NEW HAMPSHIRE

NHDOT: Capital Corridor feasibility study okayed.
Pan Am: Fink corrects misperception that southern New Hampshire does not have freight rail.

RHODE ISLAND

Quonset-Davisville: Details on how Eimskip decided not to locate in Davisville.

VERMONT

[No report.]

MARITIMES

WHRC: CN proposes to abandon connection. Schmidt would like to buy it, but price an issue.*

SAINT JOHN: January traffic up in many sectors.*

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

James Bonner, Ed Jakubowski, Tom Egan

FROM THE PUBLISHER

Eimskip!
Portland will receive a scheduled semi-monthly call, with existing traffic, which will eventually generate some rail traffic. This illustrates what some visionaries have long said: Maine ports plus railroads can serve as a gateway to the continent. Fingers crossed that Eimskip will make this work.

- Chop Hardenbergh Next formal issue 5 March.

Formal issue 13#02A 19 February 2013

www.atlanticnortheast.com

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

REGIONAL

Crude: Photo illustrates crude still moving.
Philly: PBF announces new rail terminal.
Pan Am: Description of double-stack clearances.
Portland-New York: RFP for articulated tug-barge to emerge in a couple of weeks.*

NEW YORK

D&H-PAR: Mechanicville restoration of XO tower.
NYA: James Bonner discusses opportunities.

QUÉBEC

[No report.]

CONNECTICUT

ConnDOT: Bond Commission okays $9 million more for rail freight projects.**

MAINE

MDOT: Moving ahead on rail plan.
MMA/NBSR: Van Buren sub sale still held up.
Pan Am-Portland: Eimskip makes Portland only US port call, with Pan Am rail service. Extend line to the International Marine Terminal?**

MASSACHUSETTS

CSXT: Complaints of more noise from expanded Worcester intermodal terminal.**
CSXT: Still intermodal at Beacon Park 1 February.*
NS-PAS: MassDOT gives progress report on study of danger transporting ethanol to Revere.**

REGIONAL

CRUDE BY RAIL TO PHILLY AREA

3 February, Parsippany, New Jersey. PBF ENERGY INC. ANNOUNCED THE COMPLETION OF A SECOND RAIL UNLOADING FACILITY FOR CRUDE OIL AT ITS DELAWARE CITY REFINERY. PBF announced the expansion in mid-2012 [see 12#10B] to add the 70,000 barrel per day (bpd) rail facility, and completed it on schedule and on budget.

The Delaware City rail facilities now are capable of discharging 110,000 barrels per day, including 40,000 barrels of heavy crude and 70,000 barrels of light crude, PBF Energy officials said in a prepared statement.

Further expansion

PBF also announced that if approved at the company's February board meeting, it will add another 40,000 bpd to the discharge capacity of the heavy crude facility in Delaware City to accommodate more Canadian heavy crude. Slated for completion in the fourth quarter, the project will cost $50 million.

Tom Nimbley, PBF CEO, said in a prepared statement: “We believe that Canadian heavy barrels will be the most economic barrels on the market and we intend to take the necessary steps to maximize our exposure to this advantaged crude.”
Rail
The first unit train of Bakken crude oil is expected to discharge this week with seventeen more unit trains scheduled to arrive in the next two weeks.

Rail cars
PBF also announced agreements to acquire an additional 2,000 coiled and insulated rail cars designed to handle heavy crude, and 500 general purpose cars. The new coiled and insulated cars, boosting PBF's fleet of owned or leased cars to 3,600, will arrive 2014 through 1Q15. The general purpose cars will arrive in 2013. {company statement}

Cost to rail crude
By building unloading capacity directly at the refinery, PBF saves about $3 a barrel compared with transporting by rail and barge [the method used by Global – see 13#01A New York], Nimbley said 24 January at the Argus Crude Americas Conference in Houston.

PBF spends about $17 a barrel transporting heavy Canadian, Nimbley said. Transport costs more than Bakken because heavy Canadian oil needs to be transported in coiled and insulated rail cars, which carry about 550 barrels per car, compared with 700 for Bakken oil.

Bakken crude priced at Clearbrook, Minnesota, cost on 4 February $21 a barrel less than Brent, the benchmark for Atlantic Coast refiners, at 9:02 a.m. New York time, according to data compiled by Bloomberg. Western Canada Select, a blend of heavy sour oil from Alberta, cost a record $65.81 a barrel less than Brent on 14 December. The crude traded at a discount of $49.19 on 4 February. {Dan Murtaugh in Bloomberg 4.Feb.13}

Nimbley told the AON conference in Houston on 16 January that in late 2012, Western Canadian crude lands into the East Coast more than $17 per barrel [including transportation] below Brent.

He also said that a double loop track at the new terminal, which holds two unit trains, permits PBF to fully unload one unit train in 12-14 hours. {PBF presentation to AON conference 16.Jan.13}

PAN AM DOUBLESTACK CLEARANCE
15 February, Portland. THE IMPELLING SERVICE FOR EIMSKIP RAISES THE QUESTION OF INTERMODAL CLEANANCE for Pan Am to and from this city [see Maine]. Data from Pan Am itself, as well as MDOT and NHDOT, indicate that the railroad won't have any doublestack clearance east of Ayer:

Pan Am timetable
According to the company's Timetable No. 2 dated 10 November 2012, cars exceeding Plate F (17 feet 0 inches in height above the top of rail) are not permitted:

- from Mattawamkeag to CPF 199 (Rigby Yard) {page 34},
- from CPF 199 to CPF 312 (the Littleton-Ayer line) except that 'Multi-level auto racks and double stack container cars not exceeding 19' 3” may be moved between CPF 312 and MP 304 [West Chelmsford] only.' {page 51}

From CPF 312 to CPF 468 (beginning of Mechanicville intermodal facility), the following may be moved: 'Intermodal, Double Stack and Multi-level automobile cars not exceeding 19 feet, 3 inches above the rail.' {page 66}

Domestic containers are 9 feet six inches high, international containers 8 feet six inches [see diagram]. So Pan Am will serve Portland intermodal traffic with single-stack only. {editor}

Possible improvement?
The draft Maine State Rail Plan list of future projects calls for eventual doublestack clearance:

<table>
<thead>
<tr>
<th>PAR</th>
<th>NH border to Portland</th>
<th>Track and signal upgrades, add/extend sidings, upgrade to 286K and double stack</th>
</tr>
</thead>
</table>

