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

Formal issue 12#05B 1 June 2012

*Article unchanged from e-bulletin.*

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

Blue header & table of contents: new article

REGIONAL

D&H: Fred Green out at Canadian Pacific.* Hunter Harrison in?*

MMA: Will operate through CP strike.**

Pan Am-NBSR: Unit train of crude to Saint John.*

NBSR-CP/CN: May also see unit trains of crude.*

PW: Intermodal way up, carloads down for 1Q12.*

PW/Amtrak: Agree on track access situations.*

Logistec: 1Q12 loss.*

NEW YORK

NYNJ: Needs a boost across New York harbor.*

QUEBEC

MMA: Court declines overhead rights on struck CP.*

CONNECTICUT

CSO: Traffic improved, now ranks #1 in state.*

Connecticut ports: Study due end of June.*

New London: Steel traffic increasing.*

MAINE

Maine DOT: Bond with rail and port $ to voters.*

CSXT-Pan Am: Waterville intermodal terminal?*

NBSR-Pan Am: Woodland Rail to buy Maine Central trackage around Baileyville.*

Searsport: DCP gets Corps permit, files with town.*

MASSACHUSETTS

CSXT: Update on intermodal, Waterville.

HRRC/Berkshire Scenic: No track access.*

NS-PAS-PAR: OCS to view Revere ethanol site.*

NEW HAMPSHIRE

MBRX: Customer goes to truck, DOT fiddles.*

MBRX: Re-opened the entire Hillsborough branch.*

[No report.]

VERMONT

VAOT: $ for Rutland-Burlington and bridge vehicle.*

MARITIMES

CBNS: Train operations reduced. Increase soon?*

Canso: Maher Melford still optimistic.*

Sydney: Port still optimistic for containers.*

Sydney: Coal transshipping coming in 2013.

Sydney: CBRM buys Laurentian site.


RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

Ed Foley and Ian Simpson again at NEARS.*

FROM THE PUBLISHER

Energy to the rescue?

Ethanol to Revere, crude to Saint John, and coal to Sydney—all help struggling operations. And pump more Co2 into the air.

- Chop Hardenbergh

Next formal issue 15 June.

REGIONAL

D&H: GREEN OUT**
17 May, Calgary. **HUNTER HARRISON MAY BECOME NEW CHIEF EXECUTIVE OFFICER** following the resignation of Fred Green, and the election of all seven director nominees from Pershing Square. The Board will be comprised of the following individuals immediately following the annual meeting: William Ackman, Gary Colter, Richard George, Paul Haggis, Paul Hilal, Krystyna Hoeg, Tony Ingram, Richard Kelly, Rebecca MacDonald, The Hon. John Manley, Anthony Melman, Linda Morgan, Madeleine Paquin, David Raisbeck, Hartley Richardson and Stephen Tobias.

The Board appointed Paquin as chair, and newly-elected Director Stephen Tobias, as interim CEO. Tobias, a 40-year veteran of the railroad industry and former NS vice-chair and chief operating officer was awarded Railway Age's "Railroader of the Year" award in 2008, the industry's highest honour.

Bill Ackman of Pershing Square Capital Management, who led the change, said his first priority will be to launch a search committee tasked with finding a new chief executive. Although Hunter Harrison, the former CN Rail chief, has been seen as Mr. Ackman’s choice for the job, he said “we’re going to do a proper job” of looking for a replacement. {press releases}

[See 12#05A for speculation that Harrison will move to sell D&H.]

MMA: SKELETON OPERATIONS THROUGH CP STRIKE**
23 May. **THE RAILROAD "WILL CONTINUE TO INTERCHANGE WITH CN AT ST. JEAN AND WITH VRS AT NEWPORT;" and traffic previously handled via the D&H, which is a high proportion of our CP business, will be rerouted via those gateways, ' wrote MMA Chair Ed Burkhardt. 'We expect Nos 1 – 2 to operate as normal.

'Yes, this a blow for our CP interchange traffic, but we expect the strike to be short-lived.' {e-mail to ANR&P}

CP refuses to permit interchange
However, at the end of the month CP was denying MMA access to the CN interchange [see Quebec].

The CP strike: Canada only
CP rail service within the United States is not be affected. Railroad management and the Teamsters Canada Rail Conference, the union representing 4,800 engineers, conductors and rail traffic controllers, could not agree by 23 May, despite Canadian Labor Minister Lisa Raitt mediation. {Mark Szakoni in Journal of Commerce 23.May.12}

PAN AM-NBSR: UNIT TRAIN!* 
26 May, Rotterdam Junction to Saint John. **A RARE UNIT TRAIN MOVED THROUGH THE REGION,** carrying crude oil from North Dakota to the Irving Oil refinery. As one commentator noted, “Pan Am hit a home run,” because earlier reports implied that if any railroad moved a unit crude oil set, that would be CN or a CP-MMA-NBSR combination [see e-bulletin(w)].

The train originated on BNSF, was handed to CSXT which labelled it train K-416, and interchanged to Pan Am at Rotterdam Junction, New York.
The trip

Into New Hampshire. The same power moved the train from Rotterdam Junction to Northern Maine Junction [see photo] on 26 May, led by one CSXT locomotive, four BNSF locomotives, and a spacer boxcar [see photo].

Waterville. It reached the yard here at 2100 on 26 May. Pan Am track cannot support the heavier six-axle locomotives farther east, so the 104 cars were broken into two trains. On 27 May a train moved around 68 cars ran through Harvey, New Brunswick, led by HLCX units 6318 (in NBSR livery), HLCX 8144 (both SD-40s) along with Pan Am units 507, 517, and 510.

To Saint John. The second cut of cars, around 35, moved also as a unit train through McAdam on 28 May, led by NBSR 2318, NBSR slug 008, GMTX 2639, and PAR 516.

The return. On 29 May a cut of empty tanks was already heading back west [see photo]. {rail observer reports in NERAIL and RailsNB}

The CP strike
Although the BNSF crude started moving before the CP strike on 23 May [see e-bulletin(x)], the strike has halted shipments from the Bakken field in Estevan, Saskatchewan and Stoughton, Saskatchewan. {Rebecca Penty in Calgary Herald 23.May.12}
NBSR-CN-MMA-CP: OTHER UNIT TRAINS?**

22 May, Saint John. **CP AND CN MAY ALSO RUN UNIT TRAINS OF CRUDE.** One report stated Irving Oil would use both routes, with unit trains 70-100 cars.

