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


Region: New England, the Maritimes, and eastern Québec.

Operating railroads, ports, intermodal facilities, and government environment.

**Regional Issues**

**GRS:** Sale talks with Class Is. BMWE tentative contract,* BLE and UTU still negotiating.

**Connecticut**

**Commuter/freight:** Study on New Haven-Springfield service offers details.

**CSO:** Good traffic details in study [see above].

**MAINE**

**Amtrak:** Asks STB to dismiss GRS request to reconsider 79mph decision.

**GRS:** Georgia Pacific Old Town mill to accept logs for chipping.

**MMA:** Brascan wins chance to buy Great Northern mills. MMA plans on 1 June startup.

**Rockland Branch:** Seven bidders.*

**Massachusetts**

**CSXT:** Auto unloading terminals.* New one in East Brookfield/Spencer. Champion City matches state grant.

**GRS:** Update on Merrimac Paper, B&D Warehouse.

**NECR:** Update on Lydall distribution facility.

**New Hampshire**

**Commuter:** NHDOT argues that constitution does permit spending highway funds on rail.* Councillors again say no, pending lawsuit.

**Rhode Island**

**PW/Seaview:** Description of more customers.

**Vermont**

**Passenger Study:** Publication delayed.

**Maritimes/Québec**

**CBNS:** Provincial Energy Ventures to handle NSP coal.* Province wants to mine 11 million tonnes of coal over the next ten years.* Coal moving Strait-Sydney.

**Halifax:** CN apologies for poor service.* ACL diverts traffic, changes to Ceres. Longshoremen take strike vote. Halterm eliminates dividend. CN meets with steamship lines in Montreal.

**Rail Shippers/Receivers**

A cross-reference to companies mentioned here.

**People, Positions, Events**

[No report.]

**From the publisher**

**Best story**

Ever since I began this newsletter in 1994, I have heard rumors that other railroads were going to buy Guilford. Since I got persistent denials, I ceased mentioning the rumors in this newsletter. Now, however, I have two independent confirmations from railroad sources I respect highly. Hence the report. Get your bids in now!

**NEARS and CONECT**

The Northeast Association of Rail Shippers holds very worthwhile meetings. Next one 9-11 April in North Falmouth, Massachusetts.

CONECT, the Coalition of New England Companies for Trade, meets 10-11 April in Newport.

Contact: 508-481-0424.

- Chop Hardenbergh

Next issue: 7 April
REGIONAL ISSUES

GUILFORD RAIL SYSTEM

19 March. MAINTENANCE OF WAY WORKERS CONCLUDED A TENTATIVE CONTRACT with ST (Springfield Terminal, the operating arm of GRS). Stuart Hurlburt, general chair of system for the Brotherhood of Maintenance of Way Employees (BMWE), said members would receive the paperwork and ballots the beginning of next week. The ballots will be counted 14 April: “It took a little over year to get there.” Hurlburt predicted ratification: “It’s a good agreement.” {ANR&P discussion}

BLE and UTU still negotiating

Michael Maloof of the United Transportation Union reported that his union and the Brotherhood of Locomotive Engineers had not come as far as the BMWE. The parties will next meet on 28 March (delayed from 24 March because of derailment in Charlemont) to discuss a contract. “Depending on the result, we’ll go to mediation.” The Railway Labor Act, which governs the contracts, permits either party to request mediation by the National Mediation Board. {ANR&P discussion}

25 March. INTERESTED PARTIES HAVE TALKED WITH GUILFORD ABOUT BUYING THE RAILROAD. In recent weeks officials from more than one North American Class I railroad have examined the property. “Whether any party is willing to pay what [owners Dave Fink and Timothy Mellon] are asking remains to be seen.” {ANR&P discussions 18&25.Mar.03}

[Various people, without specific knowledge of the reasons for such a sale, have offered these possible reasons: dropping traffic and revenue on the line (at least one vendor had a payment delayed four-five months), a concern that paper mills are faltering so future traffic would decrease, and the need to keep Pan Am, the airline, afloat. {ANR&P discussions}]

CONNECTICUT

COMMUTER RAIL/FREIGHT

March. THE COMMUTER STUDY DESCRIBED CURRENT FREIGHT OPERATIONS BETWEEN SPRINGFIELD AND NEW HAVEN, for the four operators whose trains could suffer from the introduction of commuter rail between those two points [see 12 March issue]:

Connecticut Southern

‘Traffic on the CSO is growing. When Conrail turned over operations on the line to CSO, Conrail’s activity on the line was 20,000 carloads a year, with volumes declining. According to CSO, Conrail was not actively developing traffic on the line. The lowest traffic volume was in 1996, when there were only 16,000 carloads. Presently the annual total is about 18,000 carloads per year, and rising, with customers returning. By 2007, CSO forecasts that there will be between 22,000 and 23,000 carloads per year, if the construction debris haulage market remains stable.’

‘Trains. CSO-1, southbound, departing Springfield at about 6:00 AM, working toward Cedar Hill. The train returns to Springfield in the afternoon. CSO-2, southbound, departing Hartford at about 7:00 PM working toward Wallingford. The train returns to Hartford at 4:30 AM the next day. CSO-3, northbound, departing Hartford at about 7:00 AM, working north to Enfield. The train returns to Hartford between 2:00 and 6:00 PM. CSO-4, northbound, departing about 5:00 PM, working between Hartford and Enfield. The train returns to Hartford in the early morning of the next day.

‘Growth commodities include trash, hazmat and “dirty dirt”, i.e. the construction debris market [sic ]. CSO indicated that CSXT has targeted removing trash, or solid municipal waste, as a market that may grow faster than the economy. Markets that will
grow with the economy include chemicals (hauled in tank cars), lumber (box cars and flat cars), plastics (hopper cars), paper and pulp (box cars), steel (gondolas), and scrap paper (box cars).

Concerns about commuter rail service

‘CSO management reported the following concerns over a new commuter rail service on the Springfield line:

- Commuter rail service would restrict the time windows available for freight operations, making it more difficult to run freight trains. Freight transit time would increase.

- Sidings are not in strategic locations to facilitate the passing of freight and passenger trains.

- Sidings are not long enough. The typical train length for the CSO-1 service is 60 to 100 cars, or about 4,000 to 6,000 feet long. According to CSO, sidings need to be 8,000 feet long. (If the route were double-tracked, these concerns would no longer exist.)

- Traffic on the Suffield Branch (the potential rail link to Bradley International Airport from Windsor Locks) is increasing. Customers include wood pulp and special paper shippers and aviation-related shippers. There is also potential for construction debris removal.

