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

**Atlantic Northeast Rails & Ports**
operating railroads + ports, intermodal facilities, and government environment

Formal issue 12#11B 10 December 2012

*Article unchanged from e-bulletin.*

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

Blue header & table of contents: new article

**REGIONAL**

**NEW YORK**


Yarmouth-US: RFP for ferry issued.

Crude by rail: Another player, Enbridge, will build a crude unloading terminal in the Philadelphia area.*

Regional propane: New England association sees no need for marine propane terminals.*

Yarmouth ferry: RFP issued.

D&H: Harrison may retain; energy traffic. Map.

Lyons-FGLK: Looking at inland port.*

**QUÉBEC**

[No report.]

**CONNECTICUT**

Ports: Commission supports state-wide authority.*

**MAINE**

Pan Am: Dismal outlook for Verso, New Page. But US top pulp producer.**

SLR: L-A Railroad advertises construction work.*

Searsport: Hearings on DCP propane tank.*

**MASSACHUSETTS**

CSXT: Houghton will remain at Beacon Park.*

CSXT: Grand Junction bridge closed two weeks.*

GU: Town hearing on proposed propane facility.*

NS-PAS: NIMBY's fight ethanol unit trains.*

**NEW HAMPSHIRE**

PVRR: Holyoke mayor touts freight rail.*

[No report.]

**RHODE ISLAND**

[No report.]

**VERMONT**

[No report.]

**MARITIMES**

CBNS-RA-GWI: Touesnard surveys the future.*

NBSR/CN: Crude to Irving Oil in Saint John.*

NBSR: Alleviate congestion impact on residents.*

Halifax: Elevator more than doubling its throughput in FY12-13 due to federal deregulation.**

**RAIL SHIPPERS/RECEIVERS**

A cross-reference to companies mentioned here.

**PEOPLE, POSITIONS, EVENTS**

Ted Michon: Service Sunday 16 December.*

Jonathan Daniels.*

**FROM THE PUBLISHER**

Upswing!

Ian Simpson's good news about NBSR is matched by progress at Pan Am and possibly at D&H under Harrison. Could we actually have a turnaround?

Merrie Solstice!

- Chop Hardenbergh

Next formal issue 24 Dec

REGIONAL

NBSR: AN UPDATE

6 December, Augusta. **GENERAL MANAGER IAN SIMPSON DESCRIBED THE STATE OF THE RAILWAYS** to a session at the Maine Better Transportation Association annual meeting here. Dana Connors, former MDOT commissioner, introduced him as the general manager of JDI Railways (all or any referred to as NBSR), which consists of NBSR (174 miles), EMRY (106 miles), and NMR (241 miles).

The railways section is part of transportation, which in turn forms one of the seven divisions of J.D.Irving [see graphic]. Transportation also contains road (Sunbury + RST), marine (Atlantic Towing + Kent Lines), a 3PL (JDI Logistics), and services (Harbour Development + Universal Truck and Trailer).

**Railway operations**

In addition to its own three railways, NBSR manages the CN operations in Saint John, runs an AAR repair shop in Saint John, and operates 10.8 miles from Calais to Woodland for Woodland Pulp LLC [see 12#07A].

NBSR this past summer operated an excursion train for tourists coming off cruise ships. Simpson did not say the train made money, only that it “helped Saint John” and built “pride in our crews.”

**Railway customers**

Simpson noted that NBSR was able to convert much of the Maine and New Brunswick log and chip traffic from truck to rail, inbound to Woodland or JDI's mills in Saint John, offering long-term pricing. [Also, as some in the audience pointed out, JDI's Irving Woodlands is the supplier of the biomass. Editor] He also pointed to American Iron and Metals which has a shredder in the port [see 12#07B].

NBSR captured the auto traffic at Saint John [see 12#08B] because “the service was not where the auto companies wanted it” (Kia and Chrysler), said Simpson. NBSR has turned the autoracks much more quickly; “we’ve been able to cut car hire in half” running the terminal at the West Saint John rail yard.
Indirect rail
NBSR realizes that “there are limits to growth in direct rail,” Simpson told the audience. NBSR has pursued “indirect truck and rail” by offering reload and distribution centers. “This is a fast-growing area, and it takes investment.”

The 95,000SF distribution center in West Saint John serves Moosehead Beer, Diageo, and forest products.

Track construction
The NBSR track construction segment is also fast-growing. “We currently do track inspections, sidings repair and new siding construction for customers who are directly served by our railway or are in other regions and not on our line. Our investment in people and equipment have helped us expand this service offering for shippers and other railways.” In particular, CN is getting away from doing its own track inspections monthly, small repair work, or new sidings.

While Simpson barely mentioned the crude oil unit trains, he did say that NBSR crews did the track work for the Irving Oil terminal [see Maritimes], and all the northern Maine work [see Maine].

NBSR has also done track upkeep and track building in the East Saint John yard on CN property [see Maritimes]. “We do all their switching,” he said.

Maine activity
[See Maine.]

Interchanges
Whereas before the creation of MNR, NBSR was interchanging with Pan Am and MMA only three times per week, interchange now occurs daily, with up to 14 trains per week.

“Pan Am has done significant track work between Waterville and Mattawamkeag over the last two months, and is now coming up sometimes twice a day [to Mattawamkeag]. MMA has also stepped up. This is what we need, more investment.”

Additional jobs
NBSR has gone from 124 to 191 workers, EMRY from 20 to 28, and MNR from 32 to 56, Simpson told the audience. “Many of our new employees appreciate the opportunity to move back home and return to New Brunswick and northern Maine.”

Except for the rare manager who may be Canadian but has a work permit that allows some of her or his time in Maine, 'all of our EMR and MNR employees are Americans and all live in Maine. That’s why our growth here is a good news story for the job creation in Maine,' Simpson wrote later.

More cars needed
In answer to questions, Simpson said that while crude oil shippers are dominating new railcar production, NBSR needs chip cars and log cars.

Justifying a new car purchase is difficult, because most of the cost of biomass delivered to a mill lies in
the transportation or the cost of a car. A new car could cost $120,000, and last 50 years. The payback relative to
the value of the fiber makes justifying new car purchase “very difficult. The best route is to buy ones 30 to 40
years old, which can remain in service if not interchanged an additional 25 to 35 years.”

