*Article unchanged from e-bulletin.
**Blue type in article: changes from e-bulletin.
Blue header & table of contents: new article

REGIONAL

NYNJ: Route to New England more expensive.**
PW: Auditor change unrelated to internal accounting weakness.*

NEW YORK

Irene & Lee: Bridges out, OCS special.**

QUÉBEC

[No report.]

CONNECTICUT

HRRC: TIGER III funds for Specialty Minerals?*
New London: State Pier RFP out 15 Sept.*

MAINE

MNR-MMA: Work underway on Aroostook track.
MMA/MNR-PAR: Old Town likes MMA, MNR; problems with Pan Am.
MMA: Cate Street potential Millinocket buyer.*
MMA: Abandonment done in Van Buren.
PAR: NewPage files for bankruptcy.
Pan Am: Possible container traffic?*
Portland: Pier work underway, box count.

MASSACHUSETTS

FRTC: Railroad wins operation again.
PAR: Tighe in Winchester back to rail.
Pan Am: New England Transload again asks the

STB to proceed. EPA sounds positive.*
Pan Am: Watertown abandonment will lead to trail, and to continued trucking by Newly Weds.*

NEW HAMPSHIRE

Pan Am: Abandoning Hampton Branch.
NH road salt: All contracts extended one year.*

RHODE ISLAND

SVT: Toray expansion will not add rail traffic.
SVT: Railex wins away Seafreeze traffic.
Provpport: No export coal yet, waiting on cranes.*

VERMONT

Flood: Vermont railroads bounce back.

MARITIMES

CBNS: Loss of NewPage, and loss of subsidy?*
Saint John: Shredder project held up, may move.
Halifax: CMA CGM suspends Black Pearl service.*

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

Matt Jacobson

FROM THE PUBLISHER

Good ole Pan Am
The railroad agreed to work on excess idling. But when I walked past a hi-rail truck in Freeport, its fumes were stinking up the sidewalk as it sat,
parked. Maybe the crew was afraid it would not restart if they turned it off?

- Chop Hardenbergh     Next issue: 23 September

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**REGIONAL ISSUES**

**IRENE & LEE**

*These storms caused extensive damage throughout western New England and upstate New York. See photos and New York and Vermont.*

**CROSS-HARBOR: EXPENSIVE?**

28 August. *USE OF THE NYNJ TO REACH NEW ENGLAND APPARENTLY COSTS TOO MUCH.* Rian Nemeroff of HRRRC has investigated pricing moves for wood pulp using the NYNJ (cross-harbor) from NS origin points to his destination points on HRRRC, versus routing traffic via CSXT. The cross-harbor route, which showed NYNJ but not Conrail, ‘was not less expensive and took longer even though the miles were shorter.’ {e-mail to ANR&P}

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**NEW YORK**

**IRENE AND LEE**

26-29 August. *RAIL TRAFFIC IN NEW YORK SLOWED TO ALMOST A STANDSTILL* after Hurricane Irene. On CSXT, trains were parked in nearly all available spaces between Selkirk, New York, and Collinwood Yard in Toledo, Ohio. From Selkirk, traffic on the Boston line and the River Line took some days to restart, including passenger service due to severe washouts on both routes.

Selkirk was isolated from the west as well, due to a ten-mile washout along the canal between Schenectady and Selkirk Yard.

The D&H above Albany was closed temporarily, and traffic for Canada was routed over the NS Southern Tier via Buffalo. {ANR&P correspondent Charlie Wood using CSXT bulletins, NERN rail group, and personal observations}

8 September. *TROPICAL STORM LEE FLOODED BINGHAMTON* and the surrounding region, as well as upstate New York.

One reporter said: ‘NS Southern Tier is washed out at Wellsburg (Milepost SR 265) and Owego (MP SR-230) and looks fairly bad.

‘CP Freight Sub just north of Binghamton looks like*
a wild slide down to Interstate 88. However they did start up the hill this afternoon with a work train DH 7303, CP 6036, CP 4650 & 4653 and both CP & Herzog Ballast cars. {Benjamin Martin in NERN railgroup}

PW: AUDITOR CHANGED*

24 August, Worcester. **PW DISMISSED DELOITTE & TOUCHE, LLP (“D&T”) AS ITS INDEPENDENT REGISTERED PUBLIC ACCOUNTANTS.** Effective August 18, 2011, the Audit Committee of the Company’s Board of Directors engaged Stowe & Degon, LLC (“S&D”) as its independent registered public accountants for the fiscal year ending December 31, 2011. The decision to change accountants was approved by the Audit Committee.

Documentation supplied to the SEC announcing the change explained:

‘During the two most recent fiscal years of the Company ended December 31, 2010 and 2009, and the subsequent interim period through August 18, 2011 (the date of dismissal), there were no disagreements between the Company and D&T on any matters of accounting principles or practices, financial statement disclosure, or auditing scope or procedure, which disagreements, if not resolved to D&T’s satisfaction, would have caused D&T to make reference to the subject matter of the disagreement in connection with its reports. During the two most recent fiscal years of the Company ended December 31, 2010 and 2009, and the subsequent interim period through August 18, 2011 (the date of dismissal), there were no reportable events described under Item 304(a)(1)(v) of Regulation S-K.’

D&T supplied a letter stating it agreed with the above two paragraphs.

Ongoing internal control weakness

In the company's 10Q of this month [see 11#08A], PW stated:

‘Management with the participation of the Company’s Chief Executive Officer and Chief Financial Officer, evaluated the effectiveness of our disclosure controls and procedures (as defined in rule 13a-15(e) and 15d-15(e) under the Securities and Exchange Act of 1934) as of June 30, 2011. Based on this evaluation, our Chief Executive Officer and Chief Financial Officer concluded that, as of June 30, 2011, our disclosure controls and procedures were not effective at the reasonable assurance level due to the material weakness described below.

‘As discussed in Part II, Item 9 “Controls and Procedures” of our Annual Report on Form 10-K for the year ended December 31, 2010, we identified a material weakness in our internal control over financial reporting because we did not maintain effective controls over the accounting for income taxes, including the determination and reporting of deferred income taxes and the related income tax provision. Specifically, we did not have adequate personnel and other resources to enable us to (i) properly consider and apply U.S. generally accepted accounting principles providing guidance over accounting for income taxes, and (ii) review and monitor the accuracy and completeness of the components of the income tax provision calculations and the related deferred taxes. In addition, until remediated, this material weakness could result in a misstatement described above that would result in a material misstatement to our interim or annual financial statements and disclosures that would not be prevented or detected.