Clearances in New Hampshire
The 2012 New Hampshire State Rail Plan has this:

**Table 6-2 Overhead Bridge Vertical Clearances on Pan Am Railways Mainline**

<table>
<thead>
<tr>
<th>Roadway Name</th>
<th>Town</th>
<th>Existing Maximum Intermodal Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rollins Road</td>
<td>Rollinsford</td>
<td>21'-6&quot; Full Double Stack</td>
</tr>
<tr>
<td>Oak Street</td>
<td>Rollinsford</td>
<td>17'-8&quot; Single Container</td>
</tr>
<tr>
<td>Washington Street</td>
<td>Dover</td>
<td>16'-8&quot; Single Container</td>
</tr>
<tr>
<td>Spaulding Turnpike (NH 16)</td>
<td>Dover</td>
<td>16'-8&quot; Single Container</td>
</tr>
<tr>
<td>Littleworth Road (NH 9)</td>
<td>Dover</td>
<td>21'-4&quot; Full Double Stack</td>
</tr>
<tr>
<td>Knox Marsh Road</td>
<td>Madbury</td>
<td>22'-6&quot; Full Double Stack</td>
</tr>
<tr>
<td>Madbury Road</td>
<td>Durham</td>
<td>23'-2&quot; Full Double Stack</td>
</tr>
<tr>
<td>Route 4 Durham</td>
<td>Durham</td>
<td>23'-3&quot; Full Double Stack</td>
</tr>
<tr>
<td>Old Route 4/ Main Street</td>
<td>Durham</td>
<td>17'-0&quot; Single Container</td>
</tr>
<tr>
<td>Mill Road</td>
<td>Durham</td>
<td>18'-9&quot; Mixed Double Stack</td>
</tr>
<tr>
<td>Bennet Road</td>
<td>Durham</td>
<td>18'-9&quot; Mixed Double Stack</td>
</tr>
<tr>
<td>South Main Street (NH 152)</td>
<td>Newmarket</td>
<td>17'-7&quot; Single Container</td>
</tr>
<tr>
<td>New Road</td>
<td>Newmarket</td>
<td>17'-11&quot; Single Container</td>
</tr>
<tr>
<td>Exeter Road (NH 108)</td>
<td>Newmarket</td>
<td>17'-7&quot; Single Container</td>
</tr>
<tr>
<td>Main Street (NH 85)</td>
<td>Newfields</td>
<td>21'-0&quot; Full Double Stack</td>
</tr>
<tr>
<td>NH 101 Exeter</td>
<td>Exeter</td>
<td>22'-5&quot; Full Double Stack</td>
</tr>
<tr>
<td>Park Street</td>
<td>Exeter</td>
<td>17'-7&quot; Single Container</td>
</tr>
<tr>
<td>Giles Road East Kingston</td>
<td>Exeter</td>
<td>18'-5&quot; Single Container</td>
</tr>
<tr>
<td>Powder River Road (NH 107A)</td>
<td>East Kingston</td>
<td>18'-5&quot; Single Container</td>
</tr>
<tr>
<td>Pond Street</td>
<td>Newton</td>
<td>17'-7&quot; Single Container</td>
</tr>
<tr>
<td>Kingston Road</td>
<td>Plaistow</td>
<td>22'-1&quot; Full Double Stack</td>
</tr>
<tr>
<td>Plaistow Road (NH 125)</td>
<td>Plaistow</td>
<td>20'-0&quot; Mixed Double Stack/Autorack</td>
</tr>
</tbody>
</table>

(source: 'Boston Region Freight Study' 2007 Boston MPO website)
The Plan states: 'As previously noted, improvements are being planned in Massachusetts to allow movement of full double stack trains along both the PAR and CSX lines to Eastern Massachusetts. Upon the completion of those improvements there will be additional focus on making clearance improvements in northern Massachusetts and New Hampshire.

The primary corridor for evaluation of bridge clearance improvements should be the Pan Am Railways Main line, which has the highest traffic volumes of traffic and may benefit the greatest from vertical clearance improvements. In addition to some clearance restrictions in Massachusetts between Ayer and Haverhill, there are clearance improvements that would need to be made in New Hampshire.' {Chapter 6, page 130}

**PORTLAND-NEW YORK: ATB**

13 February, Portland. **THE MAINE PORT AUTHORITY WILL PUT OUT THE RFP “WITHIN THE NEXT TWO WEEKS”** said Executive Director John Henshaw, at a side discussion during the Eimskip press conference [see Maine]. A team of the Maine Port Authority is now evaluating qualifications submitted in response to the RFQ [see 13#01B]. He expects that the names of the firms invited into the next round for the articulated tug-barge will become public. {ANR&P interview}

**NEW YORK**

**NYA: FUTURE**

15 February, Glendale, Queens. **THE RAILROAD HAS A WEALTH OF OPPORTUNITIES**, said James Bonner, the new director of sales and marketing. He arrived here on 2 January, after serving as CSO general manager. Previous to that, he worked in customer service and traffic.

Tom Egan earlier assisted NYA with marketing and development [see 12#09A] and “will help us with ongoing projects.” Bonner is excited about those (though he declined to provide any details), as well as other leads. “I've had more leads in the last two months than in any other two years.”

He is working with Eric Jakubowski, who was appointed in March 2012 to oversee and coordinate the marketing activities for NYA owner Anacostia Rail Holdings, which has six railroads. Jakubowski in turn reports to Peter Gilbertson, Anacostia’s president and CEO. Jakubowski previously worked for Conrail and CN.

**Traffic update**

NYA continues to serve the Brookhaven Rail Terminal, Bonner said. “Jim Newell [the president] is always working on things and expanding opportunity there.”

