OPERATING RAILROADS + PORTS, INTERMODAL FACILITIES, AND GOVERNMENT ENVIRONMENT

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

ISSUE 03 #05B 4 June 2003

MASSACHUSETTS
Bay Colony: MBTA plans to put Millis Branch RFP out to bid by mid-June.* Customer Ivex.*
CSXT: Beacon Park deal done, few details yet.
GRS: Possible closing of Hampton Branch puts Foss expansion plans on hold.
Portsmouth: Halifax feeder has no customer yet.
FRIP: RI to negotiate with Amtrak on rates.
WACR: Tzo sign long-term lease without bidding.
Lamoille Valley: VAOT authorized to dismantle.
MARITIMES/QUÉBEC
CN/NBSR: National Gypsum railing to BPB in McAdam, also shipping.
Halifax/CN: Evergreen dumps containers, which CN moves to New York. Delays at Ceres cleared.
Bayside: [See CN/NBSR for gypsum traffic.]
Saint John: Labor deal.
Sydney: Rival ferry service out of Belledune?
Rail Shippers/Receivers
A cross-reference to companies mentioned here.
PEOPLE, POSITIONS, EVENTS
Vermont Rail Day and advocate award. Fred Jones.

FROM THE PUBLISHER

Beacon Park deal: why the secrecy?
Massachusetts politicians from the governor on down are fulminating about the sale of land at Beacon Park [see Massachusetts]. That could have been cut to a minimum if each party had agreed on a detailed press release which described the entire deal (as at least the public agencies involved should do). Keeping mum about the deal only abets the generation of press stories and controversy.

In the current situation, we journalists are skulking about, looking for the dirt which must be hidden since no one except Massport has been forthcoming.

- Chop Hardenbergh

Next issue: 17 June.
CSXT

17 April. **CSXT INTERCHANGED ABOUT 50,000 CARS WITH GUILFORD** in 2002, including a 14% increase in paper traffic, said Tom Egan of CSXT in a presentation to the Massachusetts Bay Railroad Enthusiasts joint meeting the Boston & Maine Railroad Historical Society. Egan now serves as director of short line and regional railroad development-Northeast. His territory extends from Erie, Pennsylvania and Johnston City, Tennessee on the west to Bostick, North Carolina on the south, and Saint John, New Brunswick in the north. He estimates CSXT has 70-75% of the inbound freight for New England.

In a question and answer session, he said:

**Short moves/short lines**
CSXT is “getting business from trucks” in lanes of 300 miles. The company had few undeveloped sites along the Boston-Albany line [he did mention the new auto facility in East Brookfield] and looks for room on branch lines.

**Boxcar traffic**
In New England, Egan sees growth in lumber and paper, plus in-bound canned goods and building materials to distribution centers.

**Intermodal**
The need to dray containers from Conley Terminal to Beacon Park is not a major issue for CSXT. The railroad wants to remain there, a position unchanged since 1993, when Boston University proposed building a deck above the yard to expand its Commonwealth Avenue campus.

CSXT is willing to move only if it can obtain comparable land east of Worcester from which to serve the same market. No such space has ever been offered to the railroad or its predecessor, Conrail.

**Produce terminal**
A local works six days from Beacon Park to the New England Produce Terminal in Chelsea. Traffic has increased as the railroad has developed better western connections. Beacon Park has plenty of room to handle more business.

**Not a scheduled railroad**
Egan described his line as a “disciplined” railroad. “A totally-scheduled rail road will run away from cars, even if a recoverable delay would mean keeping those cars moving.” The scheduled railroad may look good on paper, but CSXT experience is otherwise. {coverage of meeting in *The Callboy* May.03}

HOUSATONIC

1 May, Newington. **TRAFFIC AND OTHER INFORMATION ABOUT THE RAILROAD** were presented to the Connecticut Public Transportation Commission at its monthly meeting by President John Hanlon. HRRC employs about 50 people and hauls between 7,000 and 8,000 cars a year, principally in or out of Connecticut. [Compare to 5,700 in 1997. *Atlantic Northeast Rail and Marine Transport Review 1999*. The congestion from the Conrail split in 1999 caused a significant drop in traffic. Editor] In addition, PW moves a few thousand cars over HRRC trackage [to Danbury for Tilcon -editor].

Growth from 2001 to 2002 came to 34%, and 2003 should see another 20% increase. The majority of HRRC traffic consists of pulp, paper, and lumber. [Several paper receivers, the Shepaug Reload (1200 carloads) and individual companies for lumber. *Rail Shippers and Receivers: Southern New England 2003*]

Waste is growing; one shipper [Automated Waste Disposal, which provides about 1,000 carloads -editor] ships 400-500 tons a day. HRRC is finalizing a contract to ship municipal solid waste starting at 450 tons a day with the potential of 1200 tons a day. [This is not the potential MSW facility in Pittsfield on CSXT. See 26 February issue.]
Expansion into distribution
Hanlon said freight railroads must adapt to provide service other than freight hauling to maintain a profitable business. {minutes of CPTC meeting}

More on Automated Waste Disposal
The HRRC submission to RailwayAge as short line railroad of the year stated: ‘We achieved a 30% growth rate in 2002 that resulted from several initiatives that delivered peak volumes for eight customers.

‘A new undertaking was establishment of Housatonic Logistics Company, which was created to capture new business in construction and demolition debris trucked to landfills in eastern Ohio. HLC was established to provide a turnkey, money-saving solution.

‘We leased or purchased gondola cars and secured landfill tipping fees, destination transloading, and through rail rates. We then entered into a multi-year contract with the transfer station at a set cost per ton. We built a new siding; the transfer station built a new loading ramp.

‘At our shop, we fitted the gons with rods to apply tarp bungees. Service is five to six days per week. Almost 1300 loads were transported in 2002. In years past, this would have been 4000 trucks moving on I-84.’ {5.03}

More on Housatonic Logistics Company
Ed Rodriguez, executive vice-president of HRRC, said the owners of HRRC had created HLC in May of 2001. In addition to handling Automated Waste Disposal business, it does the same for another C&D company in Orangeburg, NY. Rodriguez added that HLC is talking to several other potential off-line customers. {ANR&P discussion 30.May.2003}

GUILFORD RAIL
16 May, DC. GUILFORD WON THE HARRIMAN GOLD MEDAL AGAIN, signifying it as the safest railroad in its group, with .70 injuries per 200,000 man hours worked as reported to the Federal Railroad Administration.

