Helping to move rail and port traffic through New England, the Maritimes, & eastern Quebec.
A twice-monthly trade newsletter.

**Regional Issues**

**B&A**: Howard thinks Burkhardt will buy it.

**GW**: Emons results, STB notice.

**High-speed rail**: Minutes available.

**Maritimes**: Populations shrinking.

**Freights and Amtrak**: Noteworthy comments.

**Connecticut**

**Transportation**: Strategy Board presents status of rail and port projects.

**Cedar Hill Yard**: ConnDOT not buying West Classification Yard.

**HRRC**: Demolition debris transfer started.

**Bridgeport/New Haven**: TSB to examine proposals in May.

**Maine**

**GRS/NS**: A third try for the Waterville ramp.

**Eastport**: Traffic slowing.

**Massachusetts**

**CSX**: Three-day train from Los Angeles.

**CSXT**: Abandons Grand Junction, Chelsea end.

**HRRC**: CSXT deal deadline 21 March. Berkshire Scenic deal done soon too?

**MCER**: EOTC asks for bids.

**PVRR**: Hosting Transflo operation.

**New Hampshire**

**CSRX**: DeAngelis selected for local road work.

**Rhode Island**

**FRIP**: No decision on track four yet.

**Vermont**

**Rail Council**: It discusses Lamolle Valley, Amtrak contracts, the Middlebury rail spur, and the St. Albans commuter service.

**Maritimes/Quebec**

**CBNS**: Province to help. CN has no obligation to step in, at this point. [No change from e-bulletin.]

**DVR/SCR**: DVR will become the federal Sydney Coal Railway. **Box on coal issues.**

**Sydney**: Port Corporation set up.

**Saint John**: Forest products up, auto traffic should stay, containers too.

**Halifax**: MSC moves to Montréal, COSCO cuts call. Post-Panamax crane for Ceres arrives.

**People, Positions, Events**


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**From the Publisher**

To print subscribers
This issue does not contain two additional pages which appeared in e-bulletin (g): a table of MCER key connection points, and a table of MCER freight traffic.
If you would like these (included in the e-mail edition), please e-mail me.

To e-bulletin recipients
Many’s the story I change after initial appearance in the e-bulletin. I’ll notify you when the story appears in the issue unchanged, as for the CBNS article.

- Chop Hardenbergh

Next issue: 29 March

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**Regional Issues**

**B&A Sale/Bankruptcy**

13 March, Charlestown MA. **“I’m Optimistic that We Will Reach Agreement” with Ed Burkhardt**, said Jim Howard, the BAR trustee. “He has made an offer, and we’re working on signing a deal and making good progress.” {ANR&P discussion 13.Mar.02}
Not all are impatient
Some Maine officials and rail advocates are getting impatient with the failure to conclude a deal. [You know who you are! Editor]. But Barbara Wilson of creditor Helm Financial is not. With Jim Howard as trustee, she said, “the railroad is in decent hands and I hope he can come up with a solution. He’s a very competent guy and he has not had enough time to get us [creditors] exasperated.

“As long as the sale gets done and we get good value,” Wilson did not feel impatient. “We won’t know until we see the bid.” But the fact that no one else has come forward with a bid for the entire system indicates that no one else at this point wants to bid. {ANR&P discussion}

Burkhardt comment
‘We’re moving ahead simultaneously on two fronts - making final the purchase agreement and completing the offering memorandum for our financing package.

‘As the latter will take longer than the former, we are concentrating first on getting ready to go to the market for the financing needed.

‘I agree with Barbara Wilson's comments. Everything is moving ahead, although never at the speed that would make me happy. I would be the first to admit that patience is not one of my virtues!’ {e-mail to ANR&P 14.Mar.2002}

GWI/EMONS
28 February, DC. THE STB PUBLISHED THE NOTICE OF EXEMPTION ON THE ACQUISITION of Emons by Genesee and Wyoming (GWI). {STB Finance Docket No. 34148}

13 March, Greenwich CT. GWI REPORTED EMONS TRAFFIC FOR THE FIRST TIME. Its North America traffic grew by 3,902 carloads or 13.4%. From six days of operation [see 4 March issue], ‘Emons contributed 327 carloads of pulp & paper and 503 carloads of other commodities.’ {press release}

14 March, Greenwich CT. GWI ANNOUNCED NEW POSITIONS FOR GROSSMAN AND ZIEGLER. [See People.]

HIGH-SPEED RAIL
THE BOSTON TO MONTREAL HIGH SPEED RAIL FEASIBILITY STUDY TEAM announced the minutes for the three regional meetings held in February 2002 are now available on the Study web site (www.bostonmontrealhsr.org). Another round of regional meetings is planned for September 2002 to present an overview of the study findings.

FREIGHTS AND AMTRAK
Herewith a comment worth preserving for the future, from an unnamed Class I senior railroad officer: ‘If we can make UPS sorts for months on end without missing a beat, we can operate other trains within strict service parameters. But the money will have to come from sources above and beyond the fare-paying passenger.

‘We need to figure out what a train slot is worth. Using system averages, the typical freight train generates at least twice as much in “net” railway operating income than Amtrak pays in “gross” revenue, even if the freight railroad earned 100% of its incentive payments [from Amtrak]. A road might be happy with Amtrak payments if its assets weren’t otherwise being utilized, but the problems are at the choke points, and they aren’t going to be fixed with Amtrak-level compensation.’