CP-MMA
One source said these will start mid- to late June.

CN
One source said one will arrive at the end of May. [CN has declined comment – see 12#05A.] {e-mails to ANR&P 5.12}

PW: 1Q12 RESULTS**

14 May, Worcester. **PW CONVENTIONAL CARLOADS DROPPED 4.7% FOR 1Q12 versus 1Q11.** 'Operating revenues decreased $191 thousand, or 2.8%, to $6.66 million in the first quarter of 2012 from $6.85 million in the first quarter of 2011. This decrease is a result of $183 thousand (50.0%) decrease in other operating revenues, mainly reimbursable contract revenue.'

Conventional revenues and carloads
The slight decrease in conventional freight revenues is attributable to a 4.7% decrease in traffic volume, offset by a 3.5% increase in the average revenue received per conventional carloading. The Company’s conventional carloadings decreased by 333 to 6,691 in the first quarter of 2012 from 7,024 in 2011.

Shipments of most commodities were flat during the first quarter of 2012, as compared to the first quarter of 2011, offset by a decrease in the Company’s ethanol and plastic business due to changes in the consumption patterns of the end users. The increase in the average revenue received per conventional carloading is due mainly to rate changes.

Containers way up
The increase in container freight revenues is the result of a 41% increase in traffic volume and a 6.8% increase

OIL BY RAIL EMBRACED!**

‘In the span of months, executives who had never considered moving oil by train are not just tinkering with rail shipments, but embracing them. While these shipments are small for now, by one estimate rail could be carrying 100,000 barrels a day out of Canada by next year; others have suggested more than 75,000 barrels a day is already moving by train.

‘Even that is only the beginning: Plans are being laid to carry crude from the oil sands, as rail enters a head-to-head competition with the pipelines that have dominated the oil patch for the better part of a century.’ {Nathan van der Klippe in Toronto Globe and Mail 21.May.12}

At Berthold, North Dakota, Enbridge won permission at the end of May to open a rail terminal on BNSF. North Dakota Public Service Commission chair Tony Clark said the state was moving 25% of its oil by rail because pipeline cannot handle it all. {AP}
in the average revenue received per container. Container traffic volume increased by 1,040 containers to 3,574 in the first quarter of 2012 from 2,534 in 2011. This increase in traffic is attributable to the terminal operator located on the Company’s line obtaining an additional customer.¹

Other
The slight decrease in other freight-related revenues is the result of the decrease in both demurrage income and switching income, offset by slight increases in weighing revenue.

The net change in other income is primarily due to the $50 thousand decrease in rental income.

Operating ratio
PW lost about $899,000 in the quarter, or 19 cents per share versus 43 cents per share in 1Q11. The company reported the operating ratio at 122%, an improvement over 1Q11’s 126%.

Amtrak payment for 2Q12
On 3 May 2012, the Company received approximately $1.85 million in conjunction with the Amtrak settlement. [See other article.] {text of 10-Q}

PW/AMTRAK: DEAL ON TRACK*
14 May, Worcester. PW ANNOUNCED A SETTLEMENT WITH AMTRAK ON THE FRIP AND OTHER TRACK in the 1Q12 report [see other article]:


Under the 2012 Agreement, Amtrak’s obligations to P&W for outstanding track capacity are satisfied in full by, among other things, Amtrak (1) granting the Company a license for railroad operations to certain Amtrak trackage located in Cranston, RI (the “Cranston Yard Trackage”), (2) delivering to the Company track materials, (3) granting the Company a credit against mileage charges payable to Amtrak by the Company for freight traffic utilizing the Northeast Corridor (“NEC”), and (4) cash, with the foregoing items [2-4 per General Counsel Marie Angelini, #1 no value. {e-mail to ANR&P 17.May.12]} having an agreed aggregate value of $5,578,000.

The 2012 Agreement also relieves Amtrak of any future obligation (a) to maintain the Cranston Yard Trackage, and (b) to replace P&W track capacity modified or eliminated by Amtrak provided that no such modification or elimination may unreasonably interfere with the continuity of tracks being used for P&W’s freight service.

The 2012 Agreement also contains provisions allocating the risk of use of the Cranston Yard Trackage, establishing procedures for contesting Amtrak invoices for maintenance of freight sidings along the NEC, permitting the Company to bill Amtrak for non-routine services requested by Amtrak and provided by the Company and permitting Amtrak to deduct from its cash payment to the Company the amount of certain uncontested invoices. {text of report}

LOGISTEC: 1Q12 RESULTS*
22 March, Montreal. THE COMPANY ANNOUNCED A CONSOLIDATED LOSS OF $1.1 MILLION, COMPARED WITH A PROFIT OF $0.1 MILLION FOR 1Q11. 'Consolidated revenue totalled $44.4 million, an increase of $3.4 million or 8.2% over the equivalent period of the previous year. The marine services segment’s revenue [rose] by $0.2 million in the first quarter of 2012, based on revenue of $30.6 million, compared with $30.4 million in the first quarter of 2011. This slight increase is due to higher revenue in break-bulk cargo handling.'

The environmental services segment's revenue amounted to $13.8 million, up by $3.2 million over the first quarter of 2011, as a result of increased site remediation activity and improved sales of woven hoses.

¹ This is not, apparently, the result of CSXT's relocating all international traffic from New Jersey out of Boston to Worcester, which officially started only in April [see 12#03A]. However, the customer may have tested the move in 1Q12, resulting in CSXT deciding to close Boston as a New Jersey lane. Editor
Why the losses?
Logistec's 1Q12 report broke out the losses. Despite increased revenue, the marine services lost $815,000 before income taxes in 1Q12, whereas it made $533,000 in 1Q11.

Environmental services lost $1.03 million in 1Q12 despite the significant revenue increase, compared with a loss of $660,000 in 1Q11. {text from Logistec website}

More biomass, containers 'relatively stable'
President Madeline Paquin said: "The first quarter always attests to the seasonal nature of our marine and environmental services segments, in that winter temperatures slow down our business and therefore affect our profitability. However, experience has shown that these results are not a reliable indicator of our performance in upcoming quarters. In an economic context that remains uncertain, we continue to capitalize on relatively stable container volumes, on reinforcing biomass handling operations at our Brunswick (GA) terminal, as well as on the solid positioning of our cargo-handling and shipping activities in connection with Quebec's Plan Nord.”{Logistec press release}

Still an investment in Quebec Railway Corporation
SCFQ sold much of its trackage back to CN. Logistec still owns a significant share of SCFQ:

The Company's results include its share of operations in associates, which are accounted for using the equity method. The Company’s equity interests are in the following associates: Sept-Îles Mooring Inc. (33.3% ownership), St. Lawrence Mooring Inc. (25.0% ownership), and Quebec Railway Corporation Inc. (16.2% ownership).

