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

REGIONAL

CMQR-MMA: CMQR files at the STB for a Notice of Exemption to transfer assets of MMA.++
- Notice of Exemption for Continuation in Control
- Notice of Exemption for CMQR to begin operation
- Waiver of 60 Days, to permit CMQR to begin when the MMA insurance runs out.
- MDOT supports.
MMA estate: More money needed, and granted.*
MMA estate: New 'Central Maine and Quebec'.*
MMA estate: Victims plead to wrap up estate quickly with George Mitchell's help.*
Pan Am: N.H., Massachusetts derailments.

NEW YORK

Albany: Upstate scrap dealer expands at port.*

QUÉBEC

MMA: Transport Canada cited the railway on eight prior occasions for handbrake violations.*

CONNECTICUT

[No report.]

MAINE

MDOT: 2014 IRAP due 27 February. One 2013 project is done. $2 million programmed for 2014.
MDOT: Details on two 2013 IRAP awards due for work in 2014; Casco Bay Trans. and Cives Steel.
Pan Am-MERR: Steel for BIW in Yarmouth.++
Pan Am: Verso-NewPage merger troubled.
Portland: Stevedores not welcome in NYNJ.
Searsport: Salt welcome in New Jersey.

NEW HAMPSHIRE

MBRX: Receives NHDOT Hillsboro contract.

RHODE ISLAND

[No report.]

VERMONT

[No report.]

MARITIMES

CN-Irving Oil: Irving rids fleet of old tank cars, and will require suppliers to use new ones.++

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

Pan Am Southern short line symposium 3 April.

FROM THE PUBLISHER

Congrats NHDOT

- Chop Hardenbergh Next formal issue 10 March
CMQR-MMA: STB FILINGS++

14 February, DC. FORTRESS FILED THREE DOCUMENTS TO OBTAIN THE STB'S OKAY TO ACQUIRE AND OPERATE THE MMA LINES IN THE UNITED STATE. The new Central Maine and Quebec Railway US Inc. (CMQR) will start by the end of March, if Canadian and US regulatory approval comes forth before then.

John Giles, as CMQR 'Chief Executive Officer and Secretary' apparently signed at MMA HQ; Gaynor Ryan, MMA vice-president human resources, notarized the verifications on 12 February.

The documents taken together show:

Purchase process. Pursuant to the terms of the Asset Purchase Agreement, [Railroad Asset Holdings] will assign its rights under the Asset Purchase Agreement to CMQR and to a Canadian subsidiary of RAH, Central Maine & Quebec Railway Canada, Inc. ("CMQR Canada"), in order to enable CMQR to acquire the U.S. rail assets of MMA and CMQR Canada to acquire the Canadian rail assets of MMA's Canadian affiliate, Montreal Maine & Atlantic Canada Co. ("MMA Canada"). CMQR Canada will file an application to the Canada Transportation Agency ("CTA") for a Certificate of Fitness to operate the rail lines of MMA Canada. {footnote page 2-3 of Notice of Exemption}

Application in Canada. According to Nina Frid, director general at the Canadian Transportation Agency, as of 14 February: 'The Agency has not yet received an application. MMA's certificate of fitness is valid till end of March, as per the Agency's last decision on this subject.' {e-mail to ANR&P}

Need for alacrity. The contract of sale requires Fortress to obtain STB clearance by 14 March so that its subsidiary RAH will complete the deal with the MMA estate by 31 March, when the insurance coverage for MMA expires. [See 14#01A.]

#1 Continuance in Control Exemption

'Fortress Investment Group LLC ("Fortress") files this Verified Notice of Exemption pursuant to 49 C.F.R. § 1180.2(d)(2), for the benefit of an investment fund managed by an affiliate of Fortress, Fortress Worldwide Transportation and Infrastructure General Partnership, to continue in control of Central Maine & Quebec Railway US Inc. ("CMQR"), a non-carrier, upon CMQR becoming a Class III railroad.' {page 1}

'Upon consummation of the transaction that is the subject of CMQR's Verified Notice of Exemption in Finance Docket No. 35805, CMQR will become a Class III rail carrier subject to the Board's jurisdiction. CMQR is a subsidiary of Rail Acquisition Holdings LLC, a Delaware limited liability company ("RAH"), which is, in turn, owned by Fortress Worldwide Transportation and Infrastructure General Partnership, an investment fund managed by an affiliate of Fortress. Another rail carrier subject to the Board's jurisdiction, Florida East Coast Railway, L.L.C. ("FECR"), is currently owned by FECR Rail Holding LLC, which is, in turn, owned by investment funds managed by an affiliate of Fortress. FECR, a Class II carrier, operates approximately 350 miles of rail lines in the State of Florida extending between Jacksonville and the Miami metropolitan area.'

'Being indirectly owned by Fortress Worldwide Transportation and Infrastructure General Partnership will enable CMQR to take advantage of the extensive experience affiliates of Fortress have in managing investment funds which own successful railroads, and will enhance the financial viability of CMQR.' {page 4}

Extent of operation. 'The purpose of the proposed transaction is to restore and preserve rail service on and over the rail lines of the bankrupt MMA located in the States of Maine and Vermont. While MMA has continued to provide certain rail services while in bankruptcy, east-west through service between points in Quebec and points
in Maine has not been available to shippers since the Lac Megantic disaster on July 6, 2013.

'CMQR (and its Canadian affiliate, CMQR Canada) will provide rail service over the entire pre-bankruptcy rail network of MMA and MMA Canada.' {page 4}

'CMQR plans to operate substantially all of the U.S. rail lines of the bankrupt MMA.' {page 5}

[Emphasis added. John Giles, CMQR chief, did not return a request to clarify the different between “entire” and “substantially all” by publication hour. Editor} {STB website, filings page, Finance Docket No. 35806}

**Notice of Exemption**

The transaction. 'Pursuant to 49 U.S.C. § 10502(a) and the Board's regulations at 49 C.F.R. §§ 1150.31 et seq., Central Maine & Quebec Railway US Inc. ("CMQR"), a non-carrier, hereby submits this Verified Notice of Exemption from the prior approval requirements of 49 U.S.C. § 10901 for the acquisition and operation as a common carrier of certain railroad lines currently owned and operated by Montreal, Maine & Atlantic Railway, Ltd., a Delaware corporation ("MMA").