And this from Bob Banks: ‘At least two studies in recent years have concluded that CSX freight trains operate faster and more reliably on weekdays, when the railroad has got to pay attention to commuter trains, than on weekends when it doesn’t.’ {Railway Age 2.02}

MARITIMES POPULATION
12 March. THE MARITIMES ARE SHRINKING. The Canadian census, conducted in 2001, had this result

{Statistics Canada website}:

<table>
<thead>
<tr>
<th>Population</th>
<th>2001</th>
<th>1996</th>
<th>% chg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canada</td>
<td>30,007,094</td>
<td>28,846,761</td>
<td>4.0</td>
</tr>
<tr>
<td>Newfoundland and Labrador</td>
<td>512,930</td>
<td>551,792</td>
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<tr>
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<td>Nova Scotia</td>
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</tr>
<tr>
<td>Quebec</td>
<td>7,237,479</td>
<td>7,138,795</td>
<td>1.4</td>
</tr>
</tbody>
</table>

[If this continues, how much coal, or how long trackage, or how many ports, can the Maritimes support? Editor]
TRANSPORTATION STRATEGY
5 March, Hartford. THE TRANSPORTATION STRATEGY BOARD ISSUED AN UPDATE on the ‘section 16’ projects, those which should get funding this year. For rails and ports, the spreadsheet said this {TSB website}:

West Haven/Orange Station Design Study
Original estimate $2,000,000
Revised estimate $2,000,000
Appropriated money $0
Possible bond funding $2,000,000
Projected start Apr-02
Projected completion Jun-02
Comments PE & Envir Documents to confirm MPO decision

New Haven Line Maintenance Facility -Purchase Site
Original estimate $1,200,000
Revised estimate $1,200,000
Appropriated money $0
Possible bond funding $1,200,000
Projected start Dec-01
Projected completion Sep-02
Comments Purchase site only

Rail Demo - Extend Shore Line East Service through New Haven to Bridgeport and Stamford
Original estimate $2,800,000
Revised estimate $2,800,000
Appropriated money $2,800,000
Possible bond funding $0
Projected start Dec-01
Projected completion Dec-03

Rail Study - New Haven - Hartford - Springfield
Original estimate $1,000,000
Revised estimate $1,000,000
Appropriated money $0
Possible bond funding $1,000,000
Projected start Apr-02
Projected completion Apr-03

Feeder Barge Service Capital (BPT or NH)
Original estimate $7,000,000
Revised estimate $7,000,000
Appropriated money $0
Possible bond funding $7,000,000
Projected start n/a
Projected completion n/a

Rail Demo - Provide Peak Amtrak Service to Penn Station
Original estimate $1,200,000

AMTRAK/CSX CEDAR HILL YARD
13 March, North Haven. CONNDOT WILL NOT PURCHASE THE WEST CLASSIFICATION YARD for the MetroNorth maintenance facility. Before the deal was closed, property adjacent to the current overhaul facility opposite Union Station in New Haven became available, and ConnDOT will purchase that.

The agency prefers to avoid the 3/4-mile run from Union Station to Cedar Hill Yard. {ANR&P discussion with ConnDOT’s Ray Godcher}

This opens the way for possible rail-oriented industrial development of the former yard. More in a future issue. Editor

HOUSATONIC RAILROAD
12 March, Danbury. AUTOMATED WASTE DISPOSAL HAS MOVED TRAFFIC from here “for a couple of months,” said HRRC Executive Vice-president Ed Rodriguez [see 19 November 2001 issue]. Operating under the name Freight Transfer Systems, Inc, it loads upward of 20 cars a week with demolition debris for movement to a landfill in Ohio. {ANR&P discussion}

BRIDGEPORT/NEW HAVEN
12 March, Hartford. THE TRANSPORTATION STRATEGY BOARD WILL TAKE UP THE FEEDER BARGE SERVICE proposal [see 15 February issue] at its next meeting 14 May in North Haven. Bob Hammersly, the staffer for the Board, said it is looking at using $7 million in a future bond request [see above]. ConnDOT is reviewing the responses of Bridgeport and New Haven, operational plans submitted as requested [see 16 January issue]. But the Board, not ConnDOT, will eventually decide which port will get what part of the funding, “or all of it.” {ANR&P discussion}

MAINE

CALAIS BRANCH
21 February, Ellsworth. RAIL VERSUS TRAIL, REDUX. Advocates for turning the Calais branch into a trail between
Ellsworth and Calais, and advocates for retaining the rail, presented arguments to a meeting sponsored by State Senator Jill Goldthwaite, and attended by MDOT Commissioner John Melrose and others from MDOT. Skip Rogers, chair of the Eastern Maine Railroad Development Commission (EMRDC), and other EMRDC members spoke.

According to Rogers, Melrose asked him whether, if Eastport were linked in some fashion to the NBSR in St. Stephen, he would back away from keeping the whole line intact. Rogers had two answers.

As the manager of the Federal Marine Terminal in Eastport, he would be satisfied with that rail connection. ‘The sooner the better,” Rogers recounted on 13 March, “as long it works and we have a firm rate from NBSR.”

But as the EMRDC chair, he stood by the Commission’s position that for economic development in the area, the rail must remain in place. “The Sunrise County Economic Council also very much wants to keep the rail in place,” he said later.

The transload in Baring
Rogers noted that Troy Prout, Brad Prout’s brother [see 16 January issue], in early March said Blue Bird is getting permits for the construction of the facility on the GRS line. {ANR&P discussion 13.Mar.02}

GUILFORD/NORFOLK SOUTHERN
6 March, Waterville. NORFOLK SOUTHERN ANNOUNCED RENEWED SERVICE to this mid-Maine destination, beginning 11 March. ‘Service is 5 days a week with early 4th morning availability Westbound and 7 days a week with early 4th morning availability Eastbound. Your freight will ride our trains 205 and 206, proven performers with reliability to schedule consistently averaging 92% or higher. Additionally, NS offers 48’ and 53’ containers from our EMP program and 48’ containers from our NACS program.’ {NS intermodal news website}

GRS is running a daily switch between Waterville and Ayer to meet the normal NS trains. The traffic will move on an NS waybill and run as an NS through-move. Trains are powered on Guilford from Ayer to Mechanicville NY, then use Canadian Pacific between Mechanicville and Binghamton NY, and NS rails beyond Binghamton to Chicago.

NS and GRS are finalizing plans to expand westbound service to seven days per week in the near future.

More information
Norfolk Southern intermodal account manager Tom Reese said that from the merger in 1999 until now, NS and GRS were “not in a position to provide enough equipment. Waterville had dried up. Due to the success of Ayer westbound loadings, NS did not have leftover containers available to supply Waterville.

