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

Common abbreviations:
- B&A - Bangor and Aroostook System
- BCLR - Bay Colony RR
- CBNS - Cape Breton and Central Nova Scotia Railway
- CFQ - chemins de fer Québec System
- CN - Canadian National Railway
- CP - Canadian Pacific Railway
- ConnDOT - Connecticut Department of Transportation
- CSO - Connecticut Southern RR
- GRS - Guilford Rail System
- GR - Great Northern
- HRRC - Housatonic RR
- MMA - Montreal, Maine & Atlantic
- MBRX - Milford-Bennington RR
- MBTA - Mass. Bay Transportation Authority
- MCER - Massachusetts Central
- MDOT - Maine Dept. Transportation
- NBSR - New Brunswick Southern Railway
- NECR - New England Central RR
- NEGS - New England Southern
- NHDOT - NH Dept. of Transp.
- NHDOT - NH Dept. of Transp., NHCR - New Hampshire Central Railroad
- NNEPRA - Northern New England Passenger Rail Authority
- NSDOT - Nova Scotia Depart. of Transp.
- PW - Providence & Worcester RR
- SLQ - St. Lawrence & Atlantic RR (Québec)
- SLR - St. Lawrence & Atlantic RR
- SRP - Safe Handling Railroad (coastal Maine)
- VBB - VBB-operated line
- VBB - VBB-operated line
- VGB - VGB-operated line
- VTC - VTC-operated line
- VTR - Clarendon & Pittsford
- VTR - Clarendon & Pittsford
- WACR - New Brunswick Southern Railway
- WHRC - Windsor and Hantsport Railway

REGIONAL ISSUES

MMA/B&A: MMA started operation 9 January!
Postponed from 1 January. CN purchased CPR-owned, VBB-operated line to Grand Falls. Details on ownership, investors, management.

CONNECTICUT

Transportation Strategy: Board sets up subcommittee on barge feeder service. Endorses commuter rail, encourages freight.

MAINE

MMA: Great Northern files for bankruptcy.
SRP/Rockland Branch: MDOT puts Branch and Lower Road operation out to bid.
SLR: Closer to customs in Auburn.

MASSACHUSETTS

CSXT: Embargo on North Dartmouth branch cancelled.
GRS: Catania-Spagna to expand.
PVRR: Lasko tenure saw operating ratio down.
New Bedford: Global Petroleum facilities.

NEW HAMPSHIRE

NHN: Agrees to arrangement of stored cars.

RHODE ISLAND

[No report.]

VERMONT

VRS: WACR takes over NVR.

MARITIMES/QUÉBEC

CN: Will run only two trains to Halifax.
CBNS: Municipality files appeal of abandonment okay; rally in Sydney; province still trying to save line.
MMA: Not taking over Grand Falls NB branch [see Regional]. Embargo continues to Ste.Rosalie.
NBSR: MMA renegotiating commercial agreement.
SYDNEY COAL RAILWAY: CFQ taking over in its own right, apparently.

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

PEOPLE, POSITIONS, EVENTS

John Scott, Fred Yocum

Too much!
On 1 January, I thought the news slow. By today, as I put the issue to bed, I have had to postpone many stories just to fit the more important ones in.

- Chop Hardenbergh

Next issue: 28 January

REGIONAL ISSUES

MONTREAL, MAINE, AND ATLANTIC

24 December, Ottawa. A CERTIFICATE OF FITNESS TO OPERATE THE CANADIAN LINES OF MMA was issued by the Canadian Transportation Agency this day:

APPLICATION by Montreal, Maine & Atlantic Railway, Ltd. and the Montreal, Maine & Atlantic Canada Company, pursuant to section 91 of the Canada Transportation Act, S.C., 1996, c. 10, for a certificate of fitness permitting:

a) Montreal, Maine & Atlantic Railway, Ltd. to operate a railway

- Chop Hardenbergh

Next issue: 28 January
Atlantic Northeast Rails & Ports – twice-monthly trade newsletter

- between the Canada/United States border at mileage 32.63 of the Newport Subdivision and the Canada/United States border at mileage 43.32 of the Newport Subdivision;

- between the Canada/United States border near Saint-Léonard, New Brunswick and Saint-Léonard, New Brunswick;
- by virtue of a running rights agreement, on the Canadian National Railway Company’s Napadogan Subdivision between Saint-Léonard and Cyr Junction, New Brunswick; and
- by virtue of a running rights agreement, on the Canadian Pacific Railway Company’s Edmundston Spur between Cyr Junction and Grand Falls, New Brunswick

b) the Montreal, Maine & Atlantic Canada Company to operate a railway:
- between Saint-Jean, Quebec and Lennoxville, Quebec; between Ste-Rosalie, Quebec and Farnham, Quebec; between Farnham, Quebec and Stanbridge, Quebec; between Brookport at mileage 0.0 of the Newport Subdivision and the Canada/United States border at mileage 26.25 of the Newport Subdivision;
- between Lennoxville, Quebec and the Canada/United States border near Boundary, Quebec, and
- by virtue of an interchange agreement with the Canadian Pacific Railway Company, on the Canadian Pacific Railway Company’s Adirondack Subdivision between Saint-Jean, Quebec and Saint-Luc Junction, Quebec.

File Nos. R 8005/M5
R 8005/M6

On October 24, 2002, Montreal, Maine & Atlantic Railway, Ltd. (hereinafter MMA) and its wholly-owned subsidiary, the Montreal, Maine & Atlantic Canada Company (hereinafter MMAC), applied to the Canadian Transportation Agency (hereinafter the Agency) for the certificate set out in the title.

MMA and MMAC acquired the lines of railway of the Bangor and Aroostook Railroad Company and its wholly-owned subsidiary, the Van Buren Bridge Company, and those of the Quebec Southern Railway Ltd., and the Canadian American Railroad Company, in Canada, following the bankruptcy of those companies.

Subsection 90(1) of the Canada Transportation Act (hereinafter the CTA) provides that no person shall construct or operate a railway without a certificate of fitness. Section 87 of the CTA provides, in part, that a “railway” means a railway within the legislative authority of Parliament.

The Agency finds, based on the information on file, that MMA is subject to federal jurisdiction, by virtue of paragraph 88(2)(a) of the CTA, as it is a company operating a railway from the United States into Canada. The Agency also finds that MMAC is also subject to federal jurisdiction, by virtue of paragraph 88(2)(b) of the CTA, as it is a wholly-owned subsidiary of MMA, a proposed railway within the legislative authority of Parliament.