In its group, line-haul railroads with fewer than 4 million employee-hours, Guilford Rail System won the silver medal a year ago. Nine railroads, Guilford included, received special certificates of commendation for continuous improvement in safety performance. The railroad has won Harriman awards in 1994, 1995, 1997, 1999, 2001 and 2002. {AAR and other press releases}

PROVIDENCE & WORCESTER
April. NORTHEAST UTILITIES AWARDED A CONTRACT FOR 240,000 TONS OF COAL to PW, according to the railroad’s submission to Railway Age. [The magazine did not identify the receiver, but PW has only shipped to Mt.Tom thus far. See 20 May issue.] The railroad also received ‘invitations to bid on additional tonnage for several other utilities...Our coal fleet was also increased from about 150 cars to 320, comprised of one rotary set and two combination rotary/three-pocket gravity-discharge sets.’ {5.03}

CONNECTICUT

FEEDER BARGE
2 June, Hartford. NEW HAVEN STILL HOPES TO BECOME A FEEDER PORT to New York for containers, even though the Transportation Strategy Board gave the nod to Bridgeport at its May meeting. [See 20 May issue.]

The Connecticut General Assembly’s House has a bill before it, HB6671 [see 6 May issue], which directs the state to start container service in Bridgeport. But some representatives have drafted amendments which would put New Haven back into the picture. As of this date, the House had not voted on the amendments nor on the bill. {Assembly website}
GUILFORD RAIL
28 May, Brewer.  **EASTERN FINE PAPER WILL SHUT ITS #2 PAPER MACHINE** and lay off about 125 workers. The mill's parent company, Eastern Pulp & Paper, said the shutdown resulted from a slump in orders over the past few months and would continue for an indefinite period. All other company employees, including those at sister company Lincoln Pulp & Paper, were being asked "to make further sacrifices," the company said.

The parent corporation, based in Amherst, Massachusetts, and the two mills have been operating under Chapter 11 bankruptcy protection since September 2000. Eastern shut its #3 machine at that time. Officials said shareholders have pumped $8 million into the company during that period and have implemented millions of dollars in cost savings, including worker concessions, without loss of efficiency or product quality.

"In spite of what we have done, we are forced, by recent and unforeseeable conditions in the pulp and paper market, to make substantial cost reductions in order to assure the continued viability of our company," Chair and CEO Joseph Hill Torras Senior and President Joseph Hill Torras Junior said in a statement.

The executives said paper orders by the federal government placed through mid-June have come in well below levels originally contracted, causing machinery to remain idle. 'Due to these unforeseen circumstances, Eastern Fine Paper in Brewer currently has insufficient business to support all its existing machinery and we have no reason to expect a significant change to occur in a time frame which would enable us to avoid the cost reductions we are announcing today.’ {AP 28.May.03; Doug Kesseli in Bangor Daily News 28.May.03}

[Guilford trains can serve Eastern enroute to or from the paper mill in Bucksport. Editor]

ROCKLAND BRANCH

The delay
The announcement came about seven weeks later than expected [see 8 April issue]. One source, noting that at least several candidates had heard nothing since the due date on 14 March, called the ten-week lack of notice “discourteous.” She also believed that, despite Commissioner Cole’s assurance of a June decision [see 20 May issue], that making the startup date of 1 September was becoming problematic for whichever railroad won. {ANR&P discussion 28 May 2003} However, about three weeks ago Reggie Howell of the C&J Railroad was told by Allan Bartlett, after persistent questions, that the process was “on hold.” {ANR&P discussion 29 May 2003}

Safe Handling did not participate
Ford Reiche, president of Safe Handling, said that his company had not submitted a full proposal to extend the current operation, but only a letter saying that if certain things came together about other projects on the line [perhaps Dragon use of Mason Station? See 20 May issue], SRP would be willing to entertain such a discussion. SRP and MDOT each understood that SRP did not desire to be considered in the bidding process. Reiche concluded: “The MDOT staff devoted to rail freight is a talented group with whom we enjoy working. Maine is lucky to have them.” {ANR&P discussion}

Morristown and Erie
Bill Phillips, director of marketing and sales, said the company is “looking forward to coming to Maine in the next week or two” to hirail the line. The railroad now does about 1200 carloads a year, with an NS interchange. {ANR&P discussion; CPR website}

Next step
Bartlett said that MDOT will send a set of questions to the finalists, expecting written answers. The department will then
interview all finalists. \{ANR&P discussion\}

**MACK POINT**

30 May, Searsport. **OPERATORS AT THE NEW FACILITY WANT THE LOWEST SHIPPING COSTS POSSIBLE,** said P.D. Merrill, whose Merrill’s Marine Terminal will partner with Sprague to operate the newly-completed facility. “Port facilities are here to serve Maine industry. We will all do everything we can keep shipping costs as low as possible, and minimize any advantage that Saint John may have. Traffic which flows to Searsport naturally, will be handled by Searsport. Portland flows will naturally be handled by Portland. And the same for Eastport.”

So at Mack Point, Sprague will handle the liquid bulk and dry bulk products. Merrill’s will handle the break bulk, and if containers arrive, a third party will handle those.

**Sprague in charge**

Sprague already owns the pier over which liquid and dry bulk moves. Under long-standing arrangements, Sprague will have the right to acquire the break-bulk pier a number of years hence.

Because Sprague had no experience with break-bulk, it has a joint venture with Merrill to operate the new break-bulk pier. Merrill explained that the arrangement is evolving, but at this point it consists of these elements:

- Sprague, Merrill’s, the Maine Port Authority, and the Montreal, Maine and Atlantic Railroad are all marketing the pier.
- Business will be conducted under the Sprague name.
- Merrill’s will handle the planning for the ship, and the stevedoring. Merrill will draw on the existing team of people in Searsport, supplemented by skilled people from Portland and elsewhere.
- Assuming that the bond issue passes to fund a warehouse [see 20 May issue], any warehousing will be handled by Sprague. Although Merrill has extensive experience with warehousing [see 28 November 2002 issue], it requires someone on site. Sprague and Merrill believe that Sprague personnel already at Mack Point can handle that. \{ANR&P discussion with Merrill\}

**MMA was interested**

According to Bill Schauer, head of marketing for MMA, his company proposed that subsidiary Logistics Management Services (LMS) do the warehousing since LMS has extensive experience with computerized inventory and bar code reading. However, he said, “Sprague decided it will do it.” \{ANR&P discussion 23.May.03\}

**Grand opening**

MDOT has invited guests to the opening of the ‘Mack Point Marine Intermodal Cargo Terminal’ on 25 July. Planned speakers: Governor John Baldacci, Vice-president Sprague Energy Burt Russell, and Maine Port Authority Chair David Cole. Registration is required at www.mackpoint.org.

