the western end of the line.

Customers impacted
‘Essentially the only customers impacted by the floods were from the St. Stephen area. In some cases their freight has been transported directly by truck and the rest moved by rail to Saint John to our reload centers and then trucked to final destination,’ Keith wrote.

Sainte-Rosalie. Bunge facility with new storage domes. {courtesy Tony Erni}
Freight movements
Approximately 95% of NBSR’s freight that moves in New Brunswick directly to and from the United States moves on the Saint John mainline to Maine. The other 5% originates or is destined to move on the line between McAdam and St. Stephen. ‘This does not include business that moves daily with CN from Saint John through to Moncton and beyond and the weather did not impact that route,’ Keith stated. {e-mail to ANR&P’s Tom Peters 11.Jan.11}

Update
On 17 January, Keith wrote: ‘We will be running an engine over the St Stephen Sub on [this day] and if all goes well, we expect to run a train on [the next day]. We are about a week to 10 days ahead of schedule. This is great news and a tribute to the team at work on the ground.’ {e-mail to ANR&P}

BAYSIDE: A DOWN YEAR*
6 January. THE GLOBAL ECONOMIC DOWNTURN HAS RESULTED IN 2010 BEING ONE OF THE POOREST PERFORMANCE YEARS FOR BAYSIDE FOOD TERMINAL, one of the users of the Port of Bayside. Christy McManus, logistics manager, Kloosterboer Bayside, said: “It was not nearly as good as we would have liked and I think it was about the slowest year we ever had.”

2010 statistics
According to statistics provided by the Bayside Port Corporation, the port handled 320,765 tonnes of products in 2010, down from 1,055,839 tonnes in 2009. Aggregates showed the greatest decline, approximately 75% down from 999,251 tonnes to 264,126 tonnes.

Frozen fish was the mainstay of the Food Terminal’s cold storage facility at 20,138 tonnes, down just over 3,000 tonnes from 2009. {Bayside statistics by email to ANR&P’s Tom Peters from Christy McManus. 7 & 11. Jan. 2011}

Aggregate change
In 2007, Vulcan Materials purchased Florida Rock, which owned 50% of Jaymer, the company which produces and ships the aggregate. {Vulcan press release} Since then, Vulcan has disposed of its share, according to McManus. Jaymer uses local unionized stevedores hired through Fundy Stevedoring.

Management change
McManus also serves as operations manager of the company’s stevedoring unit, Fundy Stevedoring Inc., since former general manager Pat Karvia was promoted. Karvia has become president of Pacific Stevedoring, parent of Fundy Stevedoring, and works at company headquarters in Seattle. Bayside and Fundy are part of the Kloosterboer Group.

Pollock the mainstay
McManus said Alaskan pollock made up 90% of the cold storage

<table>
<thead>
<tr>
<th>Bayside Product</th>
<th>2010 metric tonnes</th>
<th>2009 metric tonnes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aggregates</td>
<td>264,126.0</td>
<td>999,251</td>
</tr>
<tr>
<td>Frozen fish</td>
<td>20,138.6</td>
<td>23,513</td>
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<tr>
<td>Fish Feed</td>
<td>19,026.5</td>
<td>4,124</td>
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<tr>
<td>Corrugated medium (paper rolls)</td>
<td>17,839.0</td>
<td>7,868</td>
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<tr>
<td>Potatoes</td>
<td>7,501.0</td>
<td>10,078</td>
</tr>
<tr>
<td>Berries</td>
<td>93.3</td>
<td></td>
</tr>
<tr>
<td>Shrimp</td>
<td>41.0</td>
<td></td>
</tr>
<tr>
<td>H2O2 (hydrogen peroxide)</td>
<td>520.0 (kilolitres)</td>
<td></td>
</tr>
<tr>
<td>Fertilizer (ammonium nitrate)</td>
<td>11,005</td>
<td></td>
</tr>
<tr>
<td>Smolts</td>
<td>100,000 fish</td>
<td></td>
</tr>
</tbody>
</table>
The pollock moves by ship from Alaska, Bayside loads it into trailers, trucks it to Saint John, where it is put on an NBSR train, and railed 'across the city'. A rail bill is cut, the trailer is then offloaded, returned to St.Stephen, and drayed into the United States, most often to the Boston area, per McManus.