Farther east, in Calverton, Eastern Wholesale Fence now has its own spur; formerly it transloaded in Hicksville from a team track the plastic powders it uses to make fences. Bonner expected to start shipping the plastics cars there soon. {ANR&P discussion}

**D&H-PAN AM: OPPORTUNITY**

4 January, Mechanicville. **THE FORMER RAIL DEPOT AND XO TOWER WILL UNDERGO RENOVATION** following two separate grants. The state has granted $100,000 toward renovating the depot, which the city bought in 2012 for one dollar. Mechanicville commuters once rode the "6 o'clock train" to jobs in Albany, departing at 6 a.m. and returning at 6 p.m. {Tatiana Zarnowski in Schenectady Gazette 4.Jan.13}

The XO Tower closed in 1971; it is believed the only D&H facility of its kind remaining in New York. The state awarded the city at least $81,000 to turn the tower into a visitors center. Members of the Mechanicville-Stillwater Chamber of Commerce now meet in the XO Tower's downstairs area. The city wants to make the upstairs into an observation deck for railroad enthusiasts. {Dennis Yusko in Albany Times-Union 18.Feb.13}
CONNECTICUT

CONNDOT: $ FOR FREIGHT**
late January, Hartford. THE CONNECTICUT STATE BOND COMMISSION APPROVED $170 MILLION FOR CONNDOT PROJECTS. Nine million dollars was added by the bond commission to the $1 million already in place for an economic development program designed to rebuild Connecticut's freight rail system, called "Fixing Freight First." Under this program, rail companies can apply for the $10 million to repair and modernize rail, rail beds, crossings, culverts and related facilities.

Ten companies [CNZR, CSO, CSXT, HRRC, NAUG, NECR, PAS, PW, Brantford Steam Railway (Tilcon industrial railroad), and Valley Railroad] annually move some 8.5 million tons of freight through Connecticut on more than 625 miles of track, including some passenger rail lines. Through the Fixing Freight First program, each company may submit an application to the ConnDOT to upgrade facilities. {Railway Track and Structures 6.Feb.13}

MAINE

MDOT: STATE RAIL PLAN
19 February, Augusta. THE RAIL PLAN 'IS STILL IN DRAFT FORMAT,' wrote Nate Moulton [the state started in April 2009 – see 11#05A – and delayed it while completing more pressing matters]. 'We are looking to update and get it submitted now that we have better guidance in MAP-21 at the federal level.' {e-mail to ANR&P} [Moving Ahead for Progress in the 21st Century, the new federal transportation authorization bill
passed in July 2012.]

**MMA/NBSR: STILL WAITING**

15 February, DC. *FEDERAL OFFICIALS ARE STILL BOGGED DOWN IN PAPERWORK*, and unable to process release of the RRIF loan to MMA. That will permit MMA to complete the transfer of the Van Buren subdivision (Madawaska to Van Buren) to NMRY [see 12#08B], agreed to in December 2011. 'This is impossible to explain,' wrote MMA Chair Ed Burkhardt. {e-mail to *ANR&P*}

**PAN AM-PORTLAND: EIMSKIP COMING**

13 February, Portland. *EIMSKIP IS CHOOSING PORTLAND AS ITS NORTH AMERICAN HEADQUARTERS* and only port of call – at least for now – in the United States. At a press conference held in the new office and gate building of the International Marine Terminal (IMT), Larus Isfeld, managing director of Eimskip Logistics, as well as other officials, made these points:

- The shipping company will end its calls in Norfolk and Everett, and call Portland starting in March.

- Eimskip chose Portland in part because of the potential rail service Pan Am can provide. Pan Am President David Fink *fils* said that during 2013 the line (formerly Yard 8) which runs along the Fore River as far as the propane facility may be extended into the IMT.

- Eimskip will use 800TEU vessels with 140 reefer plugs each, anticipating traffic of 5000 containers a year.

- The shipping line did consider Davisville, Rhode Island, as well as Everett, Massachusetts.

**A bit of history**

During the past 20 years, Eimskip as well as several other entities sought to successfully operate a feeder service calling variously – depending on the service – Halifax, Saint John, Portland, Portsmouth, Boston, Davisville, and New York. [See box.]

*Important.* As the history shows and PAR's Fink noted, Eimskip will offer the first regularly-scheduled non-feeder service to Portland for decades. Thus the service does not need to generate new traffic; Eimskip is
merely shifting the port of call for **existing** traffic.

**TERMINAL ARRANGEMENTS**

John Henshaw, MPA executive director, told the press conference that MPA leased the IMT long-term from its owner, the City of Portland. In turn MPA has leased a 6000SF Rubb building on the pier, and office space, to Eimskip. “There are no exclusive arrangements with either the stevedore [PortsAmerica] or the facility.” Isfeld said later the lease had a five-year term.

Henshaw praised the partnership as providing Maine companies “cost-effective access to existing markets, and to entirely new markets.”

Patrick Arnold, MPA director of operations and business development, said during a tour of the IMT that the Authority is working on the terminal for Eimskip. In the Rubb warehouse it will install doors to permit crossdocking from container into the warehouse and then out to truck. On the pier, workers were aligning a concrete pad where the reach-stacker would deposit containers for cross-docking.

The IMT now has 32 reefer plugs. In the spring and summer, MPA will increase that number to 150. If additional cold storage is needed, Arnold noted that Americold has a freezer on Read Street.

“We have spend $8.5 million” on the IMT since leasing it from the city in 2009 [see 09#04A]. That includes repairing the mobile crane.

Even without a feeder call, MPA operated a bonded container yard, so that Maine customers could have their containers drayed to Portland and pass US Customs here, said Arnold [see photo].
MORE FROM EIMSIP

Isfeld made these points:

The service
Eimskip operates 800TEU ships which have 140 plugs for refrigerated containers. It has started shipping fish from northern Norway. Isfeld noted Portland has facilities for distributing frozen fish.

Why moving from Norfolk
Eimskip – formally in English the Icelandic Steamship Company – began sailing in 1915, calling New York. Later, it established North American headquarters in Norfolk/Virginia Beach in 1985, partly because Eimskip served a large US base at Keeflavik.¹

In 2008 it began evaluating its position and decided, according to Isfeld, to locate in the New England area because “we serve the North Atlantic” and “northern Europe” and considered a location in New England more appropriate, though Eimskip does have a significant customer base in the US South.

Three locations evaluated
Eimskip examined three port locations in New England:

Davisville. Isfeld called this location, operated by the Quonset Development Corporation, “an excellent facility, with a crane, and a better location because of proximity to markets such as New York,” but “the government and people in Portland were more appealing.” [See Rhode Island for much more detail on the failed negotiation with QDC.]

¹Iceland entered the 20th century as a Danish colony, with the Danish king as head of state. When the Nazis occupied Denmark in 1940, Iceland appointed a regent in his place. The US occupied Iceland in 1942; the country declared itself a republic in 1944. The US built a major air and naval base at Keeflavik. When the war ended, the base stayed open because the US used it to monitor the Soviet navy in the North Atlantic. The US closed the base in 1996 as the Cold War had ended. (David Hale in Financial Times 1-Feb-10)
Everett. Eimskip currently calls Everett, using the Preferred Freezer facility and rail service by CSXT [see 07#04A]. [Everett is handicapped by inability to accept Plate F railcars – see 09#06B.]