**MAINE PASSENGER SERVICE**

22 May, Bangor. **“BUILD IT AND THEY WILL COME” HOLDS TRUE,** Trainriders Northeast President Wayne Davis told a group of a dozen government, tourism, and transportation officials. “That’s exactly what will happen,” if passenger service comes to Bangor.

Davis brought his organization’s long-term plan for passenger rail to Maine’s third largest city, suggesting there is “great economic potential” based on the success in communities now served by the **Downeaster.** He asked the group if the Bangor community was committed to bring passenger rail beyond Brunswick where the state has thus far promised to extend Amtrak service. To excite the group, Davis told them, “The business community’s going to want this to happen.” He also explained how all public transportation in Portland has melded with Amtrak to benefit mutually.

He added that every selectmen’s board and town and city council between Brunswick and Bangor has passed non-binding resolutions supporting the return of passenger rail, absent since the early 1960s.

Service will cost money. Davis related a conversation he had with U.S Postal officials in Boston some time ago who said though mail via Amtrak as far north as Portland does not make sense, railing mail to Bangor’s regional distribution facility
would be beneficial.

Donna Fichtner, head of the Bangor Convention and Visitors Bureau, said she doesn’t think there’s been enough background or education about the idea, adding “people don’t know [passenger rail is] an option.” Supporting the concept, Fichtner invited Davis to a future Bangor Area Chamber of Commerce breakfast to start getting the idea into people’s minds.

Those attending the meeting said bringing a demonstration train to Bangor at some future date would surely stir interest, something Davis said was doable. While Bangor officials have envisioned an abandoned Guilford Rail spur to Bangor International Airport as a site for an intermodal center, some believed anticipated development on the city’s waterfront, along the GRS main line, may be a better venue for a station. {ANR&P correspondent Fred Hirsch coverage}

28 May, Houston. **THE ACADIAN RAILWAY ANNOUNCED SUSPENSION OF OPERATIONS FOR 2003.** ‘In the past year, we have suffered from the after-effects of 9/11, a war in Iraq, a poor economy, SARS virus in Canada, Washington's vilification of everything French and finally mad cow disease in Canada. It appears that few people will be travelling this year to Canada. Our alternatives are to stop now, when we have the resources to refund our clients and meet our obligations, or to continue on a path of near certain self-destruction. We have chosen the former course. I want to thank you all for your help and encouragement over the last four years.--Randy’

The train travelled from Montreal to Saint John through Greenville, Maine, over MMA tracks. John Simko, town manager of Greenville, responded to Randy Parten’s note: ‘I believe Randy and his business partners have made a sound business decision, and I respect his forthright announcement. In a region where we are ever seeking business growth and greater tourist visitation, it is very rare to have a business endeavor the size and scope of Acadian Railway come to us and seek no financial assistance from us and work to make a go of it all on their own. Acadian showed us a glimpse of what is possible for large-scale, sophisticated excursion travel touring through our region. I for one thank Acadian for their efforts, and wish them well in the future in other projects. I am confident future endeavors of this scale will come to Greenville, and in more favorable economic conditions, will succeed.’ {e-mails forwarded to ANR&P}

**MASSACHUSETTS**

**BAY COLONY RAILROAD**

15 April. **MASS HIGHWAY WAS CONSIDERING NOT REPLACING THE HIGHLAND BRANCH BRIDGE** over Route 128/I-95, which BCLR uses to serve a customer in Newton Upper Falls. At a public meeting to examine the plans of the Massachusetts Highway Department (part of the Executive Office of Transportation and Construction) to add an extra lane in each direction on Route 128, officials said if the rail line remained it would require a new, wider span. The department was not planning to replace it because they thought the line had no activity. They had “looked at the rails and they were rusty” and some brush was uncut.

**Ownership and operation of the rail service**
The MBTA owns the track [see 4 March 2002 issue] in two directions from Medfield Junction. One line runs to the southwest to Millis, where BCLR serves both Tresca Brothers (inbound cement) and GAF (inbound roofing materials and outbound shingles). The T also owns the track to the northeast, to Newton Upper Falls (where in Conrail days the track connected to the T’s Green Line) and to Forest Hills. BCLR has one customer in this direction, Ivex Novacel, in Newton Upper Falls. BCLR serves GAF daily, and Ivex several times a week.

The T operates commuter rail service from South Station to West Roxbury to Needham Junction and up to Needham Heights, a 40-minute trip. So the T and BCLR overlap from Needham Junction to Needham Heights.

**MassHighway will keep the bridge**
On 29 May, MassHighway spokesperson Jon Carlisle said that in response to comments at the meeting, MassHighway will retain the bridge. During construction of that section, currently scheduled for 2007, the department may need to temporarily remove the bridge and provide some kind of subsidy for trucking. {ANR&P discussion 29 May 2003}

15 May, Boston. **MBTA WILL PUT THE MILLIS BRANCH OUT TO BID IN 30 TO 60 DAYS**, according to
spokesperson Lydia Rivera. A BCLR official said the agency had asked for information on the branch, and has received all information requested. \{ANR&P discussions\}

According to Chris Podgurski, who is planning a bid on the line, BCLR would like reimbursement for the costs of improvements it has made on the line. A T source told Podgurski to expect the bid in mid-June. \{e-mails to ANR&P from Podgurski 2&23.May.03\}

Customer Ivex Novacel
The Millis branch has three customers. GAF ranks first, at the Millis end (three miles from the interchange with CSXT at Medfield Junction), with about 1500 carloads a year [see 02#02A]; Ivex ranks second, at the Newton end (11 miles from Medfield Junction); and Tresca Brothers Concrete, also in Millis, ranks third [see 98#19].