- A new commuter rail service would require new maintenance windows (during which time trains cannot operate), which would hinder freight movement on the line.

- The CSO-1 service needs to return to Springfield before 2:00 PM in order to avoid waiting for CSXT and Amtrak operations to clear the CSXT Albany-Boston line before the train can enter CSXT’s West Springfield Yard (the train’s origin and destination).

Suffield Industrial Track

‘The Suffield Industrial Track...originates at milepost 49.0 on the Springfield line and continues for about 8 miles through the Suffield Industrial Area, the Turnpike Industrial Park, and Bradley International Airport to Crown Industrial Park. The spur crosses and recrosses Route 75 to reach Crown Industrial Park, the end of the line. Connecticut Southern (CSO) operates on the line at least three days a week. The CSO Train Number 4, a local,...works the track. Shippers are located all along the spur. Shippers on the line generate between 400 and 500 carloads a year. CSO anticipates that the line’s traffic will increase.

CSO maintains the track for a maximum 10 mph operation (excepted track). The industrial track is actually part of the Suffield Branch, which extends beyond the spur (switch near Mather Street) to Suffield. However, that track is presently out of service due to a trestle that is in need of repairs. CSO owns the Suffield Branch, and leases about 2 miles of the industrial track near the airport from the State of Connecticut.

[Boston & Maine Corporation]

‘Boston & Maine is a short-line railroad operating on the Springfield line between Springfield and Berlin (Milepost 26) and a switch to Waterbury. B&M is part of the Guilford Rail System [B&M owns the tracks and the overhead trackage rights; Springfield Terminal operates the trains. Editor] [M]anagement declined to comment on either its train volumes, traffic, or concerns over a new commute rail service.

According to Amtrak dispatching records, B&M has two trains operating on the line. These are: PLED, northbound, operating twice a week with no set schedule between Berlin and Springfield. EDPL, southbound, operating twice a week with no set schedule between Springfield and Berlin.

Reportedly, B&M has operating rights as far south as the Cedar Hill Yard (Milepost 7). [True. More in a future issue. Editor]

CSX Transportation

‘CSXT is one of the largest rail systems (a “Class 1” railroad) in the United States. It has operating rights on the entire Springfield Line. However, it relies on CSO to haul its traffic between Springfield and Cedar Hill. According to Amtrak
dispatching records, CSXT operates two trains serving shippers on the south end of the line between Cedar Hill and Mill River (Milepost 1.5) Monday through Friday. These are B-748 and B-747, a mid-day train.

**Providence and Worcester Railroad**

‘The Providence and Worcester Railroad (PWRR) is a short-line railroad operating several lines in Connecticut and Massachusetts....According to PWRR management, five to six days a week there are typically two southbound (or westbound) trains leaving Cedar Hill between 7:00 and 8:00 PM headed to the New Haven Line and ultimately to Waterbury [Danbury, actually - editor]. One returns at 5:00 AM the next day and the other returns at 11:00 AM.’

**Next step for the study**
The study team, headed by Wilbur Smith, will now move into Alternatives. A Steering Committee meeting to discuss the report and initial alternatives will take place on 24 March at the Greater Hartford Transit District in Hartford Union Station. Following this meeting, there will be a series of public meetings in April throughout the study area. {text of draft Existing Conditions report from website}

---

**MAINE**

**AMTRAK**

11 March, DC. **AMTRAK ASKED THE STB TO DISMISS THE GRS 21 FEBRUARY REQUEST FOR RECONSIDERATION** of the board’s decision to permit 79mph operation [see 12 February issue]. In the request, GRS wondered aloud whether Amtrak was permitted to run at 79mph regardless of track condition, and asked the Board to answer that question "No."

**Future resistance**

Amtrak noted that the petition for reconsideration ‘seems to be telegraphing that Guilford plans to continue its resistance to 79 miles-per-hour Amtrak operations. The Board should decline Guilford’s invitation to provide its advisory view with respect to how FRA’s rules and standards should be applied to the Plaistow-Portland line.’

Amtrak stated that of course it would abide by safety-mandated slow orders when necessary. {Amtrak and GRS filings in Finance Docket No.33697 21.Feb & 12.Mar.03}

**GUILFORD RAIL**

11 March, Old Town. **THE CITY APPROVED A NEW CHIP PLANT FOR THE GREAT WORKS MILL.** Rick Douglas, controller of the Georgia-Pacific (GP) mill [see 02#02B and 01#08A for change of ownership], explained later the cost advantage.

**Current chip procurement.** Three satellite plants supply Great Works: E.J.Carrier in Portage (about 40% of the chips by rail) [see 01#08A], a GP chip plant in Costigan by truck, and a GP chip plant in Milo by truck.

**Future chip procurement.** The on-site chip plant will replace all three satellites. Douglas explained that even with the capital cost of the new chip plant, buying out E.J.Carrier’s contract, and the need to “back out” the bark removed from the logs, the new procurement system will cost significantly less than the old. The railroads offer the same price on a carload of chips versus a carload of logs.

**Impact on rail**

Rail traffic for MMA will not change, as it already railed the chips from Portage to Lagrange for transloading [see 01#08A]. But GRS will get an additional 4200 carloads a year of logs, Douglas estimated. He is now negotiating with MMA and GRS to make the interchange at Northern Maine Junction and get a smooth delivery.

“We have explained to Guilford that for the viability of the mill, we need this to be a successful project. It’s the single biggest economic opportunity for the mill.” Douglas noted the travails of paper mills in Maine, and Guilford’s reliance on paper
mill traffic. [See 4 March 2002 issue for Guilford willingness to shape up in response to GP’s complaint about poor service.]

“We need a switch seven days a week, loaded cars in and empties out.”

To do that, the parties estimate, they need a fleet of 100 log cars. They are searching for “economical” cars at this point.

The future of the chip plants
E.J.Carrier contracted with a predecessor owner of the mill for the chips, and constructed a new chip plant in Portage based on that contract. The supplier has done well for GP, and will continue to do so for the next year until the Old Town chip plant begins operation. At that point, GP may buy out the rest of the contract.

The future of the other two plants looks cloudy. GP might close and dismantle them, to prevent competitors from acquiring them and using up the log supply. Or, since the Old Town mill uses only hardwood chips, GP might chip softwoods to supply other mills. {ANR&P discussion 25.Mar.2003}

More about the new chip plant
It will operate in two 10-hour shifts, handling up to 700,000 tons of northern hardwood. Chips will move to the mill via conveyor, which will significantly improve the mill’s chip handling system.