'CMQR is a subsidiary of Rail Acquisition Holdings LLC, a Delaware limited liability company ("RAH"). RAH is, in turn, indirectly owned and controlled by Fortress Worldwide Transportation and Infrastructure General Partnership, an investment fund managed by an affiliate of Fortress Investment Group LLC ("Forrest").

Rail lines to be acquired. 'CMQR will acquire approximately 244.2 miles of rail lines located in the United States. The specific lines to be acquired by CMQR include:

(1) that certain rail line beginning at a point in the vicinity of Searsport, ME, designated on MMA's system map as Milepost 0.0+ of MMA's Searsport Subdivision and continuing north through the state of Maine through Brownville Junction to a point in the vicinity of Millinocket, ME designated as Milepost 109.00+1 of MMA's Madawaska Subdivision;

(2) that certain rail line beginning at a point in the vicinity of Millinocket, ME designated on MMA's system map as Milepost 0.0+ of the East Millinocket Subdivision and continuing southeast to East Millinocket, ME to a point designated as Milepost 6.19+ of MMA's East Millinocket Subdivision;

(3) that certain rail line beginning at a point in the vicinity of Brownville Junction, ME, designated on MMA's system map as Milepost 0.0+ on MMA's K.I. Subdivision and continuing to a point in the vicinity of Brownville Junction, ME designated as Milepost 4.0+ of the K.I. Subdivision1;

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1 The MMA KI Subdivision is the line from Brownville proper to Brownville Junction. This is the Katahdin Ironworks (KI) line which once extended about 10 miles north of Brownville Junction to the old smelting mill there. Presently only 4 miles exists of it from the wye in Brownville to the Junction itself. {e-mail to ANR&P from Charles Hastings, independent rail analyst}
(4) that certain rail line beginning in the vicinity of Brownville Junction, ME from a point of connection with Eastern Maine Railway Company designated on MMA's system map as Milepost 0.0+ of MMA's Moosehead Subdivision and continuing west to the United States/Canada border near Skinner, ME, designated as Milepost 101.80+ of the Moosehead Subdivision;

(5) that certain rail line beginning at the United States/Canada border crossing in the vicinity of Richford, VT designated on MMA's system map as Milepost 26.25+ of MMA's Newport Subdivision and continuing south to a point in the vicinity of Newport, VT, designated as Milepost 60.4+ at the end of the Newport Subdivision.' {page 5} [See map.]

The extent of operation. 'CMQR (and its Canadian affiliate, CMQR Canada) will provide rail service over the entire pre-bankruptcy rail network of MMA and MMA Canada.' {page 5}

'CMQR plans to operate substantially all of the U.S. rail lines of the bankrupt MMA.' {page 6}

[Emphasis added. John Giles, CMQR chief, did not return a request to clarify the different between “entire” and “substantially all” by publication hour. Editor]

Projected revenues. 'Revenues are projected to exceed $5 million, but not reach $22 million (the current threshold for Class II carrier status). Accordingly, upon consummation of the transaction that is the subject of this Verified Notice of Exemption, CMQR will be a Class III rail carrier.'

Traffic increase. 'The acquisition...will not result in significant changes in carrier operations. There will not be a diversion of: (1) more than 1,000 rail carloads a year to motor carriage; or (2) an average of 50 carloads per mile per year for any part of these lines to motor carriage.

'...To the contrary, CMQR will seek to recapture traffic formerly transported by MMA, which may have been diverted to motor carriage as a result of the interruption of MMA service following the Lac Megantic disaster.

...While CMQR hopes to recapture at least some of that former MMA traffic, this control transaction will not result in: (1) an increase in rail traffic of at least 100% or an increase of at least eight trains a day on any segment of the lines; (2) an increase of rail yard activities of at least 100%; or (3) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day.' {page 6-7}

{STB website, filings page, Finance Docket No. 35805}

Petition for Waiver of Notice Requirements
'The notice required by 49 C.F.R. § 1150.42(e) was provided to MMA employees in the manner prescribed by §1150.42(e) on February 12, 2014. CMQR is concurrently filing with the Board a petition for waiver of the 60-day notice period set forth in 49 C.F.R. § 1150.42(e) in light of the urgency of completing the sale transaction.'

'At the request of the MMA Trustee, the U.S. Bankruptcy Court's final Sale Order found that time is of the essence, and the Court "request[ed] that the Surface Transportation Board and the relevant Canadian regulatory authorities expedite their respective review processes, and render final decisions as soon as practicable but in any event no later than March 14, 2014 (in order to enable closing of the transactions contemplated by the Agreement on or before March 31, 2014)."

'In order to permit closing of the transaction by that date, the CMQR Waiver Petition requests that the Board waive the 60-day notice period of 49 C.F.R. § 1 150.42(e) to the extent necessary to make the notice to MMA employees effective concurrently with the effective date of this Verified Notice of Exemption. {text of Notice of Exemption}

'...First, requiring compliance with the full 60-day notice period would prevent CMQR from consummating the sale transaction by March 31, 2014, which could likely lead to a potential suspension of rail
service (if the Trustee were unable to obtain insurance and/or a further extension of MMA Canada's Certificate of Fitness).' {page 3 of Petition for Waiver}

Notice of Intent to MMA employees
(Exhibit A to Petition for Waiver)

'CMQR hopes to staff its operations primarily with current MMA employees. While the precise number of positions available has not been finally determined, CMQR expects that the total number of employees hired at the commencement of operations will exceed the number of persons currently in active service on MMA. Exhibit B sets forth CMQR's estimate of the number (and types) of positions that it expects to offer.'

Applications go to Gaynor Ryan, vice-president of human resources, at current MMA headquarters.

MDOT support
On 20 February, MDOT Commissioner David Bernhardt filed a letter supporting the CMQR transfer and the need for speed of decision. {STB website, filings page, Finance Docket No. 35805}

MMA ESTATE: MORE MONEY NEEDED*
5 February, Bangor. THE BANKRUPTCY ESTATE ASKED FOR ANOTHER $1.8 MILLION because '[t]he Existing Loan will be fully drawn prior to the closing of the Sale and the Debtor and MMA Canada need adequate working capital to continue operating through the approval of the Sale. The proceeds of the New Loan will be used to fund these expenses and other operating expenses of the Debtor and MMA Canada.'

Camden National Bank will increase its line of credit from $3 million to $4.8 million, at 5%.