“But now, due to increased eastbound loadings and additional services into New England [e.g. Toledo, see below] NS can reposition excess containers from Ayer, MA to Waterville to capture outbound loadings.” {ANR&P discussion 11.Mar.02}

The IMC view
An official at Hub Group said he had “put a dozen test loads on this week, for Chicago and beyond.” As of 13 March, he could not tell how well the service was doing. But he did warn NS and GRS that “we must have a steady supply of equipment, and consistent service. We’ll use up the equipment available there pretty quickly.” And the equipment must be of paper quality, since most of the ramp’s traffic will come from Maine’s paper mills.

Why will equipment be available?
Earlier service failures were due in large part to the lack of equipment [see complaints in 4 February 2000, 6 October 2000, and 15 June 2001 issues]. Since 1997, GRS has had to reposition virtually all of the equipment to Waterville from Ayer; very few loaded trailers or containers move north into Maine.

Third time’s the charm?
The Waterville terminal began operation in 1997; both Conrail’s Downeast Express and NS’s Thoroughbred Service used the ramp. Service never worked all that well. A second try was initiated by JB Hunt but the intermodal firm pulled out in March 1999 [see 7 April 1999 issue], though GRS claimed the traffic did not drop for either CSXT or NS [see 9 June 1999 issue]. After NS and CSXT split up Conrail 1 July 1999, service again fell apart, and NS retreated not only from Waterville [see 29 October 1999 issue], but for a time from Ayer as well.

In the summer of 2000, transportation officials from Guilford, Canadian Pacific (CP), and NS got together to figure out how to provide a consistent, reliable product between Ayer and Chicago. On 26 July 2000, NS announced a restart, anticipating 30,000 containers a year via Ayer [see 28 July 2000 issue, 22 September 2000, 6 October 2000]. On 5 January 2001, NS announced the Chicago ramp for the
service was changing from Landers to 47th Street to better facilitate cross-town and steel-wheel connections for trans-continental movements. In June, the train offered a stop in Toledo [see 15 June 2001 issue]. {NS website}

By July 2001, the Chicago-Ayer service had improved so much [see 12 April and 1 May 2001 issues] that NS was offering a guarantee of on-time arrival. The railroad would credit $100 per box for late arrivals. {NS website 29 June, 13 July 2001}

Will the third try become “the charm”? The Hub official, whose traffic suffered through the two previous failures, would only say, “We hope it works.” {ANR&P discussion 13.Mar.02}

EASTPORT
13 March, Eastport. “THINGS HAVE SLOWED DOWN” at the port, said Skip Rogers of Federal Marine Terminals. January and February each saw about 20,000 tons of export [see 16 January issue], continuing the surge, but March will fall below that. He noted that because of a lack of warehouse space, shipper Georgia Pacific had to send some pulp to Saint John.

No warehouse addition yet
Eastport was unable to use a building vacated by Gates Formed Fiber. The financial bond used to build it required a manufacturing use. Gates would have paid off the bond and leased a portion of the building to the port, but Gates wanted a long-term commitment which Eastport could not provide.

Rogers will speak to the Eastport Port Authority on 18 March, along with his superior from Federal Marine, Ted Winter, to discuss construction of an additional warehouse. {ANR&P discussion 13.Mar.02}

Who needs the speed?
The two railroads already offer normal six-day service from Oakland West to Worcester, and seven days from Tacoma WA to Worcester {CSXI website}. Shippers of refrigerated items can move them on the BNSF/CSXI Ice Cold Express TOFC service between San Bernardino, CA and Little Ferry, NJ which began last June. The service provides shippers with a fourth evening delivery {BNSF press release 20 June.01}.

Last August, CSX competitor Norfolk Southern partnered with BNSF to offer an even faster service: Los Angeles to Croxton, New Jersey in 84 hours for time-sensitive (read - this costs more than regular service) TOFC cargoes {NS press release 16.Aug.01}. But the modern-day record appears to belong to a test train the Norfolk Southern and BNSF ran last November. The eastbound train, from Los Angeles to New Jersey, took 59 hours and 30 minutes; the westbound required 58 hours, 9 minutes.

No one’s running a regular train that fast, but the UPS train last week certainly can put CSXI in the same league as NS’s 84-hour train. Now UPS and the railroads need to decide whether to play. Editor

CSXI HOTSHOT TRAIN
7 March, Worcester. BNSF AND CSXI DELIVERED A TRAIN FROM LOS ANGELES IN THREE DAYS. The two railroads ran a test train for UPS, which left Los Angeles on BNSF tracks late on March 4th, and hit McCook, IL outside of Chicago on March 6th. CSXI picked up the train and ran with two blocks to CSX’s Selkirk Yard outside Albany. There it dropped one block destined for Little Ferry New Jersey, and continued on to Worcester, MA with the other block, arriving in Worcester on March 7th. Three CSX office cars accompanied the train from Chicago to New Jersey.

Dan Murphy, a spokesperson for CSXI, said the test train did well, arriving in Little Ferry four hours ahead, and in Worcester two hours ahead of the planned schedule. That put the total transit time some 12-14 hours ahead of the current train. The success told UPS what it wanted to know: could a train leave on a Monday and get to the East coast in time for a sort on Thursday and delivery of the packages on Friday? “If we decide to go ahead with the train,” said Murphy, “it would run once a week. And the service would probably not be offered to other shippers.” {ANR&P discussion 13.Mar.02}

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CSXT/GRAND JUNCTION
11 March, DC. CSXT FILED TO ABANDON THE END OF THE GRAND JUNCTION BRANCH in Chelsea and East Boston. The line runs from East Boston across a drawbridge unused and open since 1955, into Chelsea and parallel to the MBTA, tracks. Via trackage on the MBTA, the line crosses the Mystic River, then resumes on its own through Somerville and Cambridge (interchange with GRS), crosses the Charles, and reaches the CSXT Beacon Park Yard in Allston.