The noise will not affect the neighbors, according to Gary Bell of Georgia-based Fulghum Fibres, who manages the Fulghum mill in Baileyville [see map in 25 September 2001 issue]. Fulghum chips go to the Domtar plant there. {Gwen Stockwell-Rushton in Penobscot Times 20.Mar.03} Fulghum will build the GP plant; per Douglas the parties have not yet decided who will finance the construction. {ANR&P discussion 25.Mar.03}

MONTREAL, MAINE & ATLANTIC

14 March, Bangor. BURKHARDT AND YOCUM DISCUSSED THE IMPACT OF THE GNP SHUTDOWN when Ed Burkhardt, head of Rail World, gave an address to business people at Hudson College. “Right now, with GNP down, we have a problem. This, to me, is an embarrassment...Our employees have accepted this far better than you think. Yes, we're in a character development mode. I think we're going to look back at this as the silver lining in the cloud. It really put us to the test.”

When it purchased B&A, Rail World expected to spend $20 million on capital improvements and other projects. Some of those projects have been temporarily cut back, Burkhardt said. But once Great Northern starts up again under new ownership, the investments in the system will pick up again, including boosting railcar repair operations at the Derby station in Brownville, transferring day-to-day railcar upkeep operations to Millinocket, and increasing service through Greenville.

When will GNP resume production?
“Our business plan assumes now that they’re back by June 1,” Burkhardt said. “We think that’s a viable date based on what we know now.” He has spoken to Belgravia’s owner, Ronald Stern, about beginning negotiations on a new shipping contract. “He's already talked to us about reducing our freight rates. We expected that call.” Burkhardt said he and Stern had business dealings in the past, when Stern purchased St. Marys Paper Company in Sault Sainte Marie, Ontario, and Burkhardt ran Wisconsin Central Railway. {Deborah Turcotte Seavey in Bangor Daily News webposted 14.Mar.03}

19 March, Bangor. A SECOND BIDDER WANTS TO PURCHASE GREAT NORTHERN PAPER assets out of bankruptcy. Belgravia has offered $91 million as the stalking horse, with other bidders required to bid at least $93 million by 18 March [see 12 February issue]. None did.

Belgravia, if it gets the court nod on 20 March, must complete the purchase by 21 April. Belgravia has entertained offers from companies interested in purchasing the East Millinocket mill, which produces directory paper.

No immediate startup
Ronald Stern, the owner of Belgravia, said the two paper mills would not be started up immediately. He said he had no specific date, adding that international paper market conditions would drive machine start-ups. “We would start the mills up sequentially, depending on the markets. The faster we can start them up the better it is for the company, but we are not going to start up machines just to build inventory.” But once the mills are up and running, Stern wants to operate them for a long period of time. “We are trying to put together a sound operating plan that will apply to both mills for them to be run in place.”

Stern plans to shut the sulfite pulp mill in Millinocket and replace sulfite pulp with kraft pulp purchased in the open market.
“It gives a better quality product.” But he will maintain the current product line. The East Millinocket mill produces telephone directory paper and the Millinocket mill produces papers used for advertising (supercalendared). “Our position in the telephone directory business ... we'll have to take some time to build that up again.”

He will also streamline the work force; sources said the current employment level of 1,130 people could be reduced by 40-60%.

The Brascan bid
Brascan Corporation of Toronto confirmed this day that it is trying to come up with a serious, qualified offer before federal bankruptcy court convenes on 20 March. A source close to the sale process said Brascan's offer matches Belgravia's $91 million on price only, but not on what assets are going to be purchased.

Brascan already has operations in Maine. Its power-supply division, Brascan Energy Marketing Services, under its subsidiary Great Lakes Hydro America, purchased Great Northern's electricity generators in 2001.

Brascan objection to Belgravia bid
On 18 March, Brascan stated that ‘Great Northern and Belgravia have failed to satisfy the statutory requirements of providing adequate assurance of future performance under Brascan's contracts' to provide electricity to Great Northern.

Great Northern's unions have no contract with Belgravia, and already have tentative labor agreements with two other companies according to a court document filed by the unions. Sources named them as Fraser and Kruger. {Mary Anne Lagasse in Bangor Daily News webposted 20.Mar.03}

25 March, Bangor. ALL PARTIES AGREED TO AWARD BRASCAN THE OPPORTUNITY TO PURCHASE THE GREAT NORTHERN MILLS out of bankruptcy [see above]. Brascan will pay $90.3 million in cash and loan assumptions. Brascan will consider providing $65 million to build the thermal mechanical pulping operations (TMP) and providing up to $50 million in working capital, which will be secured by accounts receivables, prepaid amounts and inventory.

Attorneys for Great Northern, its unions and its primary creditor passionately pleaded to U.S. Bankruptcy Judge Louis H. Kornreich that the economies of the Katahdin region depended on a quick sale to Brascan, and Brascan can open the mills sooner because it already has tentative agreements with labor and other suppliers and Belgravia, the only formal bidder did not.

Brascan owns six hydroelectric facilities on the Penobscot River previously owned by Great Northern, and lumber mills in Masardis and Ashland, as well as Nexfor Paper in Edmundston, New Brunswick, and Fraser Paper, which has a mill in Madawaska.

How Brascan swung the deal
Beginning at 9 a.m. Friday, Brascan wiggled its way through intense, outside-the-courtroom negotiations among attorneys and others to develop a deal that would top Belgravia’s bid on public sentiment more than money. And by 3 p.m. Monday, Brascan had successfully postured itself as “the white knight” coming in to save the beleaguered mills from financial ruin.

Robert Keach, a Portland attorney representing Belgravia, extended the best wishes on behalf of Belgravia's owner, Ron Stern. “[T]he fact is, your honor, that there is a considerable public interest here. In consideration of the public interest and the desires of some public officials as well, he [Stern] did not want to be a spoiler in this case.”

Belgravia will receive a $5 million breakup fee as the stalking horse bidder, plus $750,000 to cover expenses. Brascan and Boeing Capital Corporation, Great Northern’s primary lender, also will pay Belgravia $500,000 for withdrawing its objection to Brascan’s bidding after the deadline.

Katherine Vyse, senior vice president for investor relations for Brascan, said the company sees the Great Northern properties as a way to increase market share in the region.

Cal Wilson, a laid-off papermaker, noted that having the power plants will help Brascan mitigate the cyclic nature of the paper industry - when paper prices are down, the mill can supplement income by selling power into the grid. Brascan will be a better deal for the region than Belgravia would have been, Wilson said, because the company has agreed to pay back taxes owed to both Millinocket and East Millinocket. "Our towns would be on the brink of shutting down if that weren't happening.”