Ivex Novacel was formerly owned by Ivex Packaging. (Alcoa bought Ivex Packaging on 1 July 2002, and folded it into Reynolds Food Packaging.) The plant in Newton was purchased in 2000 by Chargeurs, a global company based in Paris, France, when it bought the surface protective films business of the Ivex Group in 2000. The US holding company has the name Chargeurs Protective Films Inc, and the operating company Ivex Novacel operates as Ivex Novacel, Inc. The purchase vaulted Chargeurs Protective Films to global leadership, as Ivex was the front-runner in the North American market with a 25% market share. \{chargeurs website\}

The Newton plant makes temporary protective masking film of both plastic and paper, said Ivex Novacel CEO Jim Kendall. It brings in on the order of 100 railcars a year of plastics as raw material, and spots them at one of the two sidings into the plant. The plant has the ability to use both; and keeps the second siding for possible future use.

Kendall said the company will possibly expand in the near future. “If successful, we’ll be expanding the use of the siding.”

Outbound, Ivex product moves by truck, either less-than-truckload or full truckload, to destinations “within the NAFTA region,” reported Kendall. \{ANR&P discussion 15.May.2003\}

Rate division with CSXT
Tom Egan [see CSXT in Regional], with BCLR’s Bernie Reagan in the audience, called the rate division process (which railroad gets how much of the total rate paid by the shipper) “market-driven” and a “negotiating process.” Egan labelled Reagan “a classic negotiator.”

CSXT - BEACON PARK
4 June, Boston. THE HARVARD PURCHASE OF THE LAND UNDER BEACON PARK YARD continues to spark controversy.

On 28 May, the parties reached full agreement on the necessary legal language to cover all points of the deal [for outline, see 20 May issue]. On 29 May, the parties proceeded to the Suffolk County Registry of Deeds to file the deeds and other papers accompanying the transaction.

Minutes before the completion of acceptance of the deeds by the Registry, Secretary of State William Galvin halted the process when a clerk was unable to find mention of the rail easements. The lawyers retreated, but returned on 30 May with the papers intact.

Dan Grabauskas, secretary of the Executive Office of Transportation and Construction, said on 29 May he had spoken to Turnpike Authority and Harvard officials as lawyers worked to conclude the paperwork, and was “confident that we will be able to get this thing, finally, once and for all, done.” Still, he said, the Massachusetts Bay Transportation Authority has reserved its right through 2 June to take the land by eminent domain “if it would be necessary.” \{Mac Daniel in Boston Globe 30.May.03\}

Even with the deeds filed, several high officials continued to oppose the deal. Boston Mayor Thomas M. Menino and Galvin on 31 May demanded that Governor Mitt Romney void the Turnpike Authority's $75 million land deal with Harvard University. They threatened separate legal actions to thwart the Allston property sale and urged Romney to examine whether the authority had the right to sell a portion of the highway it is charged with operating. Menino commented: “Harvard's not going to dictate to the city of Boston. The city of Boston is going to dictate to Harvard. This breaks down all the confidence I have in trying to negotiate with Harvard.” \{Corey Dade in Boston Globe 1.June.04\}

More bits of the deal
Despite repeated ANR&P inquiries to the MBTA, MassHighway, Harvard, and the Turnpike, no official at those agencies
would state exactly what it received, and what that party in turn gave.

**Massport.** Mike Leone, head of the maritime division of Massport, said his agency is “pleased at the result.” It gives EOTC an option, if CSXT chooses to sell and its easement is extinguished, to purchase five acres in Beacon Park to operate a freight yard. The size of that yard would permit Massport to move a significant amount of containers—several hundred—per week. That amount would suffice to give ocean carriers calling Boston access to the Midwest.

In addition, Harvard agreed to provide $1 million to study, among other aspects, rail to the port. Leone was pleased that Harvard offered to look at doing rail “right.” Running rail to the port would eliminate the need for the five-acre yard at Beacon Park. “We’re finally going to really study” the idea of getting rail to Conley, underlined Leone. {ANR&P discussion 3.Jun.2003}

**Turnpike.** (Incomplete details) The Pike gained $75 million in return for selling 91 acres of land encumbered by easements for the rail yard and the Turnpike. While Harvard gained input in the authority's plans for the highway, the authority acquired approval over the university's future development plans. Any construction on Harvard property that would affect the highway would require the authority to be compensated. “It's a mutually safe guaranteed relationship,” Turnpike spokesperson Sean O'Neill said. “No one can take advantage of the other.” {Corey Dade in Boston Globe 1.June.04}

**GUILFORD RAIL**

29 May, Haverhill MA. **WBC EXTRUSION JUST RECEIVED ITS FIRST RAIL CAR** [see 28 November 2002 issue]. Wolf Jachimowitz, treasurer, said the company had completed arrangements inside the building to utilize the rail delivery system, and the economy had changed enough.

He had earlier estimated traffic at about 50 per year [see 19 December 2001 issue]. {ANR&P discussion}

**LYNN**

15 May, Lynn. **THE BILL ADDING LYNN TO THE SEAPORT COUNCIL,** Senate Bill #75, has seen no action since the beginning of the year [see 12 February issue]. The General Court is occupied with budget matters, noted Peter Deveau, chair of the Economic Development Industrial Council of Lynn.

Frank Valeri, an aide to State Senator Thomas McGee, one of the sponsors of #75, hoped the Committee on Commerce and Labor will report it out favorably, next year. The bill would make the Council a statutory body, which “gives the body more credence,” said Valeri.

The legislature has established a deadline of March 2004 for bills to move out of committee. {ANR&P discussion}

**NEW HAMPSHIRE**

**GRS - HAMPTON BRANCH**

2 June, Hampton. **FOSS MANUFACTURING HAS PUT EXPANSION PLANS ON HOLD** pending some clarity about Guilford’s intent with respect to the Hampton Branch., according to President Stephen W. Foss. [GRS circulated a notice about possible environmental impact should it abandon the branch–see 20 May issue.]

**Expansion**

After two years of negotiations and discussion with the town, neighbors, and other parties, Foss in 2002 received permits for construction and wetlands mitigation plans. The mitigation, he said, got underway in autumn 2002. The expansion will double the size of the plant, and add up to 250 workers over the next ten years.

**Support for the company**

Local and regional units of government are working to preserve the company and its expansion. Cliff Sinnott, transportation planner for the Rockingham Planning Commission, said Foss’ 500 workers ranks it sixth in his 27-town area, and the jobs are high-paying manufacturing jobs. The seacoast does not have a lot of manufacturing, and he is working on keeping the Foss
plant. If the plant had to move, “there’s no guarantee it would remain in our area.”