CSXT seeks to abandon that part long unused, from
Chelsea (milepost 5.7, near Second Street) to East Boston (milepost 7.87 at Saratoga Street). No local traffic has moved on the line for over two years, and no overhead traffic. {STB Filings website, Docket No.AB-55(Sub-No.605X)}

Until recently, Conrail served a customer in East Boston by trackage rights over the B&M branch into East Boston. {Ronald Dale Karr, *The Rail Lines of Southern New England*, 1995}

**HRRC/CSXT**

12 March, Pittsfield. **THE TWO RAILROADS ARE DISCUSSING THE APPROPRIATE PRICE** for the branch HRRC wants to buy [see 4 March issue]. Under federal regulation 49 CFR section 1152 [some subparagraph—the drafters of the Code could have made identifying it easier by using decimals such as 1152.1.2.4, but trying to figure out the alphabet soup is beyond me—any regulatory drafters listening out there? editor], ‘If the carrier and a financially responsible person fail to agree on the amount or terms of subsidy or purchase, either party may request the Board to establish the conditions and amount of compensation. This request must be filed with the Board within 30 days after the offer is made and served concurrently by overnight mail on all parties to the proceeding.’

Ed Rodriguez, HRRC executive vice-president, said in this case, either party must file by 21 March. {ANR&P discussion}

12 March, Boston. **THE BERKSHIRE SCENIC MAY START PARTIAL SERVICE THIS YEAR** depending on what Housatonic and Berkshire decide to do, according to Siobhan Perenick Norton, EOTC rail supervisor. “We're getting very close to having all the agreements in place.” The parties are working out "last minute language on easement and grant agreement" concerns. Once all parties sign the agreements, HRRC commits itself to doing the improvements over the next two years with EOTC providing the $3 million in funding through MassDevelopment. [One estimate for the track upgrade to class 2 put the cost at $8.5 million—see 12 February 2001 issue]. {ANR&P discussion 12.Mar.02}

**A long time coming/siding upgrade**

In early 2001, the Berkshire Scenic Railway Museum, located in Lenox, wrote this: ‘The museum’s staff is waiting patiently, but with much frustration, for the Commonwealth of Massachusetts to complete its Canaan Secondary track upgrade funding package with the Housatonic Railroad. The result of this upgrade would allow passenger trains to operate up to 15 miles per hour. [HRRC and the Berkshire Scenic have] an operations agreement that is satisfactory to both sides....

‘The Berkshire Scenic Railway Museum, in cooperation with the Housatonic Railroad, has received a TEA-21 grant for $108,000 for the purposes of restoring the run-around siding that once existed in front of the Lenox station. The replacement of this siding will allow the museum and Housatonic trains to pass safely, should there be a scheduling conflict at any time. The grant is now progressing through government channels, and acceptance is expected within the year.’ {Along the River newsletter spring 2001}

**Volunteers needed to run trains**

Pieter Lips, museum vice-chair, wrote: ‘Volunteering offers an opportunity for NORAC instruction classes and testing as well as a path through various positions to brakeman and locomotive engineer. We've had a number of volunteers who have gone on to jobs with shortline or class 1 railroads and Amtrak. Interested parties should leave a message on the Museum's phone at (413) 637-2210.’ {e-mail to ANR&P}

**MASSACHUSETTS CENTRAL**

8 March, Boston. **EOTC PUT OUT TO BID THE RAIL OPERATION** of the trackage it owns along the Ware River, when MCER and it failed to reach agreement on terms for renewing the operating agreement.

**Track ownership**

MCER operates 26 miles of track from Palmer to South Barre. MCER owns the first 1.6 miles [see 20 October 2000 issue], roughly to where NECR (which runs parallel to MCER to that point) bends to the northwest. EOTC owns from that point to South Barre. MCER also owns a spur to customers in Ware, and two other currently unused sections of track [see following page].

**Existing operations**

‘Mass Central has worked diligently over the past 20+ years to expand its operations and has successfully preserved and expanded rail freight service in the Ware River Valley. From a low of 250 to 450 cars per year in the early 1980s, Mass Central handled traffic amounting to about 3,200 in 1999 and 3,600 cars during 2000, and provides rail service five to six days per week. Intermodal traffic, once a major component of Mass Central's operations, has dwindled significantly during the past few years.

‘The Mass Central performs the majority of its carload
operations in the segment of the Line between Palmer and Ware. The carload business consists primarily of covered hopper cars headed for transloading facilities in Thorndike, Gibbs and Ware. Traffic levels warrant roundtrip trains five days a week or more, with related switching at the three transloading sites and ancillary yards located in Forest Junction and Ware.

‘The Line segment between Ware and Barre has historically handled much less traffic, with approximately 600 cars per year heading to the former Barre Reload Center (now CLS Reload). Because traffic on this segment is so light, the Line segment has been used in recent years to store cars related to Mass Central’s transloading operations in Ware and/or intermodal operations in Palmer.

‘Mass Central’s freight operations include freight services to customers, intermodal services and related yard services. According to documents provided by Mass Central, freight operations generated between $850,000 and $1,200,000 in gross revenues during each of the past four years (1997 – 2000), in addition to the $200,000 - $480,000 generated by intermodal traffic, and $50,000 - $150,000 derived from terminal services. Until recently, MCER also derived significant revenue from railcar leasing and subleasing arrangements.’ {RFR from CommPass website}

A comparison on rental
Siobhan Perenick Norton, EOTC representative, said railroads operating on state-owned lines each have an individual license and operating agreement which differ on basis of payment to the state based on the negotiations that were conducted at the time the agreements were signed. For example, BCLR is paying less than MCER. "MCER has complained about that, but they have a completely different line and a completely different agreement with the state."

The state’s obligation
The state has two obligations: to maintain its property, and to get the best possible deal for its use, So EOTC has put the line out to bid, to look for the best possible deal.

Also, "as those who read the RFR will note," he state in this RFR is putting more emphasis on the responsibility of the railroad to maintain the line. MCER was fulfilling its agreement; "the new operator will be required to do more." {ANR&P discussion 12.Mar.02}

Position of the Massachusetts Central
Paul Crawford, executive vice-president, said on 11 March that the long-term operating agreement had expired some time ago. “We’re operating the property under an interim agreement until 1 April, and are ready to talk about what happens after that date.” [Since respondents have until 1 May to respond to EOTC, EOTC will have to extend the interim agreement. Editor]

Crawford had no comment on whether the railroad had made required payments under the operating agreement, except to say that “we have worked out all financial arrangements.”