A year ago “when idle centerbeams were everywhere, we took one and built into chip car and got it
certified. It held almost 8700 cubic feet, versus the normal 5600 cubic feet.” But NBSR shops are not set up for
production line assembly of railcars.¹ {ANR&P coverage; e-mail to ANR&P 10.Dec.12}

**YARMOUTH-UNITED STATES**

6 December. THE NOVA SCOTIA GOVERNMENT HAS ISSUED A FORMAL REQUEST FOR
PROPOSALS TO OPERATE A FERRY between Yarmouth and 'the United States.' Responses are due 24
January. {NS government release 6.Dec. 12] [See 12#10A.]

**REGIONAL: NEW PHILLY RAIL TERMINAL**

26 November, Calgary. ENBRIDGE WILL CONSTRUCT A CRUDE OIL UNLOADING FACILITY NEAR
PHILADELPHIA, in partnership with Canopy Prospecting.² Jack Galloway, who formerly worked with Gulf
and Chevron, formed Canopy; Erik Johnson joined later as one of the principals. Johnson noted Canopy is
privately held and declined to disclose its financing.

Enbridge, a Calgary-based firm, said 'its U.S. subsidiary, Enbridge Rail (Philadelphia) L.L.C., has
entered into an agreement with Canopy Prospecting Inc. (“Canopy”) to create the Eddystone Rail Company to

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¹ Cianbro representatives asked about the cost of a chip car. If anyone in Maine could create and execute a program rebuild for chip and log cars, it
would be Cianbro. Editor

²The announcement stated: Canopy Prospecting, Inc. is a privately held Edgemont, Pennsylvania energy company focused on developing and
operating niche petroleum midstream and process opportunities in the United States and the Caribbean.
jointly develop a unit-train facility and related local pipeline infrastructure near Philadelphia, Pennsylvania to deliver Bakken and other light sweet crude oil to Philadelphia area refineries. The project is expected to handle 80,000 barrels per day (bpd) in the third quarter 2013 and can ultimately be expanded to receive up to 160,000 bpd for subsequent transport by barge or pipeline to nearby refineries as early as mid-2014.'

Location
The partners will lease a certain amount of land from Exelon Generation at its Eddystone power generation facility just south of Philadelphia on the Delaware River. Canopy, said Johnson, searched for a site with rail access in the Philadelphia area to serve the region's refineries, and he believes “you cannot get a better place.”

Site
Exelon will continue to operate the power station. Enbridge will renovate the existing rail loop, formerly used to receive coal [both coal-fired units now shuttered – see footnote], into a crude oil unloading facility. Johnson could not say how many acres would eventually be utilized.

The press release stated the project consists of: 'reconfiguring existing track to accommodate 120-car unit trains, installing crude offloading equipment, refurbishing an existing 200,000 barrel tank and upgrading an existing barge loading facility. Additional storage and pipelines connecting Eddystone to Philadelphia area refineries are under development.'

Logistics of operation
Crude will load into tank cars at the Enbridge facility in Berthold, North Dakota. BNSF will move the crude to Chicago, whence CSXT, NS, or CP [see Harrison article] could haul it to Philadelphia and hand it to Conrail [see 12#10B]. Conrail will switch the cars into the facility, said Johnson.

Graham White, Enbridge spokesperson, said the company was still negotiating with Class I railroads about transport of the crude.

Eddystone will work with the carriers to determine need for their own power requirements. White said Eddystone will do the plant switching, and most likely do it with the carrier's locomotives since unit trains will be switched within 24 hours.

Johnson anticipated that the new facility will unload a 120-car train in a number of hours “in the ballpark” of the 10 hours for a 100-car train for new facilities [see 12#10B].

The crude will go into an existing tank, and then into barges for delivery to local refineries. The press release stated: ‘“The Eddystone Rail Company will be the largest unit-train facility able to receive North Dakota Bakken and other light sweet crudes directly into Philadelphia area refineries” said Jack Galloway, president of Canopy Prospecting, Inc. “At nearly one million barrels per day, the region is second only to Houston in the concentration of light sweet refining capacity. Eddystone will be the first to provide access directly to those refineries from a rail facility.”'

Other unloading facilities
[Strictly speaking, Galloway is correct. Of the existing rail unloading facilities, two lie in Albany, one in Saint John, one in Delaware City, and one in Eagle Point on the New Jersey shore. However, PES has stated it will construct an unloading facility in Philadelphia, though without an definite date – see 12#10B.]

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3 Eddystone Generating Station, operated by Exelon Power, a business unit of Exelon Generation, has six units: Unit 3 and Unit 4 (online in 1974 and 1976 respectively), each 380 megawatts, are subcritical steam boiler-turbine generator units that run on either natural gas or No. 6 oil based on market pricing.

Eddystone also has four combustion turbines that supply power during peak demand periods. Units 10 and 20, and 30 and 40, are pairs of units that were installed in 1967 and 1970, respectively.

Eddystone did have two coal-fired units [photo in e-bulletin omitted]. The now-retired Units 1 and 2 came online in 1960, supercritical steam boiler-turbine generator units that operated on coal. Unit 1 was retired from service in 2011 and Unit 2 was retired in 2012. [Exelon website]

4 The Conrail bridge over Mantua Creek in Paulsboro collapsed on 30 November, sending several cars into the Creek. Conrail moves at least three major trains over it per day, some serving PBF Paulsboro. [Eastern Rail News 6.Dec.12] PBF will receive 90,000 barrels of crude per day here, by rail [see 12#10B].
About the timing, Johnson said: “Many have talked about a rail facility; this one is moving.”

Ownership and operation
‘Enbridge will own 75% of the joint venture and serve as operator during construction and operation of the facility. The total estimated capital cost of the project is approximately US$68 million.’ {ANR&P discussions; Enbridge press release}

REGION: NEED FOR IMPORTED PROPANE?*
30 November, Epsom NH. THE REGION’S PROPANE DEALERS ARE LOOKING TO RAIL TO SUPPLY THEIR NEEDS, said Joe Rose, president and CEO of the Propane Gas Association of New England. As long as US propane was priced the same as overseas, importing propane into the New England terminals of Sea-3 and DCP [see 12#03A] made sense. With the increased production in shale gas plays, however, the US has a glut of propane and the domestic price is much lower, so that providers are scrambling to build rail-served terminals.