Subsection 92(1) of the CTA requires that the Agency issue a certificate of fitness for the proposed operation of a railway if the Agency is satisfied that there will be adequate liability insurance coverage for the proposed operation.

With respect to the adequacy of the insurance coverage, the Agency has reviewed the material filed and is satisfied that there will be adequate third party liability insurance coverage, including self-insurance, for the proposed railway freight operations of MMA and its wholly-owned subsidiary, MMAC. The Agency notes that there is not sufficient information on file to make a determination on the adequacy of the insurance coverage for the proposed passenger operations on the subject lines of railway. As such, the Agency will not issue a certificate of fitness for the proposed passenger operations. Once MMA and MMAC have negotiated with future passenger operators to carry out operations on their lines, they may apply to the Agency for such an authority.

The Agency’s review of MMA and MMAC’s financial capability to self-insure for the amount of self-insured retention was based on the confidential financial information of the parent company, MMA, and the indemnity agreement between MMA and MMAC.

Accordingly, pursuant to subsections 92(1) and 92(2) of the CTA, the Agency will issue a certificate of fitness to MMA and its wholly-owned subsidiary, MMAC, authorizing them to operate a railway in Canada as set out in the title, restricted to freight operations.

In light of the indemnity agreement, MMA shall provide to the Agency a copy of its audited financial statements on an annual basis. Furthermore, MMA and MMAC shall provide the Agency with their annual loss history.

MMA and MMAC propose to commence their railway operations on December 30, 2002. Therefore, the certificate shall become effective on that date.

In light of the acquisition of the lines of railway by MMA and MMAC, the Agency cancels, effective January 1, 2003, Certificate of fitness No. 97018 issued to the Bangor and Aroostook Railroad Company and its wholly-owned subsidiary, the Van Buren Bridge Company, and Certificate No. 97019 issued to the Canadian American Railroad Company, both dated October 17, 1997.
31 December, Chicago.

**MMA POSTPONED THE CLOSING FROM 31 DECEMBER** [see 28 November 2002 issue] to 8 January. Burkhardt said “We originally anticipated a January 1 start-up. This proved to be too ambitious, as it has taken longer than anticipated to complete necessary documentation. The January 9 start-up will enable us to implement all the legal and financial requirements of this complex transaction.” {Rail World press release}

Comment and other reports

Railfans report significant numbers of new locomotives enroute to the (still) B&A System. Furthermore, the Vermont Rail System is positioning a locomotive in St.Johnsbury to begin operations on the former Northern Vermont Railway. Tentative operation schedules will be very similar to the Northern Vermont. Three days a week to take grain south for the mill and once a week all the way to White River Junction. {NERAIL e-list}

Therefore, the transaction will take place. The region hopes that MMA has sufficient working capital to implement the railroad’s ambitious plans for a turnaround. {ANR&P comment}

6 January, St.-Léonard NB.  **CPR WILL SELL THE LAST BIT OF ITS ONCE-LARGE MARITIMES RAIL NETWORK.** At midnight this day, CN will take ownership of the track structure of the line from Cyr Junction to Grand Falls [see map in www.atlanticnortheast.com or 27 March 2001 issue]. CN will also assume operation, handled for well over a decade by Van Buren Bridge Company (VBB), part of the Bangor and Aroostook System.

CPR had offered the section for sale in June 2002 [see 14 June 2002 issue].

Cancellation of trackage rights agreement

According to Fred Yocum, B&A president, a CN/VBB trackage rights agreement permitted VBB to pass over CN tracks from St.-Léonard to Cyr Junction. The parties will cancel that agreement.

VBB remaining rights passed to MMA

VBB will retain the right to serve the Irving lumber mill in St.-Léonard, via a switching district agreement. MMA as the successor to VBB will trundle across the bridge at Canadian Junction to the CN yard, where it will interchange with CN and as needed run less than one mile to Irving on CN trackage. [The diamond at INR Junction, depicted on the map, no longer remains per Yocum. *Editor*]

MMA’s certificate of fitness for CN and CP trackage

According to Yocum, CN initially was going to close on the CP deal 1 December, well before the MMA closing. Then the
date was changed to 1 February, which would have required MMA to assume serving McCain until CN could take over.

Now that CN will take over 6 January, before MMA takes over the VBB assets, MMA no longer needs the certificate of fitness for the CN and CP trackage. {ANR&P discussion}

3 January, Portland.  **THE COURT PERMITTED A POSTPONEMENT OF CLOSING UNTIL 15 JANUARY.** In a motion filed with the Bankruptcy Court on 31 December, trustee Jim Howard stated ‘it is probable that closing will not take place on December 31, but a few days thereafter.’ Howard asked the court to postpone the date of the closing to no later than 15 January.

**Loss of deposit**
Under the Asset Purchase Agreement, if MMA could not close by the date agreed upon [see 13 September 2002 issue, 10 September entry], the estate got the deposit. Both MMA and the estate agreed, per the motion, that the estate now could receive the deposit of $1.5 million free and clear.

**Use of cash collateral**
The motion requested that the estate be permitted to use cash to fund ongoing operations until 15 January. The estate estimated income of $3,229,682 for January, but operating costs of $3,652,049.

Moreover, the motion noted that MMA would reimburse the estate for the costs of insurance premiums needed to cover the few days in January until closing.

Income credited in interline accounts under supervision of the American Association of Railroads and redounding to MMA’s favor after 31 December will be turned over by MMA to the estate.

If the closing occurs later than 15 January, the court will hold a hearing on 15 January to decide on extending the cash collateral order.

**Additional building**
Until 1 May 2003, MMA has an option to include, in the B&A assets it is purchasing, the building known as the Mechanical Building in Northern Maine Junction at a price of one dollar. {text of motion from court website}

9 January, Portland.  **A CLOSING AND NEW OPERATOR!**  Roger Clement, attorney for trustee Jim Howard, reported that as of this afternoon, MMA had paid the estate the amount due (about $50 million less the $1.5 million deposited), and the assets at that moment became MMA’s. Since most of the personnel were retained by MMA, the operation formally changed at the moment of the closing.

He characterized it as “an excellent result for the estate, for the shippers, and for the state of Maine. We have every reason to believe the railroad will operate successfully. This is a positive outcome, in an era when businesses close and leave the state.”