‘During 2011, we have begun, but have not yet completely remediated, the material weakness in our internal control over financial reporting with respect to our processes to accurately report our income tax provision as discussed above. Since the material weakness has been identified, we have undertaken an evaluation of our available resources deployed for the accounting for income taxes and have identified necessary changes to our processes and our allocation of resources as required. Other than as described in this Item 4, there have been no significant changes in our internal control over financial reporting identified in connection with the evaluation of such internal control that occurred during our last fiscal quarter, which have materially affected, or are reasonably likely to materially affect, our internal control over financial reporting.’

PW comment: unrelated events
Marie Angelini, PW spokesperson and general counsel, wrote on 29 August: ‘The disclosure in P&W’s 10-K for year ended 12/31/10 concerning the Company’s disclosure controls and procedures which was repeated in our 10-Q for the periods ended 3/31/11 and 6/30/11 is entirely unrelated to the change in P&W’s independent registered public accountants made as of August 18, 2011.’ {e-mail to ANR&P}

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**CONNECTICUT**

**HRRC: CUSTOMER SPUR**

30 August, Canaan. **THE RAILROAD IS PREPARING A TIGER GRANT TO REBUILD SIDINGS AND THE SPUR TO SPECIALTY MINERALS.** Colin Pease, HRRC vice-president for special projects, explained that ‘There is a new TIGER [Transportation Investment Generating Recovery] program out there and applications are due in about a month. At this point it is very much work in process.’ {e-mail to ANR&P} [ConnDOT in a 2009 application for all freight railroads applied for $20.6 million for a similar project in Canaan and other track projects elsewhere on the railroad. USDOT turned down all the ConnDOT freight applications. See 10#02A.]

**Further explanation**

In a 21 July letter to HRRC President John Hanlon, First Selectman Gordon Ridgway of nearby Cornwall wrote that the town had received ‘several complaints’ about a dozen cars that had sat for extended periods of time on a siding near Cornwall Bridge. He asked if they could be moved, what they contained, and whether this practice was allowed under the railroad’s lease from ConnDOT.

On 25 July, Pease responded on behalf of the railroad, explaining that ‘Our customer [Specialty Minerals] leases a large fleet of cars to move his product and recently they have had a surplus of empty cars due to a temporary mill shutdown for reconfiguration. The mill has recently reopened and we don’t expect this situation to last very long.’ Specialty Minerals would be ‘drawing down the supply of empties.’ The storage of empty cars is ‘not an unusual event....[We must hold cars] where we have the space to hold them.’ HRRC is pursuing the expansion of its siding capacity in Canaan, and applying for federal TIGER grants to this end. {Max Wittstein in *Litchfield County Times* 29.July.11}

**TIGER III**

In June, USDOT announced the third round of TIGER grants. ‘Pre-applications must be submitted by October 3, 2011... Final applications must be submitted through Grants.gov by October 31, 2011.’ {USDOT website}

**NEW LONDON: PIER BID**

31 August. ‘AN RFP IS IN THE MAKING TO BE PUBLIC ON OR ABOUT 15 SEPTEMBER’, for the operation of the State Pier in New London [see 11#07A]. Chuck Beck of ConnDOT wrote that ‘It will be advertized and posted on the CTDOT web page with a link to the Deficiency and Needs Study.’ {e-mail to ANR&P}

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**MAINE**

**MAINE NORTHERN: WORK STARTS**

September. **MNR STARTED TRACK WORK, USING THE $10.5 MILLION OF FEDERAL FUNDS** made available [see 11#02B]. Nate Moulton, rail manager for MDOT, said the railroad was doing most of the work under a force account agreement. According to the work plan, ‘This work shall consist of the rehabilitation of existing timber tie and ballasted track, clearing of the Right of Way, selective ditching, selective culvert replacement and installations, ballast
shoulder stabilization, and selective installation of crossing planks....

The result
The work should produce FRA Class 2 (25 miles per hour for freight) and Class 3 (40 miles per hour) track, said Rob Elder, director of MDOT’s freight office. That will speed delivery times, reduce train company overtime expenses, improve freight service reliability, and allow freight services to run fewer trains in less time.

Moulton expected the work to halt during the winter, resume in the spring, and be finished in autumn 2012.

Why the railroad became the contractor
In March, MDOT told potential operators that ‘Work will be put out to bid to contractors, the selected operator is welcome to bid.’ Later, according to Moulton, ‘it was found that through negotiations with MNR that the railroad could provide the work significantly cheaper than recent bid costs, allowing more work to be done on the track.’

‘Every last dime’
MDOT has arranged with the FRA that ‘we can continue to tweak the scope working with FRA to make use of all of the money. We will spend every last dime,’” Moulton wrote. ‘We stated in our TIGER application that final quantities within the scope of work would be finalized after snow melt and in consultation with the new operator along with final pricing on materials. Not genius, just good project management by our Project Development team.’ {e-mail to ANR&P 6.Sept.11; Nick Sambides in Bangor Daily News 19.Aug.11}

Some work plan details
The plan states that all 233 miles will receive some work:

‘The intent of this work is to bring the Madawaska Sub from MP 109 [Millinocket] to MP 204 [Portage—see other article] to a sustainable FRA Class 3 condition, [and]

‘Madawaska Sub from MP 204 [Portage] to 260 [Madawaska, end of state ownership—see map 10#11A], Houlton Sub MP 0.0 to MP 18, [Presque Isle] Sub MP 0.0 to MP 25.3, and Ft Fairfield Sub MP 0.0 to MP 10.0 to a sustainable FRA Class 2.

‘The Limestone Sub will receive only the specific work noted in the Work Segments.’