Dan Gray, managing director of the Seacoast Business Alliance, a non-profit regional development corporation, said the company is a quality employer, and has a good relationship with the Town of Hampton. Road access to the location is not wonderful; if the plant had to truck in raw materials, “there’s a chance it would have an impact on traffic.” His organization is willing to offer help.

**Current rail use**
Foss brings in covered hoppers of plastic pellets as a raw material for its product, engineered non-woven fabrics. In past years between 400 and 500 railcars a year have arrived. Trucking that material would cost an additional $30,000 per week, Foss wrote in a letter to US Senator Judd Gregg’s office.

GRS trains need two hours to traverse the 10-mile stretch to Foss. In winter the rail line becomes impassable, necessitating the use of trucks, said Sinnott.

Foss noted: “The increase in cost would affect the competitiveness of the facility and rail is needed to ensure a smooth flow of raw materials. Having the rail cars at the facility provides additional storage and flexibility. Each rail car is about the equivalent of five trucks and that would increase the traffic into the plant. The rail was a critical part of our decision to originally locate in Hampton.”

**Next step**
Prior to the notification about the proposed abandonment, GRS did not sit down with Foss to discuss the impact. Foss wants to do that initially.

**Trail interest**
At least one website indicates an active interest in a Seabrook to Portsmouth Greenway, regretting that the trail will end south of Foss Manufacturing. [http://members.fortunecity.com/railtrails/NH/NK/NK-S0465.htm](http://members.fortunecity.com/railtrails/NH/NK/NK-S0465.htm)

An environmental planner for the City of Portsmouth, Peter Britz, said the city had written to NHDOT, wanting to preserve the corridor for transportation. Britz noted this day that the city is keeping in mind the possibility of commuter rail from Portsmouth to Boston along the Hampton Branch. In addition, the right-of-way could provide a bicycle path between the seacoast communities and Portsmouth. Since the right-of-way permits two tracks, he noted the possibility of rail with trail.

If NHDOT did not acquire the line, the city would look at doing so. {ANR&P discussions}

**PORTSMOUTH**
3 June. **THE FEEDER SERVICE TO HALIFAX AWAITS THE NOD FROM AN OCEAN CARRIER**, company co-owner Captain Fiaz Arain said. He is negotiating with the carrier, but other feeder services are competing for the traffic of the carrier, which he declined to identify. While Arain could not definitely name his competitors, he noted that the railroad (CN-NBSR-Guilford) provides movement of containers between Halifax and Ayer, as does SPM Marine between Boston, Portland, and Halifax.

Had he gotten the contract by mid-May, Arain planned to start in June with a ship moving 250 to 260 TEUs, and in three months shift to a vessel also capable of ro-ro service.

Arain views his competition as New York, “because the carriers that sail from Halifax discharge their New England cargo in New York, which is trucked through Connecticut to New England destinations.” Discharging in Portsmouth could reduce shipping costs by $150 per container.

**New name**
Arain and his (for now silent) partner have formed a second company, Green Line Navigation Company, to handle the shipping. The first, titled ‘Amer’ [see 6 December 2002 issue], will handle the stevedoring in Portsmouth and the inland transportation.

**RHODE ISLAND**

**PW - FRIP**

29 May. *NEGOTIATING THE PRICE FOR TRACK USAGE ON THE FRIP HAS NOT BEGUN*, according to Mike Walker, interim general manager of the Quonset/Davisville Port and Commerce Park (QPD). When complete, the Freight Rail Improvement Project track from Pawtucket to Davisville will give PW trains increased height clearance [see 6 May issue]. Amtrak will own the FRIP track, and will charge PW a certain fee to use it [just as it now charges PW to use other parts of its track at a rate of 99 cents per car per mile–see 6 May issue]. Since the beginning of the project, all parties have considered when the discussion should take place. “There is not a simple answer” to determine the fee, noted Walker. It will be based on how the rights to operate stand at this point, an issue which “goes back to prior ownership.”

The actual negotiation will involve representatives of the state, the administration, RIEDC, and RIDOT, as well as Amtrak and PW. The individuals are not yet chosen. {ANR&P discussion}

**VERMONT**

**VERMONT PASSENGER STUDY**

21 May. *VERMONT WILL PROBABLY DO BEST TO STICK WITH AMTRAK* as the passenger service provider, depending on how much Amtrak charges. In the near term, according to a study prepared by Brad Worthen for the Vermont Transportation Authority, the state will pay only $3.5 million over Vermont’s fiscal year 2004 (FY04–1 July to 30 June 2004) to provide two passenger services: the *Ethan Allen* to Rutland via Albany, and the *Vermonter* to St.Albans via New Haven and White River Junction.

Over the medium- and long-term, the state still awaits Amtrak’s precise Route Contribution Analysis, specifying what Vermont will have to pay for various service options.

**Ways to decrease costs**

If, as feared, Amtrak cost soared, the *Vermont Passenger Rail Study* released this day found that the state could operate its own passenger service with some significant savings in the area of liability insurance, management sharing, and cost-sharing with other states [see 27 January issue].

**Could NECR operate the Vermonter?**

With NECR’s Charlie Moore and Mike Olmstead, Worthen looked at whether NECR could operate the *Vermonter* from St.Albans to New Haven, with a cross-platform connection to Amtrak. The existing route was barred because CSXT and NECR could not agree on NECR’s using CSXT tracks between Palmer and Springfield.

Worth also investigated running the *Vermonter* from Palmer to New London for a connection to Amtrak there. [*Amtrak’s Montrealer* did take this route 1987-1995.] Connecticut would have had to pay for upgrading the NECR track on this stretch, and the Nutmeg State, already stretched thin [having a hard time paying for the feeder barge service–see 20 May issue *Connecticut*], declined to do so.

**New Hampshire or Massachusetts assistance?**

The *Vermonter* does make one stop in New Hampshire, at Claremont. NHDOT told Worthen of a ‘remote possibility of becoming financially involved with the *Vermonter* service, but that would not occur until, at the earliest, FY06.’