Moreover, he was cheered to have accomplished it, since “when I started, many more people were telling me it couldn’t be done than were saying we could do it.” {ANR&P discussion}

According to a 19 December mailing to customers:

**The new trains**
MMA will operate more than 20 through and local trains each day. MMA will pre-block one train from Millinocket to Montreal for CPR trains destined to Canada and the Detroit and Chicago gateways.

MMA will pre-block the second train from Millinocket to Montreal for New York, eastern, and southeastern markets reached via CPR’s Delaware and Hudson route.

Per an Ed Burkhardt e-mail, these trains will run over CPR from St.Jean to the St.Luc Yard in Montreal, just as B&A did, for interchange there.

**Track structure**
The mailing characterized MMA’s track ‘in good condition’ with 75% meeting FRA Class 3 standards, permitting 40 miles per hour operation for freight. The MMA budget will permit maintenance at Class 3, and will begin work in 2003 to eventually permit 286,000-pound cars. The track can now hold fully-loaded 100-ton cars.
Traffic base
The mailing stated annual carloads of 60,000, customers at 400, with forest products making up 60% of the business. [Great Northern accounts for 30-40% of the traffic. See Maine.]

Employees
The new railroad will have about 300 workers, with ‘simple and broad-based’ job classifications, paid by salary competitive with local pay rates in MMA’s territory. {text of 19 December MMA mailing; e-mail to ANR&P from Burkhardt 5.Jan.03}

CONNECTICUT

TRANS. STRATEGY BOARD
6 January, Hartford. THE TRANSPORTATION STRATEGY BOARD DEFERRED FREIGHT RAIL AND PORT DECISIONS TO FURTHER STUDY. In its final recommendations to the General Assembly, the Board stated it was creating two new ad hoc bodies:

Task Force on Maritime Policy
This ‘will submit to the Board by September 30, 2003 a Statewide Maritime Policy that includes governance and other recommendations (“the Policy”) applicable to all ports in Connecticut, including the three deepwater ports of Bridgeport, New Haven, and New London. The Board will evaluate the Policy, which will serve as the governing document for the Board in all maritime matters, to determine whether to recommend any legislative action for funding and authority to the Governor and the Legislature for the 2004 session.

‘The Task Force will be chaired by a TSB member to be designated by the Chairman to serve as the Task Force Chair and will include representatives from the Connecticut Port Authority; Connecticut Maritime Coalition; Department of Economic and Community Development; Department of Environmental Protection; Department of Transportation; Office of Policy and Management; each port in Connecticut; and Connecticut’s Homeland Security Force.

‘The Task Force will also seek representatives from the Port Authority of New York - New Jersey, the United States Navy, the United States Coast Guard, the trucking industry, ferry operators, and venture capital companies. As part of the necessary background and analysis, the Task Force will review the various reports done over the years on maritime opportunities and issues. ‘The Policy will define the State’s role in maritime matters and will specifically recommend whether all ports should come under the jurisdiction of the Connecticut Port Authority, which was created in 1993. In drafting the Policy, the Task Force will consider the role of each port and identify the areas in which a comprehensive and coordinated approach will enhance each such role. Such common areas for the Task Force to evaluate include:

‘strategic economic development issues; security, including those issues associated with the highly valued presence of the United States Navy at New London; pilot licensing; dredging and the disposal of dredged materials; domestic and international marketing; port-related land use, including infrastructure and intramodal connectivity; enhancement of feeder barge service; the opportunity for intracoastal domestic barge service comparable to the European Shortsea Network; the integration steps needed to leverage the State’s port and rail infrastructure for freight; and the initiation or expansion of high-speed passenger ferry service on both an inter-state and intra-state basis, the integration of such service with ground transportation systems, and the appropriateness of State funding of the construction of any requisite terminal and dock facilities.

‘The Task Force will also review the current business plans of each of the Ports of Bridgeport, New Haven, and New London that identify each Port’s specific niche and how that Port seeks to exploit its particular strengths. With respect to waterborne freight shipments, the Task Force, through a consulting firm, will also evaluate origin and destination and commodity data and projections for truck usage of Connecticut’s roads to determine whether the market will encourage the expansion of such waterborne services to reduce truck traffic materially within Connecticut, especially in the Coastal Corridor.

‘The Task Force will begin work in the first quarter of 2003 and provide its findings and proposals to the Board by the September 30, 2003, with interim status reports to the Board on each of March 31st, May 31st, and July 31st.’
Subcommittee on Feeder Barge Service
The TSB will also ‘establish a subcommittee consisting of a member of the Board (to be appointed by the Board Chair and who will serve as the subcommittee Chair) and representatives appointed by the Commissioners of the Departments of Economic and Community Development, Environmental Protection, and Transportation, assisted by Parsons [Transportation] professionals, to evaluate the feeder barge proposals previously submitted from Bridgeport and New Haven. The subcommittee will begin work by January 13, 2003, and report back to the Board by March 31, 2003 with specific recommendations on how to best use the $7 million allocated in Section 16 to enhance feeder barge capability in Bridgeport and New Haven. Representatives from each of Bridgeport and New Haven will work with the subcommittee to address the following specific issues and amend their respective proposals as appropriate: the level of public/private financial partnership with a private and experienced operator responsible for service operations with any such additional costs for such operator to be included in the financial projections; the customs, registration, and tracking issues, in terms of whether those functions will be required at each port and how they will be implemented and funded if they are required; the collateral economic development issues (e.g. the potential for new or expanded storage and trucking businesses), and any public investments, such as roadway system improvements, that may be necessary to facilitate those businesses; the PONY/NJ per box subsidy with specifics on availability, amount and duration of that subsidy; how empty containers will be handled and stored, including any additional costs involved; the assumed forgiveness of the Harbor Maintenance Tax with a more definite justification for that assumption; potential environmental issues and necessary documentation and permits especially if such issues could delay the implementation of the service; the anticipated economic benefits for the City and its Region; and the societal benefits of each project that would help to justify any requested operating subsidies from Connecticut; and security issues.’

Freight Rail
The Board made recommendations to the General Assembly which would essentially encourage ConnDOT:

‘· Continue to investigate the expansion of rail options for freight movement using Connecticut’s north-south connections to the CSX facilities in Massachusetts with a particular focus on connections to the State’s three deep water ports; and encourage DOT’s participation in any discussions related to expanding and strengthening the north-south freight lines on the Eastern seaboard.’

‘· Encourage public/private partnerships that will improve the efficiency of existing rail freight infrastructure; and endorse the continuation of DOT’s current 70/30 Rail Freight Preservation and Gross Receipts tax relief programs.’