Tie installation. ‘Install 50,000 ties furnished by the Department. From MP 109 to MP 204 Madawaska Sub install sufficient ties to bring tie condition to a sustainable FRA Class 3 condition. The remaining portion of the Madawaska Sub, Houlton Sub, Presque Isle Sub, and Ft Fairfield Sub shall have sufficient ties installed to bring tie condition to a sustainable FRA Class 2 condition. The Limestone Sub will only have ties installed if any surplus of ties occurs from the other

SOURCING OF WOODCHIPS FOR OLD TOWN
Until 1992, woodchips moved via the Bangor and Aroostook Railroad from northern Maine to Northern Maine Junction, and were exchanged to then Guilford Rail which brought the cars to the James River Great Works paper mill in Old Town.

At that time, James River found the move unreliable and expensive. It built the transload in South Lagrange and drayed the chips the 20 miles to Old Town.

By 2001, Fort Howard and James River had combined into Fort James (1997) and Georgia Pacific had bought Fort James (2000). E.J,Carrier, the 2011 chip maker, was at that time also supplying the chips from its facility in Portage.

The Old Town mill was receiving chips from Carrier, and from a GP owned chip mill in Houlton (70% via South Lagrange, and 30% by truck). {01#08A} Rail came to about 100 cars a week [see 02#01A Regional].

Now, Old Town no longer uses Houlton.
installations.’

Rails. A Sperry railcar inspection of the steel found 94 jointed rails needing replacement. {text of Work Plan from MDOT}

MNR/MMA-PAR: SERVICE

6 September, Old Town. OLD TOWN FUEL AND FIBER HAS EXCELLENT SERVICE FROM MMA, said Everett Deschenes, manager of procurement for the company. He wished he had the same from Pan Am.

MMA and South Lagrange

Deschenes explained that he participated in the meetings to find a new operator as MMA was pulling out, because Old Town sources wood chips from Portage at milepost 204 on the MNR. MNR delivers the chips to a transload in South Lagrange, and Old Town then drays the chips its mill in Old Town. This system went into effect in 1992 [see box].

“A lot of people were very dissatisfied, but over the last three or four years, we received good service” from the MMA. MNR is also doing well moving the chips.

Outbound wood pulp

When the mill was reconfigured as a biorefinery, with wood pulp as a by-product, the pulp often moved by rail from Old Town to Portland for loading on a barge [see 09#11A], transfer in New York, and delivery overseas. The rail part of the move, provided by Pan Am, is not as good as MMA/MNR, though it has improved, Deschenes said. “I received the very opposite of good service from Pan Am” until recently. “People didn’t even return my calls.” Old Town does receive some chlorate inbound by rail, “but we do mostly outbound.”

He met with Pan Am officials “a few weeks ago. They said they would like to deliver the wood chips to our yard. I told them, I would very much like this,” to get wood chip railcars direct to Old Town, “but until service improves” he won’t do it. “We can’t afford to build inventory on rail.”

Previous owners “spent a great deal of money on the transload in South Lagrange. And it’s been a nightmare getting the pulp out of this facility” using Pan Am.

Old Town has “substantially reduced the product moving over Pan Am,” Deschenes said. “I warned them that this would happen due to their service.” Like other customers [see Massachusetts], he has found that “in last 3-4 months Pan Am has improved its service.”

Pulp moving by MMA too

Old Town is continuing to send “some pulp to New York” but “we are selling pulp domestically, a great deal.” Deschenes said “as much is going out via Logistic Management Services as out of our own dock.” LMS is the MMA warehouse and transload facility in Northern Maine Junction. “Shipping out of there, service there has been great,” he said. “LMS has bent over backwards to look after our needs.”

Rail will become even more important

[At Old Town Fuel and Fiber, the 600 tons of kraft pulp per day is produced only as a by-product of the biorefinery. Predecessor Georgia Pacific was also making about 600 tons per day, using 200 for its own machines making paper towels and other household products. It sold the other 400 tons into the market.

When Georgia Pacific shuttered the plant, Red Shield Environmental reconfigured it to make cellulosic ethanol [see 06#11B]. But the market for pulp fell, and the investors did not have enough income to keep going. Red Shield went into bankruptcy and was bought by Lynn Tilton’s Patriarch Partners. [See 08#10B and 11#08A–the company recently bought the paper mill in Gorham. The Gorham mill uses softwood pulp, not the hardwood kraft pulp made by Old Town.]

Renamed Old Town Fuel and Fiber, the biorefinery will now make biobutanol, a gasoline substitute. However, the mill cannot make vast quantities. Dan Bird, director of information technology and human resources, said in June: “We could...
potentially realize more value in licensing our intellectual property than the biorefinery and the pulp developments.” {Carol Coultas in MaineBiz 27.June.11}

Deschenes said as the biobutanol ramps up, “rail will become even more important. We looking at the markets now. Some will move by truck, and some could move by rail. We would like to retain the rail option.” {ANR&P discussion}

**PAN AM: NEW MOVE**

29 August, East Newport. **PRENTISS AND CARLISLE IS RECEIVING TIMBER MATS** at its East Newport wood yard. Dave Maddocks of P&C, which provides forest resource management and timberland services, said Central Maine Power will use many of the mats for its power line project; others P&C is inventorying there for other customers. [Cousineau in North Anson is also receiving timber mats–see 11#04B.]

Maddocks added that his yard in the past received lime [for Soil Preparation Services–see 04#02A], and steel for construction by MDOT of a bridge in Newport. {ANR&P discussion 29.Aug.11}

**PAN AM: NEWPAGE BANKRUPT**

8 September, Rumford. **NEWPAGE ANNOUNCED THE MILL HERE WILL CONTINUE TO OPERATE** as the company goes through a reorganization under the supervision of the US Bankruptcy Court in Delaware. [But the Nova Scotia mill is shut–see Maritimes.]

On 8 September, the court permitted the company to receive a loan and keep operating. {BusinessWeek webpost 8.Sept.11}

**MMA: MILLS SAVED?**

30 August, Augusta. **ANOTHER POSSIBLE BUYER OF THE MILLINOCKET MILLS HAS APPEARED.** [See 11#06B.] Cate Street Capital of Portsmouth, N.H., which describes itself as a national leader in developing green energy companies, signed an asset purchase agreement this day for the Millinocket and East Millinocket mills for an undisclosed price. The closure of the deal could come as early as mid-September, state officials said.