Worthen did not investigate any assistance from Massachusetts because CSXT declined to permit NECR to use its tracks. But the *Study* proposes that, in concert with Massachusetts authorities, ‘the idea of acquiring the track rights to operate the *Vermonter* over Guilford Transportation tracks between East Northfield, MA and Springfield, MA should be pursued. [*Amtrak’s Montrealer* ran this route from 1972 to 1987.] This would be much more practical than the current Palmer routing. It would eliminate the time-consuming 45-minute *Vermonter* equipment direction reversal at Palmer, require only one power
unit on instead of the two now required, and cover a more populated route resulting in increased ridership and revenues for
the Vermonter.’ {text of study; history from 2000 Regional Transportation Plan, Franklin (MA) Regional Council of
Governments, 1.02}

**LEGISLATURE**

**CAPITAL BUDGET BILL**

23 May, Montpelier. *THE VERMONT GENERAL ASSEMBLY INCLUDED VARIOUS RAIL ITEMS* in the capital
budget bill, H.545, now awaiting the governor’s action.

**Passenger: Burlington-Essex**

Sec. 3. RAIL PROGRAM

The following modifications are made to the rail program:

(1) The Burlington-Essex Corridor New Starts Development project, page 4, is modified as follows: Notwithstanding the
description of the project, federal New Starts funds in fiscal year 2004 shall be used exclusively for the following activities:
(A) acquisition or long-term lease of the railroad right-of-way for use as fixed guideway public transit service, intercity
passenger rail service, or freight service; and
(B) engineering work with respect to the potential use of the railroad right-of-way for a fixed guideway public transit service,
intercity passenger rail service, or freight service.

**Passenger Middlebury-Charlotte and Champlain Flyer**

(2) The Middlebury-Charlotte project, page 6, is amended by striking the description and comments. The project description shall
read: The project is for the rehabilitation of the condition of the track and rail infrastructure between Middlebury and Charlotte.
(3) In the event of traffic congestion resulting from construction of the Shelburne-South Burlington NHEGC FEGC 019-4(19) (US
7/Shelburne Road) highway project, the secretary may, with the approval of the general assembly, if in session, or if not in
session, with the approval of the joint fiscal committee and the chairs of the House and Senate committees on transportation,
resume operation of the “Champlain Flyer” passenger train service between Vergennes and Burlington, with the operating
expenses of the passenger train charged to the highway project. The secretary is directed to seek the maximum participation
of federal aid funds in meeting such expenses.

**Agency and state policy on railroads**

Title 19 V.S.A. §§ 10e, after passage of the bill, reads:

§§ 10e. STATEMENT OF POLICY; RAILROADS
(a) The general assembly recognizes that rail service, both passenger and freight, is an integral part of the state’s transportation
network. Accordingly, it is hereby declared to be the policy of the state of Vermont:
(1) to provide opportunities for rail passenger services by cooperating with the federal government, other states, and providers
of those services, with priority to be given to the services likely to complement Vermont’s economic development efforts and
meet the needs of the traveling public;
(2) to preserve and modernize for continued freight railroad service those railroad lines, both within the state of Vermont and
extending into adjoining states, which directly affect the economy of the state or provide connections to other railroad lines which
directly affect the economy of the state;
(3) in those cases where continuation of freight railroad service is not economically feasible under present conditions, to preserve
established railroad rights-of-way for future reactivation of railroad service, trail corridors, and other public purposes not
inconsistent with future reactivation of railroad service; and
(4) to seek federal aid for rail projects that implement this section’s policy goals.
(b) To complement the regular maintenance efforts of the lessee/operators of state-owned railroads, taking into account each
line’s long-term importance to the state’s transportation network, economic development, the resources available to the
lessee/operator and relevant provisions of leases and other agreements, the agency may develop programs to assist in major
rehabilitation or replacement of obsolete bridges, structures, rails, and other fixtures.

§§ 3002. POWERS OF AGENCY
[Also revised—omitted for reasons of space]

**Legislative oversight of leases** (amends earlier statute)

§§ 3405. LEASE FOR CONTINUED OPERATION
(a) The secretary, as agent for the state, with the approval of the governor and the general assembly, or, if the general assembly is not in session, approval of a special committee consisting of the joint fiscal committee and the chairs of the house and senate committees on transportation, is authorized to lease or otherwise arrange for the continued operation of all or any state-owned railroad property to any responsible person, provided that approval for the operation, if necessary, is granted by the federal Surface Transportation Board. The transaction shall be subject to any further terms and conditions as, in the opinion of the secretary, are necessary and appropriate to accomplish the purpose of this chapter.

(b) To preserve continuity of service on state-owned railroads, the secretary may enter into a short-term lease or operating agreement, for a term not to exceed six months, with a responsible railroad operator. Within 10 days of entering into any lease or agreement, the secretary shall report the details of the transaction to the members of the House and Senate committees on transportation.

Other
See WACR and Lamoille Valley. {text from legislative website}

**LEGISLATURE - ACT 250**
30 May. *THE GENERAL ASSEMBLY ADJOURNED WITHOUT ACTION ON THE ACT 250 BILL*, which would mitigate the act’s effect on railroads [see 6 May issue].

**WACR**
The just-passed capital budget [see above] contains this language (somewhat altered–see 8 April issue–from earlier):

Sec. 15. WHITE RIVER JUNCTION-NEWPORT RAILROAD; NEGOTIATION OF LONG-TERM OPERATING AGREEMENT
(a) In accordance with 5 V.S.A. §§ 3405 and subject to subsection (b) of this section, the general assembly authorizes the secretary, as agent for the state of Vermont, to enter into a long-term operating agreement with the Washington County Railroad Company for the operation of freight service over the state-owned railroad line between Hartford (White River Junction) and Newport City under the terms stated in the proposed agreement attached to the May 14, 2003 memorandum of understanding between the agency and the Washington County Railroad Company.

(b) Any long-term operating agreement shall require the railroad operator to cooperate with the agency or its designees to identify areas along the White River Junction-Newport line that may be suitable for bicycle and pedestrian paths or for other public uses (including but not limited to areas in the St. Johnsbury railyard for uses identified in the town plan), provided that such proposed uses do not interfere with the railroad operator’s safe performance of its common carrier obligations and otherwise are compatible with present and future railroad use.

**LAMOILLE VALLEY**
The just-passed capital budget [see above] contains this language (somewhat altered–see 8 April issue–from earlier):

Sec. 17. LAMOILLE VALLEY RAILROAD
(a) The secretary of transportation shall establish as a priority the discontinuance of service and the approval for railbanking of the Lamoille Valley Railroad to expedite the conversion of this state-owned resource into a year-round, multiuse recreation path. The secretary shall report the results of these efforts to the general assembly by December 15, 2003.