None of the Company’s associates are publicly listed entities and, consequentially, do not have published price quotations. The Company’s investments in associates and their share of profit are not significant.
{text of 1Q12 report from Logistec website}

Paquin new chair at CP
After Fred Green and his party resigned their seats at the CP board meeting [see other article], the new board elected Paquin chair. {CP press release}

NEW YORK

NYNJ: AN UPDATE*
May, New York City. THE RAILROAD NEEDS MORE TRAFFIC. In 1954, the Pennsylvania Railroad was launching 1,000 cars a day from Greenville, New Jersey, to Brooklyn. On a day in May 2012, NYNJ was launching nine: tanks of biodiesel and cars of pulpboard, plywood, cornstarch, and potatoes for a 40-minute ride.

The Port Authority has envisioned 25,000 cars a year on NYNJ. The number now: 1,500. The Axis Group, an auto distributor [at South Brooklyn Marine Terminal – see 11#10B], is moving ahead with plans to import cars to Brooklyn on car floats, starting soon. What Brooklyn has to export is harder to say. "Mostly, we come back empty," said Don Hutton, NYNJ’s director, preparing to cast off for New Jersey. {Barry Newman in Wall Street Journal 21.May.12}

QUEBEC

MMA: CP BARS CN INTERCHANGE**
26 May, St.Jean-Montreal. MMA SHUT DOWN 26 AND 27 MAY because of the consequences of the CP strike, wrote Chair Ed Burkhardt. 'As you know, CP is on strike, and since they dispatch the trackage at St. Jean
where we interchange with CN [see map from 10#03B] and have refused to cooperate in establishing arrangements not requiring the intervention of their dispatchers (such as establishing Cautionary Limits at St. Jean), we can’t interchange with CN either.

'So we are essentially cut off at the west end of our railroad, except for the flow of traffic that can route through Newport. We went to court in Montreal on Friday afternoon to try to force CP to allow us to use the two miles of trackage at St Jean needed to reach CN, and the court hearing will continue on Monday. We have the right to use this trackage under agreement, not subject to the whim of CP.

'With traffic dropping fast, we have shut down the entire railroad today and Sunday, and the whole US operation on Monday. Starting Monday (in Canada) and Tuesday (in the US) we will operate a skeleton train service to move local traffic and to provide service to key industries. That’s it until there is some resolution, either through an act of parliament ending the CP strike or the court opening the CN connection at St. Jean.' {e-mail to ANR&P 26.May.12}

**MMA: STILL NO COURT DECISION VERSUS CP**

28 May, Montreal. *THE MONTREAL COURT DECLINED TO INTERVENE IMMEDIATELY* on this day following the MMA filing on 25 May [see e-bulletin(x)], wrote MMA Chair Ed Burkhardt. 'The case was held over until 30 May. The judge felt CP has a good argument for *force majeure* due to the strike, even though just the simple act of establishing Cautionary Limits at St Jean (which can be by a bulletin issued by management) would allow our interchange with CN to take place unimpeded.

'So we will just have to wait it out, and hope the legislation now winding its way through the parliament can be enacted quickly. At best, it will be a few days before operations can resume.' {e-mail to ANR&P 29.May.12}

**Strike over**

Parliament passed a back to work bill on 31 May and CP resumed operations on 1 June {Reuters}, apparently obviating the need for decision on the MMA petition.
CONNECTICUT

CSO: TRAFFIC UP*
early April, Hartford. **AT THE FORMAL OPENING OF ITS NEW LOCOMOTIVE FACILITY**, CSO General Manager James Bonner and others described some of its 35 customers: lumber for Transport Logistics Corporation of Manchester, carbon dioxide for Esquire Gas Products of Enfield, hardware for Home Depot in Bloomfield, and construction and debris to landfills in Ohio.

Its largest account: overhead traffic for the CSXT yard in New Haven.

**Toward a full recovery**
The company was hauling 26,000 carloads of freight annually at its peak. In 2008, CSO had 23,000 carloads, but following the Great Recession, its business dropped by nearly 40% [which I calculate as 9000 carloads so the level was 14,000 – editor].

In the past two years that number has come up to 20,000 carloads in 2011, making CSO the largest carrier in Connecticut. Seventy percent of the traffic is inbound, and even the outbound is mostly a consumer byproduct.

**Savings**
The company estimates $100,000 in new revenue from outside car repairs. CSO also plans to save $120,000 in labor and fuel from not sending locomotives for Vermont repair and $140,000 in not paying rent for its East Hartford facility. With that $360,000 in savings, CSO hopes to have the $1.4 million in new facility costs paid off by its fourth year in the Hartford location. {Brad Kane in Hartford Business 30.Apr.12}

**So far in 2012**
Mark Bromirski, CSO marketing manager reports everything “ok” except that 580 loads of salt which moved in 2011 did not move in 2012. {e-mail to ANR&P 17.May.12}

CONNECTICUT PORTS: STUDY UPDATE*
16 May, Newington. **MOFFAT AND NICHOL HAVE PROVIDED A PRELIMINARY DRAFT TO STATE AGENCIES’** workgroup of Office of Policy and Management, and the Departments of Economic and Community Development, Environmental Protection, and Transportation. Chuck Beck, secretary of the Connecticut Maritime Commission, said once a preliminary review is completed a draft report will be provided
to the OPM Secretary and three State Agency Commissioners for review. {draft minutes of CTMC meeting 16.May.12}

Completion date was set at 30 June 2012 [see 11#12B].

NEW LONDON: UPDATE*

17 May. 'EXCITING STUFF [IS] HAPPENING IN NEW LONDON: ACTIVITY PICKING UP NICELY, MOSTLY IN THE STEEL SECTOR,' wrote Frank Vannelli, head of sales for Logistec in North America [who moved from New Haven to New London when Logistec closed its New Haven operation – see 12#04A].