Additionally, Wilson said, Fraser and Great Northern produce similar grades of papers, making it easier for the new owners to use resources at both mills better.

The question for MMA: when will the mills reopen?
Brascan expects to close its deal within three weeks, in advance of the court-set deadline of 21 April. Brascan will start up the East Millinocket facility shortly thereafter. Richard Legault, vice president of business development for Brascan, said the company is evaluating the Millinocket facility and may not reopen the mill until it has completed the TMP construction. But if the price of supercalendered paper starts to rise, the Millinocket mill may open sooner. {Deborah Turcotte Seavey and Mary Anne Legasse in Bangor Daily News webposted 25.Mar.03; Matt Wickenheiser in Blethen Maine Newspapers webposted 25.Mar.03}

ROCKLAND BRANCH/LOWER ROAD

14 March, Augusta. **MDOT RECEIVED SEVEN BID PACKAGES** to operate the Lower Road and Rockland Branch, according to rail honcho Allan Bartlett [descriptions added by editor]:

**Safe Handling.** The current operator, Safe Handling, provides transloading and storage for chemicals, food ingredients, and other products at its Auburn facility. Its railroad has the name Safe Handling Railroad (SRP).

**Cayuga Railway Company.** Eric Lee of Syracuse, NY, and partners used this vehicle as an interested party in the Bangor & Aroostook Railroad bankruptcy [see 31 May 2002 issue]. Lee owns the Meridian Southern Railway.

**R.T. Ames & Company.** Robert Ames operates this rail maintenance company [see 12 March issue].

**Finger Lakes Railway.** George Betke, Mike Smith, and others own this railroad. Betke runs a consulting company Transport Economics in Newcastle. Smith heads up the Finger Lakes management of the Massachusetts Central Railroad.

**Morristown and Erie Railroad.** This operates out of Morristown, New Jersey. The M&E’s most aggressive expansion occurred in 1995 when it became the contract switcher at the Bayway refinery in Linden, not connected with the M&E track. Bayway is the largest privately-owned refinery in the United States, and M&E’s full-time crew switches 8,000 cars annually. Gordon Fuller serves as chief operating officer.{railroad website}

**Cascade Transportation.** Randy Pike is the principal of this company. Pike also does the switching for SAPPI’s Somerset mill [see 12 July 2002 issue]. He started and still runs Maine Track Maintenance, which does much of the maintenance work in Maine [see 12 March issue].

**C&J Railroad.** Reggie Howell works as general manager for this company located in Jeffersonville, Indiana, which operates the Mississippi Delta Railroad for Coahoma County in Mississippi. {Elizabeth Kirkland in Mississippi Business Journal 24-30.June.02}

Next steps

Over the next three weeks, Bartlett said, MDOT will review the proposals and select two or three companies for interviews and further research. He has a 1 June target date to make the final selection, and will then negotiate a final contract for the startup on 1 September. {ANR&P discussion 17.Mar.2003}

MASSACHUSETTS

CSXT

18 March, Selkirk NY. **AN OVERVIEW OF THE DELIVERY SYSTEM OF AUTOS BY RAIL FOR NEW ENGLAND** was provided by Robert Coggins of CSX, regional operations manager. He noted that CSX subsidiary TDSI (Total Distribution Services Incorporated) operates some, but not all auto facilities; for New England, it has two of the three Massachusetts facilities.

**Ayer.** Located on the GRS Freight Main, TDSI has leased the facility from the Boston and Maine Corporation (B&M, part
of GRS) and contracted with Aroostook and Bangor Resources [per website] to operate the facility, though TDSI has the responsibility for the facility. CSXT runs one train a day to the Hill Yard in Ayer, from which GRS crews move the cars to the ‘Willows facility’. (The traffic runs in CSXT’s account.) A&B then unloads the automobiles, all Fords. Allied Systems has the contract to dray the cars to dealers. A second train returns each day with empties.

Framingham. Located on CSXT’s Boston-Albany line, CSXT operates this facility directly. CSXT runs two trains a day to the facility, containing General Motors, Toyota, Nissan, Mercedes Benz, and miscellaneous used cars. Some of the used cars move across the street to Adesa Auto Auctions, others go throughout New England. Swift, Diversified Automotive, and Leaseway provide drayage. CSXT runs two outbound trains with empties.

Westborough (aka Westboro). Also located on CSXT’s Boston-Albany line, TDSI has contracted with Diversified Automotive to operate the facility. CSXT runs two trains a day to the facility, containing Chrysler, Honda, Mazda, Ford BB, and Subaru. Allied Systems and Diversified Automotive provide drayage. CSXT runs two outbound trains, some with Suzuki, Isuzu, and Ford BB products.

NS and CSXT rail business

During 1998, Norfolk Southern implemented an innovative distribution system for over three million vehicles moving annually from Ford's 21 North American assembly plants through a mixing center network to Ford's national dealer network. NS moves vehicles to the Fostoria, Ohio, mixing center to serve the Northeast. However, said Coggins, the unloading facilities served by CSXT have so much traffic that they receive, for the most part, trains directly from the assembly plants. “We get a little out of Fostoria, but not much.” Furthermore, while NS has the contract to deliver to Fostoria, it does not hold the exclusive contract to move from the center.

GRS seeking GM business?

Coggins acknowledged that GRS had increased its clearances on the Freight Main to 19’6", which would accommodate tri-level railcars, but had never moved auto traffic over it. [In January 2000, GRS ran a few bi-level autoracks over the west end of the Freight Main, but declined to acknowledge it as a test. See 18 February 2000 issue. During 1999, GRS sought and received a permit from the Town of Ayer for a second auto facility. See 3 March 2000 issue] Coggins noted that during this same time, General Motors began its Order-to-Delivery process, and surmised that GRS and NS were eyeing the second site to serve GM. {ANR&P discussion 19.Mar.2003}

18 March, East Brookfield. **THE CONSERVATION COMMISSION GAVE CONDITIONAL APPROVAL TO AN AMENDMENT TO THE ORDER OF CONDITIONS** [see 12 March issue]. According to Richard Magwood, a member of the Commission, it passed the initial order of conditions for the facility in 1994.

The site, about 61 acres, forms part of a 200-acre former farm south of Route 9, west of Route 49, and north of the Boston-Albany main line. After the owner retired from farming, he sold the site to two individuals. In 1990, the state announced it was considering the site as a dumping location for Big Dig spoils; other uses were delayed until that threat went away.

At this point, the owners, acting as Seven Mile River Trust, propose to sell the site to the railroad, and lease it back. The owners would become the operators of the auto unloading facility.