(b) The agency of transportation is authorized, subject to approval of discontinuance of service and the approval of railbanking by the Federal Surface Transportation Board and notwithstanding any prior legislation, to salvage materials from those sections of the rail corridor which are leased to VAST between Morrisville and at or near mile marker 94.81. The agency shall negotiate with the successful request for proposal (RFP) responder for the removal of the rails and ties over the entire length of the Lamoille Valley Railroad bed. If the rails and ties can be removed at no cost to the state, the agency is authorized to enter into an immediate contract for their removal as quickly as possible. Notwithstanding any prior legislation, the agency is further directed to negotiate to retain as much of the salvaged material as possible, at no cost to the state, for use on other rail projects in the state.
Quebec/Maritimes

Canadian National/NBSR

22 May, Milford. *National Gypsum Delivered to Westroc Via Both Ship and Rail* this week. From the Milford quarry, CN takes hoppers to Dartmouth for loading on ship, and hoppers to Saint John for interchange to NBSR and delivery to McAdam. [Westroc has become BPB Canada–see below.]

**By ship**

David Seman, port manager of Bayside, said the *Atlantic Erie* had unloaded about 38,000 tonnes of gypsum. About four to five gypsum ships a year call the port. {ANR&P discussion 29.May.03} *Atlantic Erie* and *Atlantic Huron*, both belonging to Canada Steamship Lines, often move gypsum for National Gypsum. {www.boatnerd.com/pictures/fleet/atlantichuron.htm}

**By rail**

Local railfans report that up to 45 hoppers per week are now being collected from the quarry by the local switcher from Truro and sent to Saint John, whence NBSR forwards the cars to McAdam [see 26 February issue].

[If five ships annually formerly supplied Westroc, that translates to 190,000 tonnes per year, or 1900 railcars, or nearly 40 per week. During the trials, only one train a week with 15 cars moved, not enough to keep the plant supplied. Now, one train a week with 40 hoppers could do it. Editor]
New cars and rebuilt dumper
Nancy Spurlock, spokesperson for the parent company in North Carolina, confirmed that the Milford plant has purchased its own, larger cars. Moreover, National has converted the rotary dumper in Dartmouth. Now all cars bottom dump into a pit from which the gypsum is taken by a conveyor to the storage pile.

The arrival of 120 new cars permitted CN, which owned the old hoppers, to deploy them to serve McAdam by rail. Instead of the two 74-car unit trains a day, National now can use two 60-car trains because of the higher capacity of the new cars.

The operation at Milford
The quarry lies to the east of the Halifax-Truro main line, across the Shubenacadie River. The quarry yard has four parallel tracks; the northern-most serves the loader, the next as the departure track, the third as the run-around track, and the fourth (bottom, or southern-most) as the arrival track. All are tied together in the east to a stub track.

Formerly the spur into National Gypsum from CN’s Halifax-Truro line had a wye; the west leg, toward Truro, has now become a stub from the quarry (no longer connects to main line). National owns a remote-controlled ex CN SW8 switcher.

When the empties from Dartmouth return on the CN train, the switcher sits on the stub, letting the CN train run past it. The switcher moves out of the spur and follows the train down grade to the bridge over the Shubenacadie River (shared with road access to the plant), where it pulls off about 10 empty cars and pushes them into the loader (cars are pulled through the loader with an endless chain with dogs attached that pull on the axles of the cars).

CN spots the remaining cars on the arrival siding and runs off the end of the arrival siding and back to the west end of the loader siding.

The crew has lunch while the extra empties are loaded. Once loaded, the CN power pulls the 10 cars out, and backs down the departure track to pick up the other fifty or so loaded cars already spotted on the departure track. It then hauls all 60 to Dartmouth.

While the train is gone, the switcher spots empties for the loader, and pulls them out to the east to a stub which can only hold 20 cars or so. It then pushes them onto the departure siding.

In this fashion, CN moves two loaded 60-car trains a day to Dartmouth. Two high-horsepower locomotives are used on the train and even then they have extreme difficulty starting the train on the grade out of the mine after aligning the switch to the main line. {e-mail to ANR&P from David Othen; ANR&P discussion with Nancy Spurlock}

Westroc name changed to BPB Canada
On 6 February, Westroc parent company BPB plc announced a name change. ‘BPB Westroc...officially changed its company name to BPB Canada Inc. The change reflects a new unified identity for all BPB companies in North America. The BPB family in North America is now made up of two customer-facing companies, BPB Canada Inc. and BPB America Inc., a unified team that includes four previous companies which traded as BPB Westroc, BPB Celotex, BPB Marco and BPB Gypsum. Together, they comprise 31 locations and more than 2,000 employees in Canada and the United States. The name change is part of Westroc's evolution from its beginnings as Western Gypsum Products Ltd. to its current status as a member of BPB plc, the world’s leading gypsum company with a presence in more than 50 countries.’ {BPB website}

HALIFAX/CN
14 May. THE WAITS AT CERES HAVE CLEARED UP [see 20 May issue]. With three additional loaders, Ceres has cut back its temporary 24-hour operation, although the round-the-clock work will resume in a few days when more ships arrive.

Brian Conrad, general manager of Conrad’s Transportation, said his trucks’ productivity had gone back up to 75-100%.

{Tom Peters in Halifax Herald 15.May.03}

2 June, Halifax. CN HAS SCHEDULED EXTRA TRAINS TO DEAL WITH TEMPORARY EVERGREEN TRAFFIC arriving at Halifax. Evergreen America (EGA) is diverting its ships from the US East coast because of a labor strike which originated in New York on 14 May.

History
The International Longshoremen’s Association (ILA) is seeking to organize clerical workers of the steamship lines. The five port captains, based at Evergreen's Morristown, N.J. headquarters voted 3-2 last year for ILA
representation. Evergreen fought the vote at the National Labor Relations Board (NLRB), but on 25 April the NLRB dismissed Evergreen’s request and ordered it to bargain with the union. {Evergreen America Corp. (Longshoremen ILA) (22-CA-25542; 338 NLRB No. 156) Morristown, NJ April 25, 2003}

Evergreen asked the U.S. Court of Appeals for the District of Columbia to reverse the order, and declined to begin bargaining. The company contends the port captains are managers who are ineligible for unionization.