Trustee Robert Keach told the Court in his filing: '[I]n light of the number, and extent, of priority and general unsecured claimants in these Cases and in light of the lack of unencumbered collateral, the Trustee ultimately was only able to obtain financing on a priming lien basis, and the Trustee was unable to obtain financing on more favorable, or expeditious, terms, than the Existing Loan.'

FRA and MDOT accept new loan
The FRA and MDOT, as 'secured parties, understand that in the absence of the New Loan, the Debtor and MMA Canada would not have the funds necessary to consummate the closing of the Sale and the Sale will maximize the value of the Sale Assets for the benefit of the FRA and MDOT (among others) and will allow for the continued operation of the rail lines, which is in the public interest.'

Have to get to 31 March, and give certainty to customers
'Continuing to operate without a material adverse change to operations is also a condition to closing on the Sale and, absent use of the proceeds of the New Loan, the Debtor and MMA Canada would likely not be able to satisfy this condition.

'Additionally, the certainty in operations provided by the New Loan will provide comfort to customers concerning whether their product will reach its destination, rather than being stranded by a suspension of operations. Finally, financing of the operations of the Debtor and MMA Canada is a critical aspect to the extension of MMA Canada's certificate of fitness by the Canadian Transportation Agency, the current extension for which expires on April 1, 2014, and the extension of the stay period in the MMA Canada case, which expires on February 11, 2014.

'In both cases, the granting of such extensions will depend on the financial viability of MMA Canada. Thus, the New Loan is urgently needed to maximize the value of the estate and recoveries to creditors.' {Bankruptcy Court website, docket number 13-10670, document #611}

Some debtors not paying
Interestingly, the December cash flow report filed at the Court shows MMA is owed $2,192,910 of which
$1,384,063 is more than 90 days overdue. {document #617}

Request granted
On 11 February the Court granted the extension of credit. {document #649}

MMA ESTATE: NEW NAME*
14 February, Hermon. **FORTRESS WILL CHANGE THE RAILROAD’S NAME TO THE CENTRAL MAINE AND QUEBEC RAILWAY.** John Giles, a consultant working with Fortress on the purchase of Montreal, Maine and Atlantic Railway, confirmed the new name in an e-mail to the Bangor Daily News. He said the name was chosen because it “has a nice ring to it” and is an accurate description of the communities it serves.

Your editor mused that Fortress chose a descriptive name. “It’s interesting because a lot of Maine names have already been chosen,” Hardenbergh said. “How do you say Maine when you already have Maine Northern Railway, Eastern Maine Railway, Maine Eastern Railway, Maine Central Railroad, Boston and Maine. So almost by default you have to say central Maine or southern Maine, but of course they don’t operate in southern Maine.”

The new name is similar to that of Maine Central Railroad, which has been around for 100 years and remains the formal name of the railroad operated as part of Pan Am Railways’ network, Hardenbergh said. {Whit Richardson in Bangor Daily News}

MMA ESTATE: PLAN TO WRAP UP QUICKLY*
29 January, Bangor. **SOME OF THE VICTIMS’ ESTATES PROPOSE THAT GEORGE MITCHELL STEP IN** to ‘use his good offices to try to forge a consensus among U.S. and Canadian parties on issues relating to the wrap-up, and assist in negotiations to settle the insurance policies.’

The victims argued, in a plan submitted to the Court: ‘With the proceeds of the sale [$14.25 million] likely to be distributed largely if not entirely to secured creditors and other non-victims’, the only material asset available to satisfy victims’ claims appears be the insurance policies of the U.S. and Canadian bankruptcy estates. The Debtor’s creditors, including the victims of the derailment, will best be served by an efficient, speedy and low-cost conclusion to the bankruptcy cases that will leave them free to pursue their claims against non-Debtors in the forum of their choice.’ {document 600}

The Court has scheduled on 18 February a status conference requested by the Official Committee of Victims. {document 644}

CRUDE OIL: CLASS I NEW VOLUNTARY RULES
21 February, DC. **THE NEW RULES FOR HAULING CRUDE OIL WILL NOT APPLY IN NEW ENGLAND,** noted the AAR. USDOT and the seven Class I railroads agreed to slow oil train speeds to 40 miles per hour near major cities, conduct at least one additional track inspection annually, and install additional brake technology on oil trains, as well as improve emergency-response training and communications with track-side communities.

Short lines and regionals?
No crude oil moves in New England via its only Class I, CSXT. Crude has moved via Pan Am and MMA. Holly Arthur, spokesperson for the Association of American Railroads, wrote in an email that her organization expects other railroads, including the short-line members of AAR [such as Pan Am – see 14#01B], to join the safety pact. 'It will be up to each company to subscribe to the initiative.'

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2 Since administrative costs will come to at least $5 million in Canada, and $5 million in the United States, plus Camden National must be repaid $4.8 million, I cannot understand how the secured creditors will get even a dollar out of this. **Editor**
**Maine Congressional delegation wants more**

“While the agreement is a positive first step, much more can be done to improve public safety,” said Mike Michaud, who serves on the House Transportation and Infrastructure Committee, which oversees rail issues. “Mandatory safety improvements must be enacted for all rail carriers, not just the largest.”

Chellie Pingree of Maine's 1st District said she was disappointed that the agreement did not address recommendations released in January by the National Transportation Safety Board. Those recommendations included preemptive accident response audits of railways that carry crude oil and of the trains to ensure tank car contents have been properly labeled. “These voluntary actions represent some modest safety improvements but I’m disappointed that none of the NTSB’s substantive safety recommendations on these issues was included,” Pingree said in a statement. {Kevin Miller in Portland *Press Herald* 22.Feb.14}

**CN, CP charging more to move older cars**

On 10 February, CN announced it is charging a slightly higher rate to move crude oil in DOT-111 tank cars built prior to October 2011, when Association of American Railroads CPC (Casualty Prevention Circular)-1232 safety standards took effect. These standards consist of head shields, top-fitting rollover protection, half-inch-thick normalized tank steel (for unjacketed applications), double-shelf couplers, and bottom skid protection.

“[W]e price crude differently for different car types. . . . The CPC-1232 is our favorite car when it comes to pricing or attracting business,” CN Chief Marketing Officer J.J. Ruest said at a 10 February conference.

“CN has structured its rates to create an economic incentive for customers to acquire, over time, more robust tank cars that meet the higher safety standard of the more recent CPC-1232 design,” spokesperson Mark Hallman told the *Grand Forks Herald* later.