The economics of the marine terminals do not make sense at this point, his Association's study [see below] showed. That is reflected in the tiny number of ships arriving at the two terminals in the next two years.

No Seaport mention
Rose said the Association made a conscious decision not to include the DCP tank [see Maine] in the study because it was not even permitted – and may never be. {ANR&P discussion}

STUDY ON NEED FOR PROPANE
The Propane Gas Association of New England commissioned a study on propane supply, finished in August. Excerpts follow:

Need for propane
Due to the propane from shale, the US has an oversupply of propane in 2013, and some believe the oversupply will continue to 2014. Internationally, oversupply may occur until 2015. In the Atlantic Northeast, however, the pipeline and rail traditionally used to bring in domestic supplies face possible congestion.

New England need. Industry sources indicate that 1-2 ships arrive at Sea 3’s Newington terminal and 0-2 ships arrive at the Providence terminal over each of the next 2-3 years. Because of the wide arbitrage price over that time period, the volumes and number of ships that have traditionally fed the US East coast will be limited to spot ships in the short term during sustained demand periods.

Canadian and domestic sources of propane look to be competitively priced and would push away international volumes that might have come to the East coast if the economics made sense. Propane is currently being exported from the Marcus Hook, New Jersey facilities, and midstream players are looking to see if that alternative makes sense for both of the existing waterborne facilities in New England.

Bottom line: The shifting of propane supply for the New England states has been happening the last two years; and US supply will be the primary supply for the New England states over the next 3-5 years, with 95% by 2017.

Rail and pipeline. Canada will continue to move transports and rail product into the New England states but it is most likely that this source of supply slowly shrinks over the timeline of this study. This shift will put more stress on US rail facilities, and the TEPPCO pipeline which will result in longer lines and time delays to transport propane from multiple supply points to retail bulk storage facilities during peak demand periods.

Slow loading at several facilities were noted as bottleneck areas slowing down transports, and impacting time and efficiencies of supply chains as a result of the “longer than industry standard” loading times.

Other bottlenecks: (1) main railway yards such as Chicago, Cincinnati, Columbus, Buffalo, and Selkirk
seem to be the primary bottleneck concerns in moving on the major railways from point A to B. (2) All the new rail car traffic will add stress and congestion at railyards in the supply chain that are already congested from existing rail traffic. (3) The Selkirk [TEPPCO] pipeline demand creates a choke point that typically kickstarts the overwhelming of the other supply points trying to feed the New England markets. The actual ratio during pipeline allocation is very important each year, and can partially offset some of the initial longer transport runs to other supply points.

Those familiar with the New England markets realize that the combination of retail companies under one flag, and the shifting of these companies from supply points previously used to other supply points in 2012-2013 and beyond, will definitely stress supply points and transportation assets, pushing a need to go longer distances for supply during a sustained winter. {page 24}

**Rail terminal future**

Never before have we seen the number of companies looking to locate new rail terminals or upgrade an existing site in or near the New England states.

We have at least three new facilities being built in 2012 with fall startup projections [North Grafton – see Massachusetts]; Biddeford – see 12#07A; and Global in Albany, which plans a propane terminal in 1Q13 with 500,000 gallons storage and six truck loading spots {page 26}], and several upgraded facilities targeted to be ready in the fall of 2012.

Industry sources have identified a few more [Searsport – see above] rail facilities that might also be built with a 2013 start-up. We need to exhaust the opportunity to build new and upgraded facilities to import propane from North American supply sources into New England. It will take more investment and re-routing of current rail lanes in order to have the most effective and efficient supply chain in a regional rail yard or rail facility.

Railing propane from closer-in supply points to New England will help reduce rail cars needed to service New England, because of the decrease in turn time. This will probably run in cycles that can swing between favorable and non-favorable arbitrage to move product to other parts of the US. The longer distances and times for the supply chains bringing propane into New England will create delays should there be a hiccup or two on the railways or in the rail yards feeding the rail facilities.

Suppliers with single rail facilities have less flexibility and few alternatives as compared to companies that have more than one rail facility supplying New England.

In sustained winter weather or a supply chain breakdown, we will get to see what the back-up plans for the rail facilities can really do to supply additional propane on a timely basis. The lower usage of the primary storage facilities at Newington and Providence affects significantly the supply chain, as the marine terminals have excellent capacity and efficiencies. The New England region of the US, with the highest turnover ratio of secondary storage, will really test this metric in 2012-2013. {'New England Supply & Transportation Outlook for 2012 – 2015,' prepared for the PGANE board of directors; research, illustrations, conclusions and recommendations by Bard Black, August 2012}
plan will allow CP to move the same or increased volumes with fewer trains, and is expected to save over 14,500, or 4%, crew starts;
• Explore options to maximize full value of existing and anticipated surplus real estate holdings;
• Relocate CP's current corporate headquarters in downtown Calgary to new office space at CP-owned Ogden Yard by 2014;
• Review options for the Delaware & Hudson (D&H) in the U.S. Northeast, while maintaining options for continued growth in the energy business;
• Announced earlier, CP is seeking expressions of interest on the 660-mile portion of the former Dakota, Minnesota & Eastern (DM&E), west of Tracy, Minnesota. {CP statement on website}

“Ball-less”
Critics of Harrison during his tenure at CN said he would often put the fluidity of the company’s network ahead of customers’ needs. But he has argued that improved service, including faster transit times, is more important to both parties than a feel-good relationship with shippers. CP has already shaved transit times between Vancouver and Toronto or Chicago to four days from five, he said.

As at CN, Harrison said he won’t be “buying any business” at CP by reducing prices. Instead, he wants to offer a quality service people will pay for, and that, combined with a more streamlined leadership structure, will allow CP to scale back its 650-person customer service department — something he did years before at CN when he took over.

Harrison said he doesn’t believe you need a huge customer service department to deliver a quality service, and CP will no longer be held ransom by shippers who threaten to take their business elsewhere, despite the looming threat of new regulations from the federal Rail Freight Service Review this fall.