MCER will certainly bid on the new operating agreement, said Crawford. And “regardless of the outcome, we will remain and serve the customers on our track.” [For Kanzaki Specialty Papers, see 6 October 2000 issue.] The railroad has no customers on the 1.6-mile stretch in Palmer, and no users of its intermodal yard at present. {ANR&P discussion 11.Mar.02}

Differing rates. ‘Obviously BCLR and MCER operate different lines. The state has said that they wanted to standardize the agreements. We would have hoped that they were starting to take a step in that direction. It sounds like that may not be the case.’

Capital investments.
The RFR states: ‘Respondents are expected to make an allowance for maintenance as well as ongoing capital improvements in their Business Plan, and to identify the source of funds for all maintenance and capital improvements.’ Appendix J spells out the proposed capital plan, the $5.3 million costs of which the operator is expected to pay over the next five to ten years:

**Capital Programs Over 5 - 10 Years**
**Rail Replacement Program.** 11 Miles, $2,618,000. Includes all labor, equipment & material, engineering & oversight Assumes $238,000 / Track Mile.
**Tie Replacement Program.** 4%/Year. $1,020,000. Includes all labor, equipment & material. Assumes 1,200 / Year for 10 Years.
**Railbed Stabilization.** Lump sum $1,650,000. Includes all labor, equipment & material, engineering & oversight.

Crawford responded: ‘There are additional capital improvements above indicated and beyond those track improvements (grade crossings, etc.). How do gross revenues of between $850k and $1,200k support that type of capital improvement? MassCentral also has property the needs capital improvement.’

Moreover, Crawford notes, having invested $5.3 million
3. Points of Connection / Transloading / Interchange

There are several key points of connection, transloading and/or interchange along the Ware River Secondary.

<table>
<thead>
<tr>
<th>Key Connection / Transloading / Interchange Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MP</strong></td>
</tr>
<tr>
<td><strong>Palmer</strong></td>
</tr>
<tr>
<td>1.6 +/-</td>
</tr>
<tr>
<td>1.7 +/-</td>
</tr>
<tr>
<td>4.0 +/-</td>
</tr>
<tr>
<td>7.1 +/-</td>
</tr>
<tr>
<td><strong>Ware</strong></td>
</tr>
<tr>
<td>8.0 +/-</td>
</tr>
<tr>
<td>11.5 +/-</td>
</tr>
<tr>
<td>12.0 +/-</td>
</tr>
<tr>
<td><strong>South Barre</strong></td>
</tr>
<tr>
<td>24.7 +/-</td>
</tr>
</tbody>
</table>

The Mass Central Railroad is believed to own or control several properties connecting with or abutting the Ware River Secondary, including (to the best of EOTC's knowledge and belief):

- Three track segments of track and right-of-way previously owned by the Boston & Maine Railroad, including (1) a portion of the Hardwick Branch from Wheelwright Village to Hardwick, (2) track and right-of-way in Ware situated between the Ware River Secondary and the so-called Ware Yard, where A&R Packaging & Distribution Corp. is located, and including a lead to Kanzaki Specialty Paper, and (3) a portion of the Bondsville Branch from Ware to Belchertown;

- A parcel of land giving access from Route 32 (near Bacon Road) to the transloading facility on the Ware River Secondary at Gibbs Crossing;

- A segment of the Ware River Secondary Track from MP 0.20 +/- to MP 1.60 +/-, previously owned by the New York Central Lines; and

- A 3.8 acre parcel known as One Wilbraham Street in Palmer (Palmer Yard), adjacent to the Ware River Secondary (south of the MP 1.6).

The selected Railroad Operator will be responsible for negotiating all trackage and switching rights and agreements relating to the use of and operations on the EOTC-owned portion of the Ware River Secondary Track with other railroads (including MCER), customers or other parties.
## Appendix E:
### Freight Rail Traffic Trends
#### Ware River Secondary Track

### Freight Rail Traffic Trends
**Ware River Secondary (CY 1996 - CY 2001)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Customer</th>
<th>Product</th>
<th>Calendar Year</th>
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<tbody>
<tr>
<td>Thorndike</td>
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<td>Paper Products</td>
<td>20</td>
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<tr>
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<td>Paper Products</td>
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<tr>
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<tr>
<td><strong>Total Freight Traffic / Year</strong></td>
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<td></td>
<td>1,968</td>
</tr>
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</table>

**Note:** The figures above represent car volumes over the EOTC-owned portion of the WRS, as reported by the Mass Central Railroad.
in track improvements, the operator is then expected to give up the property at the end of ten years.

Why doesn’t EOTC sell the property? ‘We have offered to discuss a purchase of the state's property with no response.’ MCER believes the interests of everyone (customers, state and MassCentral) would be best served by a sale. {e-mail to ANR&P}

**Next step**
The RFR states that EOTC will conduct a tour of the property, and a pre-submission conference, between 18 and 22 March. Responses are due on Mayday at 2PM. ‘After evaluating the responses to this Request for Responses, EOTC may choose to negotiate best and final terms with one or more Respondent(s).’ The Agency anticipates a licence and operating agreement lasting 10 years. EOTC may also not go forward with its plan. {CommPass website}

Jon Lasko of PVRR and Ed Rodriguez of HRRC expressed interest in the operation.

**PIONEER VALLEY**
23 January, Westfield. *PVRR began hosting CSX TRANSFLO’S 79TH TERMINAL*, according to a press release issued this day. ‘The Westfield, Mass., terminal is located 20 miles north of Hartford, Conn., and is in close proximity to Springfield, Mass. This 21-car-spot terminal is located on the Pioneer Valley Railroad, a Pinsly railroad. [T]he new terminal location... utilize[s] the ISO 9002 certified operating processes of TRANSFLO to ensure customers receive the same service experience as the current [78] locations.’ {press release}

More detail
Jon Lasko, PVRR general manager, said the two railroads concluded negotiations in late 2001, and Transflo in January brought one employee to become manager. “We work with them on marketing; we provide the switching; they do the billing.”