CN did not comment on the specifics of the rate increase, but a Canadian crude oil shipper told the *Herald* that CN was charging up to 5% more to move some DOT-111 cars. The shipper said the additional freight charges could impact the cost structure of CBR [crude by rail].

Hallman said the economic incentive for customers to use safer tank cars applied to all its routes. The railroad supports AAR and RSICTC (Railway Supply Institute Committee on Tank Cars) appeals to the U.S. PHMSA (Pipeline and Hazardous Materials Safety Administration) for a rulemaking retrofitting or phasing out pre-CPC-1232 DOT-111 cars and improving standards for new tank cars.

CP soon after announced that it, too, would impose a surcharge to move pre-CPC 1232 tank cars. {William Vantuono in *Progressive Railroading* 13.Feb.14}

**NOTE**. In late February, Pan Am experienced two derailments, one in Nashua, and one in Westford Massachusetts. In addition, cars came off the rails near or on Pan Am rails in Gardner Massachusetts.

++19 February, Gardner. *PROVIDENCE AND WORCESTER RAILROAD COMPANY TRAIN GRWO REPORTED DERAILING IN GARDNER, MA AT APPROXIMATELY 1538....The train, comprised of three locomotives and 54 cars, was headed southbound from Gardner to Worcester. The train’s crew reported derailing the last four cars in the train’s consist, which were carrying automobiles, near the Route 2A grade crossing near South Main Street. Train and public safety officials immediately responded to the scene and no injuries have been reported. An investigation into the cause of the incident is currently underway.' {PW press release}

**Location of problem**

Gardner Fire Chief Ronald Therrien, who was at the tracks on 20 February meeting with railroad investigators, said the cars derailed where the Providence and Worcester tracks merge with Pan Am Railway tracks near Chestnut Street. [See *Massachusetts* for article about new switch here.] “They dragged them about a half-mile” until the four autoracks fell off the tracks at the Route 2A grade crossing. [See map.] {George Barnes in Worcester *Telegram & Gazette* 20.Feb.14}
++20 February, Westford. **A PAN AM TRAIN DERAILED 14 CARS, INCLUDING TWO PROPANE TANK CARS**, but all cars remained upright.

Pan Am did not notify the town. The Westford fire chief noticed the incident driving by at 09h30 on the 20th. At around 10h50, Westford police announced a street closing around the incident.

Cynthia Scarano, executive vice president of Pan Am, said the derailment occurred at 07h00; 14 of 63 cars of a mixed freight went off. “We were pretty lucky,” she said. “They all landed upright. No merchandise spilled.”

Six were loaded, eight were empty, said Scarano. As of 11h00 six cars were rerailed. {Fox Boston}

*18 February, Nashua. **PAN AM AGAIN DERAILED A TRAIN TRYING TO REACH HENDRIX.** This time [see 14#01A for two derailments on this branch in January due to iced-up flangeways] two locomotives, without cars, moved off the New Hampshire Main onto the Hillsborough branch, apparently in an attempt to clear the line. Less than a mile into the trip, where the branch crosses Main Street just south of Canal, witnesses reported that both locomotives derailed, with one entirely off the track. Apparently snow was packed into the flangeways. {WMUR-tv; Dean Shalhoup in Nashua Telegraph 18.Feb.14}  

[One would think that paying track workers to clear flangeways would cost less than re-railing locomotives, but perhaps not. **Editor**]

On 19 February, Pan Am rerailed the locomotives. {David Brooks in Nashua Telegraph 20.Feb.14}

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**NEW YORK**

**ALBANY: SCRAP COMBO**

17 February. **UPSTATE SHREDDING LLC-BEN WEITSMAN PURCHASED CAPITOL SCRAP METAL COMPANY FOR AN UNDISCLOSED CASH AMOUNT.** Owego-based Upstate Shredding said in a news release that the purchase formed part of expanding its footprint in the Albany market.

The Capitol assets will help Upstate Shredding consolidate into a mega-yard at its current Albany Port District location. “This facility is strategically located to help us continue to grow our Albany region market, and to feed our new shredder and export facility at the port of Albany,” said Adam Weitsman, owner of Upstate Shredding-Ben Weitsman. {Upstate press release cited by Allan Geriat in Waste360 Daily Wire 14.Feb.14}

According to the Upstate website, half of all the scrap collected at its sites is exported. This happens via containers drayed to New York, or loading 32,000-metric tonne ships at Albany. {website}

**Yards next to each other**

An official at Capitol said it had existed for 75 years, and is located next to the new Upstate yard in the Albany Port District. Capitol handles non-ferrous metals, which it loads into containers and drays to the Port of New York for overseas delivery. {ANR&P discussion 14.Feb.14}
**Existing Upstate yard at port**
Upstate opened a yard in the Albany Port District in 2013, handling ferrous metals [see 13#04A]. Weitsman’s current contract with the port involves leasing 18 acres in a deal valued at $6.8 million over the 20-year term.

**Plans to expand ferrous**
In December, Weitsman announced expansion of the port facility, investing in a new $25 million auto shredder, which is expected to bring 20 new jobs to the region. "We have ambitious goals for our Albany yard, and this shredder is the next step in putting that plan of expansion into motion." The auto shredding operation, to be built in 18 months, will require leasing additional acreage.

"We definitely underestimated the business climate in Albany," Weitsman said. "There has been a lot more business in Albany than we had anticipated.” The shredder will arrive in April. {Haley Viccaro in Albany Business Review 3.Dec.13 updated 14.Jan.14}

*Map of who owns what in a future issue.*

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**QUEBEC**

**MMA: PRIOR VIOLATIONS**

*Enquête* stated that the documents it obtained show at least eight warnings were issued to MM&A by Transport Canada between 2004 and 2012 concerning Section 112 of the Canadian Rail Operating Rules (CROR). Transport Canada in those years did not fine or otherwise punish MMA for the violations.