“You don’t create a customer service group of jillions of people to be nice to customers. All you got to do is go out there and shake their hands,” he said. “Somebody has to call a spade a spade, and you have to have a pair of balls to do it, and they were ball-less.” {Scott Deveau in Toronto Financial Post 4.Dec.12}
The D&H versus DME

Harrison was asked why sell the west end of the DME and not D&H? He reasoned that a new DME operator will hand off traffic to CP, while CP would not need to invest in the line's upkeep.

“[T]he D&H has another set of complexities, all its own.” While not profitable, it connects CP with key energy shipping terminals in Albany and Philadelphia [see map]. “If we can work with another carrier through the Chicago and Buffalo gateways, we will, but the energy traffic is forcing us to take a closer look at the D&H for now.” [Eastern Rail News online]

It's all about velocity
Why would CP short-haul itself by turning the energy traffic over to CSXT or NS east of Chicago? A friend, who follows the rail industry and who listened closely to Harrison, commented on 10 December, “It's all about velocity. These [tank] cars cost $1200 to $1600/month. NS and CSX can move the cars much faster than CP can to Albany or Philadelphia.” That means better car utilization, and ultimately a lower price to the customer.

“Harrison is all about routing protocols,” the friend continued, by which he means an agreement between two railroads about the paths various cars will take, to their mutual advantage.

Plus, getting rid of the hump yards (Harrison will retain only St.Paul) means more velocity, because originating railroads will block their cars for distant nodes, eliminating the need to classify cars enroute. He expects the Class Is will begin to ask their short lines also to block cars. {ANR&P discussion}
LYONS-FGLK*


FGLK link
The proposed Port of Lyons has a north–south rail line owned by Norfolk Southern, running parallel to the canal and connecting to FGLK in Geneva. NS has not used the line since 2009, [and it is in need of repairs and upgrades]. FGLK hopes to acquire this line and upgrade it to current standards. {Jon Fontaine in Wakeup Wayne County 17.Aug.10}

Study results Phase I: site
The study appeared in two parts. Phase 1 addressed technical feasibility. At the 2010 World Canals Conference in Rochester, Moffatt & Nichol's John Schirmer, a senior project manager, provided the Phase 1 results at an exhibit booth: the project was technically feasible.

Landside access a feasibility question. The consultants sought a site with good landside access, which avoided significant environmental impacts. What appeared a promising alternative, because of excellent rail and road access, proved unfeasible because of major wetlands impacts.

The consultants recommended, from among four options, a 40-60 acre agricultural site whose advantages (little or no floodplain impact, little or no wetland impact, favorable topography, canal frontage of 1600 - 2400 feet, excellent southbound rail access, very good east-west rail connection, adjacent to industrial park, greenfield site, phased development/expansion) clearly outweighed disadvantages (highway connectivity, property acquisition cost, impact to agricultural property). Moffatt & Nichol estimated costs for this option to range from $7,800,000 to $18,300,000. {Moffatt & Nichol presentation 20.July.10}

Study results Phase II: traffic
Peg Churchill of the Wayne County Industrial Development Agency, leading the project, said Moffatt & Nichol then examined the market question: “Are there enough products moving through the Finger Lakes and Wayne County region that a port would create jobs and generate economic development in the region? For the high-end anticipated costs of $18.5 million to build a port, grain and fertilizer storage and handling facilities, as well as warehousing space for other products, will Wayne County see a reasonable return?” {Jon Fontaine in Wakeup Wayne County 17.Aug.10}

Market questionable. At the NYS Canals Conference on 2 October 2012 in Oswego, the consultants showed the financial viability was questionable because the freight volumes did not reach the needed level.

Moffatt & Nichol reported mixed results from outreach to potential users, concluding that without an identified major user committed to the port, the somewhat risky project would require scaling back and staging. {Port of Lyons Feasibility Study Moffatt & Nichol presentation 15.May.12}

Current new port status
Jonathan Daniels, executive director of the Port of Oswego [see People], said the study cost about $49,000 of public dollars.

Project collaborators are still evaluating information and seeking funding for phased implementation. One big question concerns the phasing schedule. Originally they envisioned a canal port. Now, a truck and rail terminal alone may come first. The maritime component is extremely expensive; starting with a truck and rail terminal would provide proof of concept for the more costly maritime proposition. The Port of Oswego may be involved as operations and management experts. Its ultimate role needs to be evaluated and negotiated. {Daniels
in discussion with ANR&P correspondent Laurel Rafferty 20.Nov.12}

CONNECTICUT

CONNECTICUT PORTS*
21 November, Newington. **THE CONNECTICUT MARITIME COMMISSION DISCUSSED THE PORTS STUDY** [see 12#11A]. Chair Joe Riccio noted that the Port Study has many layers, the two most prominent being a change in governance over the ports and establishment of a grant-in-aid program.

The commissioners voted unanimously in favor of a state-wide port authority (SWPA).

New Haven comment
Judi Sheiffele, executive director of the New Haven Port Authority, stated that she supported the CTMC’s action on the Port Study. She commented on two recommendations in the Port Study. First, any SWPA should concentrate on the marketing of the ports. Second, concern was expressed in the Study about the competing interests with respect to property in and around the ports. She mentioned the gentrification of port property as cities attempt to increase their respective tax base. {draft minutes of meeting}

MAINE

NBSR: MAINE UPDATE
6 December, Augusta. **RAIL TRAFFIC IN NORTHERN MAINE HAS TRIPLED**, Simpson said [see Regional]. “We are starting to see the confidence come back.” He mentioned Cavendish in Fort Fairfield, and an newly-built siding in St.Croix which already had one siding for Irving Woodlands [see 05#08B]; the second siding permits logs to move both north and south.

In Masardis, where Fraser Timber had not used rail for some time. EMRY and MNR rebuilt sidings, using IRAP money for some of the work [see 12#08A] and started moving chips and lumber by rail. Fraser can now load 5 centerbeams and 10 chip cars per switch. “This makes them more competitive.”