‘· Continue to monitor proposals to facilitate rail freight movement across the Hudson River and New York Harbor, noting two major areas of concerns: the capacity of Connecticut’s rail infrastructure to support any significant increases in freight traffic; and, as passenger train usage and speeds increase, the exacerbated incompatibility between passenger and freight operations.

TSB chair Oz Griebel (president and CEO MetroHartford Regional Economic Alliance) and others “spent a day at the Port of NY in 2002, and got an in-depth overview of the cross-harbor rail project.” Even if it becomes a reality in New York, expanding rail service to Connecticut will create “issues within our own state.” These issues include not only capacity on the Northeast Corridor, but also reports received by the Board stating that the FRA and USDOT recommended avoiding combining freight and passenger on the same track.

Commuter Rail New Haven - Hartford - Springfield
The Board recommended that the General Assembly ‘support the planned implementation of regular commuter service in the corridor based on the DOT study to be completed by the third quarter of 2003 which will assess ridership demand, equipment needs, fare structures, schedules, stations, tracks, parking, connectivity to Bradley International Airport, and transit-oriented development potential.’

Funding the projects
The TSB recommended continuing existing funding for existing services. To pay for the capital improvements recommended (most of which involved highway upgrades), it proposed a 0.5% increase in the state sales tax for ten years, to 6.5%. To pay for the operating costs of the new projects, it recommended an increase in the gasoline tax.
Why further study of barge feeder service

Although each port had already submitted a proposal, and ConnDOT had done a comparison of the two [see 26 July 2002 issue], the Board “did not have the time to get into the level of detail” needed to evaluate the idea,” said chair Oz Griebel. The Board will, however, decide at its April or May board meeting assuming the subcommittee comes forth with a recommendation. {text of final report; ANR&P discussion with Griebel 7.Jan.2003}

Positive reaction to the report

Judy Gott, executive director of the South Central Regional Council of Governments, characterized the Board as “truly interested” in feeder barge service. She acknowledged that the state’s fiscal crisis may not permit complete funding of the designated $7 million. “It’s not dead,” and if the Board can find funding, including “better private partnerships” it may go ahead, especially if it is found to be a “good congestion management tool”

The Board was also “pro-rail”, endorsing the New Haven-Hartford-Springfield commuter service and other improvements. Gott noted that as late as the 1970s, the New Haven ran a legislator’s special to haul solons back from Hartford to the coast. “Now our legislators want to be a role model” for transit, at least Gott “expects them to be leaders.” {ANR&P discussion 9.Jan.2003}

MAINE

MONTREAL, MAINE, & ATLANTIC

9 January, Bangor. MMA’S LARGEST CUSTOMER FILED FOR BANKRUPTCY PROTECTION. The Great Northern Paper Company (GN) had just shut down on 3 January for 10 days because of the weak economy and poor paper markets.

“Everyone believes that there's a compelling social interest here for the workers to come back to work,” Harry Murphy, attorney for the company, said. Great Northern has two major secured creditors: it owes $50 million to Congress Financial and $16 million to Boeing Equipment for credit lines that Great Northern exhausted in December. Murphy said the two companies have agreed to loan $25 million to Great Northern to tide it over while a buyer or investor is sought. If approved by the court, the funds would allow Great Northern to resume production while it looks for additional investors or a buyer for the mills.

The filing said GN’s 20 largest unsecured creditors are owed about $17 million. In addition, the company owes $36 million to the Nature Conservancy, which agreed to finance that much debt as part of a deal that transferred 41,000 acres of woodland to the conservation group and put another 240,000 acres under a conservation easement, protecting public access. The Nature Conservancy's financing - a $14 million payment and the $36 million low-interest mortgage - helped keep the company running through the end of 2002. The deal will help preserve land near Mount Katahdin and Baxter State Park.

Matthew Polstein, who owns a restaurant and a river rafting company and is a town councilor in Millinocket, noted that the mills won't close. Inexcon, which bought the company from Bowater in 1999, put about $120 million into one of the paper machines, ensuring that someone will want to buy the mill because it can still produce high-quality paper.

[Note that when CFQ made a bid on the BAR alone for $10-15 million in cash plus assumption of $30 million in liabilities, it made the bid contingent on Great Northern completing the conversion of the calendared paper machine. See 18 September 2001 issue.]

On 10 January the court approved short-term financing for payroll, for heating the buildings, and for heating.

Forest products represent one of the state's most significant economic powerhouses - arguably its dominant industrial sector. The industry employs more than 10,000 workers and generates as much as an estimated $1.6 billion in direct and indirect wages annually. Still, Maine's paper industry has lost more than 5,000 jobs during the past decade - about a third of its 1990 total - jobs that paid an average wage of better than $50,000 a year. Temporary and permanent mill closures have become common. So has the reduction in production capacity - and related permanent layoffs - at many mills. (Edward D. Murphy and David Hench in Portland Press Herald 10.Jan.03; Matt Wickenheiser 11.Jan.03)
How much are railroads owed?
According to the initial filing, among the 20 largest unsecured creditors are numbered the Bangor and Aroostook Railroad, owed $553,000, and the Norfolk Southern Railroad owed $1,207,620. {Case number 03-10048-lhk}

Reaction from MMA
Fred Yocum, vice-chair of MMA, said GN accounted for 30-40% of the traffic at this point. [It accounted for more than 50% of BAR carloadings in 1999—see 3 December 1999 issue]. “We are following proceedings in court. We are anxious for Great Northern to get back to work, and looking forward to working with them.”

One of MMA’s backers, Bank Austria was more optimistic. Dieter Boehme, who handles MMA for the bank, said: “I knew that was coming. Any purchaser interested in buying the company will have to go through bankruptcy to get rid of debt.” Bob Schmidt, president of BAR parent Iron Road Railways, told Boehme that the paper companies were spending “a lot of money buying new equipment” and in this market, that “will do you in eventually.”

Boehme understood that “there is a purchaser in the wings that wants [the company] cleaned via bankruptcy, and will reopen it as soon as the refinancing is in place.” {ANR&P discussions 13.Jan.03}

GREAT NORTHERN SHIPS TO MEXICO
In 2002, the company’s transportation manager Dana Burleigh sent a trial shipment of directory paper to Quebecor World’s Mexico City printing plant by water. But CPR offered a rail route using its alliance with Union Pacific Railroad, which interchanges with TFM whence the cars, via a terminal railroad, go to Mexico City.