Isfeld said this lacked space, and did not have a gantry crane. But the Plate F restriction did not affect Eimskip, he said later. “We have no problem moving any freight in and out, including heavy machinery and heavy equipment.”

Portland. While the location looked appealing, early available photos showed the pier before the extensive renovations, and with the ferry terminal facilities still in place. Even Google Earth did not show the renovations. Fortunately, Isfeld was able to show photos of the new facility to the home office. According to the Eimskip press release of 11 February:

The main reason for Eimskip choosing Portland as port of call is that it is well located for Eimskip’s liner system in the North- Atlantic and suitable for the needs of the company’s customers. The port is well equipped to handle the operation and has been renovated during recent years. Eimskip will operate a warehouse and an office in Portland and the terminal is equipped with 150 reefer plugs, a 100 ton mobile crane and other equipment required to serve Eimskip and its customers.

Portland has for decades been a center for the seafood industry and various other industries. Eimskip will continue to receive less than container load shipments (LCL) in Norfolk, and New York as well as opening a new warehouse in Portland, Maine.

Isfeld amplified this: “Portland has rich history of seafaring, and cultural similarities to the people in northern Europe, as well as a similar environment: cold, snow, and seafood. The southernmost port in Europe is Rotterdam.”

He underscored the welcoming attitude of officials: “They were enthusiastic, and able to find ways to get us to come here.”

Additionally, the fact that no other line is serving area, provides a “unique opportunity.” And seafood is produced here “without a lifeline to Europe.”

Port costs. On 15 February, Isfeld said that Portland port costs were “comparable to every other port we call, including Norfolk.”

However, Boston (Conley) and Halifax do have higher costs than the other ports.

Pan Am linkup
Eimskip emphasizes that the Pan Am connection is important to its locating in Portland. “We met with Pan Am in October [2012]; they were excited,” said Isfeld, and showed a “willingness to work with us.”

A press release from Governor Paul LePage stated: Eimskip will partner with Pan Am Railways to offer cost-competitive access to North American markets. “We are very excited to be working so closely with PanAm Railroad through Portland, ME,” said Eimskip’s Sigfusson, “PanAm has been very helpful working with us to make this possible and we believe that our work together is critical for success moving forward.”

Aluminum possible traffic
Isfeld recalled that Eimskip invited Pan Am's Fink to Iceland to discuss the rail connection. During the visit the company showed him the three aluminum smelters on the island, and considered transport of the product into North America.

The move
The new map of Eimskip routes [q.v.] shows [compare to previous map] that Eimskip is calling only Portland in the United States, and in Canada Halifax, Argentia and St.Anthony. Eimskip has not yet decided how the vessels will move between Portland and the Canadian ports, or whether Eimskip might operate two separate
However, Eimskip will not move its offices from Norfolk immediately, Isfeld said. The company will concentrate on moving the operation first. “We are making a big investment; in the short term it will cost money, but make money in the long term.”

Traffic
Reefer traffic forms about 90% of the traffic, Isfeld said. The majority of the rail traffic is inbound to the Midwest from European origins.

The United States draws the inbound traffic because it is a big market. Finding traffic originators in the United States is harder, Isfeld, said; Pan Am can help here.

Eimskip has no difficulty getting refrigerated rail cars, because its traffic is going westbound; much of the reefer railcar traffic moves eastbound.

However, the south-north lanes are a problem. To serve its customers in the South, such as North Carolina and Miami, Eimskip will be using trucks.

Effect on local fish. Tom Valleau, vice-president of the Portland Fish Exchange board, said this day that the frozen fish which would arrive via Eimskip would not affect the local market. “Some 70% of the fish processed in Portland is brought in, and that number is rising in reaction to the decline in local availability. Some 30% of the fish is native. Of the many problems local fresh fish has, imported fish is not one of them.”

Future of Everett
Though Eimskip is forsaking Everett for now, it will resume the call “depending on the market for traffic,” said Isfeld. “We will call Everett with boxes of fish” perhaps, if the demand is there.

Additional containers
As the service continues, Eimskip is planning to resume the feeder service provision it once did: containers to and from Halifax, according to Jack Humeniuk, International Longshoremen's Association representative and chief of operations for PortsAmerica at the Portland container terminal.

Other cargo
Humeniuk noted in a side conversation that PortsAmerica is handling other cargoes, and will continue to do so. It has handled heavy-lift moves for Maine customers, inbound granite blocks from South Africa (which will continue), and in autumn 2012 wind turbine parts.

THE PAN AM CONNECTION
David Fink, Pan Am president, told the press that in the field of transportation, “there's been nothing like this in the last couple of decades.” Portland has not had a scheduled call.

Working with Eimskip
The steamship company “met with us...and we were able to establish, with the larger railroads we connect with, rates and routes.”

Two rail connections
Fink conceded that initially the Eimskip service will not generate much rail traffic, as most of the fish will move to nearby destinations. However, Fink thanked two people working with Pan Am to offer to Eimskip two connections:

Direct rail. Fink foresaw containers on rail, directly handled at the IMT. “We are working with MDOT hoping to get rail back into the facility” by spring or summer. Toward that end, Pan Am is working with Finn Sprague, who plans a new marine facility on property purchased from Pan Am bracketing the rail line which would reach
the IMT [see 12#08B].

In a side discussion at the press conference, Sprague said he has still not closed on the purchase, in part because of the complication introduced by extending rail service through his property to the IMT.

As to ownership of the line [see photo], both Fink and Sprague said no one knew at this point. Sprague believed that he would own the underlying land, though.

*Indirect rail.* Eimskip could also arrange to dray containers to and from the Sprague terminal just down the road. Armand Demers has long worked with cargo owners to transload product between railcars and containers at the Sprague warehouses; this could also occur with Eimskip cargo.

Finally, Fink said, Pan Am will introduce the steamship line “to our customers” and thus open more traffic to Eimskip.

**Doublestack?**

On 15 February, Isfeld said that Pan Am had not defined whether they would run containers in single- or double-stack configuration. “I just have the Pan Am rates.” [See *Regional* for discussion on Pan Am clearances.]
THE ROLE OF THE CITY
Mayor Michael Brennan told the press conference that the city in the near future will dedicate some staff to the waterfront as it has to the airport, given the burgeoning commercial activity: the Sprague terminal, the Cianbro construction facility, the Unitil natural gas terminal, the Finn Sprague marina, and now Eimskip at the IMT.