Weekly car counts
NBSR started operating the now state-owned trackage in June 2011 [see 11#05B], and soon thereafter traffic began doubling some weeks [see 11#10A]. Simpson gave these figures:

<table>
<thead>
<tr>
<th>Carloads per week</th>
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<tbody>
<tr>
<td>100</td>
<td>Beginning</td>
</tr>
<tr>
<td>166</td>
<td>2011</td>
</tr>
<tr>
<td>208</td>
<td>2012 year to date</td>
</tr>
<tr>
<td>239</td>
<td>trend at end of 2012</td>
</tr>
<tr>
<td>301+</td>
<td>2013</td>
</tr>
</tbody>
</table>

“We would like to see 350-400,” he concluded.

Track speeds
Post the TIGER infusion of federal funds [see 10#11B], track speeds will improve, Simpson recounted.

Between (miles per hour)
Squa Pan and Madawaska: was 10 will be 25
Branches to Presque Isle and Houlton: was 10, now 25
Oakfield and Squa Pan: was 10/25, will become average 35 upon completion of Sperry rail change-out.
Millinocket to Oakfield: was 10/25, will become 40 upon completion of Sperry rail change-out.

For comparison, Simpson said NBSR currently operates its main line at 40 miles per hour, which compares with our railways' main line speeds in the region.

The track work has come in below budget, so crews put more ties in. NBSR and the state have set priorities jointly.

**Brownville bypass**

NBSR instituted this cut-off project because of the number of hours moving around the loop was consuming [see 12#11A with map]. “For that six to eight miles, trains took three hours, burning up valuable train crew hours,” Simpson reported. The railway expects to be moving 80-100 cars to Woodland every week, and sending freight to the interchange with Pan Am at Mattawamkeag as well, so an improvement was warranted.

“Two weeks ago this was all woods. In seven days we cleared the right of way” with crews from Irving Woodlands, “and EMRY and NMR crews are now laying” 1700 feet of track and installing two switches. “We should be finished in three weeks, and if the weather cooperates operate before Christmas.”

This is a project “talked about for many years,” Simpson said; “we are making it happen.” “The state offered support on this.

**Bald Mountain mining**

Responding to a question about J.D. Irving's proposed mining on Bald Mountain [about ten miles west of the rail line through Portage – editor], Simpson said NBSR was “not closely involved at this point. If it moves forward, the railway will play very important role in the success of the whole project.” JDI will decide whether to “transload or build in. I suspect we will do the latter.” \{ANR&P coverage\}

**PAN AM: PAPER BUMMER**

29 November, Sartell, Minnesota. **IN LITTLE MORE THAN A DECADE, MORE THAN A HUNDRED PAPER MILLS HAVE CLOSED BETWEEN WASHINGTON AND MAINE.** Most people in the industry expect the trend to continue. Paper companies have tried to handle sinking demand for their product by cutting production. Companies have closed 117 American mills since 2000, according to the Center for Paper Business and Industry Studies at Georgia Tech University. But demand is falling too fast for the cutbacks and consolidation to keep up.

"Demand is declining, and you could make a case that demand decline is going to accelerate going forward, so we're going to see even more shuts at a more rapid pace," said Paul Quinn, a paper and forest products analyst at RBC Capital Markets in Vancouver.

Foreign-owned paper mills in Minnesota, UPM Blandin and Sappi Fine Paper in Cloquet, both plan to produce something other than paper. Sappi is spending $170 million to convert its pulp mill to produce chemical cellulose that can be turned into thread for textile mills. The Finnish parent company of the Blandin mill has invested in research of cellulosic nano-materials, which chemists believe could be blended with other materials to make car and aircraft parts, and maybe body armor.

**Verso financials**

Verso Paper, which closed the mill in Sartell after an explosion that killed a man and caused $50 million in damage, has never turned a real profit. Created in 2006 when the private equity firm Apollo Global Management broke off a division of International Paper, Verso [owner of Pan Am-served mills in Jay and Bucksport] has lost money every year but 2009. That year, it got $239 million in federal tax credits for using a paper-making byproduct as an alternative fuel.

In Maine, pulp and paper manufacturing employs roughly 7,400 people, about half the number of a decade ago.
NewPage financials

GLOBAL PULP AND PAPER PRODUCTION AT RECORD

US top pulp producer
The United States remained first with 49.7 million metric tonnes of pulp; China came second at 19.5 million. {Paper Age 11-12.12}

SLR: RUMFORD BRANCH BID*
21 November, Auburn. THE LEWISTON-AUBURN RAILROAD ADVERTISED FOR CONTRACTORS TO BUILD 6600 FEET OF TRACK:

The project consists of restoring approximately 6,600 linear feet of the Rangeley Branch mainline between West Hardscrabble Road near the Lewiston Junction Road at the project’s easterly end and Siding 227 of the St. Lawrence and Atlantic Railroad at the project’s westerly end. The project also consist of approximately 400-ft of new spur track from the midpoint of the mainline to a private abutting property. The track improvements consist of but are not limited to clearing, grubbing, ditch cleaning, excavation, grading, drainage, culverts, sub-ballast, track ballast, tie and rail
installation work. Railroad-related materials as identified in the Contract Documents will be furnished by the St. Lawrence and Atlantic Railroad.

Procedure
The Androscoggin Valley Council of Government (AVCOG) will host a mandatory pre-bid meeting on 5 December 2012. 'Only attendees will be allowed to bid.'

The Lewiston Auburn Railroad Company will receive bids until 19 December. 'Bids will be accepted from all bidders. The lowest responsive bidder must have successfully completed a railroad project of similar size and scope within the last five years, and shall submit a one-page project summary of said project(s) along with its bids.' {text of Notice to Contractors on AVCOG website}

SEARSPORT: PROPANE BATTLE**
26-30 November. **THE PLANNING BOARD HELD FIVE DAYS OF HEARINGS ON DCP'S PLAN FOR A PROPANE TANK HERE.** Opponents argued its size would damage the viewscape, and its traffic would impair traffic on Route One; it would also pose a threat of explosion. [See 12#02B.]

According to reports, no presentations focused on the economic need for the tank. “Propane is a very clean, nontoxic energy source, and very applicable to a rural area,” Don Baldridge, the company’s senior vice president for marketing and logistics, told the board members. “We saw the need for an additional supply … DCP has a long history of being in New England. We have a long-term commitment to this market. We think the Searsport location is a logical site for the facility.” {Thanks But No Tanks daily summaries; Abigail Curtis in Bangor Daily News 27.Nov.12}

Next steps
On 16 January, the Planning Board will reconvene to hear more public comments. Thereafter the Board will begin comparing the application with the land use ordinance’s performance standards.