Since the first trial shipment in June, a thousand tonnes of directory paper has moved out of East Millinocket every two weeks. {Rail Times cited by The 470 1.03}

SAFE HANDLING RAIL/MDOT
27 December. MDOT ISSUED A REQUEST FOR PROPOSALS FOR FREIGHT OPERATION ON THE ROCKLAND BRANCH AND LOWER ROAD. Safe Handling Railroad (SRP) is operating the Rockland branch (Brunswick to Rockland 56 miles) and the Lower Road (Brunswick to Augusta 33 miles) under a short-term contract [see 1 May 2001 and 19 November 2002 issues]. The freight operating contract will have a ten-year period; the operator will maintain the line to current standards (FRA Class 1 and 2 on the Lower Road, and 2 and 3 on the Rockland Branch).

Current freight operation
Over the 12 months from September 2001 to August 2002, SRP moved the following traffic:

<table>
<thead>
<tr>
<th>Dragon Cement (Thomaston)</th>
<th>Annual cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>- cement (outbound)</td>
<td>8</td>
</tr>
<tr>
<td>- coal (inbound)</td>
<td>154</td>
</tr>
<tr>
<td>- mil scale</td>
<td>7</td>
</tr>
<tr>
<td>- cement to barge</td>
<td>1113</td>
</tr>
<tr>
<td>Chemrock, Rockland (perlite inbound)</td>
<td>80</td>
</tr>
<tr>
<td>Beaver, Rockland (salt inbound)</td>
<td>11</td>
</tr>
<tr>
<td>O’Hara, Rockland (sand inbound)</td>
<td>3</td>
</tr>
<tr>
<td>Grimmel, Topsham (scrap outbound)</td>
<td>1</td>
</tr>
<tr>
<td>Maine Yankee, Wiscasset (soil debris outbound)</td>
<td>287</td>
</tr>
<tr>
<td>BIW, West Bath (steel inbound)</td>
<td>73</td>
</tr>
<tr>
<td>Total cars</td>
<td>1737*</td>
</tr>
</tbody>
</table>
*This compares with 1075 cars in 1997, of which 700 were in Dragon local service. See *Atlantic Northeast Rail and Marine Transport Review 1999*. The additional 700 cars probably came from a Dragon increase of about 400, and the Maine Yankee dismantling, *ANR&P* analysis.

**Scheduled passenger rail**

MDOT is not requiring the freight operator to also operate scheduled passenger service. ‘MDOT and NNEPRA are working on several passenger rail service initiatives within the State of Maine. Two of these initiatives are of particular relevance here:

- First, MDOT/NNEPRA presently anticipate that in 2005 scheduled passenger rail service will commence between Portland and Brunswick. This service will operate over the Lower Road in Brunswick between Railway Mile 28.03 and Brunswick Station.

- Second, MDOT/NNEPRA presently anticipate that in 2005 scheduled passenger rail service will commence between Brunswick and Rockland. This service will operate over the Lower Road in Brunswick between Brunswick Station and Railway Mile 29.40, and over the Rockland Branch.’

The RFP states that the freight operator ‘will be encouraged to submit a proposal for the service to Rockland. ‘Moreover, one criterion by which proposals submitted in response to this [RFP] will be evaluated will be Respondent’s experience operating scheduled passenger service.’

If another Passenger Service Operator (PSO) is chosen, the freight operator will charge the PSO incremental costs for supporting the operation, and the RFP must describe those.

**Excursion rail**

The RFP continues: ‘Operator is encouraged to operate its own passenger excursion service and special event passenger trains until the commencement of scheduled passenger service. After the commencement of scheduled passenger service, Operator must coordinate’ with NNEPRA and with each PSO. [BML decided not to continue to operate excursion service on the Lower Road. See 23 December 2002 issue.]

**Track and bridge upgrade**

In 2001-2003, Atlas Railroad Construction Company rehabbed the Rockland branch to FRA Class 3 standard at a cost of about $30 million [see 12 April 2002 and 9 August 2002 issues]. The project has about six to eight weeks more work, per Russell Spinney [see below]. In 2003 and 2004, MDOT will rehab the track on the Carlton Bridge as well as the approaches. The track will be out of service during certain periods.

**Evaluation criteria**

Operating and management experience and ability (25 points)
Cost/revenue to MDOT (25 points)
Terms to accommodate PSOs (15 points)
Financial condition (10 points)
Maintenance equipment provided by respondent (10 points)
Operating equipment provided by respondent (10 points)
Experience operating scheduled passenger service (5 points)

**Deadline for RFPs**

Informational meeting 4 February, followed by inspection trip. Proposals due 2PM 14 March. [text of RFP]

**FURTHER INFORMATION**

**Comments on customers**

*Bath Iron Works*. GRS has a freight easement to serve BIW at its Hardings plant in West Bath. Historically, the operator has hauled GRS freight and charged a fee. MDOT is anticipating this arrangement may continue.
Grimmel. GRS has the right to serve this customer on the out-of-service Lewiston Lower Road, accessed via Brunswick. GRS has steadfastly refused to provide service, and Grimmel has a case pending before the Surface Transportation Board to provide service [see 19 December 2001 issue]. Pending resolution, Grimmel has ceased using a team track in Auburn and is delivering scrap by truck to its operation in Portsmouth NH. The company did load one car, in Bath, in September 2001.

In 2000, the possibility existed that the operator would also handle the Lewiston Lower Road (from Brunswick to Lewiston) and a new connection to the SLR, but that faded because of Guilford opposition [see 12 January 2001 issue].

Lower Road. This section had one customer, Pine State Trading in Augusta, for a period of time [see 12 July 2002 issue]. MECR also served Guilford customers in East Augusta, an arrangement which SRP continued briefly [see 12 January 2001 and 1 May 2001 issues]. {ANR&P back issues}

Past subsidy to operate?
MDOT has contracted to pay SRP a subsidy to operate the Lower Road and Rockland Branch [see 12 January 2001 issue], which covers any shortfall between revenues and cost. Per MDOT’s rail administrator, Allan Bartlett: ‘The rehab project [on the Rockland Branch] has kept SRP whole. We anticipate payments between now and 8/31 [the end of the interim contract] to SRP such that they will break even at the end of their contract....

The Atlas project had a built-in locomotive allowance, a reserved $750,000 to pay for motive power to move railcars. The allowance was established prior to bid solicitation because Maine Coast was not expected to be on the property at the time of construction; bidders had no way to reasonably anticipate costs of work trains.