The city will profit by the revival of freight at the IMT: per the lease agreement with MTA, it will receive 25% of gross revenues the MTA receives from Eimskip for the lease, up to $120,000.

MAINE INTERNATIONAL TRADE
Janine Bisaillon-Cary, the head of the Maine International Trade Center, said the arrival of Eimskip marked Maine as “a transport hub.” This is “not just a barge” moving containers to New York. With Maine's other two marine ports and the Port of Auburn, Maine is “becoming a hub for all of the Northeast.”

Maine had a “24% export increase, in the last five years, and 74% in the last ten years.” The Eimskip traffic will “bring in containers, and quality reefers” which Maine manufacturers can use to export. Its wood product exports come to $900 million, its seafood $315 million.

“Moving up from Norfolk to Maine is huge,” she said. And the container offering helps the 80% of Maine businesses which are small. \{ANR&P coverage; text of press releases; discussion with Tom Valleau 13.Feb.13\}

MASSACHUSETTS

CSXT: NOISE CONCERNS**
6 February, Worcester. THE NEW, EXPANDED INTERMODAL OPERATION HERE INTRODUCED NEW NOISE, according to testimony from residents at a Planning Board meeting. Leonard Ciuffredo, chair of the Brown Square Crime Watch Group, said: “The noise issue seems to have multiplied. Trains are coming into the yard during the early-morning hours blowing their horns for long durations. Naturally, I think this problem is only going to get worse after this project is done.”

In response, Robert Longden, a local attorney representing the railroad, explained that federal safety regulations require horn sounding whenever a train enters the facility, and whenever one train passes another within the facility. “What is happening there (CSX terminal) is what is required by federal law. The problem is there are residential properties adjacent to the terminal. This has been operating as a train terminal for 150 years.”

The extension of the CSXT terminal to the east has a residential area around it, whereas the previous terminal area lies in a commercial area.

Why not flagmen as at East Spencer?
Ciuffredo asked why the railroad could not use flaggers. In Spencer, where CSXT switches cars with the East Brookfield and Spencer Railroad which serves the New England Automotive Gateway, residents had noise complaints. \{Nick Kotsopoulos in Worcester Telegram and Gazette 7 & 8 .Feb.13\}

In 2007 in Spencer, CSXT began using flaggers to eliminate the horns when passing a string of autoracks dropped on a siding next to the main line. CSXT requires the horn to warn any workers near the cars.

That followed a summer 2007 meeting with local legislators, Maurice J. O’Connell, CSX resident vice president of public affairs, George W. Bell, a general partner in the automotive distribution center, and about 70 residents.

Neighbors said the problem might be resolved if the stationary cars were moved off the siding, eliminating the need for the warning whistle. Bell said an increase in storage capacity at the Gateway is under discussion. \{Kim Ring in Worcester Telegram and Gazette 29.June.07 and 21.Dec.07\}

CSXT: BEACON PARK LIVES!* 
1 February, Allston. A VISIT TO THE INTERMODAL TERMINAL HERE FOUND TRAFFIC STILL
PAN AM: ETHANOL FOR GLOBAL**
6 February, Chelsea. MASSDOT DESCRIBED THE PROGRESS OF ITS STUDY ON ETHANOL RAIL TRANSPORT at a public meeting here, a study required by the General Court [see 12#04B]. The agency has commissioned a technical advisory group consisting of public and private sector stakeholders, and representatives of the communities through which ethanol by rail would pass to reach the Global terminal on Chelsea Creek.

The group was supposed to create the scope of work, and then a consultant would finish the study. Though the final report was due to the legislature on 9 February, MassDOT noted convening of the group took more time than expected due to the December holidays, and asked the legislature for a 45-day extension to 26 March.

Opponents organize
Before the presentation a coalition of approximately 50 activists from East Boston, Chelsea, Revere, and Everett discussed fears for public safety, and increased air pollution due higher truck traffic draying the substantially higher amount of ethanol arriving at Global. The consensus of the group was to ask the MassDOT to stop the project from going forward.

Presentation
At the conclusion of the advocate meeting Ned Codd of the MassDOT Office of Transportation Planning, provided an overview of the scope of the 'Study of the Safety Impacts of Ethanol Transportation by Rail through Boston, Cambridge, Chelsea, Everett, Somerville, and Revere.' Some points:
- The study evaluates safety concerns and methods used for transporting ethanol, transloading ethanol from rail cars, extent of safety regulations in place, and conditions at Global Oil and its safety protocols. Codd explained the many OSHA and USDOT regulations for safe transport of ethanol via rail.

- The study effort thus far has evaluated four routes to evaluate the relative risk to surrounding communities: CSXT to Worcester-Boston-Chelsea, and PAS to northside MBTA routes leading into Somerville. Codd noted that ethanol is now coming by barge to Global out of Providence.

- PAR maintained freight rights over existing MBTA lines when the MBTA purchased them, to preserve rail service to the many businesses relying on rail transport or to at least offer a competitive rate to other modes of freight movement.

  The state has no jurisdiction over freight railroads' right and duty to move freight over the MBTA ROW.

- The newly-modernized rail now used to move thousands of MBTA commuters over the same tracks the ethanol trains would use greatly mitigates the risk of a derailment. {ANR&P coverage by special correspondent Frank Demasi}

**Editorial: Where were they?**

None of the railroads potentially involved, nor Global, provided any input. These parties could explain their commitment to safety, in particular the existing USDOT, OSHA, and EPA regulations to protect the public and the environment. Their hiding from the public induces the belief that they are blind to the risks and potential harm.

  Compare the appearance by a CSXT representative, the same night, at another hearing about railroad activity, this time in Worcester, as described in the article below.

**Global is communicating with fire officials**

Demasi added later:

  Fire departments are preparing for the special challenges of ethanol fires. The state’s Department of Fire Services is designing an ethanol-specific training program for new and current firefighters, said Revere Fire Chief Gene Doherty. Doherty also said that the 38 communities in the Boston Harbor area are conducting a “foam survey” to coordinate their resources. The communities have mutual aid agreements under which any fire department can call on nearby communities for additional foam, trucks, or firefighters.