DCP’s project is considered a permitted use under the ordinance in the industrial district for which it is proposed. But local planning boards are able to deny permits based on such factors as impact on property values, scenic views and traffic. {Tom Groening in Bangor Daily News 30.Nov.12}

MASSACHUSETTS

CSXT: BEACON PARK*
29 November, Allston. **HOUGHTON CHEMICAL WILL REMAIN AT BEACON PARK,** owner Bruce Houghton said. On this day, he had four tank cars spotted on his siding, and he will continue to use rail.

The “economy does not have much impact. If we do our job, we will continue.” At this point, he said, “there's lots of opportunity here, we're real busy.”

Moreover, the company “continues to transform itself to the next use. We have far less resemblance to what we doing ten years ago.”

Three different activities
Houghton for its own customers does reformulating of the inbound chemicals, or does contract packaging and storage. For third parties it transloads their chemicals. For example, Houghton transloads the chemicals Logan Airport uses for de-icing.

“Sometimes the rail siding is dead, sometimes we have more cars than we know what to do with. The siding will continue regardless” because the Grand Junction branch [see other article] will remain for freight. {ANR&P discussion}
CSXT: GRAND JUNCTION IMPACT*
21 November, Boston-Cambridge.

**THE RAIL BRIDGE HERE WAS CLOSED TO ALL FREIGHT TRAFFIC.** Two weeks earlier, a visual inspection of the bridge found signs of movement in its trusses, said Scott Farmelant, MBCR spokesperson. A bridge engineering inspection firm was brought in; on 21 November, MBCR closed it to freight cars and locomotives.

Earlier, MBTA spokesperson Joe Pesaturo wrote, some traffic was permitted. Now, seven of the bridge’s 44 crossbeams need to be replaced; repairs should take about two weeks.

Train movements pending re-opening
Amtrak will do routine maintenance on Downeaster trains at the MBTA’s facility in Somerville. MBTA will maintain its southside equipment at the Amtrak facility in South Boston.

Pan Am and CSXT agreed to “transfer freight rail trains in the Worcester area,” Pesaturo wrote. So too some passenger equipment must move from one side to another, and use the Ayer-Worcester connection. Two MBTA locomotives will move from the south side to the Somerville repair facility 25 November, wrote Pesaturo. {Carolyn Johnson in Boston Globe 24.Nov.12; Pesaturo e-mails to ANR&P 24.Nov.12}

GU: LPG AND STB**
4 December, Grafton. **THE RAILROAD PLANS TO BEGIN SERVING A LIQUID PROPANE FACILITY HERE,** according to presentations at a special convened by State Senator Michael Moore. His constituency includes both Grafton and Upton as well as parts of Worcester; he has received several phone calls from his constituents concerned about GU activity in Grafton, particularly the possible gas transload.

Facts on terminal
GU President Jon Delli Priscoli showed a plan locating the terminal on GU property about 100 yards from the CSXT main line at 42 Westboro Road, and named 'Grafton and Upton Railroad I-90 Intermodal Terminal.' Thomas Godfrey of Tom Godfrey HSSE Services LLC, a consultant to Delli Priscoli, characterized the terminal as medium-sized featuring four 80,000 storage tanks on the 10-acre site.

From an August 2012 study for the Propane Gas Association of New England [see Regional for more information]: Patriot Gas Supply Rail Facility in North Grafton, autumn 2012 start-up planned. 320,000 gallons storage; 1-2 switches per day; rail line on rail facility property for staging rail cars. Four transport loading spots; load one transport in 30 minutes. Operating hours: estimated 12 hours per day.
**Local reaction**
Selectman Brook Padgett said GU has been in front of the board on several occasion but the selectmen had no idea about this plan until two weeks ago.

“We haven't closed any options one way or another. We feel that is incumbent of the board to make sure that we don't make an emotional decision,” said Selectman David Ross, the board's chair. “We're looking through everything. We're working with the railroad. We're asking them to identify the information, hoping to reach a resolution without going to the STB or federal court.”

**STB and other officials**
A panel of officials from regulatory agencies discussed the role of their agencies in overseeing the GU: representatives from the STB, Massachusetts Department of Environmental Protection, FRA, Grafton Board of Selectmen, Grafton Board of Health, Grafton legal counsel, and the State Fire Marshall.


**Moore attitude**
On 29 November, Moore said, “Transparency can go a long ways” toward resolving problems. Moreover, “it's incumbent on us to let citizens know what rights they have. Once they know, it's their decision to take action.”

Moore convened the meeting both to find out more about the activity and to let citizens know their rights (via the panel).

Moore has supported the railroad [see 12#08B].

**Different from Upton**
Moore pointed that the STB petition filed by a group of citizens from Upton about activities in the West Upton rail yard, asking the STB for a ruling on federal pre-emption [see 12#08B], is a completely separate issue. “I have met with those citizens too,” he said, in keeping with his support of transparency and information.

**STB presence**
Brian O'Boyle, an attorney from the Board's Office of Public Assistance, Governmental Affairs, and Compliance, presented the agency's view of federal pre-emption and its role.

On 29 November, he said that he appreciated the chance to explain the agency's role. “We appreciated the invitation, which is somewhat rare. We are always open invitations to participate.”

Because the STB is extending this as a service to the community, it will pay for the trip. {ANR&P discussions 29.Nov.12}

**NS-PAS: CONTINUED RESISTANCE**
21 November, Boston. *THE CHELSEA CREEK ACTION GROUP DELIVERED MORE THAN 850 POSTCARDS QUESTIONING ETHANOL BY RAIL* [see 12#09A] the previous week. The coalition of activists from Chelsea, Revere, East Boston, and Everett gathered the postcards asking MassDOT Secretary Richard Davey to support a comprehensive public safety study of the transportation of ethanol by rail through densely populated communities. Chelsea Senator Sal DiDomenico and East Boston Senator Anthony Petruccelli obtained the amendment to the state transportation bond bill requiring the study. In particular, the cards asked that the study consider environmental justice plus the economic capacity of each municipality to respond to a train derailment and explosion, and requested that MassDOT form an advisory committee to complete the study including residents from Chelsea, East Boston, Revere, Everett, and Cambridge. {John Lynds in *Chelsea Record* 21.Nov.12}
PVRR: PUBLICITY*
13 November, Holyoke. THE CITY’S MAYOR, ALEX MORSE, TOOK BUSINESS AND ECONOMIC LEADERS ON A RAIL TOUR. Starting at Hazen Paper, they heard about Sullivan Scrap and Yankee Candle.