However, as provided, the documents only clearly show violations through 2009 of Section 112:

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Event</th>
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<tbody>
<tr>
<td>2006</td>
<td>June</td>
<td>Inspection report said violation of 112(a)</td>
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<tr>
<td>2009</td>
<td>May 22</td>
<td>The following note was part of the Notice dated May 22, 2009: Please also note that non-compliances to the CROR Rule 112 had also been subject to several reports in the past at the following locations: On interchange track at St-Jean on April 2005; On tracks no. 2 and 3 in Sherbrooke yard, and on track no. 1, 9 and 10 in Farnham yard, as well as in the siding at Nantes on November 2005; On tracks no. 2 and 4 in Farnham yard and on tracks no. 2 and 4 in Sherbrooke yard on June 2006; On track no. 4 in Sherbrooke yard on April 17, 2007; On track no. 2 in Sherbrooke yard on December 10, 2007.</td>
</tr>
<tr>
<td>2009</td>
<td>July 17</td>
<td>‘Concerning the corrective measures which you propose in your response to the May 22, 2009 notice, consisting of revision of the CROR Rules 112 and 104.5 by the employees, where continuous non-compliance was noted. We would like to remind you that these same measures were already put forward on several occasions since 2005 without having obtained the expected results. ’These corrective measures were previously identified as follows: &quot;We informed our employees to be extremely watchful&quot;, May 25, 2005; &quot;Re-training has been conducted re these rules&quot;, January 12, 2006; &quot;Safety meetings will be conducted on the following&quot;, July 17, 2006; 'We informed all our employees to be extremely watchful&quot;, May 4 2007; “The crew will be met to put [an emphasis] on handbrakes February 21...”</td>
</tr>
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One entry possibly reflected a 2012 violation, but due to the nature of the graphic of the documents on the web, the report is not clear. Readers may judge themselves [see box].

**The rule**
Section 112 [see box] requires that a number of handbrakes be applied and a traction test conducted before trains are left parked.

Some of those violations were issued for incidents at the Nantes station, where the train that rolled...
into Lac-Mégantic had been left for the night. But the rules do not spell out exactly how many handbrakes must be applied, only that the number must be “sufficient.” {Sylvie Fournier, de l’émission Enquête in Radio Canada 12.Feb.14}

Burkhardt comment
On 13 February, Ed Burkhardt, MMA chair, wrote: 'I too saw the Radio Canada report. Considering the amount of litigation currently underway, I’m constrained in my ability to respond. But I will say that the amount of misinformation floating around (and being perpetrated by the plaintiffs’ bar and the press) is incredible, and shouldn’t be taken at face value.

'It is true that Transport Canada (and the FRA in the US) frequently issue routine notices of violations to all rail carriers, but many of these notices turn out to be factually incorrect and are disputed by the carriers. There is lots of room for interpretation in assessing rules compliance, with the safety agency often taking the most restrictive position that turns out to be operationally impossible. I just wish I could say more!' {e-mail to ANR&P}

CROR 112. Securing Equipment

(a) When equipment is left at any point a sufficient number of hand brakes must be applied to prevent it from moving. Special instructions will indicate the minimum hand brake requirements for all locations where equipment is left. If equipment is left on a siding, it must be coupled to other equipment if any on such track unless it is necessary to provide separation at a public crossing at grade or elsewhere.

(b) Before relying on the retarding force of the hand brake(s), whether leaving equipment or riding equipment to rest, the effectiveness of the hand brake(s) must be tested by fully applying the hand brake(s) and moving the cut of cars slightly to ensure sufficient retarding force is present to prevent the equipment from moving. When leaving a cut of cars secured, and after completion of this test, the cut should be observed while pulling away to ensure slack action has settled and that the cars remain in place.

(c) Application of hand brakes must not be made while equipment is being pulled or shoved.

Transport Canada Report, excerpt. (from Radio Canada)

<table>
<thead>
<tr>
<th>CROR Rules Non-compliance</th>
<th>CLC Non-compliances</th>
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<tr>
<td>13, 34 (b), 104 (q), 112(7), 121 (a), 123 (c), 123 (2), 142 (b), 315:</td>
<td></td>
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CROR Rule Non-compliance Sections 125(1) d) (j), 125(1) e), 126 (1) Z.17: Onboard Regulations Non-compliance Sections 6.4. 6.8 b), 12.4 (2) c), 10.17, 10.29 (2): Direction (Canada/Labour Code) concerning men working in the vicinity of rolling stock without proper protection. The same non-compliance was verbally reported in 2009.

Direction under February 21, 2012 CLC Safety meeting was held with workmen involved.

Shortbrooke Yard February 23, 2012 Inspection

Direction (Canada Labour Code) concerning workmen unloading cars without positive track protection. The same non-compliance was verbally reported in 2009.

October 14, 2011 Inspection report

N/A

The customer were advised of the application of CROR Rule 26 as well as the MMA Internal Procedure on Blue signal protection.

GAINE

MDOT: IRAP UPDATE*

13 February, Augusta. THE DEPARTMENT EXTENDED THE DEADLINE FOR APPLICATIONS TO 27 FEBRUARY, one week past the initial 20 February deadline. Nate Moulton, rail administrator, ascribed the
extension to 'a great deal of interest in the program this year.'

**Status of 2013 projects**
Moulton said that of the seven 2013 awards [see box] one, Seven Islands, is done. 'The others will be this year or next year. Keep in mind the Work Plan is a living document and projects can be moved around by amendment. {e-mail to ANR&P}

**Funding for IRAP**
The MDOT 2014-2015-2016 Work Plan proposes for 2014 to expend $2 million, for 2015 $1 million, and for 2016 $1 million. {text of Work Plan}

**MDOT: 2013 IRAP AWARDS FOR 2014**

**Cives Steel Company – Augusta** $22,383 (MDOT $ matched by Cives, total ~ $44,700)
Nationally, Cives has seven fabrication plants. Marty Kennison, who handles duties as comptroller and other positions at the East Augusta plant, said his facility “hits the Boston market hard. We do one of every two high-rises in Boston.”

“It’s all about the rail.” Kennison explained that the average Cives job used 4,000 tons of steel. He likes to use the “premier mini-mills” such as Nucor in Blytheville, Arkansas, or “next best” TXI Chaparral Steel in Petersburg, Virginia.

“As much as we can, we get direct from the mill.” Alternatively, he will “go to warehouses” such as Infra-Metals in Wallingford, Connecticut [served by CSO off the Amtrak New Haven-Springfield line – editor]. Cives gets these “smaller quantities by truck.”

He receives a total of 15,000 tons a year, of which 120 cars' worth arrives by rail. For a job requiring for example 5000 tons, Kennison will buy enough steel for the first part and receive it before starting work. He will receive the remaining 2500 tons as needed.

**Outbound.** “A couple of times we have sent stuff out by rail, once to a paper mill in the Midwest. Our region is New England though....We've done all kinds of paper mill work here.”

The scrap generated by the Cives facility, about a thousand tones a year, goes to the Grimmell recycling facility in Topsham, by truck.