According to Russell Spinney, head of MDOT’s Multimodal Projects, the reserve was paid out as needed, some to Atlas when it used its rail-capable truck with a knuckle coupler, and some to SRP as a subcontractor to Atlas when SRP provided the motive power.

Future subsidy?
Bartlett wrote to all interested parties: ‘MDOT recognizes that current levels of traffic on the lines will not generate sufficient revenues to meet all operating and maintenance costs. Potential proposers should note in Section VI, “Evaluation of Proposals”, that one of the 25-point criteria is “Cost/Revenue to MDOT”. That was purposefully phrased to leave the door open for any type of cost/revenue sharing proposal.’

Answers/Start date
Bartlett, who is managing the RFP, wrote: ‘All questions will be tabulated weekly and the questions and responses shared with all RFP recipients.’ He anticipated the new operator would start on 1 September 2003. {e-mail to interested parties 13.Jan.03 from Bartlett; ANR&P discussion with Spinney 9 January 2003}

Predecessor operators
SRP took over from the Maine Coast Railroad (MECR) when MECR ran into trouble [see 20 October 2000 issue]. MECR was founded by Sharon White in 1990 to operate the Rockland Branch, and in 1991 added the Lower Road after MDOT purchased the two sections from the Maine Central Railroad (a part of the Guilford Rail System). White, not making money on the project, sold the railroad in 1999 to a group headed by Newt Hinckley essentially for a price to erase the outstanding debts [see 9 June 1999 issue]. The Hinckley group could do no better.

Safe Handling bid?
Ford Reiche, president of the current operator, wrote: ‘We are actively considering making an proposal, terms of which are not presently determined. We have had a very good working relationship with key partners throughout this process [see positive comments in 1 May 2001 issue].’

Safe Handling is also considering using the former Central Maine Power facility in Wiscasset, Mason Station, for a transload [see 12 April 2002 issue on Maine Integrated Freight Plan], ‘though certain site issues have made it more complex. Jon Shute is still working for us as operations manager of that railroad.’ {e-mail to ANR&P 9 January 2003}
Others interested
Bartlett on 13 January sent out to all interested parties initial questions and answers. The list [domain names included when they could help identify the party]: Brad Lafevers @hograil.com [Heart of Georgia Railroad], Clint Jones mineralrange@hotmail.com, Dave Fink @guilfordrail.com, Doyle Terrell, Ed Foley of the SLR, Eric Lee [he considered bidding on the B&A–see box in 31 May 2002 issue], Eyal Shapira [former owner of the New York and Ogdensburg Railroad], Ford Reiche, Gary Gordon@transystems.com, Gary Hunter, George Betke [principal of Farm Rail and Newcastle resident], Jack Sutton [president of Downeast Rail, an advocacy group], James Hager , Jennifer Klein @omnitrax.com, Jerome Hebda @vermontrailway.com, John Larkin @cstg.com, Jon Shute [manager of SRP], Mark A. Rosner @RailWorld-inc.com, Mark Bradshaw, Mark Nordling mmnordling@tcwr.net [Twin Cities and Western Railroad], Matthew Devine @railamerica.com, Michael Francoeur, Michael Van Wagenen, Patrick A. Sabatino @bethsteel.com [Bethlehem Steel owns eight shortline railroad companies], Phil Nickse @niagaratrain.com [Niagara and Western New York Railroad (excursion)], Randy Bennett @watcocompanies.com [owner of eight railroads in nine states plus contract switching services], Randy Pike mainetrack@msn.com, Robert Grindrod @mmarail.com, Steve Arnold @bostonsand.com [manager of New Hampshire Northcoast Railroad], Tim Eklund @progressiverail.com [Progressive Railroad is a local switching railroad in Minnesota], Tim Gerrity grimmelind@aol.com [owner of Grimmel Industries], Wayne Defebaugh, William Stout wmstout@atlasarailroad.com..

Charlie Marshall, president of SLR parent GWI wrote: ‘We shall not bid.’ {e-mail to ANR&P 13.Jan.03} Bill Stout of Atlas Railroad said his firm is definitely preparing a bid [see 19 November 2002 issue] and is “prepared to negotiate.” {ANR&P discussion 13.Jan.03}

ST.LAWRENCE & ATLANTIC
10 January, DC. NOTICE ABOUT EXPANDING THE CUSTOMS DISTRICT TO AUBURN was published by the US Customs Service in the Federal Register. After two months of public comment, the Service will proceed with final implementation [see 19 November 2002 issue]. {Portland Press Herald 11.Jan.03}

MASSACHUSETTS

CSX TRANSPORTATION
26 December, Dartmouth. CSX CANCELLED AN EMBARGO ON THE NORTH DARTMOUTH BRANCH instituted because of a derailment. It covered all customers on the branch and on the BCLR-served Watuppa line. {Consecutive Sheet 167, embargo number 6-02}

GUILFORD RAIL SYSTEM
6 January, Ayer. CATANIA-SPAGNA WILL EXPAND ITS INBOUND RAIL. The company moves about 40 million gallons of food oils through its storage and bottling facility here, an amount which will increase in two months when it opens an addition which will permit a doubling of bottling capacity.

Use of rails and ports
Olive oil, about one-third of the inbound oil, comes from overseas in drums or flexi-sacks inside containers. The company uses either Boston or New York for the inbound containers.

Nearly all of the remaining two-thirds, vegetable oil purchased on the commodities market, arrives in tank cars. “We have about twenty cars on hand at any one time,” said an official, and use a total of 500-700 per year.

Oil storage expansion
The oil moves into 24 existing tanks, each holding 185,000 gallons. Expansion, financed by tax-exempt bonds issued by the Massachusetts Development Finance Agency, will add 16 tanks and double Catania-Spagna’s space. The official was unable to estimate the number of tank cars the expansion would add to the annual volume. {ANR&P discussion 6.Jan.2003; Lisa Eckelbecker in Worcester Telegram and Gazette 17.Dec.02}
PIioneer VallEy railroaD

8 January, Westfield. PVRr May Have a Successor to JOn lasko as general manager. John Levine, president of parent company Pinsky Railroads, said Pinsky is looking. {ANr&P discussion}

According to one source, during Lasko’s tenure at PVRR, revenue increased by 34% and the operating ratio went from 107 to 79 between 1999 and 2001. {e-mail to ANr&P}

NEw BedfoRd

December. GlObal petroleum Operates a TerminAl here at 30 Pine Street on the west shore of the Acushnet River in New Bedford Harbor which handles #2 heating oil, as well as #4 and #6 residual fuels. Global has a term lease at this facility at Commonwealth Electric's Cannon Street Power station. The tank farm has four above-ground storage tanks with an overall capacity of 255,000 barrels (10,710,000 gallons) of petroleum products.