Details

1-We have already handled 17 vessels this year and tonnages are up in New London [see 12#05A].
2-Steel commodities are being imported from three continents: Europe, South America, and China.
3-The steel products move out almost 100% by truck to steel fabricators in New England and Tri-State area.
4-[A]ll carriers that had called New Haven have stayed with us after we made the decision not to renew our lease in [New Haven].
5-We also have new customers as well from Turkey.
6-Customers are extremely satisfied with our labor pool, equipment, and the facility...services as we offer easy access to major highways and rail services with NECR right on the property.
7-Our landlord [ConnDOT] has been very supportive of our efforts and we will be here at least thru Jan 31,2016. We also have an extended agreement with our ILA Local 1411 who does a great job for us.

'All is going in a positive direction as we work our Marketing Plan to also attract other break-bulk and smaller bulk parcels for our New London State Pier.' {e-mail to ANR&P}

MAINE

MAINE DOT: RAIL BOND*

25 May, Augusta. GOVERNOR PAUL LEPAGE PERMITTED THE TRANSPORTATION BOND TO GO TO THE VOTERS, along with three other bond bills. He vetoed one, for research and development funds. {governor's press release}

In November, Maine voters will decide whether to borrow the $51.64 million targeted for transportation, including $1.5 million for IRAP, $1.5 million for Eastport warehousing, $3 million for Searsport dredging, and $2 million for Searsport materials holding. [See 12#04B.]

CSXT-PAN AM: RE-OPENING INTERMODAL TERMINAL??

9 May, Providence. THE TWO RAILROADS ARE DISCUSSING EXTENDING CSXT INTERMODAL SERVICE TO WATerville, according to Donald Cameron, business development manager for Yusen Logistics (Americas). [Formed in 1955, Yusen was bought in 1959 by the carrier NYK, and in 2010 Yusen Air and Sea and NYK Logistics merged to form Yusen Logistics. {company website}]

Cameron wrote later: 'Key points were reliability, consistent service, and competitive pricing....in other words: they have to recognize that the NS is still playing in that market...at very aggressive rates.' Others in Providence also confirmed the discussions. {ANR&P coverage; e-mail to ANR&P 22.May.12}

NS intermodal point

In 2000, NS included Waterville as part of its intermodal network. However, the lane became moribund due to service problems and soon ended. [See 00#19 and 00#20 for much more detail.]

New England a “jewel in the crown”
Mary Lou Robinson of CSX intermodal spoke at a NEARS panel on 10 May. She noted that the operation of the Northwest Ohio intermodal facility, which switches 27 trains a day, enabled CSXT to add 50 new origin-destination pairs, and to reduce the minimum length of lanes from 750 to 500. “In our future we look to go less.”

She added: “New England and Florida are jewels in our crown.”

{ANR&P coverage}

**Outbound paper**

CSXT stated the target was paper [see Massachusetts]. [Ayer to Waterville is only 190 miles, a very short lane, though if the traffic is outbound paper little would stop in Ayer. {editor}]

**NBSR-PAN AM: NEW RAILROAD**

18 May, DC. 'WOODLAND RAIL LLC' FILED A NOTICE OF EXEMPTION to assume ownership of the Maine Central Railroad line (owned by Pan Am) between the Woodland Pulp mill and St.Stephen.

Counsel Jim Howard filed the Notice, which described the line as follows:

'The Line, which includes several short spur tracks, runs for approximately 10.6 miles between Baileyville, Maine and St. Stephen, New Brunswick, crossing the St. Croix River, which is the international boundary between the United States and Canada, at 3 different locations.'

**Canadian jurisdiction**

'Woodland Rail recognizes that the jurisdiction of the Board extends only to the acquisition of the portions of the Line within the United States. Woodland Rail and EMR are seeking appropriate regulatory authority in Canada for the portions of the Line in Canada.'

**Operation by NBSR**

'In a related transaction (see Finance Docket No. 35629), Woodland Rail is granting trackage rights to Eastern Maine Railway Co. ("EMR") in order to enable EMR to serve a pulp mill owned and operated by Woodland Pulp, LLC, the only customer on the Line, in Baileyville.'

Berthier Martin, a 'manager of Woodland Rail', stated that the revenues of the new railroad would not exceed $5 million. {STB filings page, Finance Docket No. 35628}

Howard wrote later: 'EMR has applied or will be applying to the Canadian Transportation Agency for a certificate of fitness to operate the line in Canada.'

**Bridge jurisdiction**

Canada's *International Bridges and Tunnels Act* of 2007 covers 'a bridge or tunnel, or any part of it, that connects any place in Canada to any place outside Canada, and includes the approaches and facilities related to the bridge or tunnel.'
Section 23 states: 'No person shall, without the approval of the Governor in Council, (a) purchase or otherwise acquire an international bridge or tunnel; (b) operate an international bridge or tunnel; or (c) acquire control of an entity that owns or operates an international bridge or tunnel.'
railroad bridges that cross the international boundary, Howard wrote later. {e-mail to ANR&P 22.May.12}

SEARSPORT: NO HEARING*
3 May, Manchester. THE US ARMY CORPS OF ENGINEERS GRANTED THE PERMIT to fill wetlands for the DCP propane tank [see 12#03A], without holding a public hearing.

Deputy District Engineer Steven M. Howell, in his Determination of Need, wrote that the Corps received 211 letters or emails in opposition to the DCP project (22 requested a public hearing), and 135 in support of the DCP project.

DCP filing
DCP Midstream has filed for a town permit. {text of decision from Ron Huber of penobscotbay.blogspot}

MASSACHUSETTS

CSXT: INTERMODAL SERVICE
30 May, Worcester. MORE DETAILS ON TWO SERVICE LANES EMERGED during a tour of the new CSXT intermodal yard here, for the New England Roundtable Council of Supply Chain Management
Professionals. Chantel Campbell-Goutcher, CSXT director of merchandise design and analysis, provided a comprehensive overview of CSX intermodal and merchandise freight operations and strategy. Michael Herman, terminal manager – New England CSX Intermodal Terminals Inc, provided an overview of the Worcester Yard expansion.

Current operation
While construction continues, several cranes are in operation in the partially completed eastern yard segment handling primarily UPS TOFC and container loads. The Worcester terminal will start full operation at the closing of Beacon Park Yard in November 2012 [a later date than the September one predicted in March – see 12#03B].