  Global has been working with him for months to prepare for the arrival of ethanol trains, Doherty said. The company has gone beyond what it is legally required, agreeing to provide 500 gallons of alcohol-resistant foam to the Revere Fire Department, install cameras to monitor ethanol cars waiting to unload, and upgrade Revere, Chelsea, and Everett foam carriers into foam sprayers, all at Global’s cost. Global will also provide ethanol to burn during training exercises.

  Chief Doherty chuckled when asked if he was comfortable with ethanol trains coming into the community. “I have more fear of tank trucks coming in than I do with the rail,” he said, noting the train tracks generally are farther from homes and neighborhoods. Public safety agencies are doing all they can to prepare, he said, but acknowledged there is always the possibility of a catastrophic accident. “We can never, probably, truly prepare.” {various internet sources}

  The state Department of Fire Services indicate 20,606,795 gallons of ethanol in storage in Massachusetts. Of this, 19,811,549 is transported by barge.

**Haverhill wants to object**

On 14 February Haverhill Mayor James Fiorentini, following City Council action, asked MassDOT that his city be included in the study. “We want to be in the study so we can find out what steps we need to take to prepare for this if it happens,” Fiorentini said of the company’s proposal.

  “Trains go through the city all the time with dangerous and hazardous materials, so our Fire Department
trains on this all the time. But if there’s more or different training or equipment we need for this, we want to find out as soon as possible so we can start making preparations.” {Shawn Regan in Lawrence Eagle-Tribune 17.Feb.13}

NEW HAMPSHIRE

NHDOT: STUDY COMING*

6 February, Concord. THE EXECUTIVE COUNCIL PASSED THE CONTRACT TO COMPLETE THE FEASIBILITY STUDY FOR THE NH CAPITAL CORRIDOR. [See 13#01A.] {e-mail from NHRTA's Katherine Hersh}

PAN AM: YES, WE HAVE FREIGHT RAIL*

8 February, Nashua. PAN PAM PRESIDENT DAVID FINK CONTRADICTED AN ASSERTION THAT "New Hampshire is one of the few states that does not have a functioning rail system for commuter and freight" and that "... freight rail would also be incredibly beneficial to southern New Hampshire," by Nashua Mayor Donnalee Lozeau.

In an op-ed piece in the Nashua Telegraph, Fink wrote:

'Unless I am mistaken, freight rail service is already alive and well in both southern and central New Hampshire, with Pan Am Railways being the major provider of such service to a growing customer base that now numbers more than 35 active rail users in the region.

'Perhaps more troubling than the mayor's perception of freight service in New Hampshire, however, is a subsequent comment that, "there is no transportation out there that isn't subsidized today. everything is subsidized." With all due respect to the mayor, that statement is simply incorrect when applied to freight railroads such as Pan Am.

'In fact, while other transportation modes must rely on subsidies for their operations, Pan Am neither requests nor receives similar subsidies to run its trains and maintain its freight rail infrastructure. Unfortunately, as politicians continue to promote the importance of passenger rail for New Hampshire, there has been no mention of the role that the private railroad owner might play in such an endeavor. It is my sincere hope that this will change as any discussion moves forward.

'Nevertheless, I do agree with the mayor that subsidies will be necessary for any passenger rail operation in New Hampshire. My concern, however, is that discussions on this topic have so far failed to quantify the scope of these costs or the benefits to be obtained.

'One need look only to the financial demands facing the MBTA in Massachusetts and Amtrak nationally to realize that the operation of passenger service brings many daunting challenges and that the costs of those challenges in New Hampshire will have to be borne by its residents.

'Similarly, it is instructive to note the outcome of recent efforts by Minnesota to initiate passenger service to fully understand the risks of such an enterprise. There, a 40-mile rail line was upgraded at a cost of approximately $317 million for service into Minneapolis in 2009. Since the operation of the first train, ridership has consistently failed to meet projections, and the taxpayers of Minnesota are paying a subsidy of approximately $1 million per month to support a service that is failing to meet even muted expectations.

'What these examples clearly show is that there are significant costs and risks related to passenger service in New Hampshire, and my concern is that to date the public discussion of this project has been limited only to unidentified "benefits" that will supposedly result.

'To be clear, Pan Am has enjoyed long and successful relationships with passenger rail operators such as the MBTA and Amtrak, and we believe that passenger rail can be beneficial in the right circumstances. However, in order to realize these benefits, planners and politicians must also identify, discuss and plan for the inherent risks related to this service.

'As it has done with recent MBTA and Amtrak service expansions, Pan Am is willing to participate in any discussion relating to New Hampshire passenger service, provided that all parties are willing to enter those
discussions with a realistic expectation of what such service is to achieve.' {Telegraph}

RHODE ISLAND

QUONSET-DAVISVILLE: NO EIMSKIP*

2012. DURING THE FIRST HALF OF 2012, EIMSKIP DISCUSSED LOCATING ITS OPERATIONS HERE, but ultimately decided on Portland [see other article]. While some details remain murky, most agree on the following rough sequence:

In late 2011, Davisville tenant Seafreeze [see 11#08B] brought one of its customers, Eimskip, into contact with Quonset Development Corporation (QDC) officials. QDC operates the port and business park.

For the first half of 2012, QDC and Eimskip discussed use of the terminal, particularly Pier 2 with its newly-acquired crane. QDC officials travelled to Iceland.

Then the two sides came to loggerheads. QDC subsequently put out an RFP to provide container service at the terminal. Eimskip refused to participate, and in September 2012 QDSC awarded the contract to R.I Port Services [see 12#09A].

Seafreeze's Geir Thomsen and Chris Tavares, general manager of trucker and port tenant Rhody Transportation Services were furious at this turn of events. Thomsen reported that Eimskip was also considering Portland. {Bill Rappleye in Providence NBC 10 21.Aug.12}

Readers may find statements issued by Eimskip and QDC enlightening {from links on NBC 10 website}:

QDC statement August 2012

Eimskip is welcome to bring any amount of cargo to the Port of Davisville, at any time, beginning today. No cargo vessel has ever been turned away from the Port here. We would welcome Eimskip as a customer, and have communicated that to them.

A separate matter is Eimskip's proposal to be granted an exclusive, private lease to operate the proposed container terminal at the Port of Davisville. Their proposal included a 10-year agreement that could be ended at their option, at which point QDC would have to reimburse them for any and all improvements the company made to the Port. Further, the proposal envisioned the creation of 3 jobs (3.1 full time equivalents). This proposal was obviously unacceptable, and QDC rejected it on behalf of the taxpayers, and the other port customers.