East Millinocket would start first, then several months later, if orders appear, the Millinocket mill.

**Contingencies**

The buyer wants a tax deal with the mills’ host towns. Millinocket Town Manager Eugene Conlogue said he expected that Cate Street and Millinocket residents would live comfortably with the tax deal. No cuts to town services deeper than those in the town’s 2011-12 fiscal year budget are likely to occur, he said. Mark Scally, chair of East Millinocket’s Board of Selectmen, was unsure how any tax deal would affect his town.

Second, the buyer wants natural gas lines to heat the water needed in the Millinocket mill’s papermaking. The mill’s need for oil was blamed in part for its closure in September 2008. The state is fully committed to helping Cate Street install the lines within two years, George Gervais, commissioner of the Maine Department of Economic and Community Development, said. The Millinocket mill will operate without gas, possibly on oil, until then.

**More on Cate Street**

Based in Portsmouth, N.H., Cate Street Capital is a private equity firm that has raised more than $6 billion to finance more than 40 projects in the last 15 years. The firm specializes in renewable energy and green technology projects.

Most recently it opened the 100-acre Red Desert Water Reclamation center in Wyoming on 24 August. The facility recycles water from the drilling of oil and natural gas wells in the Greater Green River, Hanna, Laramie and Wind River basins. Red Desert Water Reclamation will have capacity to treat approximately 20,000 barrels of “produced” water from Wyoming oil and gas drilling daily, according to the company’s website, reddesertwater.com.

Cate Street Capital was among investors looking earlier this year to buy the Gorham Paper LLC mill in Gorham, N.H.. Patriarch Partners bought the mill in May [see 11#05A]. The company also has proposed a biomass plant in Berlin NH
at the site of the former pulp mill there, according to media reports. {Nick Sambides in Bangor Daily News 30.Aug.11}

**MMA: VAN BUREN***

5 August, DC. **MMA CONSUMMATED THE ABANDONMENT OF 0.4 MILES OF THE VAN BUREN BRANCH** by conveying it to the federal government for an expanded border control facility. [See 11#07A.]. {STB website, filings page, AB-1043 (Sub-No 2X) 17.Aug.11}

**PAR: POSSIBLE CUSTOMER***

31 August, Brewer, Maine. **A CONTAINER CUSTOMER IS INTERESTED IN RAIL SERVICE**, but not the usual container customer. Chad Walton purchased the former Lemforder building of 126,000SF in early 2011 and soon will be making modular buildings — homes, offices, dorms, emergency shelters and others — using recycled, prefabricated shipping containers. “It’s crazy what we can do with them,” he said after forming SnapSpace Solutions Inc. “We’re not creating the wheel — just nobody is doing it here, so we’re going to.” {Bangor Daily News 1.Feb.11}

Port of Eastport a customer
On 31 August Walton said a completed control room was leaving his plant by truck for Eastport, to become a control room for the conveyor system there.

He would like to use rail both inbound and outbound; the Bucksport branch of Pan Am runs past his plant. Current suppliers and customers may be too close for rail, but he is talking with a company in North Dakota. If that business comes through, he would like to use double-stack via either Albany or Montreal. “We use more 8’6”-high containers” than the 9’6” ones, he said. {ANR&P discussion}

Potential rail routes
Running via Albany currently, Walton could move mixed doubles (one 8’6”, one 9’6”) as far as Worcester or Ayer. From there to Bangor, though, clearance does not permit doublestack.

Running via Montreal, both SLR as far as Auburn, and MMA as far as Searsport, have full doublestack clearance. {editor}

**PORTLAND: WORK***

29 August. **WORK WILL BEGIN THIS WEEK ON A $5 MILLION UPGRADE AT THE INTERNATIONAL MARINE TERMINAL**, to permit faster and better throughput. Executive Director John Henshaw of the Maine Port Authority said earlier he’s busy visiting companies in the state to convince them of the benefits of shipping through the terminal. “We’re hoping we’re going to add more longshoremen because of an increase in business here,” said Henshaw. “Ultimately, I’d like to see 100 containers going in and 100 containers going out every week. We’re not quite there yet.”

He estimated American Feeder Lines moved between 30 and 50 containers each week. Construction work is slated to be finished by 30 August 2012.

The project
Currently, four platforms that can hold 450 pounds per square foot connect the terminal yard with the pier, limiting the size and quantity of what can be loaded and unloaded from ships calling on Portland. The new pier expansion will create a single, wider connection to the terminal yard, with the strength to hold 1,000 pounds per square foot. More, larger containers can loaded or discharged and stored in a yard with easy road access.

“We’ve actually had manufacturers’ representatives come in here and say, ‘We can’t get certain components in here,’ or, ‘We can, but we’ll need specialized equipment, and that’ll make [using this terminal] prohibitively expensive,’” Henshaw said. {Seth Koening in Bangor Daily News 29.Aug.11}
MASSACHUSETTS

FORE RIVER: FRTC RE-UPS
1 July, Quincy. **THE FORE RIVER TRANSPORTATION COMPANY AGAIN WON THE BIDDING** to operate the Fore River Railroad, owned by the Massachusetts Water Resources Authority (MWRA). The railroad serves MWRA and Twin Rivers Technologies [see 06#11B].

MWRA issued a request for bids in February. {Massachusetts state website}

According to Matthew Moran of MWRA, the Fore River Railroad Corporation received three responsive proposals. All three were deemed qualified and moved to the final round to submit fee proposals. The results were as follows:

- Fore River Transportation Corporation 50.5%
- Quincy Shipyard Railroad 42.1%
- Quincy Bay Transportation (QBT) 30.1%.

{e-mail to ANR&P 1.Sept.11}

The bid shows the percentage of railroad revenue the bidder will pay to MWRA. FRTC in 2001 won the previous bidding with 30% [see 01#05A].

QBT was the operator before 2001. Dick Currier of QBT believed that the Quincy Shipyard bid was led by Jay Cashman Inc and Captain Arthur Fournier. {e-mail to ANR&P Sept.11}

PAN AM: CUSTOMER RETURNING
1 September, Winchester. **TIGHE LOGISTICS WILL BRING RAIL BACK TO ITS WINCHESTER FACILITY**, said President John Tighe. The company for the last several years had leased it out, but when the lessee departed and Tighe’s warehouse in neighboring Woburn was reaching the capacity of its rail-served space, “we decided to explore more distribution business. We are very excited about it, and Pan Am has been instrumental” in setting up the new offering.