Morse noted the railroad does a lot of economic development work on behalf of the city trying to lure companies into Holyoke and the mayor feels that bodes well for the future. “So together we’re confident over the next couple of years we can really lure companies to come along the rail here in the city.”

Chamber of Commerce President Kathleen Anderson said of the line, “Having it come right into downtown Holyoke, it goes by a number of our industrial properties and we’re looking at re-use of some of the older industrial properties into different uses as well.”

PVRR continues to invest in its property, a million dollars in infrastructure over the last five years, said General Manager Mike Rennicke. The rail company has doubled its business in the last seven years and continues to grow. {ABC40 News}

MARITIMES

CBSN-RA-GWI: THE FUTURE*
21 November, Montreal. THE PURCHASE OF RAIL AMERICA INC. BY GENESEE & WYOMING INC. WILL STRENGTHEN RAIL AMERICA, said Peter Touesnard, RA vice-president of sales and former CBNS general manager. [See 12#09A.]

“The Genesee & Wyoming is the longest standing short line holding company that I am aware of. They have been in existence since the late 1800s so they have a long and very positive history in the shoreline freight rail industry in North America and beyond. So from that perspective I think it is a very positive thing.”

Touesnard said with over 100 railroads “that gives you buying power and strengthens relationships with Class 1 railroads that you interchange with because you end up having more in common.”

Impact on CBNS
Touesnard did not believe the sale will have much of an impact on CBNS. “I don’t think the day-to-day operations will change substantially. Genesee has announced that the CBNS will become part of their Canadian division operated by Mario Brault, president and CEO of G&W Canada Inc. So for CBNS we would say perhaps a bit more Canadian content and again for relationships with the Canadian government and so on that is a very positive thing.”

CBNS for sale?
Touesnard said he couldn’t speak to any suggestion that GWI would sell the CBNS but said, “I certainly don’t think so. They have a history of buying railroads not selling railroads so I certainly think you will continue to see CBNS being operated as a G&W property.”

As for additional investment into CBNS from a new owner, Touesnard expects the same level of investment as in the past. “I think like most shoreline rail companies you invest as the need demands it. CBNS was reasonably well capitalized over the past number of years by RA, particularly since 2007. RA has been a very well-financed company and there isn’t a shortage of money to invest but you invest to the extent that it makes sense. RA has continued to keep up its capital maintenance program at CBNS from my perspective and I fully expect G&W will do the same,” he said.

Touesnard’s position
Touesnard said his own employment is under discussion. “They have their own corporate structure and so there is a chief commercial officer in the organization so they don’t need two chief commercial officers. They organize their sales efforts a little differently than we [RA] do.

“I’m currently vice-president of sales for our company and they don’t have an equivalent position. So those are kind of ongoing discussions with the company to see how everyone fits in and where there’s synergies
and opportunities. But they have an interest in growing their organization and I think many of us at RA can help them do that so there is some good positive discussion going on.”

**Talks with mill**
CBNS continues to hold talks with the re-opened paper mill in Port Hawkesbury. [See 12#09A]. “They are ramping up and whenever we have a restart it always presents all kinds of interesting challenges. We met with them last week and my perspective is it is going well. For CBNS they are seeing traffic going into and coming out of the mill and all kinds of positive discussions are going on to build business with them.” {Discussion with *ANR&P* correspondent Tom Peters 21.Nov.12}

**NBSR/CN: MORE ON CRUDE MOVE**
24 November, Saint John. *CN-DELIVERED CRUDE OIL TANK CARS ADD TO THE INCREASED TRAFFIC HERE.* According to rail observer reports, CN brings crude to Irving Oil in cuts of cars inserted into the regular train from Moncton, W406. Recent sitings:

- On 24 November W406 had about 124 cars, of which 60 or so were crude.
- On 23 November W406 had about 20 crude cars.
- On 9 November W406 had over 100 cars, about half of which were crude.

Whether the crude comes from Bakken (light and sweet), or the oil sands (heavy) is unknown. {RailsNB e-list}

**More on new yard**
NBSR track crews built it [see *Regional*], said Simpson. He said the terminal holds 40 cars, and that it can unload a 108-car train in less than 24 hours, making turn times very good. [See more in *Regional.*]

**NBSR: WORKING ON HIGHWAY CONGESTION**
23 November, Saint John. *THE RAILWAY IS TRYING TO REDUCE THE EFFECT OF ITS INCREASED TRAFFIC ON THE POPULATION.* Mary Keith, J.D.Irving spokesperson, wrote this letter to CBC:

> When we spoke the last time we talked of the growth of railway jobs in Saint John (over 50) as well as increased rail car traffic to the port, the refinery and our offload centre for movement to other Maritime locations by truck. From the perspective of new job creation and a strengthened SJ transportation hub it is a good news story.

> At the same time, it is also true that more railcar switching is happening at the east Saint John rail yard with locomotives marshaling rail cars in and out of tracks that are adjacent to the Ashburn Lake crossing. We are working to cause the least disruption to automobile traffic while ensuring safe, efficient and on-time movement of goods to customers by rail.

> These efforts include working with key industrial customers to move product through the night before the morning work rush begins. In addition, NBSR has built more than 20,000 feet of new tracks this summer in Saint John to help improve efficiencies to accommodate growth and reduce re-handling of cars. This continues to be our focus.

> The new tracks are making us more efficient (reducing rail traffic over major east side crossings). Wherever possible, we will reduce the switching being done in areas that will activate switches or occupy crossings where high levels of vehicle traffic occur.

> The Ashburn crossing at the intersection at Rothesay Avenue has always been a challenge (prior to the recent growth in rail traffic) because …

1. The short duration of the green traffic light – both at the corner and the short section after turning left onto Rothesay Avenue.
2. The regular train between Saint John and Moncton comes in around 4 pm each day and leaves around 6 pm when vehicle traffic may be heavier.
3. The maximum designated speed on the section of track is 10MPH.