Transflo is targeting liquid and dry bulk, aggregate, and chemical products. It uses Delta Bulk and a number of other companies to provide trucking services.

PVRR also has two “self-serve customers,” in the same yard, explained Lasko. PVRR spots the cars, primarily plastic pellets, and the customer pumps out into trucks—one customer works closely with Delta Bulk—the amount needed. He didn’t see competition with Transflo: “the commodities are different.” {ANR&P discussion 12.Mar.02}

**NEW HAMPSHIRE**

**CONWAY SCENIC**
13 March, Conway. *DEANGELIS WAS SELECTED TO RE-LAY TRACK* of the former MEC Mountain Division here following the building of the ‘local road’ bypass of Route 16. Bruce Knox of Alvin Coleman and Son, the general contractor, said he had also negotiated with the New England Southern Railroad and W.J.Riegel and Sons. DeAngelis Railroad Contractors is located in Worcester. {ANR&P discussion}

**RHODE ISLAND**

**PW-FRIP**
12 March, Providence. *RIDOT IS GETTING CLOSE TO A DECISION ON TRACK FOUR*, explained Kazem Farhoumand, the department’s manager for the Freight Rail Improvement Project [FRIP—see 6 December 2001 and map in www.atlanticnortheast.com]. Amtrak and RIDOT will probably agree to build track four for nearly two miles, including through the Hunts River Road bridge. The two parties still need to decide about track seven. {ANR&P discussion}

**VERMONT**

13 March, Montpelier. *THE VERMONT RAIL COUNCIL DISCUSSED SEVERAL ISSUES* at its monthly meeting:

**Middlebury rail spur.** For several years, the OMYA company has sought to increase the flow of marble from its quarry in Middlebury to its processing facility in Florence [see 27 March 2001 issue]. The state, OMYA, and the Conservation Law Foundation are examining the feasibility of a rail spur to the quarry. Miller said the three parties have agreed to split the cost of studying whether the rail spur would prove environmentally feasible.

“We’ve just about finished the process” of selecting the least environmentally-damaging alternative for moving the
marble, and that alternative will be 1-A, the rail alternative. Miller expects that selection to come within a week or so. Next step: going into the National EnvironmentalPolicyAct review to ascertain whether 1-A is feasible.

Amtrak contract. Miller said the state and Amtrak have gotten “50% of the way” through a five-year business plan for rail in Vermont, and “75% of the way” through the annual contract. “I hope we’ll wrap up both by the end of April.”

St.Albans/Essex Junction commuter. VAOT and NECR are negotiating an operating agreement for the possible service, with at least the insurance coverage still an issue. The General Assembly may not fund the trial [legislators turned down a trial last autumn–see 19 December 2001 issue]. “I still hope that project gets approved” and if it does, “we have to be prepared.”

Lamoille Valley rail corridor. Miller believed that the budget language which will emerge from the legislature’s Transportation Committee will address preservation of the corridor, but he declined to predict the text. {ANR&P discussion 14.Mar.02}

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QUEBEC/MARITIMES

CAPE BRETON & CENTRAL NS

8 March, Cape Breton. RAIL CUSTOMERS HERE RAISED SEVERAL QUESTIONS FOR THE GOVERNMENT TO ANSWER, in a meeting with Economic Development Minister Gordon Balser, Cape Breton North MLA Cecil Clarke, and the Industrial Cape Breton Board of Trade. David Sawler, vice-president of operations for rail customer Copol International, described the comments of the half-dozen rail customers at the meeting:

Any commitment from Canadian National Railway? CN has provided assurances of varying scope about the provision of rail service should CBNS stop providing it [see box]. The customers would like the provincial government to develop a “black-and-white strategy” involving CN in the event CBNS decides to pull out.

What permission needed for an embargo? Sawler said, “We want the Utilities and Review Board to determine if a temporary embargo is treated as a discontinuance” under the 1993 Railways Act. If the URB decides an embargo should not, under the legislation, be treated as a discontinuance, “we are asking the government to revisit embargos.” Should the railway be able to discontinue service to targeted areas of the rail system?

A commitment to the whole line. The customers would like the government to state to any operator: “If you want this business, it’s the whole line from Truro to Sydney.” But Sawler also realizes that the government “cannot handcuff an operator to the point that no one would want the business, but from a customer perspective, we want government to have the ability to play hardball to protect the interests of rail service to existing customers.”

And, he continued, everyone knows that in order to develop new business for industrial Cape Breton, rail service is required.

Next step
Balser took back to the provincial Cabinet a letter drafted by Copol and verbal comments. This afternoon, Balser told Sawler he had relayed the comments to his colleagues and that the government would take “some action later on this week.” {ANR&P discussion 11.Mar.02}

Balser statement
Following the meeting, Balser said: "We are considering how we work with the current operator, how do we help the two groups involved in the labour dispute and find a resolution that works. Once we have that out of the way, we can focus our energies on how do we get the traffic flowing at a greater and greater volume." Balser says the province is working with CN to try to find new business for the line. {CBC’s Frank King on CBC website}

WHAT CN OBLIGATION TO THE PROVINCE?

David Sawler of Copol International [see story] said three letters had come to light via the Industrial Cape Breton Board of Trade and the office of the mayor of the Cape Breton Regional Municipality:

Tellier to Savage
On 30 June 1993, Paul Tellier wrote a letter to then-Premier John Savage stating that if RailTex and CBNS pulled out of providing rail service along the line CBNS had started operating, CN would provide some level of service for some period of time. Sawler was told verbally that a time line of a year was discussed.
11 March, Halifax. **THE STANCE OF THE CASE BEFORE THE UTILITIES AND REVIEW BOARD** was explained by Paul Allen, administrator.