The rebuild
In the first phase the president expected to re-open eight rail spots by the end of September at the 200,000SF facility off Holton Street. Workers are installing a new switch off the inbound, or western, main track of the MBTA New Hampshire line between Lowell and Boston.

The switch will lead into the ‘Montvale Yard’, a three-track yard with the third track adjacent to the Tighe warehouse.¹

In a second phase, Tighe will spot eight cars on the second track, and use through-car loading to access them. “This will permit us to handle 16 to 20 cars a day. We will also refurbish the yard so we can store cars there.”

The customers
John Tighe expects to host a visit by “clients as soon as capability is restored.” Some will be Maine paper companies sending product into the Boston area. Tighe Logistics has a trucking company which can dray either trailers or intermodal product.

¹According to one informed source, Montvale has not been used for at least ten years. It was a three-track yard with mainline connections at both ends. The third track was the Back Track, against Tighe's building. The other tracks were the Middle and Passing Siding. Prior to his time, a spur off the south end of the yard went into an industrial area called the Hill Yard (not to be confused with Ayer's Hill Yard).The north end of the yard straddles the Winchester/Woburn line. {e-mail to ANR&P}
In addition, he is soliciting business for the Winchester space from the West coast and Midwest, such as finished paper and canned goods by rail. He acknowledged that “there are a number of competitors” for rail transload business,” though the Winchester and Woburn facilities are “better suited for traffic from Maine” than most of his competitors.

**Pan Am cooperation**

His company has had a “presence in the area and has dealt with Pan Am for forty or fifty years,” said Tighe. “We are very optimistic on their ability to support our operation. They are very involved, eager to get this off the ground.”

Of the Pan Am service to two existing Tighe facilities he said: “Pan Am has been making significant improvements to service over the past six months.”

**NS station**

Tighe’s description on its website of the Woburn facility lists it as an NS station. “This was a joint project with NS and Pan Am over the last couple of years,” the president said, which came to fruition six to eight months ago. Now customers can get pricing on both Pan Am and NS, by dealing directly with NS.

**A huge rail user**

At the Woburn facility, which lies off the same MBTA New Hampshire line and is served by Pan Am, Tighe handles four to five cars a day.²

[At its Ayer facility, located in the intermodal yard of Pan Am, Tighe handles 10 to 15 cars a day, five days a week. And in Mansfield, on CSXT, Tighe handles seven to nine cars a day, five days a week. That makes the Mansfield facility “one of the largest receivers on the CSX System in the Boston area.”

If, as planned, the Winchester facility receives 20 cars a day, the four Tighe locations could sometimes total 50 cars a day, making the company one of the, if not the, largest traffic generators in New England. {editor}]

**Gallo has not returned**

In 2003, Gallo, the wine company, decided to distribute to its New England customers out of Pennsylvania [see 03#12B]. Tighe said that situation still pertains. {ANR&P discussion}
have been impacted with polychlorinated biphenyls (PCBs) at concentrations above risk goals. These discrete-areas can be remedied easily.

‘An ecological risk assessment was conducted for the OU-1 area. There were no findings that would impair future redevelopment. Certain areas contained within and around the environmental conservation area, which is not available for redevelopment, exhibited potential ecological risks for chromium and bis-(2- ethylhexyl) phthalate. The NET development of building, paving, and covering of the site would further reduce any risk of site workers.’ {Olin Chemical Superfund Site Wilmington, Massachusetts, Administrative Settlement Agreement And Order of Consent for Remedial Investigation/Feasibility, USEPA Region I CERCLA Docket No. 61-2007-0102 August 11, 2011 Status Update - attached as an exhibit to the NET status report}

Another step needed
Despite this language from the EPA, Ron Klempner, a principal of NET, said on 1 September that he will not begin until EPA states construction may begin, an action he still awaits. {ANR&P discussion}

PAN AM: WATERTOWN*

26 August, Watertown. **THE LAST NON-ABANDONED PART OF THE WATERTOWN BRANCH WILL BECOME PART OF THE REGIONAL BIKEPATH**, wrote Craig Della Penna, a path advocate and former PVRR official. ‘About time. I talked with those people at Newly Weds at least six years ago now and told them that GRS would find a way to eventually drive them out.’ {e-mail to ANR&P}

But Newly Weds is staying
Dave Curran, purchasing manager for Newly Weds Foods, Watertown Division which formerly used the branch [see 11#08A], wrote: ‘We are currently getting five loads per week from TransFlo [in Allston] and the remaining loads are coming direct from the mills (Star of the West, ConAgra, Horizon).

‘We are bringing in eight to nine trucks per day Monday-Friday and six to seven on Saturday and occasionally we bring truck in on Sundays also. [We are] still using in excess of over 100 million pounds of flour per year out this way. Still a very, very busy operation here at Newly Weds Foods.

‘I’m pretty sure that we will not oppose abandonment.’ {e-mail to ANR&P 25.Aug.11}

NEW HAMPSHIRE

PAN AM: ABANDONMENT

6 September, Hampton. **PAN AM IS PROPOSING TO ABANDON THE HAMPTON BRANCH**, part of the former Eastern line from Boston to Portland. [The MBTA line from Boston to Newburyport, the Pan Am spur across the Piscataway River into the Portsmouth Naval Shipyard, and trackage south of Portland remain. Editor]

The branch begins in Portsmouth and runs ten miles south to Hampton. Hampton wants to use its portion of the rail line property for drainage improvements; North Hampton officials want some of the right-of-way to make traffic improvements.

Bill Boynton, NHDOT spokesperson, said the state is performing due diligence to decide whether the purchase is in the state’s best interest if the opportunity presents itself.

Rob Culliford, general counsel for Pan Am, said the company as a general rule makes abandoned lines available for sale and would do so in this case.