Only CSXT will handle domestic intermodal here; PW will handle international intermodal handled at its Wiser Avenue yard [see 12#04A – PW annual report].

Port of New York traffic
In response to a question, Campbell-Goutcher stated that the East coast international boxes would still go to Syracuse before coming east. Volume, and the economy of mating western intermodal with east coast at the Syracuse intermodal hub, caused this.

Waterville traffic
Campbell-Goutcher confirmed [see Maine] that CSXT and Pan Am are interested in getting paper shipments transitioned from box cars to containers. Asked if there were a capacity trade-off in this transition, she indicated the economics of the transition to containers negated the capacity differences.

CSXT carload traffic Everett
When queried if carload/local freight to Everett would continue from Framingham or Beacon Park, Campbell-Goutcher said some changes are being worked out for possible alternate routing by a short line partner. [CSXT might hand the traffic to Pan Am – see 12#03B.]

HRRC/BERKSHIRE SCENIC: NO AGREEMENT*
3 May. MASS DOT WAS UNABLE TO BRING HRRC TO THE TABLE TO NEGOTIATE ACCESS FOR BRKX. Since 2003, the Berkshire Scenic Railway (BRKX) has had access to the HRRC tracks along which its museum is sited. The access enables BRKX to operate scenic passenger trips over fair distances. The agreement was last renewed in 2010 [see 10#05A].

This year, HRRC declined to renew the agreement. MassDOT intervened, without success, and issued this statement:

MassDOT has been working diligently to bring both the Housatonic Railroad and the Berkshire Scenic Railroad to the table to negotiate a continuation of the easement that has existed for 9 years. At this time the Housatonic has made it clear to us that it is unwilling to negotiate. MassDOT values the public-private relationship it had with the Housatonic and has offered letters of support for the railroad’s two most recent federal TIGER grant applications. MassDOT is supportive of the non-profit work of the Berkshire Scenic group and recognizes the Scenic as a significant tourist asset for the region. For MassDOT, safety is our number one priority. No evidence of continuing safety violations with the Berkshire Scenic’s operation has been presented to us. We are disappointed that we have been unable to reach an agreement.

{Sara Lavoie, MassDOT press secretary}

Housatonic statement
On 9 May, HRRC general counsel Ed Rodriguez issued the following:

For almost 10 years, Housatonic Railroad has supported the Berkshire Scenic Railway Museum, Inc. In 2003, Housatonic Railroad agreed to permit BSRM to operate certain excursion trains on Housatonic’s privately-owned railroad line between Lenox and Stockbridge. The arrangement permitted BSRM operations for a seven-year period, after which it was scheduled to expire. In 2010, Housatonic Railroad agreed to allow the continuation of the excursion operation for an
additional two years, through 2012.
During that two year period, Housatonic effectively subsidized the BSRM operation by absorbing all of Housatonic’s costs associated with hosting BSRM trains.

Housatonic Railroad would have thought that permitting the operation on its line for the additional two years and subsidizing the operation during that time would have resulted in the creation of good will within both BSRM and the community and would have been viewed as a positive and generous contribution to BSRM and its constituency. Instead, Housatonic Railroad is being severely castigated for exercising its right to allow the BSRM agreements to expire, thereby ending BSRM operations on Housatonic’s tracks.

BSRM officials, rather than being grateful for what BSRM has received, seem to have adopted a position that BSRM has some right to insist that Housatonic continue to make its property and resources available for its use. BSRM has been and continues to aggressively attempt to apply political and public pressure to cause Housatonic Railroad to continue to support BSRM by permitting the use of Housatonic property. Their actions give the expression “no good deed goes unpunished” poignant meaning for Housatonic Railroad.

There are many dedicated individuals associated with Berkshire Scenic Railway Museum and Housatonic Railroad has wanted to avoid making any public statement about the discontinuance that might reflect negatively on Berkshire Scenic. Unfortunately, recent news reports about the discontinuance of passenger excursion operation on Housatonic’s tracks and statements attributed to Berkshire Scenic’s management have made some further comment by Housatonic Railroad necessary and appropriate.

There are many factors that contributed to Housatonic’s decision, but safety and liability concerns were paramount among them. Within the last year, Housatonic’s concerns about the safety of BSRM’s equipment and operation have grown. Despite the carefully crafted statements of BSRM that make it appear as though its operation has been free from safety related issues, there have been significant safety issues that Housatonic identified and that could not be ignored by Housatonic. BSRM’s responses to Housatonic’s concerns have not, in Housatonic’s view, been appropriate.

The operating agreement between Housatonic Railroad and BSRM was a relationship between two private companies. Housatonic Railroad reached the determination that it could not continue to justify the risk of exposure to Housatonic Railroad of liability or claims, meritorious or not, that could arise from an incident involving Berkshire Scenic’s train. Having reached that determination, Housatonic took the action that was required.

Housatonic Railroad wishes BSRM well in its continued museum operation.
{text from Rodriguez}

**Response from Berkshire Scenic**
The same day, BRKX events manager and attorney Pamela Green responded:

Berkshire Scenic Railway Museum continues to be willing to negotiate an extension of the easement permitting its tourist trains to operate on Housatonic’s track. We maintain this willingness despite the baseless accusations and defamatory statements made by [President] John Hanlon and [Vice-President] Colin Pease of the Housatonic.

Housatonic has continually refused to sit down and negotiate with [the state Department of Transportation] and the museum, and has failed to provide specific reasons for this position. Although BSRM will accept that Housatonic has chosen to terminate its relationship with BSRM, we will not accept the reason for terminating our operation as “safety violations.”

BSRM will exercise every option to protect our reputation and ensure that the true facts of this situation are presented to the public whose tax dollars were invested in the name of the museum. Housatonic’s generalized statements regarding safety and liability have no basis in fact. BSRM has always respected the fact that we are a guest on the Housatonic’s property, and we have complied with every instruction and request they have made.

BSRM has successfully carried over 105,000 passengers in nine years without incident, and has been inspected and audited several times by the Federal Railroad Administration, once at Housatonic’s request, without a single violation. This is a credit to the many professional railroaders who volunteer their services to BSRM. The museum has, and always will, welcome the inspection of the FRA as to any of its equipment and practices, and would again welcome such an inspection if it would assist in negotiations.