The ILA began a boycott of Evergreen ships on 14 May in New York. The boycott has since spread to Baltimore and Norfolk, so that five Evergreen ships are either docked or waiting outside ports, unable to unload.

In a letter to customers on 23 May, the line declared force majeure: ‘Evergreen is now unable to move or deliver cargo through these Terminals or to perform any contract obligations which are in any way dependent on its ability to do so. While this Force Majeure condition is temporary, we have no way of knowing at this time when it will end.’

Evergreen said it ‘will abide by the decisions of the NLRB and the federal courts but will not give up its right, as an American company, to due process, to challenge a decision it believes to be legally and factually incorrect.’

Getting some immediate action
The carrier has asked the NLRB to declare the ILA's actions an illegal secondary boycott. According to Michael Lightner, an attorney in the NLRB’s New Jersey office, the NLRB general counsel is looking at the multiple boycotts to decide whether they violate the US statute against secondary boycotts. Lightner expected a decision “any day.”

If the general counsel decides the ILA is acting illegally, he or a regional office must file a request in US district court to enjoin the boycott. Lightner said the NLRB will also seek a temporary restraining order, which will last seven days. During that time, the court will hold a hearing on granting the injunction.

Use of Halifax
In late May, two Evergreen ships called Halifax, diverted from their normal run, with a total of 900 boxes; one used the Fairview Cove (Ceres) terminal, the other the South End (Halterm) terminal. The port has for some time sought an Evergreen call; Patricia McDermott, marketing director, said the stakeholders welcomed the chance to show how the port could serve the Taiwan-based shipping line.

According to CN spokesperson Mark Hallman, Evergreen had expected court action to end the boycott quickly, and told Halifax it would retrieve the boxes by feeder vessel. However, a week went by without a temporary restraining order. Evergreen knew without the TRO, it could not retrieve the boxes by ship as no stevedores on the US East coast would unload them. So the ocean carrier asked CN to retrieve the boxes by rail.

CN extra trains
CN has scheduled four extra trains to handle the 900 containers. ‘This is not our preferred method, especially since the advent of IMX. We like predictability and this just came out of the sky,’ said Hallman. One train a day will make a (per schedule) 32-hour run from Halifax to Massena via Joffre, Sainte-Hyacinthe, Pont-Victoria, Coteau, Cecile (onto CSXT tracks), and Huntingdon. CN has trackage rights on the section from Cecile to Massena over the CSXT trackage from Syracuse to Montreal (Adirondack Junction).

In the reverse direction, the train will taking (per schedule) 35 hours. Because of the fluidity of the situation, the trains have no normal start time; CN does not yet have the go-ahead. Because CN is ‘balancing its intermodal car fleet, CSXT is providing the cars from the New York area, ‘without which we could not move the cans,’ as Hallman said.

Some containers will move west from Syracuse, and some will move down to the New York area. The first train, with empties, left Massena on 3 June

Why Massena?
CN already uses the Massena gateway on some business that currently runs from Port of NY/NJ to Montreal/Toronto. Since the customs and the EDI are all set up there, it made sense to handle it this way, said Hallman.

CN has not received a request to handle additional boxes in this fashion, he noted. And as of 3 June, according to Port Authority spokesperson Michele Peveril, Evergreen has not notified the port of any additional calls. {ANR&P discussions 3.Jun.2003}
CAPE BRETON & CENTRAL NS

22 May, Sydney. **CBNS GENERAL MANAGER PETER TOUESNARD WANTS MORE GOVERNMENT MONEY FOR RAIL**, he told an audience attending the Sydney Port Days. He argued that trucks were not paying for the damage done to provincial roads.

“According to the American Association of State Highway and Transportation Officials, the damage caused by one 80,000-pound truck is equivalent to 10,000 autos, and the damage caused by one 136,000-pound truck is equivalent to 20,000 autos.”

He coupled that fact with the fact that the province has a deferred highway maintenance bill of nearly $1 billion, to reach the conclusion that trucks are not paying enough to repair the damage they do.

CBNS and the Railway Association of Canada propose road user charges. For example, graduated per-kilometre fees for trucks, based on axle weight and eventually set by class of road.

Touesnard noted that unlike trucks, his railroad pays no provincial tax on diesel fuel. However, it pays about $200,000 per year in fuel taxes to the federal government and sees no return on the money. {Tom Peters in *Halifax Herald* 24.May.03 courtesy Transport 2000 Atlantic}

SAINT JOHN

3 June. **THE PORT REACHED A FIVE-YEAR CONTRACT WITH THE ILA**, which provides for more competitive labour costs during the next five years. The deal gives workers a three percent wage increase in each of the next five years. It also makes a contribution to the workers' pension fund. The agreement is actually a seven-year deal retroactive to 2000. {CBC webposted 3.June.03}

SYDNEY

23 April, Belledune. **A COMPETITOR TO THE NEWFOUNDLAND FERRY** out of North Sydney [a former, and still possible, customer for CBNS - editor] has arisen here. New Brunswick firm Rigel RoRo, Incorporated is planning cargo service out of Belledune, to Corner Brook. The firm believes it can save $850 for trailers from St.Leonard to Corner Brook, and $175 for trailers from Moncton to Corner Brook. {Tom Peters in *Halifax Herald* 23.Apr.03 courtesy Transport 20002 Atlantic}

RAIL SHIPPERS

As a precursor to our forthcoming Directory of Rail Shippers & Receivers: Southern New England this section lists the companies discussed in this issue.

Automated Waste (HRRC), BPB (NBSR), Eastern Fine Paper (GRS), Foss Manufacturing (GRS), Ivex Novacel (BCLR), National Gypsum (CN), Northeast Utilities (PW), WBC Extrusion (GRS).

PEOPLE/EVENTS

The **Fifth Annual Vermont Rail Day** will occur in White River Junction on 19 June. The Rail Advocate Award will be presented. People may attend via Amtrak from Essex, Waterbury, and Montpelier for $10, with a return by bus included in the deal. Call 802-434-3629. {notice from VAOT}

Fred Jones stopped handling Canadian National marketing in New England last summer. Jean Lalonde picked up some of his accounts. Fred is now consulting with two former customers, doing sales training.
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Purpose
Atlantic Northeast Rails & Ports, née Maine RailWatch (1994-1997) and later Atlantic RailWatch (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. ‘No railroad is an island, entire onto itself.’

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