Meanwhile, based on the recommendation of the Legislative Port Commission in February, QDC has published an RFP to seek the best possible proposal to operate the terminal at the Port of Davisville. Unlike the Eimskip proposal, the RFP calls for maintaining the Port of Davisville as a public port, open to all shipping customers under the operational control and direction of the QDC.

We remain in contact with Eimskip. Similar to every other port customer, they have told us that they will make a decision based on a number of business factors, including rates established by the QDC. These rates will be established once the RFP process is complete.

As always, the Port of Davisville will be extremely competitive. Eimskip has informed us that they will make decision in the next several weeks.

Steven King, P.E. Managing Director, QDC
Eimskip statement

Dear Port Director, Evan Matthews,

Eimskip chooses not to participate in the RFP forwarded to the company on July 27th. The RFP states that the offer cannot be contingent on Eimskip sailing to Davisville, and therefore Eimskip cannot lock the company in a contract if other factors outside terminal operations cannot be accommodated according to our needs.

Eimskip has been very interested in the proposition of moving all operations in the US to Davisville since the company started talking to you at the end of year 2011. Eimskip has been sailing to the US East coast since 1915 connecting base ports in Europe with the US market. A pioneer in the Seafood industry, Eimskip has established itself a position of strong player in reefer logistics in the North Atlantic. After an introduction by you in Iceland on the port of Davisville to upper management in January of 2012, Eimskip’s board was presented with the idea of moving Eimskip’s headquarters and all port activities to Davisville. The board elected to look further into this opportunity which resulted in a meeting with Gylfi Sigfusson CEO, and Bragi Marinsson Executive Vice President and myself with Steven King Managing Director of Quanset Development Corporation and yourself in Quanset headquarters in Davisville. At this time Eimskip had been exploring the options of moving all Norfolk activities to Boston or Portland, and due to the outcome of this meeting Eimskip decided to focus on partnering with the port of Davisville with intentions to reach a favorable outcome for both parties.

At this meeting in March Eimskip advised that to accommodate Eimskip vessel calls the port had to have in addition to the new crane, two spreaders, two hustlers, and few maffles along with 120 reefer plugs at the terminal, an investment of $2 million. It was clearly stated by Steven King at the meeting that the port would not be able to secure this funding, and asked if Eimskip could invest in the infrastructure and in return receive discounted port rates to offset the finance cost on this type of investment. Eimskip was agreeable to present to the board a proposal involving investment of $2 million in an infrastructure in Davisville and started working towards a common goal of getting Eimskip to start sailing to Davisville in September 2012. Eimskip which operates 6 container terminals in 3 countries expressed an interest to operate an own terminal at the pier and Eimskip hired a terminal consultant to propose a layout of a terminal and invested a lot of time from key people, and funds travelling to Davisville on several occasions. At the beginning of June,
final drawings, quotes on all equipment and cost to install reefer plugs were in place and at the middle of June Eimskip sent a proposal to the Port based 3 months of work performed between the Port of Davisville and Eimskip defining rates and drawings of a proposed Terminal. Eimskip had started looking for employees in the area to be ready to start operations in late summer. It is estimated that the transfer of Eimskip to the area would create around 50 local positions when the whole operation had been moved.

It was therefore shocking news for Eimskip to receive below letter from you:

Ladies –

We met today to discuss your draft proposal to lease the terminal to conduct container operations.

Our Management Team had the following comments:

1. We are not prepared to lease the terminal. Any agreement would not convey any leasehold rights to Eimskip or any other 3rd party. We would be willing to lease off terminal lands in close proximity to the terminal for your exclusive use.

2. Our desire to keep the terminal as a public terminal that could accommodate multiple carriers and not under the control of any one entity.

3. Our optimal scenario would be to operate the crane terminal as we do all the other terminals, where carriers and shippers are free to hire their own stevedore to load and unload cargo under the rules of our terminal tariff.
   a. Containers would be grounded in a common area on the east face of Pier 2 and staged for pickup by the carrier at their convenience. At the end of their free time, they would move their cargo to their private container yards off the terminal where they would employ their own staff and operate their own equipment. This solves many of the labor issues and allows you to use your own employees to move the cargo to your terminal.

4. We would install a smaller bank of reefer plugs on Pier 2 at own expense so that reefer cargo could be immediately serviced until it is removed to the off terminal CT.

5. The advantages to such a system would be:
   a. that you be able to operate your terminal with your own staff and not have to deal with the ILA at your terminal.
   b. We could offer you ample space to expand and exclusive control over a much larger area than 5 acres that could easily accommodate 50,000 or 100,000 SF facilities.
   c. Terminal fees would be limited to dockage, wharfage, and crane hire (which could be paid by your stevedore of choice).
   d. We are willing to offer incentives on phasing in terminal fees during an initial period to help start the service.

6. Tariff Rates:
   a. Dockage - $4.00 per LOA for ships under 450 LOA
   b. Wharfage - $25.00 per FEU, $25 per ILU, and $25 per MTY
   c. Free Time - 4 days excluding Saturdays, Sundays, and Holidays for loading and unloading
   d. Crane Hire - $350 per hour
   e. No terminal use or facilities charges.
   f. All other services and equipment to be provided by Stevedore.

Above letter (a shock to Eimskip) was a 120° turnaround from the work Eimskip had invested in the prior 3 months. Gyði Sigfússon told Steven King at the meeting in March that it would not be cost effective for Eimskip to operate a container yard off terminal. That type of setup would drive Eimskip away from establishing a base in Davisville. It was clearly stated to Steven King, that for Eimskip to settle for Davisville as US main port of call and HQ, Eimskip would need a presence at the port, own container yard, offices and a warehouse. It was understood by Eimskip that it was important to establish a good working relationship with the local union and the automobile importers at the port. In the following
WHRC: CN SELLING SEGMENT?

4 February. **CN HAS FILED A NOTICE OF DISCONTINUANCE ON THE 31.5 MILE WINDSOR SUBDIVISION.** Predecessors to CN and CP arranged for CP to lease the line, from Windsor Junction on the Bedford Subdivision (CN's main line to Halifax) for 99 years, which ended 31 December 2012.