Furthermore, Housatonic’s concerns regarding liability were addressed in 1996 when MA General Laws Chapter 160, Section 234 was passed (as a prerequisite to negotiations for the 2002 easement) limiting the liability of a tourist train operation and its host railroad to no more than $3 million per incident. The law further requires that the tourist entity maintain a general liability policy covering that amount, naming the host railroad (i.e. Housatonic) as an additional insured. At an annual cost to the museum of over $28,000, BSRM has maintained such an insurance policy, thereby minimizing, or even eliminating, any liability exposure of Housatonic.

The latest statement by Housatonic is clearly an attempt to re-characterize the relationship between the organizations as one where Housatonic is “subsidizing” BSRM – as opposed to the reality of their receipt of more than $4 million in taxpayer dollars to permit the operations of the scenic railway.
At no time has BSRM, MassDOT, or the legislative delegation ever requested or expected that Housatonic permit BSRM to “use” its property at no cost. Housatonic has always been, and would continue to be, compensated for permitting BSRM operation on the line. This compensation far exceeds the actual cost to Housatonic for hosting the tourist trains. This is not a relationship between two private companies – it is a relationship between Housatonic (a private company), Berkshire Scenic (a public charity), and the taxpayers whose money the Housatonic has received, and whose money the Housatonic continues to seek.

NS-PAS-PAR: OFFICIAL VIEWING*

17 May, Revere. AN OFFICE CAR SPECIAL DELIVERED OFFICIALS TO A VIEWING OF THE PROPOSED GLOBAL ETHANOL TERMINAL HERE. The Pan Am train was to have backed down the East Boston branch, whose switch to the MBTA main was recently re-installed, but did not.

Pan Am maintenance of way crews cleaned out the right of way to Railroad Street, in which abutters had stored or parked various items.

The train began on 16 May in Ayer, ran out to Mechanicville, and then this day back to Chelsea. {Guilford rail e-list 16.May.12}

But still no permit
Ed Coletta, spokesperson for the Massachusetts Department of Environmental Protection, wrote:

'The Chapter 91 license application [see 12#03A] is still under review here at MassDEP. There is also a pending request from a community organization asking for an advisory opinion from the Secretary of Energy and Environmental Affairs as to whether the project triggered any MEPA thresholds (the applicants do not believe that their proposal required MEPA review), so that certainly needs to be acted on first, as well' [before construction at Global.] {e-mail to ANR&P 16.May.12}

Towns concerned
Towns through which an ethanol train will pass have expressed concern [see 12#03B]. Federal and state legislators have also expressed concern [see 12#04B].

NEW HAMPSHIRE

MBRX: NO OPERATION YET*

25 May, Wilton. GRANITE STATE CONCRETE HAS DECIDED TO TRUCK FROM MASSACHUSETTS and not re-open the rail line for the foreseeable future.

Peter Leishman wrote:

'We only moved 280 cars last year due to a number of factors including the availability of qualified personnel. GSC has the same concerns as I do that until PAR is either willing to work with us or the litigation between the two of us has been resolved, there is no telling what PAR will do to interrupt/interfere with rail service between Wilton and Milford.

'As far as the rate, I did not increase it this year. GSC is not concerned with the NHDOT operating agreement status (no news yet) as the MBRX will not surrender our rights/obligations to provide service to their facilities as granted by the ICC in 1992.

'PAR has stated recently they are not interested in discussing a new trackage rights agreement/terms (between Wilton and Milford) until the State make a decision concerning the operating agreement and neither one of us are happy with the old trackage rights agreement that has been in play since 1992. All this trouble over 3 miles of track....' {e-mail to ANR&P}
MBRX: WORKING WHILE WAITING*
May, Hillsboro. 'THANKS TO A GENEROUS DONATION WE JUST RECENTLY REOPENED THE LAST FIVE MILES OF TRACKAGE [of the state-owned Hillsboro Branch] after replacing ties, rails and broken joints between Greenfield and Monadnock Paper Mills in Bennington,' wrote MBRX owner Peter Leishman. On 20 May, 'RWC Inc. treated the entire [state-owned] line from Wilton to Bennington (18.6 miles) with weed and brush control. This is the first time the entire line has been treated since 1992.'

MBRX paid for the RWC work itself. NHDOT said if the railroad 'elected to spray it would be on us.'

Oil deposits in Wilton?
Leishman wryly noted about Pan Am's long-term effort to keep him from operating and to retain the line with its one Pan Am customer: 'It has got to be all that oil sand under the Hillsboro Branch.' {e-mail to ANR&P 25 May.12}

VERMONT

VAOT: RAILROAD FUNDS*
2 May, Montpelier. THE GENERAL ASSEMBLY PASSED H.770 ON TRANSPORTATION FUNDING. Sections 11 to 14 contained these modifications to railroad expenditures for FY13:

Sec. 12. RUTLAND–BURLINGTON RAIL AND CROSSINGS PROJECT
The “Rutland–Burlington rail and crossings project” is added to the fiscal year 2012 transportation program – rail program. The project includes the installation of continuously welded rail and the reconstruction of several rail-highway grade crossings along the Vermont Railway line between Rutland and Burlington.

Sec. 13. PURCHASE OF RAIL BRIDGE INSPECTION VEHICLE
[The agency is given the authority, if federal funds cover the cost.} {Journal of the Senate}

MARITIMES

CBNS: AN UPDATE*
22 May. CAPE BRETON AND CENTRAL NOVA SCOTIA RAILWAY HAS REDUCED SERVICE AND CUT STAFF, said Peter Touesnard, regional vice-president for parent company RailAmerica. [Fortress Investment has recently put its majority share of RailAmerica up for sale. RailAmerican shares have more than doubled since 2011. {Bloomberg News 29 May.12}]

“We’ve had a slowdown in business so we have gauged frequency based on customer requirements until such time as we see an adjustment in business.” The shutdown of the NewPage paper production facility in Port Hawkesbury in September, in addition to production problems being faced by another customer (whom he did not identify), “have reduced the freight on the line for the next couple of months. We expect it to return to more normal levels of service in August.”

CBNS has cut operation to three trains a week from six. Touesnard hopes the service will be back to five trips a week, and train sizes will likely remain as now, about 60 cars per train.