Smaller domestic accounts include blueberries and cranberries which Bayside began exporting in the past year to the Netherlands “which was wonderful and gave more exposure for some of our clients. We also have a small company out of Nova Scotia that does some local shrimping and that is also a fairly new procedure here. Otherwise, unfortunately our frozen commodities from vessels are pretty much limited to pollock. We still do potatoes; the seed potato shipment to Cuba is done on an annual basis. There is ammonium nitrate fertilizer shipments from Russia going to the Grand Falls and Florenceville areas” by truck, she said.

McManus is optimistic for 2011 and with fishing quotas back up “we expect to recoup and are hoping 2011 will be the best year for frozen product in four years.”

Future plans
Bayside has done some expansion over the past several years with storage capacity now at 7,500 tonnes. “We are pretty much maxed out with what we can do. We will have to build if we want to make it any bigger and there is hope to do that but it’s 12 to 18 months away,” McManus said.

Other notes on traffic
McManus said while no fertilizer moved in 2010, a shipload is due this month.

Hydrogen peroxide is new. Well boats now on site owned by local companies such as Cook Aquaculture mix the hydrogen peroxide with water, then wash the local salmon as a treatment for sea lice.

The paper is exported to Ecuador from the nearby Irving Utopia paper plant. It moves through Fundy Stevedoring dry division. {Discussions with ANR&P’s Tom Peters 6.Jan.11}

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.

ABC&D (MCER, Massachusetts) STB says no.
Automated Material Handling (CSO, Connecticut)
Bell-Gaz (MMA, Quebec) Starts service.
Bunge (MMA, Quebec) Subsidiary will serve.
COMAX (MMA, Quebec) New short line?
Coop Federee (MMA, Quebec) New short line?
Connecticut Waste (CSO, Connecticut) Start rail?
Global Partners (D&H, New York) Ethanol starts.
Filkins (HRRC, Massachusetts) Open for rail.
Frost Bridge (NAUG, Connecticut) Seeks C&D.
Kloosterboer (NBSR) Fish get a ride in Saint John.

1The pollock moves by ship from Alaska, Bayside loads it into trailers, trucks it to Saint John, where it is put on an NBSR train, and railed 'across the city'. A rail bill is cut, the trailer is then offloaded, returned to St.Stephen, and drayed into the United States, most often to the Boston area, per McManus.
Lenox Valley (HRRC, Massachusetts) Starts C&D.
Onyx Paper (HRRC, Massachusetts) Bought Mead.
Schnitzer (PW, Rhode Island). No Three Flags.

**PEOPLE**

Governor Paul LePage on 24 January nominated David Bernhardt, P.E., as commissioner of the Maine Department of Transportation. Bernhardt joined MDOT in 1984 and held numerous positions in the department; he is currently director of engineering and operations. He also currently leads the line units (Bureau of Project Development [in charge of rail projects], Bureau of Maintenance and Operations, and Environmental Office).

**EDITORIAL**

The website which CSXT created to put forward its plan for the Westborough Transflo project deserves praise. Would that all railroads and ports creating new projects would explain their plans in such a fashion.

I'm thinking of the new Mechanicville yard, and the propane terminal at Mack Point, and the C&S facility on NAUG in Connecticut, and so forth. See www.railwestborough.com.

**Westborough Project Overview**

In the fall of 2008, the Commonwealth of Massachusetts and CSX Transportation (CSXT) agreed on a comprehensive multiyear rail transportation plan to expand commuter and freight rail service in the Commonwealth, strengthen the state’s transportation infrastructure and improve the state’s position in domestic and international economic markets by enhancing the flow of product shipments. This historic agreement is an unprecedented public/private partnership between business and government where the existing freight rail infrastructure becomes a 21st-century sustainable solution for both commuters and businesses with both economic and environmental benefits for the state.

As part of that agreement, the Patrick-Murray administration announced a plan to add 20 additional commuter trains on the Worcester-to-Boston line in 2012. To create capacity for that expanded commuter rail service, CSXT, and its affiliates, in cooperation with the Commonwealth, are preparing to relocate their rail facilities currently located at Beacon Park Yard in Boston. TRANSFLO, CSXT’s bulk transfer affiliate, will invest $19 million to locate a modern bulk transfer facility at the site of a former auto terminal in the Town of Westborough. The state-of-the-art TRANSFLO facility will use the existing footprint of the former terminal and install cutting-edge environmental systems and directional lighting at the terminal.

**Westborough Project Snapshot**

- Site: 25 acres located on the north side of the East-West CSX transportation line
- Use: Redevelopment of the existing site with no wetland impacts
- Total project investment: $19 million investment in Westborough
- Jobs:
  - Total construction jobs: 106
  - Permanent: 7-8 employees on site

From the website www.railwestborough.com.
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.’