> The railway is operating within the regulations and guidelines and we are working hard to limit vehicle disruptions as much
as possible, while growing the business and jobs in the city.

One resident's comments
Dear Information Morning,
Thank you for your coverage of the increasing problems created for businesses and commuters by the trains. They are becoming an issue in surrounding communities, as well, but of a different kind.

I have lived near the tracks in Westfield since I was a small child. Eighteen years ago, I purchased my own property, through which the railway has a right of way, and I didn't even consider that this proximity would be an issue, as the rail companies have always been very considerate of their residential neighbours.

I have no difficulty sleeping through the passage of an average length train, but my sleep has been disrupted by the railway more often in the last six months than in all the other time have lived in Westfield put together. There has been an increase in the number of trains blowing at crossings in the middle of the night as well as an increase in the lengths of trains, with some taking upwards of five minutes to pass my house.

And the cars seem to be heavier, creating more noise on the rails. From discussions with neighbours, I feel safe in saying I am not alone in my frustration. While shifting schedules to have more deliveries at night may alleviate traffic problems, it poses quality-of-life problems for others. Perhaps a better solution for everyone would be to regulate the lengths of trains.

Sincerely,
Susanne Sutton, Grand Bay – Westfield {text of letter read aloud by CBC; letter and comment provided by CBC reporter Rachel Cave}

HALIFAX: GRAIN EXPORT**
28 November. THE HALIFAX GRAIN ELEVATOR IS HANDLING MORE WHEAT AND BARLEY, as a result of new federal legislation. Marketing Freedom for Grain Farmers Act came into effect 1 August, and ended the Canadian Wheat Board’s monopoly on the sale of wheat and barley grown in the West. {Federal press release 16. Dec. 11}

Jeff Brownlie, the grain elevator’s manager of finance and administration, said he anticipates the elevator will handle 100,000 metric tonnes of grain in the company’s fiscal year between 1 October 2012 and 30 September 2013. In FY11-12 the company handled 40,000 metric tonnes.

“We are cautiously optimistic things will go well for us. We have only been in this new environment since August 1 so it is really difficult to say what is going to happen. But our party line is it doesn’t matter who owns the wheat we are ready to export and handle it,” he said.

Growers kicking the tires
Brownlie believes a lot of what is happening now is growers checking out their options under the new freedom. “Some of the stuff we are going to see is people” trying out the elevator. “There is not a guarantee for us [the increases will continue] but I think it will be a two-year deal as people sort out what they are going to do” as a result of the new legislation.

Recent shipments have been going to Mexico, Dominican Republic, Europe and South America, he added.

Additional benefit
The Halifax grain elevator can store up to 140,000 metric tonnes of wheat and Brownlie sees that as a marketing point for exporters as well as the ice-free harbour. Exporters with overseas markets can store wheat in Halifax during the winter months and have it ready to ship to customers when the need arises. Some vessel owners who don’t particularly like using the St. Lawrence River in the winter.

Halifax Port Authority’s Patrick Bohan says the storage capability will be a plus. “There is some grain coming into the flour mill to be processed and that affords the opportunity to position [wheat]. We have great confidence that this is one of the key things the elevator is going to be able to provide in this new environment, a forward position facility where traders will have the ability to respond to market opportunities quicker. Grain will be on the coast.”

Over the past few years the HPA and the grain elevator’s operator have been promoting “the supply
chain value of the elevator as a forward position facility” at a variety of trade shows in Canada and the U.S. “We really believe that there are some things that can be done here because of the deep water and consistent with the operator’s history where they have shown a tremendous ability to be innovative. One of them (innovations) is topping up and loading vessels to their maximum draft before they leave North America,” Bohan said.

**Inbound and export vessels**
Most of the inventory for this fiscal year, which is a combination of western wheat shipped through Thunder Bay and eastern wheat moving through the Port of Hamilton, mostly all on 25,000 metric-tonne laker boats, is already at the grain elevator.

Brownlie said he anticipates loading seven export vessels in this fiscal year of various sizes, depending on how much grain is shipped. “We will do 8,000 metric-tonne loads and we just topped off a 60,000 metric-ton load of soya beans. So really it is difficult to predict from year to year how many vessels we will actually load.” “We are just loading our fourth vessel now and we will do three more after Christmas,” Brownlie said. {Discussions with ANR&P’s correspondent Tom Peters 28.Nov.12 & 3.Dec.12}

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**RAIL FREIGHT FACILITIES**

Described in this issue.
Chrysler (NBSR, Regional) Cut car hire in half.
DCP (MMA, Maine) Propane tank hearings.
Enbridge (Conrail, Regional) To build crude unloading terminal.
Fraser (MNR, Maine) New sidings.
GU I-90 Intermodal (GU, Massachusetts) New propane facility.
Houghton Chemical (CSXT, Massachusetts) Stays in Beacon Park.
Irving Oil (NBSR, New Brunswick) More on crude terminal.
Kia (NBSR, Regional) Cut car hire in half.
Lyons (FGLK, New York) Port not yet financially feasible.
Port Hawkesbury (CBNS, Nova Scotia) Positive restart.
Verso (Pan Am, Maine) Losing money.

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**PEOPLE, EVENTS**

**TED MICHON SERVICE**
A memorial service for Ted Michon will be held Sunday, December 16th at 2 pm on Cape Cod. Unitarian Universalist Fellowship, 840 Sandwich Road, East Falmouth.

**Jonathan Daniels** entered Atlantic Northeast logistics in 1995 as port director of the Port of Eastport after Maine Maritime Academy and later became CEO of Eastern Maine Development Corporation. He left Maine about five years ago for the Port of Oswego position [see other article].

He applied to direct the Port of Bellingham, Washington, but in November turned down the job offer. {John Stark in Bellingham Herald 30.Oct.12; ANR&P discussion 29.Nov.12}
ATLANTIC NORTHEAST RAILS & PORTS

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Coverage
The newsletter covers the operating freight railroads and ports in New England, the Maritimes, and eastern Québec, as well as the government environment they function within. Coverage includes passenger rail and ships when relevant to freight operations.

Frequency and the e-bulletin
ARNR & 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