Staff layoffs
“We have had some reductions in workforce. We have worked some other railways in Atlantic Canada and rail companies in other parts of Canada to help those interested in work. I can’t give you specific numbers but I think we have been able to find work for many of the those on the list.”
NewPage encouraging

Touesnard is encouraged by Pacific West Commercial Corporation [see 12#04B] wanting to buy the Newpage mill. “Everything looks positive there. We don’t have a perfect insight into what is happening, but the agreement with their employees and apparent agreements with Nova Scotia Power and fibre suppliers were the three main things they were looking for so all indications are they are looking to produce paper at that facility again. So that is encouraging.”

Sydney sector still slow

On the Cape Breton section of line now subsidized by the provincial government, business remains slow. [See 11#09B.]

“I don’t think we have seen much change. Generally speaking we have a tendency to see some increases in certain sectors and drop-offs in others The housing industry in the U.S., for instance, had a negative influence on some of the business,” Touesnard said. “We used to handle logs from Cape Breton to various sawmills and this has dried up with the downturn in housing but I expect as we see that housing industry recover the potential for that business will come back. But it always seems to be one step ahead and one back.”

{Peter Touesnard in discussions with ANR&P correspondent Tom Peters 22.May.2012}

CANSO: STILL OPTIMISM*

22 May. THE PROPOSED CONTAINER TERMINAL HERE INTENDS TO BE THE PRINCE RUPERT OF THE EAST, said Richie Mann, spokesperson for developer Maher Melford Terminal [See 12#01B]. Mann is undaunted by the slow recovery of container cargo and buoyed by Prince Rupert’s performance. “We would like to see cargo levels back to where they were years ago but in our discussions with carriers we have probably together identified cargo that could move through Melford and make it a viable operation.

“Look at Prince Rupert. Despite the global container trends, Prince Rupert continues to grow. It’s the fastest-growing (port) in North America [see Halifax in 12#04B] and Melford intends to be the Prince Rupert of the East.”

Melford construction this year?

“We would certainly like to go ahead this year and we are extremely optimistic but we wouldn’t proceed as per our agreement with our investors until we had a cargo commitment,” Mann said. “We have our equity financing committed and with that equity in place and a cargo commitment there is certainly no anticipated difficulty in securing the long-range financing.”

However, no cargo carrier has yet committed. “We are well advanced in some discussions (with carriers) and we are optimistic. Certainly there is no shortage of interest but there is nothing we can talk about at this point publicly.”

Road work needed

“Before we can start construction at the terminal site,” the developers need to take over a section of public Highway 344 that runs from Mulgrave to Boylston to serve the terminal. Mann said, “We have to build a detour so the public will continue to have access to that highway. We will turn the detour route over to the department of transportation who will then provide us with the part of 344 we will need.” {discussions with ANR&P correspondent Tom Peters 22.May.2012}

Rail talks

Maher Melford also continues to talk with CN and CBNS, the two rail carriers that would eventually serve the terminal. CN President Claude Mongeau said in April his railway is ready to work with Maher Melford but hasn’t jumped on the bandwagon.

“If they (the backers of Maher Melford) were to develop that facility and if customers were interested in using it, we would sit down and become partners. But at the moment, I can say that Halifax has a lot of available capacity and we have two good terminals here in the city and they are looking for business.” {Roger Taylor in Halifax Chronicle Herald 26 Apr. 2012}
SYDNEY: STILL OPTIMISM**


Putting the port on the map is the most important thing and the logical markets to go after are investors, carriers and operators, agreed Gordon Forsyth, of BSYA Inc., speaking to the gathering of local business, municipal, and industry leaders here.

Forsyth, the head of a New Jersey advertising agency that specializes in international trade and the transportation industry, said the port has many things that would make it attractive to investors. “It’s the port closest to the Suez Canal,” Forsyth cited as one reason. Another is the fact the port is a natural for the new, massive container ships because there is plenty of land alongside the harbour where a container terminal could be built [where the dredging material was placed, and which has sold – see other article].

Both men said a pitch to those potential investors will be launched on 29 May. It will involve a website, a series of news releases and other investor-related ventures.

Bulk terminal for coal?

Keynote speaker for the one-day event was Ernie Thrasher, CEO of Provincial Energy Ventures, which leases the old Sydney Steel plant piers at the Atlantic Canada Bulk Terminal. After the multimillion-dollar dredging of...
Sydney harbour, Thrasher announced his company would invest $75 million to dredge a portion of the harbour adjacent to the bulk terminal [see other article].

“I myself was skeptical this (dredging of the harbour) would ever happen,” said Thrasher. However, once it did, he said he saw the potential for his business and for the whole of the port. “Despite all the doom and gloom in the world economy, trade is still flourishing,” he said. {Mary Ellen MacIntyre in Halifax Herald 24.May.12}

**What about Halifax, Melford?**
Zimney was asked after his presentation why he did not include Halifax as a port that could also now handle the big ships. The Halterm site has no bridge or air draft constraints, a minimum 16.5 metres of water at its berth, direct rail access to central North American markets and super post-Panamax cranes. Zimney admitted Halifax could handle the ships but felt the port would not be as financially competitive as Sydney and he didn’t feel Halifax had the capacity to stack a large number of containers on its docks.

As for the Canso terminal [see other article], Zimney said that terminal, when operational, could also handle the biggest ships. However, he seemed skeptical the terminal will be built. {Ed Zimney in conversation with Peters 24.May.2012}

**SYDNEY: MORE ON COAL TRANSHIPMENT**

24 May. **CONGESTION AT THE PORT OF BALTIMORE HAS CREATED OPPORTUNITY FOR THE PORT HERE,** said Thrasher after his presentation. “All terminals [there] are operating at or near capacity and with the growth we see in the world, there is a tremendous demand for additional coal and we need an alternative supply chain to support that.”

Xcoal Energy and Resources of Pennsylvania will move coal through the Great Lakes, St. Lawrence Seaway, and the Gulf of St.Lawrence to the Atlantic Canada Bulk Terminal here. Thrasher said $75 million will be spent on new coal handling equipment and dredging at the wharf to 16.5 metres to handle large bulk carriers. The recent completion of the dredging of the Sydney Harbour entrance channel to 16.5 metres has the port a viable option.[See 11#12A]

Thrasher serves as president of of Xcoal; he has long served as president of Provincial Energy Ventures in Sydney, which operates the coal handling facilities at the Atlantic Canada Bulk Terminal. Ten years ago he conceived of Sydney as a transshipment point.