Guarding the environment

According to Magwood, the developers acted ‘very cooperatively’ in putting together a first-class plan, including detention basins, skimmers for any pollutants, siltation control, and filtration systems. The Seven Mile River forms the northern border, and wetlands line the south; developers have agreed to a 100-foot buffer around the water areas, meaning the site has a 100-foot buffer nearly surrounding it.

Half of the site lies in neighboring Spencer, half in East Brookfield. The initial order was passed by a joint meeting of the Conservation Commissions of the two towns. The amendment, simple in nature, would pass the commissions separately.

The amendment sought/next step

Magwood explained that initially, rail would enter the site from the east and loop to the north. On 18 March, developers proposed that the rail enter from the west and continue east into the site, which would reduce the impact on wetlands.
Because the amendment passed, the developers and the railroad can now proceed to construction assuming that an independent engineering review validates the plan. Magwood reported that they intended to complete the facility this year. {ANR&P discussion}

General Motors would like to move its unloading here. Coggins said [see above]. CSX was not currently planning to move all unloading facilities to this new site.

Spencer action
On 25 March, the Spencer Board of Zoning Appeals was scheduled to hear a revision to the zoning for the facility. Paul Blanchard, the town building inspector, said earlier that the town had “fast-tracked it” because the town was “very supportive. It will provide 100 good-paying jobs.” He expected it “to be in business by the end of the year.” {ANR&P discussion 25.Mar.03}

24 March, Brockton. **THE CITY APPROVED A GRANT TO CHAMPION CITY** for its rail spur now under construction. Ward 7 City Councilor Charles Logan, city council president, said Champion City Recovery [see 12 March issue] will match the state’s $993,199 Public Works Economic Development grant with another $993,199, thus doubling the investment for the city’s Montello Economic Development Area. “Usually, the city or a public agency must provide the matching funds for a PWED grant. In this case, Champion City recognized that public money is not as available as it has been in the recent past and decided to provide the required matching funds.”

The council approved the money for the Brockton Redevelopment Authority, which will be the conduit for the money to the contractors hired by Champion City to build the railroad spur and bridge that connects to the MBTA line. Logan said the spur could be used by other industry in the area, including the nearby Barbour Corporation, which sells its products nationally. The former Quinn Freight property, which abuts the Wilder Street extension, could also be developed for industrial use now that a rail line is available.

The transfer station lies where Hercules Building & Wrecking Company, owned by Harold "Duke" Monsini, once operated and dumped construction and demolition debris since the 1980s. Champion City is cleaning up debris at the site. Dave Johnston, Massachusetts DEP's regional director, indicated the site had improper deposits at the site since the 1960s, 20 years before Monsini purchased it. Brockton officials, eager to have all illegally dumped materials removed from the site, have supported the project with a property tax break. {Sean Flynn in Brockton Enterprise 25.Mar.03}

**GUILFORD RAIL**


At Lawrence, Borenstein found a much better reception to business than Salem. He handles groceries, paper goods, and confectionary good, and offers customers his own trucking, Service Anytime, Inc.

Due to the market, volume has declined considerably; he is doing about 100 carloads annually. Grocery buyers and manufacturers are not offering the million-pound discounts of former days, so retail stores do not have as much of an incentive to use a warehouse. {ANR&P discussion}

17 March, Lawrence. **MERRIMAC PAPER FILED FOR CHAPTER 11 PROTECTION.** The employee-owned company, which can trace its roots back as far as 1866 in Lawrence, employs 130 people locally and 45 additional employees at a Springfield subsidiary.

The company, which will remain open as it restructures in five or six months, expects to continue servicing its customers, which include publishers and office supply distributors. Merrimac, which manufactures paper products ranging from colored office folders to specialty pages used in books, purchased Holyoke Card Company in 2000. The purchase, which expanded Merrimac's product lines to include laminated and coated papers, may have contributed to the company's spiral into bankruptcy.

**A nationwide problem**
Barry Polsky of the American Forest & Paper Association said problems at paper manufacturers like Merrimac were to be
expected and are far from isolated. Since 1997, paper companies had closed 72 mills in the United States. The 14 or so closures per year was a significant increase from the early 1990s, when closures averaged four or so per year. “A lot of that has to do with competition from overseas and high costs of operation.”

Employment in the paper industry has steadily declined across Massachusetts over the past three years. According to the Massachusetts Department of Employment Training, average monthly statewide employment for the industry fell from 3,957 in 2000 to 2,963 in 2002. {Andy Murray in Lawrence Eagle Tribune 25.Mar.03}

NEW ENGLAND CENTRAL

25 March, Monson. **THE TRANSLOAD HERE HAS BECOME PART OF LYDALL DISTRIBUTION SERVICES OPERATIONS.** Parent company Lydall, Inc, has headquarters in Manchester Connecticut. Its subsidiary Lydall Distribution Services has facilities in Newport News VA for paper industry imports and exports, Manchester CT, and Glen Ellen VA.

On 1 January 2003 Lydall assumed operating control of the Monson facility under a multi-year contract. According to a Lydall press release: ‘Bruce Fortin and Evelyn Pennell, formerly of ProLine Distribution Services, will continue to manage the day to day operations of the distribution center. This team has many years of experience and is committed to the highest level of quality and service in the pulp and paper industry. Additionally, Lydall is planning to implement a series of upgrades at the Monson facility that will provide a superior environment for the handling and storage of pulp and paper products. Bill Franks, president of Lydall Transport, Ltd., commented, “Lydall has a reputation for providing the highest level of customer service in the pulp and paper industry. The Monson facility provides us with a northeastern location, which compliments our current transportation business and our paper distribution center in the Port of Virginia’s Newport News Marine Terminal.”

Current operations

The addition of the Moncton facility will enable Lydall to do well in the increasingly tough paper business. Lydall trailers are “set up to handle newsprint, supercalender, coated sheet, printing, and woodpulp, engineered against outside contaminants,” said Franks. About 95% of the Monson business is transloaded.

NECR still switches the facility twice a day, and service is exceptional, a true partnership between the railroad and Lydall. The inbound product comes from domestic mills and Canada. Trucks move it as far south as Charlotte, North Carolina, and as far west as Pittsburgh.

Franks said Lydall is looking to grow market share for Monson. {ANR&P discussion with Franks 26.Mar.2003}

History

Roger Desrosier, former owner of the facility, explained the events since 2000, when he owned it under the name Northeast Warehousing and Distribution. [See 00#19. At that time the company received about 1500 carloads a year.] In 2001, he executed his plan for early retirement, and sold the facility to individuals who formed ProLine Distribution Services. At the same time, Desrosier introduced them to Lydall Inc, because the synergies were there.