The New Bedford terminal services retail petroleum distributors primarily from south and west of Route 495 in Massachusetts down into Rhode Island, and Connecticut. According to Dana Fraktman at Global’s headquarters, the New Bedford facility receives by barge.

Other Global facilities

The company also owns terminals in Chelsea, Revere, and Sandwich Massachusetts, East Providence, Portland, and Fairfax Virginia. It has throughput agreements with CPW in Bridgeport, Citgo in Braintree and Fairfax, Gateway and Williams in New Haven, STI and Joffe in Springfield Massachusetts, Irving in Portsmouth, and United in Portland Connecticut. {Global website; ANr&P discussion 19.Dec.02}

NEw HamPshirE

NEw HamPshirE centrAl

1 January, North Stratford. The railroaD AGREED to Store rAIrcArS wItH minimUm iMPACT on the viewshed, in an agreement with the state taking effect this day. The railroad has a substantial income storing cars for other railroads [see 6 December 2001 issue], but some residents objected to looking at rusting box cars. A single-page letter agreed upon 7 November between NHCR and NHDOT, which leases the tracks to the railroad, provides:

‘There will be no storage of railroad cars on the main line of the Berlin and Groveton Branches.’ [Groveton Branch runs from Waumbek Junction to Groveton; Berlin Branch runs from Waumbek Junction to Littleton]

The railroad may ‘temporarily’ (meaning more than 30 days) store cars on the line between North Stratford and Colebrook under these terms.

Storage of cars on the North Stratford-Beecher Falls line between Engineering Station 1856+08 in North Stratford and 2457+43 in Colebrook will be under the following terms and conditions:

It is the goal of both parties to eliminate storage of cars over the life of the trackage rights agreement, with the understanding that freight railroad market forces play a role in the need to store cars not presently needed for active freight service. Both parties agree that this goal would most likely be achieved in stages over the term of the agreement.

The total number of cars stored on this portion of the line will not exceed 500 at any time.

The New Hampshire Central Railroad will not store rail cars on this line that will interrupt or block legal access to adjacent properties at authorized private or public crossings. Stored rail cars will be placed to minimize visual impacts on the Connecticut River scenic viewshed and immediate environs, to minimize locations where rail cars are in direct view from public roadways, and to minimize the potential of environmental degradation of water resources (i.e. no storage on railroad bridges). Where the railroad line is in close proximity to residences, cars will not be stored adjacent to said residences. {text from NHDOT}
VERMONT RAIL SYSTEM

9 January, White River Junction. **WACR TOOK OVER OPERATION OF 100 MILES OF THE CONNECTICUT RIVER LINE NORTH OF HERE.** To the north, WACR will connect with the new MontrealMaine & Atlantic Railway, and to the south with New England Central Railroad, Springfield Terminal RR (GRS), and Claremont Concord Railroad. Creative operating arrangements will give flexible direct access to all major Class 1 railroads and transcontinental routes. ‘Current rail service levels will be maintained and as business grows, train frequency will be increased.’

The first train ran on 11 January [see photo].

**Operation**

The railroad will handle the following stations: Newport (interchange only, with MMA), Orleans, Barton, W. Burke, Lyndonville, St. Johnsbury, Passumpsic, Barnet, McIndoe, Bell, E. Ryegate, Wells River, Newbury, Hooker, Bradford, Fairlee, Ely, Thetford, Norwich, Wilder, White River Junction (Interchange with NECR, ST, CCRR).

VRS plans to retain as many former NVR personnel as possible to operate the line locally.

**Management**

Customer Service, Operations and Maintenance will be managed out of the VRS Bellows Falls office ([bfalls@vermontrailway.com](mailto:bfalls@vermontrailway.com)). Marketing, Sales, and Business Development can be reached at the Burlington headquarters: ([wacr@vermontrailway.com](mailto:wacr@vermontrailway.com)).

A locally-controlled affiliation of five railroads under common management, VRS consists of The Vermont Railway, Green Mountain Railroad, Clarendon and Pittsford Railroad, New York and Ogdensburg Railway, and Washington County Railroad. This expansion of the 11-mile Washington County Railroad brings the Vermont Rail System to over 300 miles, serving Vermont, New Hampshire, and New York. {VRS press releases and announcements; Scott Whitney in NERAIL 11 Jan.03}
CANADIAN NATIONAL
7 January, Montreal. **CN IS PLANNING TO RUN ONLY TWO LONGER TRAINS OUT OF HALIFAX** instead of the three now operating, said Scott Roberts, CN’s assistant vice-president public affairs. Fewer trains will allow CN to better use its locomotives, he said, and costs will be lower. No employees will be affected.

The current trains
Roberts said the IMX group at CN [see 6 December issue] had looked at the current configuration in which the railway now runs three intermodal trains each way each day (120/121, 136/137, 148/149), serving the two overseas container terminals (Ceres and Halterm) and the domestic intermodal terminal. The non-intermodal freight from Halifax is handled by train pair 148/149. Dartmouth traffic (all non-intermodal) is exchanged by 148/149 with a local at a siding between Windsor Junction and Truro.

The proposal
CN is proposing to run two fixed-length (about one mile) trains each way each day for Halifax. “Instead of running some short and some long trains, we will have the same total footage on each train,” said Roberts. Since Halifax traffic has rough balance of inbound and outbound, the trains should run loaded each way, with a quick loading/unloading occurring between the two trains.

Per Roberts, CN will drop 120/121, and the service it provided to Moncton. That service will be handled by the other two trains, but the travel time of 23 hours Moncton-Toronto will remain the same.

Non-intermodal freight would move via the local all the way to Truro, where it would combine with CBNS and WHRC traffic for a long-haul freight.

Concern of shippers?
The Halifax Port Authority, as a part of its SmartPort initiative [see next issue], will convene a meeting of the SmartPort members and Halifax Shipping Association members to look at the CN proposal. Patricia McDermott, head of marketing for the Authority, on 13 January called a conclusion that the new CN train plan would adversely affect shippers “premature.” In fact, the feedback she has received from shipping lines and the industry indicates “it shouldn’t make any difference.”