**Rail spur.** Cives' spur has enough space (nine or ten cars) to hold deliveries, said Kennison, and if needed Pan Am spots cars on the lead. Deliveries do bunch up, even though the mini-mills space out the release of loaded cars a couple a day, the cars end up bunched in Portland, Waterville, or elsewhere.

The problem? “The spur hasn't been worked on since the 1960s. The track separated one day last summer, and we got a temporary fix.” With the IRAP funds a rail contractor will rebuild the track base in spring 2014.

**Competitors.** Kennison listed his competitors as Ocean Steel³ (J.D. Irving-owned, NBSR-served) in Saint John (off Route 100 just north of the Reversing Falls) and Canatal in Thetford Mines, Quebec (no rail).⁴ Canatal

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³Sample New England project: Bath Iron Works in 2007. {Connections, company newsletter of the OSCO Group, to which Ocean Steel belongs}

⁴When the Quebec Central Railway operated, it did serve Canatal, and the track remains visible on Google aerial. Editor Canatal runs five dedicated structural steel manufacturing units in Thetford Mines and, through its subsidiary Canatal Steel USA, operates two production units in Roanoke, VA. The seven manufacturing units cover a total of 275,000 sq. ft. These units have a combined capacity of over 50,000 tons. Sample New England project: MIT residence hall, 1,448 tons. {website}
especially put the smaller fabricators out of business here.

Cives uses smaller fabricators in Maine, such as Maine Fabricators in Gorham and Megquier & Jones in South Portland.

Pan Am service. Kennison expressed concern about the condition of the Augusta Running Track [see 14#01A], in view of Pan Am's ceasing service on the Madison Branch [see 13#11B].

Casco Bay Steel Structures, Inc. – S.Portland $130,000 [Casco Bay Steel (CBS) has no relation to Casco Bay Transportation. It has two facilities: 75 Spring Hill Road, Saco; and 1 Wallace Drive, South Portland. Ironically, the Saco facility lies just around the corner from the new CBT location, but CBS was granted funds for its location in South Portland adjacent to the Shurtleff plant off the Amtrak/Downeaster bypass track at Rigby Yard. More about CBS in a future issue, as its owner Byron Tait is on vacation. Editor]

Casco Bay Transportation, LLC – Biddeford (Saco) $125,000

When Casco Bay Transportation (CBT) began the application for the IRAP grant, its plant was located on Pomerleau Avenue in Biddeford, off the Pan Am/Downeaster line. Near the beginning of 2013, CBT moved to Saco's Industrial Park Road, on Pan Am's Saco Industrial Track [where a train derailed in January – see 14#01A New Hampshire], about one-quarter mile past the Boise Cascade facility. CBT occupies the site of the former block plant; the Pan Am track ends just at the boundary of the CBT property.

Jack Jensen, principal, said rail access was “half the reason” for the move. His company also needed the space, and wanted “to buy our own property.” He anticipated roughly 100 carloads per year of overweight and oversized specialty shipments. {ANR&P discussion 13.Feb.14}

Woodland Pulp, LLC. - Baileyville $373,573

On 13 February, Scott Beal, Woodland Pulp spokesperson, declined to provide any details on the project [see box].

MERR-PAN AM: STEEL FOR BIW++

6 February, Yarmouth. STEEL FOR BIW IS PARKED ON THE SIDING HERE [see photo]. One source close to the situation reported that, as needed, Pan Am moves cars to the MERR interchange in Brunswick. From there, MERR spots cars on a two-car siding at BIW's Hardings plant in Brunswick. MERR leaves a locomotive at the plant to switch it.

Why not leave the cars at the Brunswick yard? The new Amtrak service to Brunswick limits the capacity, the source said. It could in no way hold the 60 or so cars parked in Yarmouth.

Pan Am service “We coordinate with them,” the source said. “By and large, we've got great

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5 Don Marson, former MERR general manager and now of the Pine Tree Consulting Group, reported that the siding could take only two cars, correcting the 'two to four' wording in the original article. {e-mail to ANR&P}
2013 IRAP PROJECTS (7)
(IRAP dollars in each first line matched at least 50% with private amount in bottom line.)

Apologies for tardy reporting – see announcement in 13#03A.

*Cives Steel Company – Augusta $22,383
Rehabilitate 800 feet of industrial siding at Augusta facility, this allows direct delivery of approximately 80% or raw material by rail preserving 150 local jobs and allowing a planned expansion with 15 new jobs. $22,383 in private sector infrastructure investment.

Casco Bay Steel Structures, Inc. – S.Portland $130,000
Installation of a new #10 turnout and 789 feet of new track into Casco Bay’s facility. This will allow a new direct rail connection for inbound raw material, significantly reducing transportation costs and truck trips to and from the facility. This will allow Casco Bay to expand and add 9 employees and be much more competitive long term.
$130,000 in private sector infrastructure investment.

*Casco Bay Transportation, LLC – Biddeford (Saco) $125,000
This project will add 854 feet of new rail track into CBT’s facility in Biddeford from the Saco industrial siding. This siding will be used to bring in overweight and oversized specialty shipments to be delivered locally by CBT utilizing their specialized trucking equipment. This will reduce the transport of the loads over the road and will help CBT grow their business by 50% in the future. This will allow CBT to add 8 additional employees and reduce shipping costs to served businesses.
$136,202 in private sector infrastructure investment

*Woodland Pulp, LLC. - Baileyville $373,573
Track improvements in the track leading to the mill as well as 650 feet of new track for log car unloading and installation of a new 300 feet of track for chemical unloading for the mill. This will allow the mill to increase inbound raw materials by rail saving the mill significant money and helping it to stay cost competitive while adding 8 additional jobs.
$373,574 in private sector infrastructure investment.

E. J. Carrier, Inc. – Beattie Township $425,000
E.J. Carrier will build a new 1200 ft siding and two rail turnouts to load round wood onto rail cars for destinations throughout Maine. E.J. Carrier will also purchase rail cars for this service and to use in Aroostook County as well. An access road, scales and loading equipment is being provided by Carrier’s for the project. This area of the State is very desolate with large wood holdings by Carrier’s and other surrounding land owners who would use the siding. Trucking round wood from this area of the State to mills is not feasible due to the cost. Carriers expect this project to produce 30 direct jobs within 3 years with many additional harvesting jobs being created on other landowner’s property.
$649,673 in private sector infrastructure investment.