Desrosier is now representing Lydall in sales and marketing. He will become president of the Transload and Distribution Association for the coming year. {ANR&P discussion 25.Mar.2003}

[A note on competitors]

Lydall faces a competitor in Norwich CT, Post-Script Warehouse on the NECR; one in Palmer MA, Maple Leaf Distribution on NECR; and possibly one in Barre on MCER [though this company no longer seems to be in existence—more in a future issue]. Northeast Warehousing competed with the Barre facility for Kanzaki Paper business, and had lost one account: Fraser Paper. Editor]

NEW HAMPSHIRE

NASHUA COMMUTER RAIL

11 March, Concord. **THE STATE ARGUED THAT THE CONSTITUTION PERMITTED ROAD FUNDS FOR RAIL** in filing a motion to dismiss the New Hampshire Motor Transport Association lawsuit seeking to bar the state from using highway funds to match federal funds to move ahead on the Nashua commuter rail project. [See 23 December 2002 issue.]
Assistant Attorney General Craig Donais wrote: ‘It is the state’s position that Part II, Article 6-A [of the state constitution] allows for expenditure of funds related to and necessary for highway improvement projects including the Nashua Rail Extension project.’

A structuring conference between the lawyers for both sides will be scheduled soon. The lawsuit is expected to come before Associate Justice Edward Fitzgerald, who has handled the case in the past. Robert Sculley, executive director of the trucking lobby, said nothing in the state’s response changed his optimism about prevailing in court.

Nashua Mayor Bernie Streeter has predicted the lawsuit will fail. Recently, Streeter took steps to revive a $79,000 consultant’s contract that would complete the environmental study of the desired site for a rail station on property off East Spit Brook Road.

Governor Craig Benson has included in a proposed two-year state public works budget $3.5 million to buy a south Nashua site for a rail station and adjacent parking spaces. Streeter has said the project cannot receive building permits without the environmental study contract. NHDOT Commissioner Carole Murray proposes to use highway fund money as the 20% state match for this project, which ultimately could cost $60 million to $75 million.

The remainder would come from federal grants. The plan was to commit up to $13 million over the next three years, according to DOT Rail Administrator Kit Morgan. The state’s Congressional delegation, led by Representative Charles Bass, has obtained millions in aid, including a recent $3 million grant contained in a federal budget bill. The lawsuit notes discussion about a commuter rail line down the middle of a widened Interstate 93 from Salem to Manchester and calls to bring rail riders from Concord to Lebanon. {Kevin Landrigan in Nashua The Telegraph cited in Destination Freedom}

19 March, Concord. **THE EXECUTIVE COUNCIL REFUSED TO APPROVE THE PLANNING CONTRACT.** It had already turned down the contract 3-2 in October [see 19 November 2002 issue]. Nashua Mayor Bernie Streeter, a former councilor, made a spirited pitch but all three opponents on the board said the 45-minute presentation failed to persuade them.

At a breakfast meeting with Governor Craig Benson and the five Republican councilors, Streeter said approval of the contract would keep the consultants working and prevent Congress from dropping its more than $20 million commitment to the effort.

Councilor Ruth Griffin, R-Portsmouth, said no state gasoline or highway fee money should be spent until the courts settle a lawsuit the truckers’ lobby brought last fall against state support for rail. [See above.]

Carole Murray said the project would help the state’s bid to get federal permits to widen Interstate 93 from Salem to Manchester. Environmental groups will sue over the widening project and claim the state failed to consider alternative travel, she predicted. “If that happens, we’ll be able to say to the courts, ‘We’re trying. Look what is happening with rail in Nashua.’ This is a very good project, and I am by no means a rail fanatic.”

Murray said it’s worth exploring whether city budget writers would agree to substitute the state’s matching contribution to this specific contract. {Kevin Landrigan in Nashua Telegraph 20.Mar.03}
Ocean State Job Lot
This company does not currently use rail. However, said Dick Jordano, director of logistics, the company is asking whether it has enough vendors providing enough volume to make using rail efficient. Right now it receives via containers in Worcester. It will move to a new building in the Commerce Park in June or July; if it constructs a second building at the new site, it may receive by rail there. {ANR&P discussion 10.Mar.03}

Trico
This facility in Davisville brings in plastic pellets in railcars (20-30/year) and manufactures plastic film shipped out by truck, all over the country Ted Coburn, one of the principals, said the company sold one of its product lines to Toray [see 28 November 2002 issue]. {ANR&P discussion 9.Mar.2003}

Trussco
This company, a manufacturer of metal-plate-connected wood trusses, has rail at its facility in West Davisville. It is thinking about using rail in the future, but not right now. {ANR&P discussion 22.Jan.03}

VERMONT

VERMONT TRANSPORTATION A.
21 March, Richmond.THE PASSENGER RAIL STUDY HAS NOT APPEARED[see 27 January issue]. Brad Worthen, who is writing it for the Vermont Transportation Authority, said the delay stemmed from the need of Amtrak to provide some definite figures. Queries from Worthen precipitated ‘aphilosophical discussion... among senior Amtrak officials as to the direction they should be taking as an operating entity. I.e: What should Amtrak be responsible for and what should/could the states be more responsible for and how to shift those related cost. The policy they set will have to be honored in other states as well...

‘I have informed the Vermont House and Senate Transportation Committees of these delays as well as the Vermont Transportation Authority Board.’ He noted that he must complete the study by the end of the fiscal year on 30 June, but hopes to hand it in well before then. {e-mail to ANR&P}

QUEBEC/MARITIMES

CAPE BRETON & CENTRAL NS
13 March, Halifax. **NSP HAS A CONTRACT WITH PROVINCIAL ENERGY VENTURES** (PEV) to move coal, according to Nova Scotia Minister of Economic Development Cecil Clarke. The province asked NSP to look at rail in its tendering process for future coal needs. NSP did this for its 2004 needs, and awarded a contract for up to 400,000 tonnes of coal to PEV, the subsidiary of American Minerals and Coal Incorporated (AMCI) which has leased much of the former SYSCO pier [see 17 May 2002 issue].

At first, said Clarke, the NSP plant in Point Tupper was the designated end-point, but NSP changed to its plant in Trenton. {See below. Change because of type of coal imported.}

Gypsum, sand, and limestone may go to rail
Clarke noted that mining of other mineral deposits on the island may also use rail. Georgia-Pacific [see 00#05, 01#07A] issued a new call for transportation services, which is “going out sooner than anticipated. Whether a business case can be made” for rail Clarke did not know, but he hoped “that may be a probability.”