**Initial complaint**
The initial complaint about lack of service is temporarily resolved with the railway’s affirmation that it will run a train once a week to Sydney. However, the Board remains seized of the matter.

**Discontinuance notice**
Customers wanted to know whether the CBNS letter of October constituted official notice; the board’s solicitor has responded that it does not. Allen said the railway had not formally filed a discontinuance notice.

The regulations under the Act state: ‘discontinuance of service’ means the withdrawal of a railway service or a type of railway service on a railway line or portion of a railway line but does not include withdrawal of services from a yard, track, siding or spur or other auxiliary track.’

**Embargo definition**
On 7 March, Copol asked the board to define whether an embargo constitutes a discontinuance under the terms of the *Railway Act* [see above]. Allen said “as a normal course,” the board would respond to this, perhaps by a legal opinion, or an order. The orders of the board are legally binding. When filed with the prothonotary of the Nova Scotia Supreme Court, the Supreme Court may find a violator of the order in contempt of court. {ANR&P discussion 11.Mar.02}

### DEVCO RAILWAY/SYDNEY COAL

12 March, Ottawa. **THE CTA RECEIVED AN APPLICATION TO OPERATE THE FORMER DEVCO RAILWAY (DVR).** 510845NB Inc is requesting the issuance of a certificate of fitness for the line, or to amend the existing certificate of fitness granted to the Cape Breton Development Corporation (DEVCO) which was operating DVR until the railway and other assets were sold to Emera [see 16 January issue].

Ian Spear of the Canadian Transportation Agency (CTA) explained that the agency and the new owner, Emera, since January had “conversations back and forth” about the railway’s status. Emera has now decided to continue the railway’s status as a federal railway. {ANR&P discussion 12.Mar.02}

13 March, Saint John. **DVR WILL BECOME THE ‘SYDNEY COAL RAILWAY’** once the new certificate of fitness is granted, said Paul Doiron of Logistec. As the vice-president for the Atlantic region, he related that the Logistec’s operation of the former DEVCO surface assets is “going very well. We’re working TO improve it and have lots to do on many fronts.”

The railway is moving coal from its arrival point at the International Pier either directly to Nova Scotia Power’s Lingan power plant, or to Victoria Junction for storage. CFQ is operating the railway as a subcontractor to Logistec. From the Junction, a trucking subcontractor moves coal to NSP’s Point Aconi power plant. Logistec uses its experience in bulk handling to operate the International Pier and the Victoria Junction storage. {ANR&P discussion}

**Note:** This newsletter will use SCR to designate the railway. No one is apparently using SCR as reporting marks at this point.

### SYDNEY

13 March. **THE PORT CORPORATION IS NEGOTIATING WITH THE MUNICIPALITY** about control of the Sydney Marine Terminal. According to

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**Savage to NTA**
On 15 July 1993, Savage wrote to the National Transportation Agency (NTA, predecessor to the Canadian Transportation Agency), saying that the province accepted CN’s assurances of interim service.

**CN to mayor**
On 10 August 1991, CN wrote to the CBRM Mayor Morgan that the question of its assurances of service was a matter to be discussed if it became necessary to do so. {ANR&P discussion 11.Mar.02}

**CN public position**
On this morning before the meeting, CBC broadcast an interview with CN spokesperson Mark Hallman, who stated that in the early 1990s short lines were new. CN made an undertaking with the province in 1993, that if the operator failed, or was not viable, CN would resume operation between Truro and Sydney. The undertaking does not speak to the operator’s commercial decision to discontinue service, based on the level of traffic on any section of track or even the whole line. “In this case Rail America is financially strong so there’s no question of CN’s obligation coming into play.” That said, Hallman continued, CN is working closely with Rail America and the NS Departments of Economic Development and Transportation to develop new sources of business on the line from Port Hawkesbury to Sydney. {ANR&P discussion with Hallman 11.Mar.02}
Harbormaster Don Rowe, the corporation got “up and running in February” [see 10 April 2001 issue]. The corporation is also trying to coordinate the use of the SYSCO pier and the International Pier [see box on coal]. {ANR&P discussion}

NOVA SCOTIA COAL IN THE NEWS
This month several different angles on the use of coal for power have come to the fore. ANR&P explains them here.

Sydney Steel pier
In early March, Environmental Design and Management (EDM) of Halifax completed a report on the re-use of the 450-acre site for the provincial government. It reiterated that AMCI subsidiary Provincial Energy Ventures (PEV) planned to lease about 90 acres for a bulk handling facility.

PEV would like to supply coal to NSP, and could do so using the pier and moving the coal to SCR on the International Pier, according to Joe Phillips of PEV. However, even without an NSP contract, PEV might use the site to transload and blend coal, according to John Whalley, planner for the Cape Breton Regional Municipality.

Don Rowe, Sydney harbor master, explained that the International Pier, built for export, could only accept ships with self-unloading conveyors. Self-geared ships could not use it, as they cannot get close enough to unload properly. The SYSCO pier will permit ships of all types to use it.

Moreover, Phillips said, because of impact on the residential area, the International Pier is limited to a laydown of 12,000 tonnes. “This makes it awkward to unload 60,000-tonne bulk carriers. The site we are developing is much more suited to large-scale bulk handling. It’s a very large area, farther away from the residential area.” {ANR&P discussion with Rowe 13.Mar.02, with Phillips 26.Feb.02}

Environmental concerns
The EDM report alarmed residents who live in Whitney Pier, a section of Sydney along Victorial Road just inland from the Sysco site and the International Pier. According to a CBC report: ‘Residents worry massive amounts of coal will be stored at the facility, posing a serious hazard to their health and the environment. Lorne Gallivan stands on a street in Whitney Pier, overlooking the coal piers. He says he is worried the proposed bulk handling facility could bring as much as one million tonnes of coal to his neighbourhood. He says the relatively small amount of coal dust that currently blows off the International Pier is bad enough.’ {CBC website 11.Mar.02}

Rowe argued that coal dust and other environmental concerns “should not be a problem” as long as operators follow stringent guidelines laid down by the provincial department of Environment and Labour. Residents may not want continued industrial use, “but the area’s been industrial for 100 years.”