Eric Weis, the trail program coordinator with the East Coast Greenway Alliance, said the alliance would like to convert the rail into a trail, part of the East Coast Greenway, a 2,900-mile trail along the East Coast linking cities from
Maine to Florida. {Patrick Cronin in seacoast online 6.Sept.11}

Former customer
Pan Am long served Foss Manufacturing in Hampton [see 06#01A], but states that ‘any traffic moving over the line was rerouted well more than two years ago. [More in a future issue.] {STB website, filings page, AB 32 (Sub No.104-X)

NH ROAD SALT*
1 July, Concord. THE NEW HAMPSHIRE DEPARTMENT OF ADMINISTRATIVE SERVICES EXTENDED ALL SALT CONTRACTS, so that Eastern Mineral, American Rock, Granite State, and International Salt will serve the same regions as last year [see 10#09B]. {administrative services website}

RHODE ISLAND

SVT: LOSS OF TRAFFIC
9 September, West Davisville. SEAFREEZE IS NOW USING RAILEX RATHER THAN DIRECT RAIL. Bruce Hamilton, president of the Seaview Railroad which serves the Quonset Business Park, explained.

‘Seafreeze has been a good customer for us and for the P  W. Several years ago [Union Pacific] came up with a really good rate for west-bound reefer traffic [see 02#09A], and business was pretty good. A year or two ago the UP raised that rate substantially so that shipping by reefer was no longer cost-effective for Seafreeze.

‘Seafreeze started trucking their product [to Railex–see 1#06A] and we're out a good bit of revenue. After reading your recent story on the produce train I see that the UP still has the traffic and the whole thing was part of a plan.

‘Seafreeze was forced to move their freight from reefers to the produce train at our expense. Thanks a lot, UP. How many other small operators did you "help" in this way?’ {e-mail to ANR&P 9.Sept.11}

SEAVIEW: CUSTOMER EXPANSION
25 August, Quonset Point. TORAY’S EXPANSION WILL NOT INCREASE RAIL TRAFFIC, said SVT head Bruce Hamilton.

On this day, Governor Lincoln Chafee and others announced that Toray Plastics will build a $11.5 million expansion at its site here.

In addition, the Rhode Island Economic Development Corporation Board, chaired by Chafee, voted on 21 August to award Toray a $750,000 grant through the RIEDC’s Renewable Energy Fund (REF) and another $250,000 in federal stimulus funding through the Rhode Island Business Energy Assistance Program (BEAP). The grant package will enable the company to increase its energy efficiency with the installation of a 375KW solar energy project at its Quonset Point facility in North Kingstown. {RIDEC newsletter}

More on the expansion
Toray President and CEO Richard R. Schloesser said the expansion involves new machinery that will add value to the company’s products.

Energy costs are a huge concern for Toray, the largest consumer of electricity in Rhode Island. The EDC grants “were certainly helpful in making our decision” to go ahead with the expansion.

That’s the initial phase of what could be a far larger expansion totaling $200 million and 200 new jobs over the next five to seven years.

No decision has been made on any additional expansion, nor does the company have a timetable for the decision. Schloesser said Toray is considering several factors in that decision, including worldwide demand for its products, and
whether Rhode Island can be cost-competitive with other states, such as Virginia, where Toray also has a manufacturing plant. “For us to go ahead [with expansion], the world market needs to grow, which it hasn’t been doing,” Schloesser said. {Andy Smith in Providence Journal 25.Aug.11}

Rail
Toray gets plastic chip (pellets), purified terephthalic acid, and ethylene glycol in a total of 854 cars last year. I have not been told to expect any increase in business,’ wrote Hamilton. {e-mail to ANR&P 2.Sept.11}

PROVPORT: HOPING FOR COAL*
30 August, Providence. AN UPDATE ON THE PORT came from Bruce Waterson, chief of Waterson Terminal Services, who was speaking on a cell phone remote from the port, as Hurricane Irene knocked out power to the port and many cell towers.

Hurricane effect
None, said Waterson. A scrap ship elected to sail out around the storm and return. The port itself was shut for 36 hours.

Export coal
Waterson is getting closer to landing a contract to export coal [see 11#04A]. If a contract looks good, he will purchase a portable coal unloader, a $500,000 piece of equipment, to move the product out of railcars. He will use the floating cranes to load the coal into ships.

Loop track for coal
The funding for the track, which will permit 110-car coal trains, is working its through the federal Economic Development Administration [see 11#04A].

Floating cranes
The City of Providence needs to move ahead on the TIGER grant [see 11#04A] so that the cranes can be ordered.

Extra land
The City also needs to approve the lease of the city-owned 8.5 acres [see 11#04A] where he will handle export autos. He asked the city to put the lease on hold while it completes the TIGER grant paper processing. {ANR&P discussion}

VERMONT

VERMONT RAILROADS & FLOODING
30 August. ALMOST EVERY RAIL LINE IN VERMONT SUFFERED DAMAGE FROM IRENE, but railroads have a long tradition of quick recovery.

VRS to Rutland and Burlington has now reopened. VRS fixed 19 washouts (fifteen left the tracks hanging in the air and four more scoured one side of the right of way) between Rutland and Whitehall and the first road freight ran Rutland to Whitehall and back this day and forwarded gasoline and oil to Burlington.

NECR quickly restored service from the south through Brattleboro, Bellows Falls and as far as White River Junction. NECR can also operate from Quebec south to Burlington.

Rail service from Quebec into the Connecticut River Valley is also operating via MMA and VRS. It cannot reach
White River Junction until the White River bridge is repaired [see photo].

On NECR between Sharon and Northfield thousands of feet of track was washed into the White River. GMRC suffered 40-50 washouts [see photo]. These lines plus the Bennington - Rutland route all have compromised bridges which are the most serious repairs.

Both railroads are bringing in outside contractors to help. Crews working on the NECR high-speed rail project have been diverted to restoration instead. Some of their work from earlier this summer is now washed down the river. Ironically, that work had been 4 weeks ahead of schedule before the storm.

GMRC will return to service in about three weeks. NECR could take a little longer. The bulk of the work involves bringing in fill and gravel ballast for track support.