The Department of Natural Resources is now looking at “major sand and major limestone deposits” in the province which would be consumed in Halifax. “Rail is the only practical means of transporting them.”
Other additional traffic
Clarke mentioned a company now shipping by truck could convert to rail and add 300 carloads a year. VIA, while it does not contribute freight traffic, is “a plus for infrastructure, and adds intangibles for tourism and tourist operators.”

What about the $50,000/month shortfall?
NSP will not start receiving the coal by rail until next year; in the meantime CBNS is losing $50,000 per month operating on Cape Breton [see 12 March issue]. Asked how the new business plan covers that loss, Clarke said that “NSP in its discussions, and arrangements they have finalized” has taken care of that. He noted NSP was ready to make an investment before.

The future
The arrangements Clarke oversaw will give the railway “two years to reposition and get a solid plan” for the next ten years, especially on coal [see below]. {ANR&P discussion 13.Mar.2003}

The government contribution to infrastructure
On 14 March in Sydney, Clarke said the federal and provincial governments will spend $500,000 each on upgrading and maintaining rail beds and bridges. “Our support is with regard to the capital side” and the money will be spent over the next two years. He underlined that the province is not interested in giving the owner of the railway, RailAmerica, an operating subsidy. {CBC webposted 14.Mar.03}

The dispersal of the $2 million will be done by Sysco project management staff. “The issue next week will be for us to identify the type and nature of work to be done.”

The future coal traffic
The province is targeting 11 million tonnes of coal over the next 10 years from future open surface mining operations in Cape Breton, coal which will solidify business for the railroad. Clarke and Natural Resources Minister Tim Olive will work over the next few months to establish a timeline for surface mining to begin. Clarke wants enough mining underway to have one million tonnes to move over CBNS each year.

“The province will identify the sites for mining of surface coal seams to ensure there is enough annual yield to generate the volumes necessary.” Clarke will co-ordinate a number of sectors up to the time of the tendering process. Negotiations with the federal government on the transfer of leases to the Cape Breton coalfield, held by Crown-owned Devco, should be concluded within months. “The Donkin mine development will be tendered once the coal leases have been transferred to us. My recommendation would be that the mine would go forward at the same time as the surface (mining) operations, they are two totally different operations.”

The Donkin mine will require a heavy capital investment and operational requirements, while surface mining is already happening with a potential to have many local contractors involved. Companies already surface mining here have about exhausted the available coal on the existing leases and are seeking access to more sites: near the former Prince mine in Point Aconi, the former No. 3 mine site on Shore Road in Florence, and Reserve and the Gardiner area on the east side of Cape Breton County.

Clarke said Donkin Resources, headed by Steve Farrell, and the Cape Breton Miners Co-operative headed by Kevin Murphy, have approached the province about opening Donkin, a mothballed, deep mining operation. The tendered process for Donkin will occur solely on a business case basis with proven financial backing. “There will be no federal or provincial money in Donkin. For any tender that will go forward there will have to be proven capital in place to open and operate the mine.”
18 March, Halifax. **WHY DID NSP MAKE THE DEAL WITH PEV?** Spokesperson Margaret Murphy said the railroad, with the million dollar upgrade to its infrastructure, and the suppliers had “reduced the price to the point where we could participate in this deal,” for a two-year commitment at least. Once the former cost differential disappeared, NSP support the line to maintain its strategic value to NSP.

**Keeping the options open**
Strategic value lies in the flexibility the Cape Breton line provides for at least three contingencies. First, NSP can use local coal when developed, so it is not reliant on foreign sources which can be interrupted. Second, it can land different kinds of coal at the two ports; the coal landed at Sydney will move to Trenton because Trenton burns that kind of coal. Third, if one port closes, the other can provide relief.

**Relief as Sydney closes**
One contingency happened this month: for lack of an adequate ice rating, coal ships could not call Sydney and were diverted to Auld’s Cove. CBNS got the windfall traffic of hauling the coal to Sydney. **{ANR&P discussion 18.Mar.2003}**

**HALIFAX**

18 March. **CN HEARD COMPLAINTS ABOUT ITS INTERMODAL SERVICE** during the followup meeting about the new plan [see 27 January issue]. A harsh winter, delayed ships, and a miscalculation of railcar consignment led to container cargo backlogs and CN’s poor performance at both Ceres and Halterm. CN had promised to move out 90% of import cargo within 48 hours, but a Maersk official at the beginning of March saw no improvement in CN service, and a failure to meet this goal. **{Robert Taylor in Halifax Herald 7.Mar.03}**

Scott Roberts, CN assistant vice-president of public affairs, admitted: “We have been disappointed that we have not been able to do all of the things that we wanted to do. We had set pretty high expectations for ourselves.”

He told the meeting of shipping lines, terminals, and port officials that the railway should have the backlog cleared and operations back to normal within seven to 10 days.

Fritz King, managing director of Atlantic Container Line and chair of the Halifax Shipping Line, remarked: “We live in hope their commitment to have this whole matter behind us in 10 days or so will indeed be true....We are in a situation where there is not much more we can do, other than accept the process is moving forward like they say it is and wait until we see what happens...There were a lot of pieces in the equation that led to the poor performance.”

CN plans more meetings with the players. **{Tom Peters in Halifax Herald 19.Mar.03}**

21 March. **ACL IS MOVING BACK TO CERES,** from which it had jumped to Halterm in 1997. The new contract with Ceres takes effect in mid-April.

**And diverting traffic to the United States**
‘The looming prospects of cost escalations and rail service problems have significantly hurt Halifax during the past year and have forced ACL to divert over 10% of its cargo to US ports in order to maintain customers.’ **{ACL statement cited by Tom Peters in Halifax Herald 22.Mar.03 courtesy of Transport 2000}**

**Halterm cuts dividend**
Following the ACL announcement and the earlier Maersk announcement [see 12 March issue], Halterm announced on 25 March:

Following an assessment of the loss of business from Atlantic Container Line, and the discontinuation of Maersk/Sea Land's North Atlantic call in Halifax, the Halterm Income Fund (HAL.UN) today advises Unitholders that Halterm Limited's estimated cash flow, after debt service, will be reduced to slightly less than $1.0 million for the coming twelve months, based on a corresponding volume estimate of 114,000 lifts. [2002, 174,163–see 26 February issue.] New revenue opportunities and additional cost reduction initiatives will be vigorously pursued to improve this position. Halterm also confirms that the first quarter distribution of $0.2437 per unit will be paid as announced on March 20, 2003. Further distributions are suspended until such time as distributable cash increases. Halterm holds an indemnity provided by Newfoundland Capital Corporation (NC) as part of
Halterm's initial public offering. This indemnity states that if there is a material increase in the base rental fee payable during the renewal term of the Halifax Port Corporation's lease which results in a decrease of Halterm's distributions to the Fund, NC will indemnify Halterm for the amount of such decrease. The indemnity is limited to a maximum of 10 years of the lease renewal term which began on December 19, 2000. The portion of the forecast distribution reduction attributable to the rent increase is unlikely to exceed 25% of the estimated shortfall and, through mitigation, may be substantially less than this amount, if any.