Seven Islands Land Company – Portage $48,457 DONE.
This project reclaims and rehabilitates 500 feet of rail spur for additional capacity and round wood loading. At the Portage facility there is already two other spurs in active service that are utilized daily for shipment of chips and sawed lumber. This will allow the users of the property to reduce reliance on trucks and expand service.
$48,458 in private sector infrastructure investment.

St. Lawrence and Atlantic RR – Auburn $15,000
This project includes upgrading truck scales, new power hood ups for augers, and a new gantry to improve safety when unloading trucks at the Auburn Intermodal Facility. This project will allow more use of the facility and an expanded transload business adding an additional full time job.
$15,000 in private sector infrastructure investment.

*Listed in 2014 MDOT Work Plan

communication and they do good service.” {ANR&P discussion}
PAN AM: GOOD NEWS OR BAD?
21 February, DC. **VERSO AND NEWPAGE INDICATE PROBLEMS IN COMPLETING THEIR MERGER.** Verso wants to amend the agreement, and Newpage is not acceding to the request, according to filings at the US Securities and Exchange Commission. {Jessica Hall and Craig Anderson in Portland *Press Herald* 22.Feb.14}

**Taxes questioned**
Verso requested the Town of Jay abate $469 million of its $815.4 million valuation of Verso's mill there. The $9 million paid by Verso accounts for 69% of Jay's tax revenue. {Lewiston *Sun Journal* cited by *MaineBiz* 20.Feb.14}

PORTLAND TO NEW YORK?
20 February. **PORTLAND STEVEDORES COULD GO TO THE PORT OF NEW YORK/NEW JERSEY TO RELIEVE CONGESTION**, said Jack Humeniuk, International Longshoremen's Association representative and chief of operations for PortsAmerica at the Portland container terminal. But: 'In the Port of New York New Jersey you have to also be licensed by the NY-NJ Waterfront Commission. Which by the way refuses to approve additional labor that the NY-NJ Shipping Association needs and wants to hire.' {e-mail to *ANR&P*}

**Congestion**
This week, the Retail Industry Leaders Association urged the Port Authority of New York and New Jersey to take immediate steps to ease delays and clear backlogs that are playing havoc with supply chains. A series of winter storms have combined with chassis shortages, a tight supply of longshore labor, and other problems to produce long queues for truck drivers and massive backlogs of containers. {Canadian Freight Forwarders bulletin 20.Feb.14 citing *Journal of Commerce*}

SEARSPORT: SALT CANNOT MOVE
7 February. **NEW JERSEY BOUGHT 40,000 TONS OF SALT IN SEARSPORT THIS DAY, BUT MET PROBLEMS MOVING IT.** State officials, who ran short at its Marsh Street salt pile at the Port of Newark, were able to buy from supplier International Salt's pile in Searsport.

Jim Theriault of Sprague Energy, which unloads and stores the salt in Searsport, said a South American-flagged vessel unloaded pet coke at Mack Point, and then could have moved the salt, but sailed empty from Searsport on 14 February. The US Jones Act forbids such cabotage.

New Jersey applied to the Department of Homeland Security (DHS) on 13 February for an exception. On 18 February, DHS said it could issue an exception only if USDOT certified that no US vessels were available to move the salt, and if the waiver was needed for national defense. [Canada, which has similar restrictions, routinely issues such certification. See 13#08B.].

New Jersey found a barge as an alternative, which sailed for Maine the weekend of the 15th; weather forced it to shelter in Providence. The barge did arrive later in the month. {National Public Radio 24.Feb.14}

**Ships enroute**
Chilean salt is due on 20 February into Newark, and another load the following week. {Abigail Curtis in *Bangor Daily News* 18.Feb.14; Corey Kilgannon and Marc Santora in *New York Times* 19.Feb.14}
MASSACHUSETTS

BCLR: MORE CARS

14 February, Watuppa branch. **MID-CITY TRAFFIC TO THE INTERIOR HAS INCREASED**, explained Bernie Reagan, vice-president of marketing. BCLR has concomitantly acquired eight more low-sided gondolas from Anderson Rail Group, one of six operating groups of The Andersons, a publicly-held company headquartered in Maumee, Ohio.

Asked why Mid-City did not acquire the gondolas themselves, Reagan explained that traditionally, railroads have supplied the low-sided gons, also called mill gons, for heavy scrap such as metal.

Some years ago, scrap dealers began to acquire their own high-sided gons – former rotary gondolas – in the following way. The utilities which own rotary cars want to buy new ones before the old cars wear out, as a break-down in one car of a unit train can become expensive. The utilities buy new cars every 15 years or so, and sell the old ones.

D.J. Josephs, a large scrap company, bought such a string to cut them up. However, upon examining the cars, Josephs realized they had years left in them, and repurposed them to haul auto fluff and other lighter-weight scrap. Other scrap companies followed suit. Thus generally scrap companies own their high-side gons, but not their low-side gons.

BCLR needs more mill gons as the interior price for scrap has risen above the export price, and Mid-City sends its ferrous scrap to the interior. {ANR&P discussion}

Same for Schnitzer

Similarly, PW has been hauling loaded scrap cars out of the Schnitzer site in the Port of Providence, because Schnitzer sells the scrap to the interior rather than exporting. More in a future issue.

PW-PAS-NS: ETHANOL VIA GARDNER++

12 February, Gardner. **PW AND PAS ARE PREPARING FOR A SIGNIFICANT ETHANOL MOVE** by creating a direct connection between PAS and the PW Gardner branch, and upgrading track, according to unconfirmed reports. {PW e-list}

The entire yard is owned by PAS. Some cogitation while examining maps and a yard diagram [below]:

- A 30,000-gallon car is about 60 feet long. One hundred such cars would stretch longer than one mile, yet as currently configured the Gardner yard cannot accept mile-long trains without blocking the entire yard [see Pan Am yard diagram].

- The PW-PAS direct connection would come off the No. 2 Track at the east end, and use the lead to run onto the Gardner branch far enough to clear the western yard switch off the No.2 Track. With run-through power and a crew change here, the train could continue to move to its destination on PW, while PAS would have access to switch the yard.
- If PW receives the train in Gardner, it could move either NECR (Millers Falls, if that location has enough room) [see 11#12A for PAS interchange for PVRR] - PAS to Gardner, or NS-PAS to Gardner.

**Ethanol routing**

PW spokesperson Charlie Rennick wrote on 12 February: 'Pan Am Southern is handling the maintenance and infrastructure work, which will ultimately improve collective interchange moves along with the new switch.