Some rate the flooding worse than the 1927 water which bankrupted the Central Vermont Railroad and allowed CN to step in to rebuild. {Christopher Parker in Vermont Rail Action Network Bulletin 30.Aug.11, citing Trains Magazine reporter Kevin Burkholder for some information}

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**MARITIMES**

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**CBNS: LOSS OF NEWPAGE, SUBSIDY**

26 August, Port Hawkesbury. THE RAILWAY FACES TWO MAJOR ISSUES OVER THE NEXT MONTH or two, but CBNS officials are reluctant to talk publicly about the details of either the NewPage closing or the loss of subsidy for Cape Breton.

**NewPage: 23 cars a day outbound**

On 22 August, Ohio-based NewPage Corporation, a major customer of CBNS, said it would shutter both paper machines at its Port Hawkesbury mill in Nova Scotia in September [the former Stora paper mill–see 07#09B], citing unfavourable loonie-dollar exchange rates, high utility costs, and high transportation costs which have made the mill unprofitable for over a year. {NewPage release 22.Aug.11} [See Maine.]

Peter Touesnard, president of CBNS which is owned by RailAmerica, said NewPage is a “fairly big customer of ours but having said that I am reluctant to say anything because of not wanting to put any more gas on that fire, so to speak. But at the end of the day we are going to keep operating, it is not like it is going to stop our operation. NewPage is an important customer for us and we would like to see NewPage be successful in restarting that mill obviously for the whole economic wellbeing of that region.” {Discussions with ANR&P’s Tom Peters 26.Aug.11}

Patricia Dietz, communications manager at NewPage Port Hawkesbury, said “75% of our paper products go out
by rail, about 20% by truck, and about 5% by container. We have 23 railcars come into our warehouse on site and leave pretty well each day. We produce 360,000 tonnes of supercalendered paper and 190,000 tonnes of standard and improved newsprint.” She said a number of railcars bring supplies to the mill but she didn’t have details on exact numbers. {Patricia Dietz in an email to Peters 31.Aug.11}

Subsidy to expire, no new talks
And on 30 September, the railway’s $3.5 million government subsidy which supports a money-losing section of line between St. Peter’s Junction and Sydney in Cape Breton, will expire [see 10#10BV].

On 28 October 2010, the provincial government extended the CBNS previous subsidy retroactively from 31 March 2010 an additional 18 months. It gave the railway $3 million to help offset costs on the Cape Breton section of line with another $500,000 available if a transition period was required. There was also a working committee established to try and drum up new business for the line. The Cape Breton section handles about 1,500 carloads a year and needs about 10,000 to break even. {NS Government release 28.Oct. 10}

No talks are scheduled between the railway and the province on another subsidy extension. “We haven’t approached the province on the subsidy issue but we did submit a new plan to government. That is all we have done so far,” said CBNS General Manager Shannon Toner. She said the working group “opened the door for us to meet all kinds of people” but it really hasn’t generated any new business.

Provincial government spokesperson Toby Koffman said the provincial Department of Rural and Economic Development is in constant contact with RailAmerica. “We are considering all our options for beyond September 30 but negotiations are not underway at this point,” and there is no date set to begin subsidy talks.

Customer comment
Polysteel Atlantic/East Coast Rope, near Sydney, depends on CBNS to deliver about 30 to 36 carloads a year of raw materials. The alternative would be more expensive trucking. General Manager Sean Burke said he was unaware the subsidy would soon be over but said his company “is assuming it is going to continue.” Prior to the subsidy extension in 2010, Burke said the loss of the rail line would have a negative financial impact of $250,000 on his company. [See 10#10B.] {discussions with ANR&P’s Tom Peters 29&30.Aug.11}

SAINT JOHN: NO SHREDDER YET
6 September. “IF THERE IS NO POWER, THERE IS NO PROJECT. IT IS AS SIMPLE AS THAT,” said Herbert Black, president of American Iron and Metal Company Inc. AIM, a global leader in metal recycling, manufacturing and environmental services, was planning to open a $30-million expansion to its West Saint John metal sorting and transfer facility at the Port of Saint John in October 2011. [See 11#03B for map of location.]

Power delivery a problem
The expanded facility will require a 69,000-volt power supply but getting that power to the site has become an issue. Saint John Common Council, NB Power, and the Saint John Port Authority have been wrestling with the issue.

The original option is to install the overhead power line at a cost of $1.6 million. Several homeowners on the west side said the line will obstruct their view of the Bay of Fundy and erode property values.

Burying the line adds $1.8 million for 400 metres of the four-kilometre line. City Councilor Bill Farren said getting power to the site will be costly but no one seems to be stepping up to pay for it. {Karissa Donkin in Saint John Telegraph-Journal 1.Sept.11}

Black not impressed
Black, speaking on 6 September, said he has not heard anything from Saint John Council or the port in recent days on a resolution to the issue. He gave blunt answers to a number of questions:
Q: How long will you wait for a solution? “I’m not waiting.”

Q: Is this issue holding up your project? “If there is no power, there is no project. Simple as that.”

Q: Are you looking elsewhere? “I don’t have to. I have already (a place) where to go.”

Mechanicville, NY. On 23 August (fortunately before Irene!) Pan Am Railways FP9s PAR-1 and PAR-2 lead NS F9B 4276 and F9A 4270 with nine office cars across the Hudson River. Executives from both railroads toured the Patriot Corridor and the under-construction Mechanicville Yard. (Courtesy Kevin Burkholder)
Q: Do you have another site already picked out? “Yup.”

Q: May I ask where? “Nope.”

Q: Have you given them a deadline to resolve this issue?
“I don’t have to. It is very simple. If there is no power when the place (expansion) is complete we just pick and move it. Period. That’s all. I’m not concerned about it at all to be honest with you because in a way I think the best thing that could happen is they could learn a lesson.”

**Dalhousie or Belledune want the shredder**
Q: I understand the ports of Dalhousie and Belledune are interested in having your project. “Well, I guess you really understand.” {Herbert Black in discussions with ANR&P’s Tom Peters 7.Sept.11}

**Port’s position**
Saint John Port Authority President and CEO Jim Quinn said the power issue was something the authority did not see coming but “we have got a number of people involved in the file and they have been discussing some of the options and solutions to ensure we have power in that area of port. We are cautiously optimistic. We have the right people together talking and I expect to have some further news on the file in a day or two,” he said.