Under federal abandonment rules, commercial interests must make offers by 8 April 2013. If no agreement has been entered into within six months from 5 February, the line will be offered to the various levels of government and urban transit authorities. Each will have 30 days to accept the offer and if no agreement is reached, operations on the line will cease. {CN advertisement in Halifax Chronicle Herald 5.Feb. 13}

'Windsor & Hantsport leased the rail from CN, but the lease is over. There has been no traffic on the line for three years. We’ve had no expressions of interest yet, but the process is just beginning now, 60 days for commercial expressions, then 30 days each for levels of government,’ said CN’s Jim Feeny. {e-mail to ANR&P correspondent Tom Peters 5.Feb.13}

**WHRC connection**

Bob Schmidt, president and CEO of the Windsor & Hantsport Railway Company (WHRC), said when his company Iron Road Railway Co. bought the WHRC in 1994 from CP Rail, CP assigned the 99-year lease on the
subdivision to the WHRC. WHRC acquired the track from Windsor to Hantsport and beyond; its principal traffic was gypsum from Fundy Gypsum mines in the Windsor area to Fundy’s port facilities in nearby Hantsport.

The WHRC used the subdivision to move grain and other products, traffic which gradually declined from 1994. All CN interchange traffic ended in November 2010 [see 10#10B].

Gypsum traffic ended when Fundy Gypsum’s parent company, USG Corp. of Chicago, closed the mine in November 2011, because of the prolonged recession in the U.S. The mine had produced gypsum for export to U.S. wallboard plants since 1934. {John DeMont in Halifax Chronicle Herald 14.Nov.11}

The loss of the subdivision “doesn’t put that potential [resumption of the gypsum] move in peril because all that land (rail) is owned by us,” Schmidt said.

Schmidt negotiations with CN

“We did have the right of first refusal to buy the property at fair market value,” Schmidt said, “and we both agreed, us and CN, that fair market value with no income producing traffic at present is net salvage value. We have been working with them over the last two years and more intensely in the fourth quarter of 2012, with specific bids. I don’t want to disclose those bids but we did some analysis on the value using third party assessments for value of scrap, value of land and the cost to remove, things like that. We put together a proposal to extend the lease and work out an arrangement where we could buy it with traffic and or cash. We proposed the purchase with terms and proposed purchase with cash and they were unacceptable, I guess they thought the value was more than what we offered,” he said. {Schmidt in discussions with Peters 5.Feb.13}

[Schmidt told the Chronicle Herald the value of the steel in the line would be about $800,000. 6.Feb.13]

If CN isn’t able to come to an agreement on the line it will be gone. “If nobody is willing to pay the price then they will deem it as salvage value, then move to abandon and have it ripped up and sold for scrap. It is very unfortunate because once rail lines are gone they are usually gone forever,” he said.

“It may take a little bit of money to preserve the corridor and keep the rail in place and with a little bit of work it would be capable of moving traffic at low speeds.”

He would be willing to spend the little bit of money to maintain the track while waiting for gypsum to come back, and because he sees other future traffic. “It is strategic to us because it connects us to CN. So to me it is valuable but not I’m in a position to write a cheque. We would be receptive to working with the economic development authority or the province in partnership to buy it and service the debt in terms that would be affordable to us.”

Line not good

Rail observers rated the line in bad shape. 'Ties are badly rotted and splintered, and the frost has even forced rocks up through them in places. The “ballast" is nothing more than sand at best, and mud in many places.' {AtlanticRails e-list posts}

Will Nova Scotia assert its rights?

Jay Underwood, a railway historian and author of several books on railways in the Maritimes, contributed this note to the discussion:

'The essential question is whether or not CN really does own the line. It was originally built by the taxpayers of Nova Scotia (1854-1858), and ceded to the federal government as part of the Intercolonial Railway when that railway became a fact, with the opening of the line from Truro to Moncton in October of 1872. It was understood by both parties that the federal government would continue to operate freight and passenger service, to make a connection with the Windsor & Annapolis Railway. At no point does the consideration or process of abandonment enter into any of the documentation.

'It was further ceded by the federal government to the DAR [Dominion Atlantic Railway leased the subdivision in 1913 from the federally-owned railway], again on an understanding that daily freight and
passenger service would be continued for the general benefit of the Dominion.

'Since neither the DAR nor the privately-owned CN continued to maintain service, it seems to me a case could be made that the original agreement has been abrogated, and the Province of Nova Scotia has proprietary right to the line.

'What remains to be seen is if the Dexter government [the current ruling government in Nova Scotia] has the intestinal fortitude to challenge the transfer of agreement, or if it will sit on its hands as it did with the reduction of VIA Rail service. If it does challenge, and wins, the issue will then be if votes will be sought by [the government's] converting the right of way into another trail to be monopolized by ATV owners, rather than [the government deciding to keep it] banked for use by another railway willing to undertake the continuation of service.

'The only real value the line has now is the scrap value of the rail, because the right of way has been allowed to decay to the point where a complete re-build would be necessary, and that's not a cost the provincial government is likely to underwrite.' {e-mail to ANR&P and AtlanticRails e-list 7.Feb.13}

**SAINT JOHN: IMPRESSIVE MONTH**

8 February. PORT SAINT JOHN REPORTS SIGNIFICANT TONNAGE GAINS IN NEARLY ALL SECTORS OF PORT TRAFFIC for the month of January 2013 with total tonnage for the Port achieving a 20% increase over January 2012 (from 2,147,200 to 2,573,100 metric tonnes).

Gains occurred in the following sectors:

- Liquid bulk: a 16% increase over January 2012 (from 2,070,300 to 2,395,800 metric tonnes)
- Dry bulk: a 240% increase over January 2012 (from 41,000 to 138,400 metric tonnes)
- Forest products: a 4% increase over January 2012 (from 7,800 to 8,100 metric tonnes)
- Containers (Tonnage): a 28% increase over January 2012 (from 23,300 to 30,000 metric tonnes)
- Containers (TEUs): a 10% increase over January 2012 (from 4,100 to 4,500 TEUs)
- Vessels Calls: a 26% over January 2012 (from 53 to 67 vessels) {Port Authority press release}

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**RAIL FREIGHT FACILITIES**

Described in this issue.
- Brookhaven Rail (NYA, New York) Still going.
- Eastern Fence (NYA, New York) Now has own spur.
- Eimskip (Pan Am, Maine) Will generate rail traffic.
- Global (Pan Am, Massachusetts) NIMBYs.

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**PEOPLE, EVENTS**

James Bonner, Ed Jakubowski, Tom Egan – see NYA.
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.

Readers building a personal archive of the newsletter should discard the e-bulletins. The newsletter archive on the web at www.atlanticnortheast.com is open to all.

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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