'T&W has interchanged ethanol trains over Worcester (CSXT), Willimantic (CP), and over Barbers (Worcester) from Norfolk Southern via Pan Am – this work, however, will improve another critical freight lane for all forms of traffic.' {e-mail to ANR&P}

**CSXT ethanol: EthX**

At the Renewable Fuels Association's 19th annual National Ethanol Conference in Orlando, CSXT's Clarence Gooden noted his company's EthX 80-car unit train service to a network of 18 eastern terminals. {CSXT press release}

The only one in New England, according to the listing on the CSXT website, is the Motiva terminal in Providence served by PW.

New York has three: Apex Oil in Rensselaer, Sunoco in North Tonawanda, and Buckeye in Albany. Only Buckeye accepts unit trains. {CSXT website}

**Derailment**

PW autoracks went off the rails near the site of the new switch [see Regional].

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**NEW HAMPSHIRE**

**MBRX: CONTRACT WON**

24 February, Wilton. **NHDOT AWARDED THE CONTRACT FOR THE HILLSBORO BRANCH** to the Milford-Bennington Railroad. The notification letter, reported owner Peter Leishman, said the department would negotiate with MBRX about particular terms, but he did not expect any difficulty.

“I hope this is the start of a new era. I look forward to working with Pan Am” and reaching agreement on a new trackage rights agreement. {ANR&P discussion}

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**MARITIMES**

**CN: IRVING OIL CHANGES CARS++**

17 February, Saint John. **IRVING OIL ANNOUNCED THAT BY 30 APRIL, IT WILL COMPLETE THE CONVERSION OF ITS PROPRIETARY FLEET OF CRUDE OIL RAILCARS** to the Association of American Railroads' (AAR) recommended specifications for DOT-111 railcars constructed after 1 October 2011. This will require the voluntary removal of older-model railcars from service. The AAR specifications recommend that DOT-111 railcars built after October 2011 be constructed with reinforcements and enhancements that have been reported to reduce the risk of product loss if these railcars are involved in derailments.

**All oil arriving by 31 December**

Irving Oil will also advise suppliers and marketers of crude oil of Irving Oil's adoption of AAR's enhanced standard, and will ask for their adherence by no later than 31 December 2014 for crude oil railcars servicing Irving Oil facilities.
The announcement by Irving Oil follows recommendations made on 23 January 2014 by the Transportation Safety Board of Canada (TSB) relating to enhanced protection standards for rail cars.

“We have made substantial progress in converting our fleet of crude oil railcars to meet this enhanced standard. In light of the strongly worded recommendation from the TSB in January, we felt it was important to communicate this milestone to the public,” said Paul Browning, president & CEO of Irving Oil. “Safety is paramount to our business, and by taking this voluntary leadership position with our own fleet of railcars we expect to set a standard for the suppliers and marketers who ship crude oil to our facilities to quickly follow our example.”

After working in recent months to implement the AAR recommendation, 88% of Irving Oil's crude oil railcars are already of newer construction that meet the AAR's enhanced specifications for DOT-111 railcars constructed after October 2011.

Over the next ten weeks, Irving Oil will continue to execute its plan of emptying the remaining older-model rail cars so that they can then be cleaned and removed from service. By 30 April, Irving Oil's in-service proprietary DOT-111 rail fleet in Canada and the United States will consist exclusively of newer-model rail cars built in 2012 and 2013, and all of these cars will meet the AAR's enhanced specifications for DOT-111 railcars constructed after October 2011.

No further Irving information
Irving Oil officials declined an interview on this day to provide further information, such as the number of cars involved, whether they're owned or leased, or how much the conversion will cost. {CBC news 17.Feb.14}
Other views

“It’s an interesting move by Irving, but we’ve got to set the basic rules,” said Keith Stewart, an energy expert for Greenpeace Canada. Calling for Transport Minister Lisa Raitt to pass new safety laws, Mr. Stewart added that “safety experts on both sides of the border said the new DOT-111s aren’t safe enough....It is time for the federal government to finally take the advice of their own safety experts and end the use of all DOT-111 tanker cars, including those built after 2011, for the transport of crude oil before there is another tragedy.” {Canadian Press and ctv news 17.Feb.14}

In January, federal safety regulators on both sides of the border issued an unprecedented joint warning about transporting crude oil by rail. Wendy Tadros, the chair of the Canadian Transportation Safety Board, said at that time that “a long and gradual phase-out of older model cars simply isn’t good enough – it leaves too much risk in the system.” The Transportation Ministry says it is reviewing reports by regulators on an “urgent” basis. {Barrie Mckenna and Colin Freeze in Toronto Globe and Mail 17.Feb.14}

No effect on Alberta loading terminal

Julie Puddell, an investor relations official with Keyera, said the planned Alberta Crude Terminal remains committed to its 40,000 barrels per day quota to Irving by the end of 2014 [see 13#11B]. “The railcars will be supplied by [Irving] and we do not see it impacting our plans.” The Keyera/Kinder Morgan joint venture has already completed engineering and site preparation work; it awaits final regulatory approval from the Alberta Energy Regulator. {Platts 18.Feb.14}

RAIL FREIGHT FACILITIES

Described in this issue.

Bath Iron Works (MERR & Pan Am, Maine) Steel parked in Yarmouth.

Casco Bay Transportation (Pan Am, Maine) IRAP project.

Cives Steel (Pan Am, Maine) IRAP project.

Capitol Scrap Metal (Albany Port Railroad, New York) Sold to Upstate.

Irving Oil (CN. New Brunswick) To use newer DOT-111 tank cars.

Mid-City Scrap (BCLR, Massachusetts) Sending scrap to interior.

Upstate Shredding (Albany Port Railroad, New York) Buys Capitol.

Seven Islands (MNR, Maine) IRAP log project.

Woodland Pulp (NBSR, Maine) IRAP log project.

PEOPLE, EVENTS

EVENT: PAS SYMPOSIUM

On 3 April in Northampton, Pan Am Southern will hold its 3rd Annual Short Line Symposium. Presentations consist of American Short Line Railroad Association Update, Operations and Commercial updates from Pan Am and Norfolk Southern senior-level executives, Economic Forecast, Equipment Panel locomotives and DOT 111, and Crisis Management Overview. In addition, senior managers from Pan Am Railways and Norfolk Southern will be available for private break-out meetings.

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