“We are not a power provider but we didn’t want to lose this project, nobody wants to lose this project. So we identified the right folks involved to get them in the room to get the discussions going and that’s what has been done.” {Jim Quinn in discussions with Peters 6.Sept.11}

**Others not talking**
When contacted, NB Power’s Heather MacLean would not discuss the issue. “You will have to contact either the city or the port. We are just supplying a service. It is not our project so there is nothing for us really to comment on. I think I will direct you to Saint John Energy, the port and the city.”

Saint John Energy’s Eric Marr was surprised NB Power passed the buck and said he couldn’t really speak to the project. “We feel we don’t have much of a part to play in this at all. The part we are playing is acting as an agent for NB Power. We have no involvement with the port or the AIM group.”

Marr said he would prefer not to talk about the issue of running the power line “because it can lead into some areas I don’t want to go. It is complex and has political aspects and all that type of thing so nobody wants to (talk) before this is a done deal. Nobody wants to upset negotiations so that is really where it is at.” {Eric Marr in discussions with Peters 7.Sept.11}.

**HALIFAX: ANOTHER LOST**
31 August. FRENCH LINE CMA CGM IS SUSPENDING ITS BLACK PEARL SERVICE THROUGH THE PORT, the second major service in a month to make such an announcement.

The Green Alliance (formerly CYKH Alliance) of Cosco Container Line, Yang Ming, ‘K’ Line, Hanjin and MOL announced recently that it was suspending its Southeast Asia-Suez Canal Express service into Halifax. [See 11#07B]. Both services call at the Halterm terminal and will be gone by mid-September.

**Service not viable**
The weekly Black Pearl service gave Halifax a link to the Caribbean, Latin America and South America with a direct call to Kingston, Jamaica. The service started as a fortnightly service with one 700-TEU vessel in February 2009 and upgraded in May 2010 to a weekly service with two 1,000 TEU vessels. [See 11#02B Regional.]

Dirk Peters, CMA CGM’s general sales manager in Canada, said “the service in its existing shape is no longer
financially sustainable and has been suspended.” CMA CGM is looking at options for Halifax customers but Peters wouldn’t expand on possible options. The last sailing from Halifax will be 19 September.

The service also called New York and business through that port will be accommodated on a realigned CMA CGM service that includes stops along the U.S. East Coast and in the Caribbean.

Peters said this realigned service coming into New York will handle the Montreal- and Toronto-based traffic “but does nothing for Halifax.” {Dirk Peters discussion with ANR&P’s Tom Peters 31.Aug.11}

Dinning not stressed
Halterm President Ashley Dinning said he is not stressed by this latest announcement. Halterm handled slightly less than 20,000 TEUs from the Black Pearl service. “I’ve been in this industry for 34 for years and this is just normal for this industry. The impact here in Halifax is felt more than in any port I have been in but I am not the slightest stressed. It is never good to lose business like this but it really is part and parcel of this business. And at the end of the day they haven’t pulled out. CMA takes slots on the Maersk service so it is not like we will see CMA containers disappear.”

Dinning also said Zim presents a viable option to the Caribbean for local exporters using CMA. “Zim has a direct sailing from here to Kingston.” Dinning has been in close discussions with Zim officials in North America “and they say they will give Halifax the capacity it needs.” {Ashley Dinning discussion with Peters 31.Aug.11}
Loss of work
David Cranston, president of ILA Local 269 Halifax, said it is too soon to say what the final TEU loss will be since “there is always a chance for other shipping companies with similar routes to pick up some of those containers. But from our perspective it is going to impact our man hours and contributions into our health and pension plans.” For every tonne of cargo that moves over the port, money goes into those two plans.
Cranston said the loss of the Black Pearl service and the Green Alliance is a sign the global shipping world may not be rebounding as well as expected.

“When you look at the statistics of other ports it is not like their pictures are rosier. We all seem to be involved in this crunch. The shippers and shipping lines are reorganizing and unfortunately we just happened to be involved. But we still feel we are a viable alternative,” he said.

HPA comments
Halifax Port Authority’s Michele Peveril said it is unfortunate the full service is being eliminated which impacts on Halifax. But, she said “we will continue to work with the shipping line as they have expressed they have good support in Halifax so we will continue to work with them on future potential opportunities.” {Cranston, Peveril discussions with Peters 31.Aug.11}

Global trends
The departure of the two services from Halifax fits an industry-wide view. Singapore’s Neptune Orient Lines ‘produced some of the clearest evidence so far that container shipping faces a renewed downturn when it reported a $67 million (US) first half loss and warned it could lose money over the year as a whole. NOL officials said deteriorating global economic conditions were weakening trade demand and exerting continued pressure on freight rates.

Hapag-Lloyd had a sharp decline in first half profits and warned that in the short term, industry profitability would suffer from high fuel-oil prices and declines in revenue from each container movement. {Robert Wright in Financial Times 12.Aug.11}

PEOPLE

Matt Jacobson will become executive vice president of corporate development at Resilient Tier V Corporation
Resilient plans to open a secure data center, disaster recovery center, and composites manufacturing facility at the former Brunswick Naval Air Station, creating 150 jobs. Jacobson has been president of Maine & Co. since 2006, and earlier served as president of the SLR.

RAIL SHIPPERS

American Iron (NBSR, New Brunswick) Snag.
Foss (Pan Am, New Hampshire) Losing rail.
Katahdin (MMA, Maine) Possible buyer.
New England Transrail (Pan Am, Massachusetts) Report.
Newly Weds (Pan Am, Massachusetts) Losing rail.
NewPage (Pan Am, Maine) Operating in bankruptcy.
Prentiss & Carlyle (Pan Am, Maine) New move.
Seafreeze (Seaview, Rhode Island) Loss to Railex.
SnapSpace (Pan Am, Maine) Possible container move.
Specialty Minerals (HRRC, Connecticut) Spur rehab.
Tighe (Pan Am, Massachusetts) Winchester reopening.
Toray (Seaview, Rhode Island) No additional rail.
Described in this issue. Our Directory of Rail Freight Facilities in New England has more information on the companies denoted with their directory number.
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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*Atlantic Northeast Rails & Ports*, née *Maine RailWatch* (1994-1997) and later *Atlantic RailWatch* (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. ‘No railroad is an island, entire onto itself.’

E-ISSUE