Implementation?
Roberts said the railway had not fixed a date to implement the new two-train plan, putting it “maybe a month away.” {ANR&P discussions 7 & 13.Jan.03}

Emergency response concerns
Brooke Taylor, Tory MLA for Colchester-Musquodoboit Valley, said this day that longer trains will mean longer delays at rail crossings, which could affect emergency response time. CN should at least have contacted emergency organizations and municipalities that might be affected. “If the trains could go up to 10,000 feet (3,050 metres) and something was to happen, how in the heck could an emergency vehicle get around such a beast?”

Roberts said that if communities have concerns about the longer trains, CN officials would be available to discuss the issue. The same footage will still move over the crossings. {Tom Peters and Steve Proctor in Halifax Herald 29.Dec.02}

MONTREAL, MAINE, & ATLANTIC
1 January, Saint-Hyacinthe. **MMA EMBARGOED THE LINE NORTH OF FARNHAM** which it acquired from CPR upon closing of the B&A deal [see 11 October 2002 issue]. Consecutive sheet 163, issued 19 December, stated that all dangerous commodities destined for all customers at the MMA stations Canrobert, St Pie, St. Hyacinthe, Ste Rosalie Junction, and Ste Rosalie were embargoed due to track conditions. This embargo ‘embargo supercedes CDAC 1-02 issued 11/5/02 on Consecutive Sheet 144 due to acquisition of the Canadian American Railroad Company by the Montreal, Maine and
Atlantic Railway, Ltd.’ {ASLRA Views and News}

**Previous track problems**

CDAC encountered track problems serving LeBlanc et LaFrance in Saint-Hyacinthe, needing to cross CN. [See 30 January 2001 issue and map in www.atlanticnortheast.com]

Per MMA vice-chair Fred Yocum, the Canadian Transportation Agency remains seized of the dispute about the diamond, though the proceeding is suspended. “We are continuing to serve the company” and expect a decision from CTA at some point. {ANR&P discussion 13.Jan.03}

**NEW BRUNSWICK SOUTHERN**

9 January, Saint John. **MMA DID NOT ASSUME THE COMMERCIAL AGREEMENT WITH NBSR** which the B&A and NBSR agreed to in 2000, per MMA Tariff Adoption Notice.

Fred Yocum, MMA vice-chair, said the two sides are exchanging traffic right now under an understanding. Up to this point, B&A and GRS had haulage rights on NBSR, and NBSR could originate its own traffic.

“We are working with the NBSR to come up with final details of an ongoing commercial arrangement,” reported Yocum. The traffic will likely continue under some form of haulage arrangement. {ANR&P discussion 13.Jan.03}

**CAPE BRETON & CENTRAL NS**

13 December, Sydney. **OVER 200 ATTENDED A RALLY TO KEEP THE RAIL LINE**; some even chained themselves to a locomotive [see 6 December 2002 issue].

Can this line be saved?

Economic Development Minister Cecil Clarke said on 12 December that he is pleased with progress to date on the province's plan to preserve the St. Peter's Junction-Sydney section of the Cape Breton rail line. “The province continues its efforts to help facilitate a private-sector solution and remains hopeful that the respective players can come to an arrangement that will keep the line open. We have said all along that we recognize the importance of rail service to the Cape Breton economy, but there must be a sustainable volume of rail traffic for the line to be viable.”

The province has the option of offering to assign its right to purchase the assets at net salvage value to other prospective buyers, which the minister indicated during his meeting with rail customers in North Sydney on 12 November. Since that time, the government has engaged the Canadian Transportation Agency to determine the net salvage value. A response is expected in January. By offering to assign its right to another potential buyer, the province is helping to make the asset available at the most competitive price.

Members of the government caucus met with senior officials from Nova Scotia Power Inc. to discuss the rail line. Clarke said also that the province is supporting the work undertaken by Enterprise Cape Breton Corporation to provide a market analysis of all transportation requirements—rail, road, air and sea—for existing and potential Cape Breton businesses. The analysis is expected to be completed in January. Mr. Clarke will again meet with senior officials of Rail America early in the new year and further meetings are being arranged with Canadian National and Nova Scotia Power Inc.

**Lawsuit**

The Cape Breton Regional Municipality filed an appeal of the Utilities and Review Board decision permitting CBNS to abandon the line [see 19 November 2002 issue]. The Nova Scotia Court of Appeal will hear an application to stay the decision permitting the abandonment pending the outcome of the appeal. {Trainscan 1.03; text of press release from Nova Scotia government website}

**SYDNEY COAL RAILWAY**

6 January, Sydney NS. **MORE INDICATION OF AN EMERA DEAL** disposing of the former DEVCO surface assets [see 19 November 2002 issue] came from filings at the Canadian Transportation Agency. On November 14, 2002, Sydney Coal Railway Inc. (hereinafter SCR), a wholly-owned subsidiary of Quebec Railway Corporation Inc. (hereinafter QRC), applied to the Canadian Transportation Agency (hereinafter the Agency) for the certificate of fitness for:

‘the proposed rail operation between the international pier on the waterfront in Sydney and the Lingan power generating plant,
the rail lines through the coal storage facility at Victoria Junction, including the railway maintenance centre, and a portion of the Glace Bay rail line between the railway maintenance centre and the end of the Old Tank siding, Cape Breton Island, in the province of Nova Scotia.’

On 12 December 12, SCR and its wholly-owned subsidiary 3986250 Canada Inc. filed with the Agency an application for a variance where the rail assets would not be purchased or leased and the proposed operation would not be carried out by SCR but rather by its subsidiary 3986250 Canada Inc. The Agency okayed this change. {File No. R 8005/S4}

Note: As of 13 January, both Emera and Logistec had promised notification upon completion of a deal, but neither had called.

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**RAIL SHIPPERS**

The shippers discussed in this issue:

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<th>Customer</th>
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<td>McCain</td>
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<td>Maritimes</td>
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**PEOPLE**

*John Scott* becomes vice-president of operations for the *Montreal, Maine, & Atlantic Railroad*. Most recently he worked as general manager of the Puget Sound Railroad. Before that, he worked with Bob Grindrod and Ed Burkhardt at the Wisconsin Central, and also at the Arizona California Railroad.

*Fred Yocum*, who worked as president of the *Bangor & Aroostook Railroad* during its last months, has become vice-chair of MMA. He expects to remain there for several years.

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**Coverage**

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