Whalley noted that NSP has announced it needs to bring in about two million tonnes a year through Sydney [see 15 February issue]. If PEV moves the coal for Point Aconi, and it does not pass through Victoria Junction, residents fear the huge number of trucks will pass through their neighborhood. Now, trucks from the Junction pass around the city on a ring road. {ANR&P discussions 14.Mar.02}

Coal via CBNS to the mainland
The railway is still interested in hauling coal [see 15 February issue]. However, General Manager Peter Touesnard has his hands full with the strike [see above]. In fact, some of his time is spent following the regular trains to ensure union action does not interfere with their operation.

Since 8 March, the trains have run on or near schedule. On that day, the train arrived in Truro with 61 cars, a normal-sized train. {Mark Rushton in AtlanticRails@yahoo groups .com}

Confidential coal contracts opened
On 12 March, companies contesting the electrical power rate increase sought by NSP won the right to view NSP’s contracts to buy coal. The Utility and Review Board said paper companies Stora Enso and Bowater Mersey will be given access to Nova Scotia Power contracts, expense figures and other documents. Those allowed to see the contracts must keep them confidential. {CBC website 13.Mar.02}

Since NSP stopped buying coal from Cape Breton, the utility has been without a similar long-term coal buying deal. Critics say if NSP is scrambling for coal, consumers shouldn’t have to pay for the utility’s poor planning. John Woods, intervening on behalf of the Electricity Consumers Alliance of Nova Scotia, credits Stora Enso and Bowater Mersey for pressing Nova Scotia power on the issue.

NSP does not oppose an audit, if conducted by the Utility and Review Board, but does not want an audit by
consultants hired by intervening companies, such as the Irvings, Michelin and Stora Enso. Those companies could then learn details about NSP's business practices and profit margins. {CBC website 12.Mar.02}

SAINT JOHN

13 March. **CHRYSLER BEGAN ITS FIFTH YEAR USING THE AUTO FACILITY HERE**, noted Paul Doiron of Logistec, who manages the container, bulk, and auto facilities. The autos arrive under contract with Canadian Pacific Railway, which uses the B&A System from Montréal. Despite the financial problems of the B&A, Doiron had seen no sign that Chrysler would want to move the auto operation. “They’re very happy with our service, and we want to see that continue.”

Forest products up

Though 2001 as a whole was down [see 16 January issue, second section], a resurgence started late in the year and has continued into March, Doiron reported [some moved from Eastport - see *Maine*].

Tropical container discussions

Tropical Shipping is discussing a contract with Logistec and the Port Authority. “We want them to remain in Saint John long-term,” said Doiron. [Tropical switched its rail carrier to CN in February–see 15 February issue.] {ANR&P discussion}

HALIFAX

December 2001 **MEDITERRANEAN SHIPPING COMPANY MOVED ITS CANADIAN SERVICE TO MONTRÉAL.** The first ship arrived in December. Dominic Taddeo, the head of the Montréal Port Authority, was cheered. “They will no longer be dealing with the Port of Halifax to reach Ontario and American markets. They’ve seen the light. The more you go inland on water, the cheaper it is in the long run.”

The port benefits from better rail transport to Chicago, which is now down to 36 hours, with a goal of 24 hours.
Still a slot charter
MSC will continue to offer weekly service from Halifax to North Europe via slot charter on Atlantic Container Lines. {Conway Daly of Canadian Press in Halifax Herald 4 Jan. 02 via Transport 2000}

No gain for Boston
Unlike the COSCO move, Halifax’s loss does not translate into a gain for Boston. MSC has long called Boston, and last year added a first-in to its last-out service. For Boston, MSC now offers direct service for North Europe, and via transload at Antwerp, service for the Mediterranean. Editor

20 February. COSCO WILL END ONE DIRECT SERVICE TO HALIFAX, AND BEGIN IT TO BOSTON.
Guoquiang Jin of Toronto said the last sailing in the Genyex service from Halifax will occur on 19 March. COSCO and partners “K” Line and Yang Ming will begin the new pendulum (‘AUM’) service from the Far East to the US East Coast, on to the Mediterranean, and then back [see list of port calls and Boston announcement in 16 January issue]. “Based on the schedule from Far East Asia, we will have no time to call Halifax.” COSCO was only doing 50-60 TEUs a week to Halifax’ Fairview Cove Terminal anyway. {Tom Peters in Halifax Herald 21 Feb. 02 via Transport 2000}

North Europe service from Halifax remains
Along with 11 other carriers, COSCO still offers service, jointly with “K” Line and Yang Ming, to North Europe (outbound only). {Halifax and “K” Line websites}

Six other Halifax-Mediterranean services remain
After COSCO ends the service, shippers using Halifax still have six lines to choose from: Costa, Hapag-Lloyd, Maersk, Mediterranean Shipping Company, P&O Nedlloyd, and ZIM. {Halifax website}

26 February. A NEW POST-PANAMAX CRANE arrived for the Fairview Cove Container Terminal, operated by Cerescorp, the Port’s third post panamax crane and 10th shoreside gantry crane. The giant crane will have the capacity to lift 65 tonnes, an outreach of 59 meters and 22 containers wide, and will easily accommodate the newer, wider container ships currently in use around the world. The crane arrives in Halifax after a long sea journey from Shanghai; it will remain in the outer harbour anchored near the Coast Guard base for final preparations. It is expected to be fully operational later this spring. {Port of Halifax newsletter} [See photo.]

PEOPLE
On 14 March, Genesee & Wyoming announced that Robert Grossman became executive vice-president of government and industry affairs, and Scott Ziegler became vice-president of operational finance. [The employment was part of GWI’s purchase of Emons–see 16 January issue.] Tony Jewell has been appointed Regional Sales Engineer for W.J. Riegel and Sons.

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Coverage
15. Mar. 2002 The newsletter covers the operating freight railroads and ports in New England, Atlantic Canada, and eastern Québec, as well as the government environment they function within. Coverage includes passenger rail and ships when relevant to freight operations.

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