**Others watching?**
The idea of moving coal through the Great Lakes and St. Lawrence system may come under close scrutiny from other U.S. exporters, Thrasher added. “I’m sure a lot of people are looking at this. There is a big demand for coal from the U.S. and everyone is faced with the same obstacles. So I think others will be looking at this opportunity,” he said. {conversation with ANR&P correspondent Tom Peters 24.May.2012}

**Wooder's presentation**
Jim Wooder, former head of the Sydney Marine Group which oversaw the harbour entrance dredging project (and former Laurentian official) and now part of the PEV team to upgrade the coal facilities, outlined the planned project to the audience at Ports Day.

PEV is in the middle of an environmental assessment and when that is complete dredging of a 175,000

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213 May, 2002. **THE ECONOMICS OF A COAL TRANSSHIPMENT POINT HERE** were explained by Ernie Thrasher, president and a principal of Provincial Energy Ventures LLC (PEV) which just leased the former Sysco piers [see 3 May issue]. Asked where the idea had originated, Thrasher explained that AMCI and other coal traders design the logistics of coal movement “every day.” In the course of one of those days, he conceived of “the concept,” the transshipment plan, the success of which remains to be measured.

Like railroads, the coal business has a return on capital rarely above the single digits, Thrasher explained. Prices gyrate wildly: In 2000, prices jumped 100%, and in 2001 dropped 50%, leaving them back at the 2000 level. “It’s a very difficult business,” but one which the company continues to pursue. American Minerals and Coal Incorporated (AMCI) and PEV “have the same owners in different equity percentages.” [For much more, see 02#05A in archive on web.]
square metre area, down to 16.5 metres, will commence later this summer. When that is complete, temporary loading facilities of mobilized cranes and barges will be installed so coal can start moving in 2013. That will be followed by the installation of permanent loading facilities which should be in operation in early 2015.

**Planned route**

Xcoal, with mines in Pennsylvania and West Virginia, will use two ports on Lake Erie to load: Ashtabula in Ohio and Lackawanna in New York. “These ports are served by major rail networks and have available capacity. The plan is to load 25,000-tonne lakers and sail to Sydney. The coal will be stockpiled and then loaded onto larger 160,000-tonne vessels. We hope to ship 1 million to 1.5 million tonnes annually,” Wooder said. The coal will be delivered to markets including Brazil, India and China.

**The topping off operation**

Sydney will operate in conjunction with Xcoal’s present top-off loading operations in the Strait of Canso which will continue. The large bulk carriers are unable to be fully loaded in U.S. coal ports mainly because of water depths so smaller vessels out of Baltimore and Hampton Roads are loaded and connect with the large ships in the Strait where their coal is used to top-off the loads of the larger vessels. {Wooder in presentation to Ports Day 24.May.2012}

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**SYDNEY: TERMINAL SITE SOLD**

24 May. *Laurentian sold the proposed container site* in late 2011, after it ran into financial difficulties and decided to sell the greenfield parcel as part of its restructuring. {Mary Ellen MacIntyre in Halifax Herald 17.Jan.12}

Three bidders looked at the property: Cape Breton Regional Municipality (CBRM, the eventual buyer), a consortium from central Canada proposing to use the 400-acre site as a terminal to stockpile and ship commodities such as coal and wood pellets; and an unidentified client wanting to build a container terminal. Laurentian took the CBRM offer of $6 million with the thought it was best to keep the site in local hands. {Chris Shannon in Cape Breton Post 17.May.12}

A source close to the port believed the consortium was associated with Canada Coal Inc., a Vancouver-based company mining coal in Canada’s High Arctic. {discussion with ANR&P correspondent Tom Peters at Sydney Ports Day}

**Sale may be challenged**

The consortium, named Atlantic Gateway Shipping Terminals, is considering its legal options against CBRM and the sale. In a letter to CBRM Mayor John Morgan dated 30 May 2012 the consortium charges that all information the mayor had on the consortium’s business plans for the development of the greenfield site were not conveyed to Council and the public.

The consortium 'regrets that erroneous and selective information was conveyed and represented to the Cape Breton Regional Municipality council and public regarding the significant long term development plans the consortium members intended for the site. These actions raise legal and ethical questions which will be dealt with in the appropriate legal forum.'

Atlantic Gateway Terminals said it had offered Laurentian Energy just over $6 million for the site and found it “disappointing” that its proposed business plan had been presented in a negative manner by CBRM. 'Of greater concern, however, was the apparent use of confidential information and the selective disclosure of our proposal to constituents of Cape Breton by the Mayor and councillors. With this information, the Mayor and council decided, on behalf of CBRM, to out-bid Atlantic Gateway in respect to the site.'

Mayor John Morgan said CBRM staff had been asked to look into the acquisition of the greenfield site before receiving a letter describing Atlantic Gateway’s plan. {Nancy King in Cape Breton Post 31.May.12}
HALIFAX: FEEDER STILL NO GO

31 May, Halifax. *AFL NEW ENGLAND REMAINS ARRESTED HERE*, berthed at Pier 33 Ocean Terminals. {Port of Halifax Daily Status Report}

The vessel spent about a month at anchor in Bedford Basin [see 12#05A Regional]. Warrants for outstanding debt continue to mount at the Halifax office of the Federal Court, indicating the ship may not be going anywhere soon. The court can only release the vessel when debtors’ representatives lift their warrants.

Kersten Rass, chief of Rass Shipping, which owns the ship and seven others, said he is unable to secure another lease for the ship until there is a clear release date, which cannot be determined at this time. “We are watching the situation closely and want to see the ship back in service as soon as possible.” {Bill Power in Halifax Herald 28.May.12}

RAIL SHIPPERS

Described in this issue.
CSXT intermodal (CSXT, Massachusetts) Getting ready to re-open.
Global (Pan Am, Massachusetts) Ethanol coming?
Granite State Concrete (MBRX, New Hampshire) Goes to truck.
Irving Oil (CN, CP, NBSR, Pan Am – see Regional.) First unit train.
Pan Am intermodal (Pan Am, Maine) CSXT to start service?
Woodland Pulp (Pan Am, NBSR Maine) Buying Pan Am track.

PEOPLE, EVENTS

PEOPLE

Ed Foley, general manager of the St.Lawrence and Atlantic Railroad was welcomed back to NEARS after a long absence. Ian Simpson of New Brunswick Southern Railway also attended again.
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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).

Two asterisks indicate the story is updated with the blue font showing what is updated.

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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.’

FORMAL E-ISSUE