On 24 March Halterm President Pat Morin said a number of lines in the trans-Atlantic trade do not visit Halifax but could add a stop.

The additional cargo for Ceres will push its total lifts over the 190,000 mark, ahead of Halterm for the first time since the mid-1980s, said Ceres Vice-president Calvin Whidden. {Tom Peters in Halifax Herald 25.Mar.03 via Transport Canada}

25 March. **LONGSHOREMENT VOTED TO STRIKE** at a meeting this day. Contract talks between the port and its 500 longshoremen, freight sorters and maintenance workers broke off last week. The union says workers want to return to talks but took the strike vote in case a deal can't be reached.

“I'm looking forward to getting back to the table,” said union leader Gerald Murphy, adding the outstanding issues aren't all about money. “Hiring procedures, length of shifts in overtime on all-nighters, things of that nature that we're trying to rectify to make work conditions better.”

The port workers, who have never gone on strike before, will be in a legal strike position by the middle of April. “Labour has historically certainly acted most responsibly and we would expect them to continue to do so,” said port authority spokesperson Patricia McDermott.

The longshoremen did halt work for several hours to take the vote. {CBC webposted 25.Mar.03}

26 March. **CN AND THE STEAMSHIP LINES WOULD MEET AGAIN IN MONTREAL.** One CN official said the weather had produced delays for both the railway and the ships, so that cars were not there when ships arrived—even though CN has more cars on line than before. “Let’s get the ships and trains on time, and see if this plan really works {ANR&P discussion 25.Mar.2003}

---

**SHIPPERS/RECEIVERS**

*Discussed in this issue.*

<table>
<thead>
<tr>
<th>Customer</th>
<th>Railroad</th>
<th>Location</th>
<th>Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>All American</td>
<td>Seaview</td>
<td>QPD</td>
<td>RI</td>
</tr>
<tr>
<td>B&amp;D Ware.</td>
<td>GRS</td>
<td>Lawrence</td>
<td>Mass</td>
</tr>
<tr>
<td>BB&amp;S</td>
<td>Seaview</td>
<td>QPD</td>
<td>RI</td>
</tr>
<tr>
<td>Champion C</td>
<td>CSXT</td>
<td>Brockton</td>
<td>Mass</td>
</tr>
<tr>
<td>Chrysler</td>
<td>CSXT</td>
<td>Westboro</td>
<td>Mass</td>
</tr>
<tr>
<td>Ford</td>
<td>GRS</td>
<td>Ayer</td>
<td>Mass.</td>
</tr>
<tr>
<td>Ford BB</td>
<td>CSXT</td>
<td>Westboro</td>
<td>Mass</td>
</tr>
<tr>
<td>Georgia-P</td>
<td>CBNS</td>
<td>Melford</td>
<td>NS</td>
</tr>
<tr>
<td>Georgia-P</td>
<td>GRS</td>
<td>Old Town</td>
<td>Maine</td>
</tr>
<tr>
<td>General M</td>
<td>CSXT</td>
<td>Framingham</td>
<td>Mass</td>
</tr>
<tr>
<td>General M</td>
<td>CSXT</td>
<td>E.Brookfield</td>
<td>Mass</td>
</tr>
<tr>
<td>Great N</td>
<td>MMA</td>
<td>Millinocket</td>
<td>Maine</td>
</tr>
<tr>
<td>--------</td>
<td>-----</td>
<td>-------------</td>
<td>-------</td>
</tr>
<tr>
<td>Honda</td>
<td>CSXT</td>
<td>Westboro</td>
<td>Mass</td>
</tr>
<tr>
<td>Lydall</td>
<td>NECR</td>
<td>Monson</td>
<td>Mass</td>
</tr>
<tr>
<td>Mazda</td>
<td>CSXT</td>
<td>Westboro</td>
<td>Mass</td>
</tr>
<tr>
<td>Mercedes</td>
<td>CSXT</td>
<td>Framingham</td>
<td>Mass</td>
</tr>
<tr>
<td>Merrimac P</td>
<td>GRS</td>
<td>Lawrence</td>
<td>Mass</td>
</tr>
<tr>
<td>Nissan</td>
<td>CSXT</td>
<td>Framingham</td>
<td>Mass</td>
</tr>
<tr>
<td>NSP</td>
<td>CBNS</td>
<td>Sydney</td>
<td>NS</td>
</tr>
<tr>
<td>PEV</td>
<td>CBNS</td>
<td>Sydney</td>
<td>NS</td>
</tr>
<tr>
<td>Subaru</td>
<td>CSXT</td>
<td>Westboro</td>
<td>Mass</td>
</tr>
<tr>
<td>Toyota</td>
<td>CSXT</td>
<td>Framingham</td>
<td>Mass</td>
</tr>
<tr>
<td>Trico</td>
<td>Seaview</td>
<td>QPD</td>
<td>RI</td>
</tr>
</tbody>
</table>

**Atlantic Northeast Rails & Ports**

162 Main Street  
Yarmouth, Maine 04096  
Vox (207) 846-3549  
Fax (603) 215-4482  
Chalmers (Chop) Hardenbergh, publisher and editor  
C_Hardenbergh@juno.com  
www.atlanticnortheast.com

**Coverage**

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.

**Pricing**

*ANR&P* appears twice a month, via post or e-mail. Subscriptions cost $375 for professionals, $105 per year for students, young and old. Introductory prices available.

**Updates between issues**

The e-bulletin, sent by e-mail as needed between issues, is free of charge to all subscribers.

**Advertising**

Subscribers may purchase half-page ads for $50 per issue. Non-subscribers, $100.

**Copyright notice**

PLEASE DO NOT COPY THIS NEWSLETTER, or forward it in e-mail format, in whole or in part. You receive it as a paying subscriber, or a potential subscriber. Passing it on without explicit permission of the editor violates copyright law, and diminishes the likelihood of our staying in business.